

THIS PAGE IS DECLASSIFIED IAW EO 13526

A photograph of a document page with a marbled pattern. The word "START" is printed in large, bold, black letters in the center of the page. There are some dark smudges or ink marks at the bottom of the page.

START

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The Papers of

Henry H. Arnold

Container 126

HENRY HARLEY ARNOLD

MILITARY

DECIMAL

SAS 450.1 Iceland
through India

Box 126 Folder 1

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DOD
K.K. 2/28/80
W.A. 2/28/80
D. 8-23-76

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G.O. 52
NOV 20 1982
NOI/RAC, 3-23-76

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Iceland.

LHM:mas 0871

1. AFMS AFMOT 1942
8-17

1. Twenty-five P-38 type airplanes are now carried in Iceland as "enroute to Frostrick". A false picture is thereby created pertaining to the practicability of ferrying pursuit craft from Iceland to Frostrick.

2. General Arnold directs that this squadron, or some other squadron which may succeed it, be picked up as permanent garrison of Iceland and further, that action be taken to build up the pursuit group from which this squadron was detached, to full strength. If practicable, it is his intention that this build-up be effected by transferring to the U.K. additional P-38 type aircraft which will be named by Eagle Squadron personnel.

Copies to AFMS and
AFMAD.

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

453-1
Dolan
34

Tale
ci 9/17/42

Dispatched
SEP 17 1942
AAG

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at 45 453, 1, Dulane

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DDO NS.
By: R/W/T/B/C Date: 23 76

Equipment for Indigo.

AFADS
RCC/msh

- 3. AFADS AFDRS/ 1942 1. Your attention is invited to the previous item, dated
C/E 6/18 June 13, 1942.

Incl. n/e

TJR, JR.,
C/A-4.

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Ans. 08 452.1 Sectional 31

DECLASSIFIED
DDO No.
8 Jan. & 30 June 1981
By: MLP/SL, DAW, 3-13-71

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1030

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

June 6, 1942

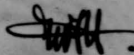
MEMORANDUM FOR ASSISTANT CHIEF OF AIR STAFF, A-4.

1. The following has just been received in a letter from Colonel Morris at Indigo:

"Supply:

"If possible, all airplanes sent to Indigo should come equipped with pip-squeaks, IFF, and recognition lights. I thought that this would be standard practice, but the 15 P-39D's we received recently had none of this equipment.

"Also, we still haven't received magazines and other parts for the 37mm cannon for the first 10 P-39's that arrived last January, in spite of repeated requests. The new arrivals did have this equipment, so that we now have some airplanes capable of firing more than one shot. Is it possible to obtain this vital equipment for us, and ship it to us by air transport?"



M. F. HARMON,
Major General, U. S. A.,
Chief of the Air Staff.



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air of 4221 Indigo (2)

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DDO 105
3 Page 4 30 Index 143
15 (17) 10; Date: 8-23-76

AAF/A-4
HWS/elm

Written March 9, 1942.

Subject: Technical Information for Transmittal.

3rd Ind.

War Department, Headquarters, Army Air Forces, Washington, D. C.,
MAR 10 1942 The Director of Base Services.

1. Your attention is directed to the unsatisfactory condition of spark
plugs drawn from Air Corps supply.

By Command of Lieutenant General Arnold

Encls.
n/c.

JOHN B. COOLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

452.1 Ireland (38)

Dispatched
MAR 10 1942
AGG
MAR 1942
AGG

HEADQUARTERS ARMY AIR FORCES						COORDINATION					
Chief of Staff	Secy of Staff	Air Staff	A & G	A-1	A-2	A-3	A-4	A-5	A-6	Student	Sta- tion
							J.P.				

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117-38

452.1 Ireland (38)

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DECLASSIFIED
DDO HQ
8 Jan. & 20 June 1989
By AW/118-10/Don 9-22-76

HEADQUARTERS
ICELAND BASE COMMAND AIR FORCE
Office of the Commanding Officer

26 January 1942

SUBJECT: Technical Information for Transmittal.

TO : Commanding General, Iceland Base Command, Camp Pershing.

In compliance with instructions of Chief of Staff, Secret letter, Headquarters, Iceland Base Command, 12 January 1942, recommend that attached technical information be submitted to Chief of Army Air Forces, for transmission to Allison Division of General Motors Corp., Indianapolis, Indiana.

/s/ Edward M. Morris

EDWARD M. MORRIS
Colonel, Air Corps,
Commanding

9 Incls.

U. R. 20 Jan 1942

U. R. 20 " 1942

Engine Time & Status report of period ending	13 Dec 1941
" " " " " " " "	20 " 1941
" " " " " " " "	27 " 1941
" " " " " " " "	3 Jan 1942
" " " " " " " "	10 " 1942
" " " " " " " "	17 " 1942
" " " " " " " "	24 " 1942

313.3

1st Ind.

- lcs

Headquarters, Iceland Base Command, A.P.O. 810, Iceland, January 27, 1942. - To: Commanding General, Field Forces, Washington, D. C.

C.J.R.

9 Incls. n/c

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20 June 1984
M 11786C, Date 8-23-76

WAR DEPARTMENT
AIR CORPS

UNSATISFACTORY REPORT

Date January 22, 1942.

Station Reykjavik, Iceland, Organization 33rd Pursuit Squadron (1) IBCAF
Property Class No. 03-8
Name, type and ser. no. of equipment Allison, V-1710-33 engine.

Name and part no. of defective part Plug, spark, aircraft engine, (Ceramic), Specific
tion R-28444, Type LS-85.

DESCRIPTION OF TROUBLE:

1. Description of unsatisfactory part: Plug, spark, aircraft engine, (Ceramic), Specification R-28444, Type LS-85, installed in Allison, V-1710-33 engines.

2. Description of unsatisfactory condition: On inspection of each box containing the subject spark plugs, it has been found that in most cases at least one-half of them are defective units for various reasons. Gap clearances vary from the normal setting of 0.015 and fall in a category either approaching the allowable or exceeding the tolerances, generally of 0.012 minimum and occasionally 0.020 maximum. Small gap clearances cause an improper spark during ignition resulting in the improper combustion of the fuel-air mixture leading finally to a fouled condition necessitating plug replacement. In some cases new plugs have had to be discarded due to cracked or broken ceramic insulation within the plug core. It is the view of this organization thereupon, that more care and more frequent inspections be made where these plugs are manufactured to guarantee correctness more within the approved and allowable limits.

3. Service and historical data: These spark plugs were drawn from Air Corps Supply for spare parts equipment on July 20, 1941, at Mitchel Field, New York, by this organization.

4. Action taken to correct conditions: Close clearance spark plugs are being turned back to Air Corps Supply.

5. Recommendations: None.

6. Previous reports on similar conditions: None.

7. Disposition of unsatisfactory part: Two packages of defective spark plugs are being submitted as exhibits with this unsatisfactory report.

DECLASSIFIED

ERNEST F. WILLIAMS,
Captain, Air Corps,
Commanding.

~~SECRET~~

C O P Y

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By: MA/17/2 AG: Date: 3-23-76

Date January 20, 1942/

Station Reykjavik, Iceland. Organization 33rd Pursuit Squadron (I) IBCAF
 Property Class No. O2-A.
 Name, type and ser. no. of equipment Allison, V-1710-33 Engine, A. C. No. 41-35775.
 In compliance with T. O. O2-1-15, par. 4, dated 10-21-41, the following unsatisfactory report is submitted:

DESCRIPTION OF TROUBLE:

1. Description of unsatisfactory part: Allison, V-1710-33 engine, A. C. No. 41-35775, installed in P-40C airplane, A. C. No. 41-13456.
2. Description of unsatisfactory condition: On January 16, 1942, subject engine was damaged at this station during an attempted night take-off without the aid of boundary lights and over an icy runway. The airplane veered off to the right on the take-off roll and as the airplane left the ground it hit two separate rock piles along the right hand edge of the runway, shearing off the landing gear struts and the tail wheel strut assembly resulting in the airplane dropping down on its belly. Sudden stoppage of the propeller and engine under take-off power followed.
3. Service and historical data: Engine A. C. No. 41-35775 was purchased from the Allison Engineering Company on March 10, 1941, and received as part of P-40C Equipment on July 4, 1941 by this organization at Mitchel Field, New York. Total engine time, 121:45 hours. * Not overhauled.
4. Action taken to correct condition: Engine was removed.
5. Recommendations: None
6. Previous reports on similar conditions: U. R. Nos. 33-31, 33-32, 33-1 and 33-2, dated 12-4-41, 12-4-41, 1-10-42, and 1-13-42 respectively.
7. Disposition of unsatisfactory part: Subject engine turned in to Base Engineering for disposition.

ERNEST F. WILLIAMS,
 Captain, Air Corps,
 Commanding.

DECLASSIFIED
SECRET

-1-

(14-8)

474

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

~~DECLASSIFIED~~
~~SECRET~~

SECRET
By Authority of
the Chief of the Air Corps
MAR 12 1942
Date Initial

DECLASSIFIED
DD Form

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
~~OFFICE OF THE CHIEF OF THE AIR CORPS~~

WASHINGTON

MAR 12 1942

8 Jan. & 20 June 1978
By RU/PAC 10, Date 3-23-76

SUBJECT: Supply of Air Units in Iceland.

TO: Deputy Chief of the Air Staff.

1. Reference is made to the attached copy of letter, subject same as above, dated February 25, 1942, regarding the supply difficulties at Iceland due to the infrequent sailings from the New York Port of Embarkation.

2. Subsequent to our first indorsement, referred to in the attached copy of letter, this office has learned that four additional boats have been put into the service to Iceland and some of the supply difficulties should be overcome by this action. However, this office will endeavor to build up the Air Corps supply in Iceland as requested in Paragraph 2.

For the Commanding General, Air Service Command.

W. T. Hapley

LT. COL., Air Corps.
Executive, Air Service Command

1 Incl.
Cy. let. 2/25/42,
Subj. as above.

Hq. A-1

MAR 16 1942

AAG Received

Air DG 45211 Iceland (37)

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~~SECRET~~

AAF/A-4/216

air 45211 Iceland (37)

DECLASSIFIED
030 mg
1700 20 Nov 1988
By: *17/16/88/1000-23 76*

~~SECRET~~
BY AUTHORITY OF THE
CHIEF of the USAF AIR FORCE
(Air AG)
DATE INITIALS

February 25, 1943

SUBJECT: Supply of Air Units in Iceland.

TO: Chief of the Air Corps.

1. For the past 6 months the Headquarters, U. S. Army has reported that the Air Corps supply system as respects Iceland is very unsatisfactory. Copy of a letter dated January 5, 1943 was forwarded to you under date of January 14th, AG 100 452.1 I. (20) and returned by 1st Indorsement with your comments under date of February 11, 1943. It would appear from your comments that the difficulty is primarily due to infrequent sailings from the New York Port of Embarkation.

2. There is little to indicate at this time that shipping facilities to Iceland will be materially improved in the near future. It is therefore desired that you build up a sufficient stock of Air Corps supplies in Iceland to carry the 33rd Pursuit Squadron through from one sailing to another. It is realized that this will require materially larger stocks than would be justified for a single squadron in the United States but no other solution of the problem appears feasible at this time.

By command of Lieutenant General ARNOLD:

JOHN B. COOLEY
Lt. Col., A.G.D.
Assistant Air Adjutant General

Armed

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AG 100 452.1 I. (20)

DECLASSIFIED
 DOD Reg.
 8 May 4, 2010 1024
 By: MW/18-26, Date: 9-23-71

SECRET
 DECLASSIFIED
 BY AUTHORITY OF THE
 CHIEF OF THE AIR FORCE
 (Air AG)
 DATE INITIALS

February 25, 1942

SUBJECT: Supply of Air Units in Iceland.

TO: Chief of the Air Corps.

1. For the past 6 months the Headquarters, U. S. Army has reported that the Air Corps supply system as respects Iceland is very unsatisfactory. Copy of a letter dated January 5, 1942 was forwarded to you under date of January 14th, AG 106 462.1 I.(20) and returned by 1st Indorsement with your comments under date of February 11, 1942. It would appear from your comments that the difficulty is primarily due to infrequent sailings from the New York Port of Embarkation.

2. There is little to indicate at this time that shipping facilities to Iceland will be materially improved in the near future. It is therefore desired that you build up a sufficient stock of Air Corps supplies in Iceland to carry the 33rd Parachute Squadron through from one sailing to another. It is realized that this will require materially larger stocks than would be justified for a single squadron in the United States but no other solution of the problem appears feasible at this time.

By command of Lieutenant General ARNOLD:

dispatched
 FEB 26 1942
 AAG

JOHN B. COOLEY
 Lt. Col., A.G.D.
 Assistant Air Adjutant General

452.1
 Johnson (2)

HEADQUARTERS		ARMY AIR FORCES				COORDINATION					
Chief of Staff	Secy Air Staff	AAG	A-1	A-2	A-3	A-4	A-5	A-6	A-7	Budget	Statistics
	WJP ↓ JPK					✓					

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117-39

AG 106 452.1 Johnson (2)

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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DD Form 139
1 Jul 60
By H. J. M. G., Date 5-23-76

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

File No.

Tally No. AAF 18-42-16

SUBJECT: Supply of Air Units in Iceland.

NO.	FROM	TO	DATE	COMMENTS
1	AAF A-4	AAF AAG	1942 2/17	<p style="text-align: right;">AAF/A-4 MFS/emd</p> <p>1. It is requested that a directive, substantially as follows, be forwarded to the Chief of the Air Corps: 23 196 9. 00 452.19</p> <p>"1. For the past 6 months the Headquarters, U. S. Army has reported that the Air Corps supply system as respects Iceland is very unsatisfactory. Copy of a letter dated January 5, 1942 was forwarded to you under date of January 14th and returned by 1st Indorsement with your comments under date of February 11, 1942. It would appear from your comments that the difficulty is primarily due to infrequent sailings from the New York Port of Embarkation.</p> <p>2. There is little to indicate at this time that shipping facilities to Iceland will be materially improved in the near future. It is therefore desired that you build up a sufficient stock of Air Corps supplies in Iceland to carry the 33rd Pursuit Squadron through from one sailing to another. It is realized that this will require materially larger stocks than would be justified for a single squadron in the United States but no other solution of the problem appears feasible at this time."</p> <p style="text-align: right;"><i>WJR</i> for T.H., Jr. C/A-4 <i>JH</i></p>

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Page No. -1-

N-4071, AC, Rev. 9/14/41

air 26452.1 Iceland (2)

DECLASSIFIED
JOS/omd
8-23-76

SECRET
DECLASSIFIED

AAF/A-4
JOS/omd
Written March 6, 1942.

Fifteen P-39D Airplanes for Indigo.

2d Ed.

War Department, Headquarters Army Air Forces, Washington, D. C.,
MAR 7 1942 To: Chief of the Air Corps.

1. Information is requested as to the date planes will be ready for shipment.

By Command of Lieutenant General ARFOLD:

Depart Army
MAR 7 1942 MAR 6 1942
AAG AAG Recei

R. C. LEWIS
Major, Air Corps.
Acting Ass't Air Adjutant General.

HEADQUARTERS		ARMY AIR FORCES			COORDINATION					
Chief of Staff	Sec'y of Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics
		R.C.P.								

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SECRET

Basic prepared in A-4
on 12/45/21 [Signature]

AAF-39

4521 [Signature]
(26)

DECLASSIFIED
EOD 185

By ALIA on June 1974
D.C. Insp 3-23-76

~~SECRET~~

Subject: Fifteen P-59D Airplanes for Indigo

(14-C)

1st Ind.

War Department, Office Chief of the Air Corps, Washington, D. C.
FEB 28 1942 To: Chief of the Air Staff, A-4.

1. The fifteen P-59D airplanes for Indigo will not be available by March 1, 1942 for under transportation from the West Coast. Therefore, it is requested that space for this cargo be canceled for the March 1, 1942 deadline.

For the Chief of the Air Corps:

W. T. HEFLEY
Lt. Col., Air Corps.
Executive Air Service Command

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DDI Ins.

8 Jan. 6 22 June 1974

By: 1141/PAC G.O. Date: 3-23-76

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RECEIVED

DATE _____

SUBJECT: Fifteen P-51B Airplanes for Indigo.

Received from Headquarters Army Air Forces, 2d Indocment
above subject.

DECLASSIFIED

~~SECRET~~

007 452.1 *[Signature]* 26

DECLASSIFIED
By: MAJ/PS Date: 9-23-76

SECRET
DECLASSIFIED

AAF/A-1/c 3/
JOS/emd
Written February 20, 1942.

FEB 21 1942

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Fifteen P-39's for India.

1. Later Transportation will be available on the East Coast March 1, 1942 for shipment of 15 P-39 B Airplanes to India.

For the Chief of the Air Staff:

T. J. HANLEY, Jr.,
Colonel, Air Corps,
Assistant Chief of the Air Staff, A-4.

5
452.1 Ireland (26)

HEADQUARTERS		ARMY AIR FORCES				COORDINATION				
Chief of Staff	Sec'y of Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WD	A-Insp.	Budget	Statistics

DECLASSIFIED
SECRET

AAF-39

452.1 Ireland (26)

A-3/59

P-39D Airplanes for Indigo.

AAF/A-3
GMeC/3G

1. AAF AAF 1942
 A-3 A-4 2/10

1. The Chief of the Air Corps has been directed to prepare for shipment to Indigo, 15 P-39D airplanes previously allocated to Brush.

2. It is understood that these airplanes are now located at Patterson Field.

3. This for your information and necessary action.

HSV
G/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

DECLASSIFIED

AAF-39

44-16 452.1 Toland (26)

DECLASSIFIED
GPO 1974
By: MA/1A 101 Date: 8-23-76

~~SECRET~~
DECLASSIFIED

RECEIPT

DATE _____

SUBJECT: Fifteen P-39 B's for Indigo .

Received from Headquarters Army Air Forces, Memorandum
above subject.

Officer _____ Rank _____

_____ Office _____

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dir US 452.1 Gabriel (26)

DECLASSIFIED
DDO US
8 Jan 6, 20 June 1993
By NAI/DC SC Date: 8-29-76

DECLASSIFIED

AAF/A-3
CMoG/1g
written 2/10/42

FEB 19 1942

SECRET
BY AUTHORITY OF THE
CHIEF OF THE ARMY AIR FORCE
DECLASSIFIED
DATE _____ INITIALS _____

SUBJECT: P-39D Airplanes for Indigo.

TO: The Chief of the Air Corps.

1. Fifteen of the twenty-five P-39D airplanes from January production previously allocated to Brush, are re-allocated to Indigo.

2. It is directed that you take the necessary action to prepare the above airplanes for water shipment. Detailed instructions will be furnished by A-4.

3. This confirms instructions transmitted to Air Service Command, OCAO, by telephone.

By Command of Lieutenant General Arnold

JOHN B. COOLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

Eq. Arty. Air Force
FEB 18 1942
AAG RECEIVED

Dispatched
FEB 19 1942
AAG

45-1
Dobson

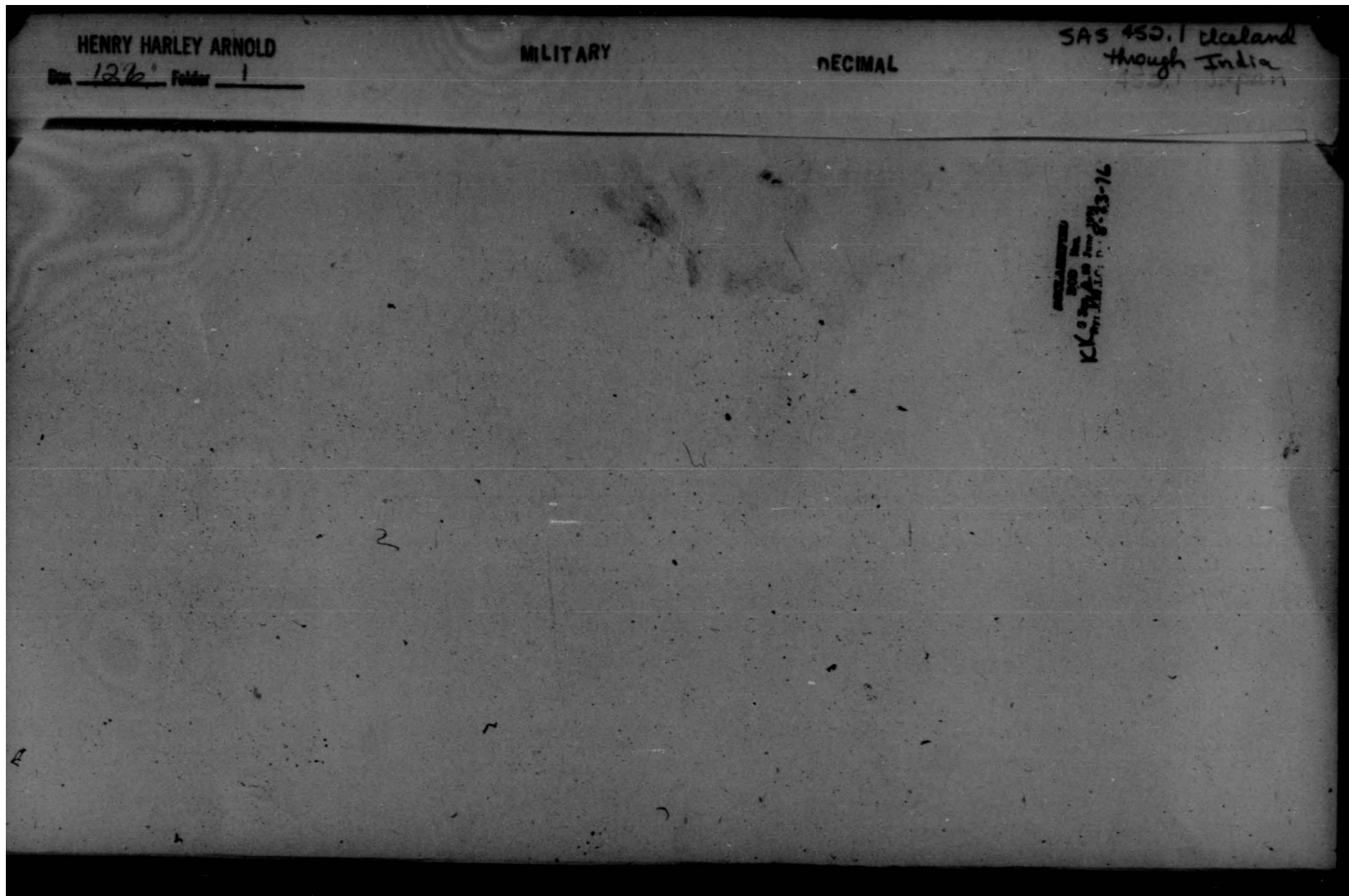
HEADQUARTERS ARMY AIR FORCES - COORDINATION										
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WD	A-Inspr.	Budget	Sta-istics
	EPC ↓ DPC				DECLASSIFIED					

AAF-39

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with H. S. ...

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600 B.

FORM 8, 20 June 1952

REF ID: A66000 3-22-74

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Island.

LHM:ms 4972

1. AFMAG AFMAG 1942
8-17

1. Twenty-five P-51 type airplanes are now carried in Iceland as "spare to Frestwick". A false picture is thereby created pertaining to the practicability of ferrying personnel and aircraft from Iceland to Frestwick.

2. General Arnold directs that this squadron, or some other squadron which may succeed it, be picked up in possible garbages at Iceland and further, that action be taken to build up the parent group from which this squadron was detached to full strength. If practicable, it is his intention that this build-up be effected by transferring to the U.I. additional P-51 type aircraft which will be manned by Eagle Squadron personnel.

Copies to AFMAG and
AFMAG.

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

*File
ci 9/17/42*

Dispatched
SEP 17 1942
AAG

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*Wm. H. ...
all 25 452/Decker*

DECLASSIFIED
 HQ AFHQ
 8 Aug. 63 (June 1954)
 By: MW/TAL LC, Date: 3-13-76

HEADQUARTERS AIR FORCES
 ROUTING AND RECEIPT SHEET

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

File No.
 Tally No. AAF

SUBJECT: Equipment for Indigo.

NO.	FROM	TO	DATE	COMMENTS	APPROV RCC/mhh
3.	AFADS	AFD&S	1942 6/18	1. Your attention is invited to the previous item, dated June 13, 1942. Incl. n/c	
				<i>noted - file WIT</i>	

18 942
REC'D

R66
for TJH, JR.,
C/A-L.

452.1
National (51)

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DECLASSIFIED
EO 13526
Date: 03 June 1998 23 76
By: DAB/JPB

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Equipment for Indigo.

AFADS
HCC/mhh

- 3. AFADS AFADS 1942 1. Your attention is invited to the previous item, dated
6/18 June 13, 1942.

Incl. n/c

T.J.H., JR.,
C/A-4.

DECLASSIFIED

~~SECRET~~

air 00 452.1 Iceland (30)

DECLASSIFIED
HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
 DTIC 202
 6 Dec 6 10 June 1974
 By: WAF/PA/AC/DAW/3-25-74

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

File No.
 Tally No. AAF

SUBJECT: Equipment for Indigo.

NO.	FROM	TO	DATE	COMMENTS
1.	AFADS	AFMRS	1942 6-6	<p>1. Reference enclosed memorandum. Immediate action should be taken to supply Indigo by most expeditious means with 12 magazines (30 rounds) for 37mm guns on P-39 D airplanes, together with necessary installation parts and instructions for mounting also organizational and maintenance spare parts for ten 37mm M-4 guns for six months of operation.</p> <p>2. Advise this office of action taken.</p> <p style="text-align: right;"><i>[Signature]</i> C/A-4</p>

1. This office was informed that (30 round) together with necessary installation parts and instructions for 37 MM guns on P-39D Airplanes were shipped from Hartford, Connecticut, May 2, 1942 to New York Port of Embarkation, Brooklyn, N.Y. The New York Port of Embarkation sent them to Boston, where they left by boat May 29, 1942.

2: This office requested Chief of Ordnance to ship spare parts and cleaning and preserving material for sixty (60) days for twenty-five (25) P-39D Airplanes, by letter file 472.8 (6-2-42) dated June 9, 1942, subject: Shipment of Organizational and Maintenance Spare Parts. Shipment to arrive at Boston Port of Embarkation not later than June 15, 1942.

[Signature]
L. P. W.
D/BS
[Signature]
E. A. L.-Ordnance Officer

Incl.n/c

DECLASSIFIED
DDO WFO

8 Jan. & 20 June 1978
By: Muller / 10 Dec 3-13-78

DECLASSIFIED

1030

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

June 6, 1942

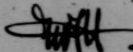
MEMORANDUM FOR ASSISTANT CHIEF OF AIR STAFF, A-4.

1. The following has just been received in a letter from Colonel Morris at Indigo:

"Summary:

"If possible, all airplanes sent to Indigo should come equipped with pip-squeaks, IFF, and recognition lights. I thought that this would be standard practice, but the 15 P-39D's we received recently had none of this equipment.

"Also, we still haven't received magazines and other parts for the 37mm cannon for the first 10 P-39's that arrived last January, in spite of repeated requests. The new arrivals did have this equipment, so that we now have some airplanes capable of firing more than one shot. Is it possible to obtain this vital equipment for us, and ship it to us by air transport?"



M. P. HARMON,
Major General, U. S. A.,
Chief of the Air Staff.

FOR DEFENSE



DECLASSIFIED

~~SECRET~~

air 05 4521 Indigo 27

SECRET

DECLASSIFIED
DDO 100
4 Dec 6 20 June 1975
By: [illegible] 23-76

AAF/A-4
HPS/elm

Written March 9, 1942.

Subject: Technical Information for Transmittal.

3rd Ed.

War Department, Headquarters, Army Air Forces, Washington, D. C.,
MAR 10 1942 For Director of Base Services.

1. Your attention is invited to the unsatisfactory condition of sport
plane drums from Air Corps supply.

By Command of Lieutenant General Arnold

Incls.
n/c.

JOHN B. COOLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

Dispatched
MAR 10 1942
AGG
MAR 1942

452.1 Ireland (28)

HEADQUARTERS ARMY AIR FORCES							COORDINATION			
Chief of Staff	Staff	A.G.	A-1	A-2	A-3	A-4	A-10	A-11	A-12	SLA
						J.P.				

SECRET

447-39

452.1 Ireland (28)

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DECLASSIFIED
DOD USE
8 Dec 8 20 Jan 1994
By: MAJ/AC, DOD, 9-23-74

HEADQUARTERS
ICELAND BASE COMMAND AIR FORCE
Office of the Commanding Officer

26 January 1942

SUBJECT: Technical Information for Transmittal.

TO : Commanding General, Iceland Base Command, Camp Pershing.

In compliance with instructions of Chief of Staff, Secret letter, Headquarters, Iceland Base Command, 12 January 1942, recommend that attached technical information be submitted to Chief of Army Air Forces, for transmission to Allison Division of General Motors Corp., Indianapolis, Indiana.

/s/ Edward M. Morris

EDWARD M. MORRIS
Colonel, Air Corps,
Commanding.

- 9 Incls.
- U. R. 20 Jan 1942
- U. R. 20 " 1942
- Engine Time & Status report of period ending 13 Dec 1941
- " " " " " " " " " 20 " 1941
- " " " " " " " " " 27 " 1941
- " " " " " " " " " 3 Jan 1942
- " " " " " " " " " 10 " 1942
- " " " " " " " " " 17 " 1942
- " " " " " " " " " 24 " 1942

313.3 1st Ind. - lcs

Headquarters, Iceland Base Command, A.P.O. 810, Iceland, January 27, 1942. - To: Commanding General, Field Forces, Washington, D. C.

C.J.E.

9 Incls. n/c

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DDO No.

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8 Dec 1979
Class No. 03-8
Date 8.33.76

WAR DEPARTMENT
AIR CORPS

UNSATISFACTORY REPORT

Date January 22, 1942.

Station Reykjavik, Iceland, Organization 33rd Pursuit Squadron (1) IBCAF
 Property Class No. 03-8
 Name, type and ser. no. of equipment Allison, V-1710-33 Engine
 Name and part no. of defective part Plug, spark, aircraft engine, (Ceramic), Specific
tion R-28444, Type IS-85.

DESCRIPTION OF TROUBLE:

1. Description of unsatisfactory part: Plug, spark, aircraft engine, (Ceramic), Specification R-28444, Type IS-85, installed in Allison, V-1710-33 engines.
2. Description of unsatisfactory condition: On inspection of each box containing the subject spark plugs, it has been found that in most cases at least one-half of them are defective units for various reasons. Gap clearances vary from the normal setting of 0.015 and fall in a category either approaching the allowable or exceeding the tolerances, generally of 0.012 minimum and occasionally 0.020 maximum. Small gap clearances cause an improper spark during ignition resulting in the improper combustion of the fuel-air mixture leading finally to a fouled condition necessitating plug replacement. In some cases new plugs have had to be discarded due to cracked or broken ceramic insulation within the plug core. It is the view of this organization thereupon, that more care and more frequent inspections be made where these plugs are manufactured to guarantee correctness more within the approved and allowable limits.
3. Service and historical data: These spark plugs were drawn from Air Corps Supply for spare parts equipment on July 20, 1941, at Mitchel Field, New York, by this organization.
4. Action taken to correct conditions: Close clearance spark plugs are being turned back to Air Corps Supply.
5. Recommendations: None.
6. Previous reports on similar conditions: None.
7. Disposition of unsatisfactory part: Two packages of defective spark plugs are being submitted as exhibits in this unsatisfactory report.

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ERNEST F. WILLIAMS,
Captain, Air Corps,
Commanding.

C O P Y
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 17/71
 3-23 74
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Date January 20, 1942/

Station Reykjavik, Iceland. Organization 33rd Pursuit Squadron (I) IBCAF
 Property Class No. O2-A.
 Name, type and ser. no. of equipment Allison, V-1710-33 Engine, A. C. No. 41-35775.
 In compliance with I. O. O2-1-15, par. 4, dated 10-21-41, the following unsatisfactory report is submitted;

DESCRIPTION OF TROUBLE:

1. Description of unsatisfactory part: Allison, V-1710-33 engine, A. C. No. 41-35775, installed in P-40C airplane, A. C. No. 41-13458.
2. Description of unsatisfactory condition: On January 16, 1942, subject engine was damaged at this station during an attempted night take-off without the aid of boundary lights and over an icy runway. The airplane veered off to the right on the take-off roll and as the airplane left the ground it hit two separate rock piles along the right hand edge of the runway, shearing off the landing gear struts and the tail wheel strut assembly resulting in the airplane dropping down on its belly. Sudden stoppage of the propeller and engine under take-off power followed.
3. Service and historical data: Engine A. C. No. 41-35775 was purchased from the Allison Engineering Company on March 10, 1941, and received as part of P-40C Equipment on July 4, 1941 by this organization at Mitchel Field, New York. Total engine time, 121:45 hours. Not overhauled.
4. Action taken to correct condition: Engine was removed.
5. Recommendations: None
6. Previous reports on similar conditions: U. S. Nos. 33-31, 33-32, 33-1 and 33-2, dated 12-4-41, 12-4-41, 1-10-42, and 1-13-42 respectively.
7. Disposition of unsatisfactory part: Subject engine turned in to Base Engineering for disposition.

ERNEST F. WILLIAMS,
 Captain, Air Corps,
 Commanding.

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

DECLASSIFIED
SECRET

(14-8)

474

SECRET
By Authority of
The Chief of the Air
MAR 12 1942
Date Initials

DECLASSIFIED
DD FORM
8 Jan. & 30 June 1953
By PL/Phc /G, Date 3-23-78

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES

WASHINGTON

MAR 12 1942

SUBJECT: Supply of Air Units in Iceland.

TO: Deputy Chief of the Air Staff.

1. Reference is made to the attached copy of letter, subject same as above, dated February 25, 1942, regarding the supply difficulties at Iceland due to the infrequent sailings from the New York Port of Embarkation.

2. Subsequent to our first indorsement, referred to in the attached copy of letter, this office has learned that four additional boats have been put into the service to Iceland and some of the supply difficulties should be overcome by this action. However, this office will endeavor to build up the Air Corps supply in Iceland as requested in Paragraph 2.

For the Commanding General, Air Service Command.

W. T. Hapley

LT. COL., Air Corps.
Executive, Air Service Command

1 Incl.
Cy. lettr. 2/25/42,
Subj. as above.

Hq. A-1

MAR 16 1942

AAG Received

Air Mail 45211 Iceland (37)

DECLASSIFIED

4 AF/A4/216

Air Mail 45211 Iceland (37)

DECLASSIFIED
GROUP 1
EXCEPT WHERE SHOWN
OTHERWISE
By: 17/AC/... 23 76

~~SECRET~~
BY AUTHORITY OF THE
CHIEF OF THE USAF AIRFORCES
(AIR AG)
DATE _____ INITIALS _____

February 26, 1943

SUBJECT: Supply of Air Units in Iceland.

TO: Chief of the Air Corps.

1. For the past 6 months the Headquarters, U. S. Army has reported that the Air Corps supply system as respects Iceland is very unsatisfactory. Copy of a letter dated January 5, 1943 was forwarded to you under date of January 14th, AG 106 482.1 I. (20) and returned by 1st Indorsement with your comments under date of February 11, 1943. It would appear from your comments that the difficulty is primarily due to infrequent sailings from the New York Port of Embarkation.

2. There is little to indicate at this time that shipping facilities to Iceland will be materially improved in the near future. It is therefore desired that you build up a sufficient stock of Air Corps supplies in Iceland to carry the 33rd Pursuit Squadron through from one sailing to another. It is realized that this will require materially larger stocks than would be justified for a single squadron in the United States but no other solution of the problem appears feasible at this time.

By command of Lieutenant General ARNOLD:

JOHN B. COOLEY
Lt. Col., A.G.D.
Assistant Air Adjutant General

front

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~~SECRET~~
AG 106 482.1 Indent (27)

DECLASSIFIED

DDO Form

8 May 63 (Rev. 10-24-54)

By *H. W. H. H. H.* on *9-23-71*

SECRET
DECLASSIFIED
PROPERTY OF THE
CHIEF OF STAFF
AIR FORCE
(Air AG)
DATE INITIALS

February 25, 1942

SUBJECT: Supply of Air Units in Iceland.

TO: Chief of the Air Corps.

1. For the past 6 months the Headquarters, U. S. Army has reported that the Air Corps supply system as respects Iceland is very unsatisfactory. Copy of a letter dated January 5, 1942 was forwarded to you under date of January 14th, AG 104 42.1 I.(20) and returned by 1st Indorsement with your comments under date of February 11, 1942. It would appear from your comments that the difficulty is primarily due to infrequent sailings from the New York Port of Embarkation.

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By command of Lieutenant General ARNOLD:

Dispatched

FEB 26 1942

AAG

JOHN B. COOLEY
Lt. Col., A.G.D.
Assistant Air Adjutant General

452.1 *Johnson* (23)

HEADQUARTERS		ARMY AIR FORCES			COORDINATION					
Chief of Staff	Sec'y of Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WD	A-Ins.	Budget	Sta-tistica
	<i>WJP</i> <i>JK</i>					✓				

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452.1 Johnson 23

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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E.O. 11652
By: H-17 on Dec 5 23-76

File No.

Tally No. AAF/A-4/16

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

SUBJECT: Supply of Air Units in Iceland.

NO.	FROM	TO	DATE	COMMENTS	AAF/A-4 MFS/omd
1	AAF A-4	AAF AAG	1942 2/17	<p>1. It is requested that a directive, substantially as follows, be forwarded to the Chief of the Air Corps:</p> <p>"1. For the past 6 months the Headquarters, U. S. Army has reported that the Air Corps supply system as respects Iceland is very unsatisfactory. Copy of a letter dated January 5, 1942 was forwarded to you under date of January 14th and returned by 1st Indorsement with your comments under date of February 11, 1942. It would appear from your comments that the difficulty is primarily due to infrequent sailings from the New York Port of Embarkation.</p> <p>2. There is little to indicate at this time that shipping facilities to Iceland will be materially improved in the near future. It is therefore desired that you build up a sufficient stock of Air Corps supplies in Iceland to carry the 33rd Pursuit Squadron through from one sailing to another. It is realized that this will require materially larger stocks than would be justified for a single squadron in the United States but no other solution of the problem appears feasible at this time."</p> <p><i>WTF</i> <i>for</i> <i>Inf</i> TJH, Jr. <i>JAH</i> C/A-4</p>	AAC 196.9.22 452.19.22

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-1-
Page No. _____

H-4071, AC, Rev. 9/14/41

Air 28452-1 Iceland (2)

DECLASSIFIED
DATE 02-23-76
BY N1FA

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SECRET

AAF/A-4
JOS/emd
Written March 6, 1942.

Fifteen P-39D Airplanes for Indigo.

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Steland
36

2d Ed.

War Department, Headquarters Army Air Forces, Washington, D. C.,
MAR 7 - 1942 To: Chief of the Air Corps.

1. Information is requested as to the date planes will be ready for shipment.

By Command of Lieutenant General ARNOLD:

Dispo. Indigo Army
MAR 7 1942 MAR 6 1942
AAG AAG Recd.

1
R. C. LEWIS,
Major, Air Corps,
Acting Ass't Air Adjutant General.

HEADQUARTERS		ARMY AIR FORCES			COORDINATION					
Chief of Staff	Sec'y of Staff	A.A.G.	A-1	A-2	A-3	Asst	A-WPD	A-Insp.	Budget	Statistics
		R.C.P.								

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Basic prepared in 9/4
by 6214521 Steland 36

AAF-39

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DD FORM 1
ACTIA
By: [unclear] Date: 9-25-76

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Subject: Fifteen P-39D Airplanes for Indigo

(M-F)

Let Ind.

War Department, Office Chief of the Air Corps, Washington, D. C.
FEB 28 1942 To: Chief of the Air Staff, A-4.

1. The fifteen P-39D airplanes for Indigo will not be available by March 1, 1942 for water transportation from the East Coast. Therefore, it is requested that space for this cargo be canceled for the March 1, 1942 deadline.

For the Chief of the Air Corps:

N. T. HEFLEY
Lt. Col., Air Corps.
Executive Air Service Command

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EOD 100
8 Jan. 6, 20 John 1974
By: AW/PA Date: 5-23-76

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SUBJECT: Fifteen P-51B Airplanes for Badge.

Received from Headquarters Army Air Forces, 2d Indorsement
above subject.

SECRET

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AW 452.1 Subord (26)

DECLASSIFIED
BY: HWT/ps
DATE: 9-22-76

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AAF/A-1/231
JOS/omd

Written February 20, 1942.

FEB 21 1942

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Fifteen P-39's for Indigo.

1. Water Transportation will be available on the East Coast March 1, 1942 for shipment of fifteen (15) P-39 B Airplanes to Indigo.

For the Chief of the Air Staff:

T. J. HANLEY, Jr.,
Colonel, Air Corps,
Assistant Chief of the Air Staff, A-4.

452.1 Indigo 26

FEB 21 1942

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-WD	A-Insp.	Budget	Sta-tistics

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AAF-39

452.1 Indigo 26

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 8 Nov 2001
 AUTHORITY: E.O. 13526, 2-23-70

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A-3/59

P-39D Airplanes for Indigo.

AAF/A-3
 GMeC/jg

1. AAF 1942
 A-3 A-4 2/10

1. The Chief of the Air Corps has been directed to prepare for shipment to Indigo, 15 P-39D airplanes previously allocated to Brush.

2. It is understood that these airplanes are now located at Patterson Field.

3. This for your information and necessary action.

HSV
 C/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	Sta-tistics

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AAF-39

Att: 452.1 Terland (26)

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DOD 400
By: MD/NA Date: 8-23-76

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RECEIPT

DATE _____

SUBJECT: Fifteen P-39 D's for Indigo .

Received from Headquarters Army Air Forces, Memorandum
above subject.

Officer _____ Rank _____

_____ Office

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dir 452.1 General (28)

DECLASSIFIED

DDO 115

8 Feb 6 30 1942

By MW/TAC 10: 8-29-76

DECLASSIFIED

AAF/A-3

OMG/36

written 2/10/42

FEB 19 1942

SECRET
BY AUTHORITY OF THE
CHIEF OF STAFF
DATE: INITIALS

SUBJECT: P-39D Airplanes for Indigo.

TO: The Chief of the Air Corps.

1. Fifteen of the twenty-five P-39D airplanes from January production previously allocated to Brumb, are re-allocated to Indigo.

2. It is directed that you take the necessary action to prepare the above airplanes for water shipment. Detailed instructions will be furnished by A-1.

3. This confirms instructions transmitted to Air Service Command, OCAO, by telephone.

By Command of Lieutenant General Arnold

JOHN B. COOLEY

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

Hq. Army Air Forces

FEB 12 1942
AAG RECEIVED

Dispatched

FEB 19 1942

AAG

457-1
Dobson

HEADQUARTERS		ARMY AIR FORCES			COORDINATION					
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WD	A-Insps.	Budget	Statistics
	EPC ↓ PK									

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DATE 11/17/00 BY 9-23-26

AAP 4-3
MIN

2/19/42
118 7 3 1942

MEMORANDUM FOR THE CHIEF OF THE AIR CORPS:
(Attention: Operations Division)

Subject: Information for Dissemination
to Clearing Stations.

1. Attached hereto are copies of secret correspondence
re communication and identification procedure for Iceland.

2. Reference Memorandum for the Chief of the Air
Corps from this Office, dated February 1, 1942, Subject:
"Establishment of Clearing Stations for Flights from the
Continental United States; it is believed that the inclosed
information marked "Secret" should be disseminated to those
stations designated to clear flights destined for Iceland.

By Command of Lieutenant General Arnold

JOHN B. COOLEY
Lt. Colonel, A. G. D.
Assistant Air Attaché General

Dispersed
FEB 24 1942
AAG

452.1 Iceland 541 B

- 2 Incls:
- #1 - Copy of Secret Ltr, 12-24-41, fr CG, IEC, to CG, FF, w/1 Ind. (less Incls).
- #2 - Copy of Secret Ltr, 1-1-42, fr CG, IEC, to CG, FF (no Incls).

ok

HEADQUARTERS - ARMY AIR FORCES - COORDINATION									
Chief of Staff	Sec'y Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-Exec	Support	Statistics

WJF

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AAP-39

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FORM 1
1 JAN 1942
No. 1-17-42, Sec. 2-23-76

HEADQUARTERS ICELAND BASE
COMMAND

A.F.O. 810 Iceland

January 1, 1942.

In reply refer to:
Short Title INDAIR 6.

Subject: Change Number 1, INDAIR 6.

To: Commanding General, Field Forces,
Washington, D. C.

1. Reference is made to my letter to Commanding General, Field Forces, Washington, D. C., INDAIR 6, dated December 24, 1941.

2. Confirming my radio of January first number 10 1 let the call sign of the Royal Air Force Station in Iceland to be used by United States aircraft approaching Iceland is changed effective January 1, 1942 from SA 1 to A 11.

3. Request all concerned be notified.

/s/ C. H. BOMESTEEL,
Major General, Commanding
United States Army Forces in Iceland.

9 Incls:
Cops Indairs 1 to 5 Incl., Change No. 1.
" " 7 to 10 Incl. " " "

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Incl 1.

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REF ID: A66823
11-22-76

HEADQUARTERS ICELAND BASE COMMAND
A.P.O. 810 Iceland

December 24, 1941

In reply refer to
"INDAIR 6"

Subject: Identification of Aircraft, Iceland.
Short Title INDAIR 6.

To: Commanding General, Field Forces, Washington, D. C.

1. Reference is made to:

a. Secret letter from Deputy Chief of Staff, General Headquarters to Commanding General, Iceland Base Command dated November 3, 1941, Subject: "Identification of Aircraft, Iceland", (452.1 - Indigo, Avn., 11-3-41).

b. Radio from Commanding General, Iceland Base Command to Chief of Staff, General Headquarters, 11 December, 1941 number 4 12 11th.

2. The following procedure has been established in the control and identification of aircraft approaching Iceland by the Commanding General, United States Army Forces in Iceland, with the concurrence of the Royal Air Force, Royal Navy, British Army Forces in Iceland and the United States Navy Forces in Iceland.

a. The Commanding General, United States Army Forces in Iceland is to be notified 24 hours in advance by the control airport of origin of contemplated arrival in Iceland of United States aircraft originating outside Iceland. In the case of United States Naval aviation, this information will be dispatched through naval communication channels. The notification will include:

- Item 1 - Estimated time of arrival, in Greenwich Mean Time (followed by letters "GMT").
- Item 2 - Number and type of aircraft.
- Item 3 - Expected direction of approach.
- Item 4 - Radio call sign.

Incoming flights must establish radio contact with Royal Air Force, Iceland before reaching position within one hundred miles of Iceland or as soon thereafter as practicable using CW telegraphy. The call sign of the Royal Air Force Station in Iceland to be contacted is SA eight and the frequency to be used from 0900 hours to 1700 hours Greenwich Mean Time is 6666 kilocycles, and from 1700 hours to 0900 hours is 3925 kilocycles. These frequencies are for both transmitting and receiving.

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8 Dec 82
AC/IN 8-23-76

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The order of message is as follows:

- Call sign of the Royal Air Force Station in Iceland.
- Call sign of aircraft.
- Total number of aircraft in flight.
- Long dash of 1500m seconds.
- Call sign of aircraft.

Example: "SA 8 VET 43 long dash of 15 seconds ST4", where SA 8 is the call sign of the Royal Air Force Station; V means "from"; ST4 is call sign of the flight; and three airplanes are in the flight. It is to be noted that the call sign of the flight is used only once following the long dash. For visual recognition by lights and signal rockets and current key memorandum (British) number 2K, Short Title SPOTTER must be used, if equipped to do so. When challenged by blinker light from shore batteries, or installations, airplanes will identify themselves by replying with the letter of the day given in above key memorandum. DF bearings reference to Reykjavik Airbase will be furnished on request made to Royal Air Force Station Iceland, using civil procedure employing Q code. No maneuvers will be executed for recognition purposes. Approach must not be made over Naval Base at Hvalfjord, or over any surface craft enroute.

3. You will be notified of any changes in call sign, frequencies, and visual recognition signals.

4. Expeditions channels for fully informing local operating agencies of Army and Navy both British and United States Forces have been established.

5. The following agencies have been notified of this procedure; by mail, messenger or radio

- Commanding Officer Greenland Base Command.
- Commanding General, Newfoundland Base Command
- Chief of the United States Army Air Force,
- Washington, D. C.
- Chief Signal Officer, Washington, D. C.
- Senior United States Navy Officer Present Afloat,
- Iceland.
- Royal Air Force
- British Army Forces in Iceland.
- Royal Navy, Iceland.
- Admiral Commanding United States Naval Operating
- Base, Iceland.

6. It is imperative that the procedure, established as indicated above, be observed. Aircraft approaching Iceland and not identified will be subjected to anti-aircraft fire and pursuit attack.

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NOV 17 1942 8-23-76

- 7. Acknowledgment by mail and radio is requested.
- 8. Copies of letters to all operating agencies concerned are inclosed.
- 9. Request that the War Department be notified of this plan.

/s/ C. H. BOWESTEEL,
Major General, Commanding
United States Army Forces in Iceland

- 9 Incls:
- INDAIR - 1
 - " 2
 - " 3
 - " 4
 - " 5
 - 6
 - " 7
 - " 8
 - " 9
 - " 10

452.1-Indigo-Avn.

1st Ind.

GENERAL HEADQUARTERS, U. S. ARMY, Army War College, Washington, D. C.
January 11, 1942 - To The Chief of the Army Air Forces, and the Commanding General, Air Force Combat Command, IN TURN, THROUGH: The Adjutant General, Washington, D. C.

- 1. Forwarded for your information as requested in paragraph 9, basic letter.
- 2. Return of correspondence to this headquarters is requested.

For the Commanding General

/s/ Clyde L. Hyssong
Lt. Col., A.G.D.
Adjutant General.

- 10 Incls:
#10 Added-
Ltr IEC 1-1-42 to
CGFF, Subj Change
Number 1, INDAIR 6,
w/Incls (9) listed
thereon.

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SECRET

J-2

ANSWER ONLY TO
CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON, D. C.

~~SECRET~~
DECLASSIFIED

WAR DEPARTMENT
AIR CORPS FERRYING COMMAND
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

DECLASSIFIED
E.O. 12958
DATE 8-29-76

February 28, 1942

MEMORANDUM FOR: Chief of the Army Air Forces
SUBJECT : Information for Dissemination to Clearing Stations.

1. Instruction contained in attached communications has been disseminated to Air Corps Ferrying Command Control Officers Montreal, Presque Isle, and Gander Lake, and will be incorporated in flight clearances originating under the jurisdiction of this Command.

Robert L. Love
1st Lt A.C. Eva
ROBERT OLDS,
Brig. Gen., Air Corps,
Commanding.

Hq. Army Air Forces
MAR 5 1942
AAG RECEIVED

File in 452.1
Robert L. Love
(24) B



related in 452.1

~~SECRET~~
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AAC/1306
452.1

DECLASSIFIED
DATE 10/1/84
BY MWP/PA
19 June 1974
EX-100 9-22-74

~~SECRET~~
DECLASSIFIED

AIR CORPS FERRYING COMMAND

TW/jjr

February 28, 1942

MEMORANDUM FOR: Chief of the Army Air Forces
SUBJECT : Information for Dissemination to Clearing Stations.

1. Instruction contained in attached communications has been disseminated to Air Corps Ferrying Command Control Officers Montreal, Franque Isle, and Gander Lake, and will be incorporated in flight clearances originating under the jurisdiction of this Command.

ROBERT GLEB,
Brig. Gen., Air Corps,
Commanding.

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AAC/306
20-25 4501 sub-100

DECLASSIFIED
SECRET

SI 2/25/42
F32/25/42
F502/25/42
503/3/5

By AW/Phc, Date 3-23-76

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

FEB 23 1942

MEMORANDUM FOR THE CHIEF OF THE AIR CORPS:
(Attention: Operations Division)

Subject: Information for Dissemination
to Clearing Stations.

1. Attached hereto are copies of secret correspondence re communication and identification procedure for Iceland.
2. Reference Memorandum for the Chief of the Air Corps from this Office, dated February 1, 1942, Subject: "Establishment of Clearing Stations for Flights from the Continental United States; it is believed that the inclosed information marked "Secret" should be disseminated to those stations designated to clear flights destined for Iceland.

By Command of Lieutenant General Arnold

John B. Cooley
JOHN B. COOLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

2 Incls:

- #1 - Copy of Secret Ltr, 12-24-41, fr CG, IBC, to CG, FF, w/1 Ind. (less Incls).
- #2 - Copy of Secret Ltr, 1-1-42, fr CG, IBC, to CG, FF (no Incls).

DECLASSIFIED
SECRET

851232 FEB 24 43

CENTRAL MAIL SECTION
Q-4 851232/1 (24) 8

DECLASSIFIED
 8 Nov 1974
 BY: [illegible] 23-76

~~SECRET~~

HEADQUARTERS ICELAND BASE COMMAND
 A.F.O. 810 Iceland

December 24, 1941

In reply refer to
 "INDAIR 6"

Subject: Identification of Aircraft, Iceland.
 Short Title INDAIR 6.

To: Commanding General, Field Forces, Washington, D. C.

1. Reference is made to:

a. Secret letter from Deputy Chief of Staff, General Headquarters to Commanding General, Iceland Base Command dated November 3, 1941, Subject: "Identification of Aircraft, Iceland", (452.1 - Indigo, Avn., 11-3-41).

b. Radio from Commanding General, Iceland Base Command to Chief of Staff, General Headquarters, 11 December, 1941 number 4 12 11th.

2. The following procedure has been established in the control and identification of aircraft approaching Iceland by the Commanding General, United States Army Forces in Iceland, with the concurrence of the Royal Air Force, Royal Navy, British Army Forces in Iceland and the United States Navy Forces in Iceland.

a. The Commanding General, United States Army Forces in Iceland is to be notified 24 hours in advance by the control airport of origin of contemplated arrival in Iceland of United States aircraft originating outside Iceland. In the case of United States Naval aviation, this information will be despatched through naval communication channels. The notification will include:

- Item 1 - Estimated time of arrival, in Greenwich Mean Time (followed by letters "GMT").
- Item 2 - Number and type of aircraft.
- Item 3 - Expected direction of approach.
- Item 4 - Radio call sign.

Incoming flights must establish radio contact with Royal Air Force, Iceland before reaching position within one hundred miles of Iceland or, as soon thereafter as practicable using CW telegraphy. The call sign of the Royal Air Force Station in Iceland to be contacted is SA-eight and the frequency to be used from 0900 hours to 1700 hours Greenwich Mean Time is 6666 kilocycles, and from 1700 hours to 0900 hours is 3925 kilocycles. These frequencies are for both transmitting and receiving.

Jed/

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 851232 FEB 24 43
 CENTRAL MAIL SECTION AAF

DECLASSIFIED
 8 Nov 1974
 BY: [illegible] 23-76

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The order of message is as follows:

- Call sign of the Royal Air Force Station in Iceland.
- Call sign of aircraft.
- Total number of aircraft in flight.
- Long dash of fifteen seconds.
- Call sign of aircraft.

Example: "SA 8 VZT 43 long dash of 15 seconds ZT4", where SA 8 is the call sign of the Royal Air Force Station; V means "from"; ZT4 is call sign of the flight; and three airplanes are in the flight. It is to be noted that the call sign of the flight is used only once following the long dash. For visual recognition by lights and signal rockets the current key memorandum (British) number 2K, Short Title SP02292K must be used, if equipped to do so. When challenged by blinker light from shore batteries, or installations, airplanes will identify themselves by replying with the letter of the day given in above key memorandum. DF bearings reference to Reykjavik Airdrome will be furnished on request made to Royal Air Force Station Iceland, using civil procedure employing Q code. No maneuvers will be executed for recognition purposes. Approach must not be made over Naval Base at Hvalfjord, or over any surface craft enroute.

3. You will be notified of any changes in call sign, frequencies, and visual recognition signals.

4. Expeditious channels for fully informing local operating agencies of Army and Navy both British and United States Forces have been established.

5. The following agencies have been notified of this procedure; by mail, messenger or radio:
- Commanding Officer Greenland Base Command.
 - Commanding General, Newfoundland Base Command
 - Chief of the United States Army Air Forces, Washington, D. C.
 - Chief Signal Officer, Washington, D. C.
 - Senior United States Navy Officer Present Afloat, Iceland.
 - Royal Air Force
 - British Army Forces in Iceland.
 - Royal Navy, Iceland.
 - Admiral Commanding United States Naval Operating Base, Iceland.

6. It is imperative that the procedure, established as indicated above, be observed. Aircraft approaching Iceland and not identified will be subjected to anti-aircraft fire and pursuit attack.

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DECLASSIFIED
DOD 5010.108

DECLASSIFIED
SECRET

8 Apr 68 & 20 June 1974
#10/17/74 100, Date 8-23-74

7. Acknowledgement by mail and radio is requested.
8. Copies of letters to all operating agencies concerned are inclosed.
9. Request that the War Department be notified of this plan.

/s/ C. H. BONESTEEL,
Major General, Commanding
United States Army Forces in Iceland

- 9 Incls:
- INDAIR - 1
 - " 2
 - " 3
 - " 4
 - " 5
 - ~~" 6~~
 - " 7
 - " 8
 - " 9
 - " 10

452.1-Indigo-Avn.

1st Ind.

GENERAL HEADQUARTERS, U. S. ARMY, Army War College, Washington, D. C.
January 31, 1942 - To The Chief of the Army Air Forces, and the Commanding General, Air Force Combat Command, IN TURN, THROUGH: The Adjutant General, Washington, D. C.

1. Forwarded for your information as requested in paragraph 9, basic letter.
2. Return of correspondence to this headquarters is requested.

For the Commanding General

/s/ Clyde L. Hyssong
Lt. Col., A.G.D.
Adjutant General.

- 10 Incls:
#10 Added-
Ltr IBC 1-1-42 to
CGFF, Sub: Change
Number 1, INDAIR 6,
w/Incls (9) listed
thereon.

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DECLASSIFIED
100-87
AUG 13 1984
AUG 13 1984

SECRET
SECRET

SI 2/25/3
FJI 4/25/11
SO 3/3/5

HEADQUARTERS ICELAND BASE
COMMAND

A.P.O. 819 Iceland

January 1, 1942.

In reply refer to:
Short Title INDAIR 6.

Subject: Change Number 1, INDAIR 6.

To: Commanding General, Field Forces,
Washington, D. C.

1. Reference is made to my letter to Commanding General, Field Forces, Washington, D. C., INDAIR 6, dated December 24, 1941.
2. Confirming my radio of January first number 10 1st the call sign of the Royal Air Force Station in Iceland to be used by United States aircraft approaching Iceland is changed effective January 1, 1942 from SA 8 to 1 UN.
3. Request all concerned by notified.

/s/ C. H. BONESTEEL,
Major General, Commanding
United States Army Forces in Iceland.

9 Incls:
Cpys Indairs 1 to 5 Incl., Change No. 1.
" " 7 to 10 Incl. " "



DECLASSIFIED
SECRET

Incl 2

ANG/1306
20.47.452.1 [Signature] 24/8

DECLASSIFIED
E.O. 12958
BY: HN17P/sgc/ps 8-33-76

SECRET
DECLASSIFIED

3d Ind.

(Air AG)

WD HQ ARMY AIR FORCES, Washington, D.C. February 27, 1942
TO : Commanding General, Air Force Combat Command,

Forwarded in accordance with first indorsement. Attention is invited to paragraph 2 of that indorsement.

By command of Lieutenant General ARBOLD:

JOHN B. COOLEY
Lt. Col., A.G.D.
Assistant Air Adjutant General

Incls. B-C

Dispatched
FEB 27 1942
AAG

452.1 *Redland* (24)

HEADQUARTERS ARMY AIR FORCES						COORDINATION						
Chief of Staff	Sec'y of Staff	Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-1FD	A-Ins.	Budget	Statistics	Gen'l
												✓

117-59

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452.1 *Redland* (24)

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DOD 1999

8 Jan 6 10 1994
By Mr. TPAC, Date 1-22-76

SUBJECT: Identification of Aircraft, Iceland, Short Title INDAIR 6.

AS 585.61 (12-24-41) MSG

2nd Ind.

AFM/ved-1705

War Department, A.G.O., February 9, 1942 - To: Chief of the Army Air Forces.

10 Incls. n/c

3d Ind.

(Air AG)

WD HQ ARMY AIR FORCE S, Washington, D.C. February 27, 1942
TO : Commanding General, Air Force Combat Command,

Forwarded in accordance with first indorsement. Attention is invited to paragraph 2 of that indorsement.

By command of Lieutenant General ARMOLD:

JOHN B. COOLEY
Lt. Col., A.G.O.
Assistant Air Adjutant General

Incls. n-c

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~~SECRET~~

DECLASSIFIED

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
DISPOSITION FORM

DECLASSIFIED
DD Form 1357
1 Jun 49 Date 1974
By: MW/PAC/CG, Dec 3-23-76

Date

AG
AAF

SUBJECT: Identification of Aircraft, Iceland, Short Title INDAIR 6.

	USW	ASW	ASWA	B-LP	BOMD	BPR
	C/S	G-1	G-2	G-3	G-4	WPD
	Sec. G/S	NOB	JAG	IG	QMG	SG
TO:	OCAC	CSO	Fin.	Ord.	Ex. R. A.	ENGR
	<u>AFCC</u>	Inf	FA	Qav	CAC	CWS
	TAG					

FOR: SW directs
Draft of reply attached
Approved
Disapproved
File

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

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

Forwarded in accordance with first indorsement. Attention is invited to paragraph 2 of that indorsement.

Incl. ltr fr. Hq. Iceland
Base Command. 12/24/41 w/
2 Incls. 2/9/42 w/ 10 Incls.
Indair 1 thru 5 and 7 thru
10 incl; #10 ltr IBC 1-1-42
to CGFF Ch. No. 1 Indair 6, w/9
incls listed thereon

MEMORANDUM FOR FILE: Summary of basic correspondence -- letter dated Dec. 24, 1941 from Commanding General, United States Army Forces in Iceland setting forth the Joint United States-British procedure for identification of United States Aircraft approaching Iceland.

DECLASSIFIED
SECRET

(u) 45279-4689-2 (u) 41

DECLASSIFIED
E.O. 13526
By: Ms/17A Date: 3-23-76

DECLASSIFIED

Identification of Aircraft, Iceland, Short Title IRMAH 6.

APOC

Noted

AAF/OSM
(3-24-62)
YSL:hp

Forwarded in accordance with first indorsement. Attention is invited to paragraph 2 of that indorsement.

Hq. AFHQ Air Forces
FEB 25 1942
AAG RECEIVED

Incl. 107 fr. Hq. Iceland
Base Command, 12/24/41 w/
3 Incls. 2/3/42 w/ 10 Incls.
Incl. 1 thru 8 and 9 thru
10 Incls. 2/25/42 1st ICG 1-1-42
to COM. 2d. No. 1 Incls. 6, 7 &
Incls listed immediately below.

Category	Serial	Date	From	To	Remarks
Special Inquiry					Summary of basic correspondence -- letter dated 1/1/42, 1941 from Commanding General, United States Army Forces in Iceland outlining forth the Joint United States-British procedure for identification of United States Aircraft approaching Iceland.

Comm
JTB

DECLASSIFIED

in 254-21 Iceland (34)

DECLASSIFIED
DOJ 100
By MLP/PC Date 8-23-76

DECLASSIFIED

Reference 9 inclosures indicated in basic communication:
Exact copies of subject inclosures to Commanding General,
Newfoundland Base Command, St. Johns, Newfoundland; Commanding
Officer, Greenland, Base Command, A.F.O. #809, Greenland;
Senior United States Naval Officer Present Afloat, Iceland;
The Chief of the Army Air Forces, Washington, D. C; Chief
Signal Officer, U. S. Army, Washington, D. C; CG, Commanding
British Forces in Iceland; Admiral Commanding Iceland Command,
Royal Navy; Air Officer Commanding Royal Air Force, Iceland;
The Commandant, US Naval Operating Base, Iceland.

DECLASSIFIED

COPY

DECLASSIFIED
DATE 11/15/83 BY 3327

~~SECRET~~

HEADQUARTERS ICELAND BASE COMMAND

A. P. O. #10

ICELAND

In reply refer to:
"EMBAIR 6"

December 24, 1941

SUBJECT: Identification of Aircraft, Iceland.
Short Title EMBAIR 6.

TO: Commanding General, Field Forces, Washington, D.C.

1. Reference is made to:

a. Secret letter from Deputy Chief of Staff, General Headquarters to Commanding General, Iceland Base Command dated November 3, 1941, Subject: "Identification of Aircraft, Iceland", (NSR.1 - Indigo, Avc., 11-3-41).

b. Radio from Commanding General, Iceland Base Command to Chief of Staff, General Headquarters, 11 December, 1941 number 4 12 11th.

2. The following procedure has been established in the control and identification of aircraft approaching Iceland by the Commanding General, United States Army Forces in Iceland, with the concurrence of the Royal Air Force, Royal Navy, British Army Forces in Iceland and the United States Navy Forces in Iceland.

a. The Commanding General, United States Army Forces in Iceland is to be notified 24 hours in advance by the central airport of origin of contemplated arrival in Iceland of United States aircraft originating outside Iceland. In the case of United States Naval aviation, this information will be dispatched through naval communication channels. The notification will include:

- Item 1 - Estimated time of arrival, in Greenwich Mean Time (followed by letters "GMT").
- Item 2 - Number and type of aircraft.
- Item 3 - Reported direction of approach.
- Item 4 - Radio call sign.

Incoming flights must establish radio contact with Royal Air Force, Iceland before reaching position within one hundred miles of Iceland or as soon thereafter as practicable using CW telegraphy. The call sign of the Royal Air Force Station in Iceland to be contacted is RA eight and the frequency to be used from 0900 hours to 1700 hours Greenwich Mean Time is 6665 kilocycles, and from 1700 to 0900 hours is 3325 kilocycles. These frequencies are for both transmitting and receiving.

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DECLASSIFIED
BY: 1781 AC Date: 8-29-76

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**SUBJECT: Identification of Aircraft, Iceland.
Short Title INDAIR 6.**

7. Acknowledgement by mail and radio is requested.
8. Copies of letters to all operating agencies concerned are inclosed
9. Request that the War Department be notified of this plan.

G. H. ROSENTHAL
Major General, Commanding
United States Army Forces in Iceland.

9 Incls:
INDAIR - 1
1-1
1-2
1-3
1-4
1-5
1-6
1-7
1-8
1-9
1-10

452.1-Indigo-Avva.

1st Ind.

GENERAL HEADQUARTERS, U. S. ARMY, Army War College, Washington, D.C.
January 31, 1942 - To the Chief of the Army Air Forces, and the Commanding
General, Air Force Combat Command, in turn, through The Adjutant General
Washington, D. C.

1. Forwarded for your information as requested in paragraph 9,
basic letter.
2. Return of correspondence to this headquarters is requested.

For the **COMMANDING GENERAL**

10 Incls:
#10 added
Ltr. ISG 1-1-42 to
COWF Subj. Change
Number 1, INDAIR 6,
w/ Incls (9) listed
thereon.

S/ **CLYDE L. HYBSONG**
Lt. Col., A. S. E.
Adjutant General

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DD FORM 129

1 Jan. 40 (Rev. 1-27)

By NAACP Date 8-23-76

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HEADQUARTERS ICELAND BASH COMMAND

A.P.O. 510 ICELAND

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0
7y

In reply refer to:
Short Title INDAIR 6.

January 1, 1942

Subject: Change Number 1, INDAIR 6.

To: Commanding General Field Forces, Washington, D. C.

1. Reference is made to my letter to Commanding General Field Forces, Washington, D.C., INDAIR 6, DATED December 24, 1941.

2. Confirming my radio of January first number 10 I list the call sign of the Royal Air Force Station in Iceland to be used by United States aircraft approaching Iceland is changed effective January 1, 1942 from RA 8 to I 10.

3. Request all concerned be notified.

S/ G. E. BOWEN
Major General, Commanding
United States Army Forces in Iceland.

9 Incls:
Copy Indairs 1 to 5 Incl., Change No. 1.
" " " 7 to 10 " " "

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
DOO 103
4 Jan. & 20 June 1974
By: *MW/114* 10, Date: *2-23-76*

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

File No.
Tally No. AAF

SUBJECT: Identification of Aircraft, Iceland, Short Title INDAIR 6.

NO.	FROM	TO	DATE	COMMENTS	DFR:M
1.	AAF/COMM	AAF/ 1. A-2 2. A-3 IN TURN	1942 2-14	For information and return to this office. 10 Incls: INDAIR-1 thru 5 and 7-thru 10 incl; #10 - Ltr. IBC 1-1-42 to CGFF Ch. No. 1 INDAIR 6, w/ 9 incls listed thereon.	<i>Comm/1034</i> A. W. M. Dir. Comm.
2.	AAF A-2	AAF A-3	2/17	Noted. 10 Incls: INDAIR-1 thru 5 and 7-thru 10 incl; #10 - Ltr. IBC 1-1-42 to CGFF Ch.No.1 INDAIR 6, w/9 incls. listed thereon	AAF/A-2 JTM/cg <i>2-21</i> M.F.S. C/A-2
3.	AAF A-3	AAF Comm.	2-20	Noted. Operations Div., OCAC, has been notified. Incl. n/c	AAF/A-3 WDJ:eb <i>2-21/115</i> <i>H.S.V.</i> C/A-3

~~SECRET~~

RAG-1496
V-0071, AC, Rev. 8/14/41
Page No. SECRET
Identification

DECLASSIFIED
By: 40172/20, Date: 8-23-76

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AAF/A-4
FSB
Wrtm: 2/742

Subject: Status of P-40C Airplanes.

3rd Ind.

War Department, Headquarters, Army Air Forces, Washington, D. C.,
FEB 11 1942 TO: The Chief of the Air Corps.

- 1. For necessary action.

Incl. n/s By Command of Lieutenant General Arnold

JOHN B. COOLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

45271 Ireland (23)

Diagnosed
FEB 11 1942
ANG

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secy of Staff	Air Staff	A. G. O.	A-1	A-2	A-3	A-4	WPD	A. Insp.	Budget	Statistics

AAF-39

air no 4527 Ireland (23)

DECLASSIFIED
000 150
8 Jan 64 10 10 1973
By: WJ/PAL/AC, Date: 2-23-78

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HEADQUARTERS
ICELAND BASE COMMAND AIR FORCE
Office of the Commanding Officer

7 January 1942

SUBJECT: Status of P-40C Airplanes.

TO : Commanding General, Iceland Base Command.

1. During the past five months repeated efforts have been made to secure replacement parts for repair and maintenance of airplanes. In most cases stock supplies were not provided; in other cases initial stock parts were consumed. Neither maintenance nor stock replacements could be obtained.

2. Exhibit "A", attached herewith, lists twenty seven (27) major parts, showing dates requisitioned, and replies received. In addition, nineteen (19) major items of necessary replacement parts have been requisitioned, unsuccessfully.

3. Exhibit "B" lists aircraft out of commission for lack of parts listed in Exhibit "A", showing length of time these airplanes have been out of commission.

4. Exhibit "C" lists number of airplanes that were in commission during the month of December. This number could be maintained only by the exercise of every ingenuity in stripping parts from other damaged airplanes, working on continuous shifts for twenty four/daily, and utilizing every expedient to repair damaged parts. hours.

5. The number of airplanes able to be maintained in commission is considered too small for effective performance of our primary mission. This situation is considered critical at this time.

6. Radios received indicate that in some cases parts had been or were being shipped. In view of the dates of these radios it is apparent that the vital immediate necessity for these parts is not fully appreciated by all forwarding agencies.

7. It is believed that an officer should be detailed to co-ordinate requisitions, to follow them thru, to assure their prompt shipment to the Port of Embarkation, and to see that essential items are given priority loading at the Port of Embarkation.

- 1 -
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DDO HRS.

8 Jan. 5 29 June 1974
By: 17/2510, Date: 5-23-76

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8. It is recommended that immediate action be instigated to have an officer detailed to co-ordinate the requisitions submitted from this headquarters for Air Corps or associated supplies, equipment and replacement parts, to follow these requisitions thru to assure prompt shipment to the Port of Embarkation, and to establish priority loadings for such equipment at the Port of Embarkation.

9. It is further recommended that a ninety (90) day replacement stock be provided without requisitions for all new aircraft assigned to this command, to arrive prior to or concurrently with the aircraft.

/s/
EDWARD M. MORRIS,
Lieut. Col., A.C.,
Commanding.

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DD Form 1
1 May 62 (Rev. 5-22-64)
1. 10/10/62 10:22:26

DECLASSIFIED
SECRET

(OOPI)

AS 152.11

1st Ind.

-1cs

Headquarters, Iceland Base Command, A.F.O. 310, Iceland, January 9, 1942. TO: Commanding General, Field Forces, Washington, D. C.

1. The foregoing statement of the status of United States Army pursuit aviation in Iceland indicates the critical situation existing in the air defense forces of this command. The recommendations in basic letter are approved.
2. It is imperative that immediate action be initiated that will insure the delivery in Iceland of essential aviation replacement parts. See my radio 19 - 1 - 6 on this subject.
3. It has been noted that airplane wings shipped to Iceland for the United States Navy have been so damaged in shipment that they were useless on arrival and not repairable here, necessitating their return to the United States. It is essential that equipment for aviation be stored in cargo ships with the greatest of skill and care.
4. A study of the available information shows that certain items of equipment have been shipped from the Depot, but have not arrived here, although adequate time has elapsed. It is possible that delays are being incurred enroute.

/s/
C. H. BOWESTEL,
MAJOR GENERAL, COMMANDING
United States Army Forces in Iceland.

Incls:
Exhibits A, B, & C.

152.1- (Indigo)-Avn

2nd Ind.

GENERAL HEADQUARTERS, U. S. ARMY, Army War College, Washington, D. C., February 3, 1942. TO: The Chief of the Army Air Forces, Munitions Building, Washington, D. C.

Attention is invited to paragraph 3, of preceding 1st Indorsement.

For the COMMANDING GENERAL:

Incls. n/c

/s/
J. W. RAMSEY
Lt. Col., A.G.D.,
Assistant Adjutant General

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SECRET

DECLASSIFIED
DDO 476
Jan. 6, 2010 (1074)
By: NAIP/DC AC, Date: 9-23-74

~~SECRET~~

452.1-(Indigo)-avn

2nd Ind.

GENERAL HEADQUARTERS, U. S. ARMY, Army War College, Washington, D. C.,
February 3, 1942. TO: The Chief of the Army Air Forces, Munitions
Building, Washington, D. C.

Attention is invited to paragraph 3, of preceding 1st Indorsement.

For the COMMANDING GENERAL:

Incls. n/c

J. W. RAMSEY
Lt. Col., A.G.D.,
Assistant Adjutant General

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AC/315
Ans Ab 52.1 (Incl. 1)

SECRET
DECLASSIFIED

SECRET

AIRCRAFT SUPPLY STATUS

NO.	ITEM	AMOUNT REQUIRED	IN STOCK	DATE & AMT. ORDERED	ACTION TAKEN BY DEFOT
1	PROPELLER	10 ea.	1	11-25-41 2 10-18-41 6 10-11-41 18 12-10-41 1	*Reply radio 10-20-41, 18 being shipped upon receipt from contractor
2	ENGINE, V-1710-33	10 ea.	17	11-4-41 1 11-25-41 3	4 Engines on ship in Harbor.
3	WINGS, COMPLETE	9 sets	0	10-9-41 3R, 3L. 10-4-41 2R, 2L. 10-10-41 1R, 1L. 11-25-41 2R, 2L. 12-10-41 4R, 4L.	*Radio Wright Field 12-17-41, 14 allotted on contract, 9 shipped complete w/tips.
4	TIPS, WING, R & L	9 sets	0	10-10-41 1R, 1L. 11-25-41 1R, 1L.	*Radio 12-8-41, wings being shipped complete w/tips.
5	LANDING GEAR ASSY., COMPLETE	8 sets	2	10-10-41 16	*Radio Wright Field 11-22-41, 6 sets being shipped.
6	FLAPS	9 sets	0	11-25-41 4 10-10-41 10 11-25-41 2 12-18-41 3 12-25-41 3	*Radio 11-22-41, 6 being shipped
7	PANEL ASSY., GENERAL-TCR CONTROL	10 ea.	0	10-10-41 20 10-17-41 5 12-17-41 10	*Radio Wright Field 11-22-41, 6 being shipped
8	BRAKE CYLINDER UNIT	2 ea.	0	10-6-41 40	*Extracted to Air Service Command for Supply.
9	CANOPY SLIDING	2 ea.	0		*Included in Windshield Assembly.
10	COILING, ENGINE, R&L	4 sets	1	10-10-41 10	*Extracted to Air Service Command for Supply.
11	SPOT LIGHTS & COVERS				
12	OIL REGULATORS				
13	WHEELS	16 ea.			
14	TEMP. GAGE COOLING	5 ea.		9-27-41 6 10-20-41 6 11-25-41 4	*Radio 11-22-41 from Wright Field, 12 ea. ordered shipped.
15	GAGE ASSEMBLY, CARBURATOR, AIR	1 ea.	0	10-10-41 1	
16	HYDRAULIC PUMP				
17	TEMP. GAGE CARBURATOR	1 ea.	4	10-10-41 20	*Extracted to Air Service Command for Supply.

DECLASSIFIED
SECRET

Exhibit "A"

SECRET

SECRET
DECLASSIFIED

AIRCRAFT SUPPLY STATUS Cont'd

SECRET

NO.	ITEM	AMOUNT REQUIRED	IN STOCK	DATE & AMT. ORDERED	ACTION TAKEN BY DEPOT
18	WINDSHIELD	2 ea.	0	10-10-41 10	*Radio 11-22-41, 3 ea. being shipped.
19	INDICATOR FLIGHT	1 ea.	4	10-23-41 5	*Radio 11-24-41, Wright Field being shipped.
20	RUDDER ASSEMBLY	3 ea.	0	11- 8-41 5	*Extracted to Air Service Command for Supply.
21	ELEVATOR ASSY., R.H.	1 ea.	0	12-18-41 2	*Extracted to Air Service Command for Supply.
22	ELEVATOR ASSY., L.H.	1 ea.	0	11- 8-41 5	*Extracted to Air Service Command for Supply.
23	STRUT ASSY., OLEO	2 ea.	0	11- 8-41 5	No action as yet.
24	ENGINE COWLING, BOTTOM FUSE	5 sets	0	11-25-41 5	*Radio 11-24-41 Wright Field, being shipped upon completion of contract.
25	ENGINE COWLING, RIGHT	4 sets	1	10-10-41 14	*Radio 11-24-41 Wright Field, being shipped upon completion of contract.
26	ENGINE COWLING, LEFT	4 sets	1	10-10-41 14	*Radio 11-24-41 Wright Field, being shipped upon completion of contract.
27	INDICATOR BANK & TURN	2 ea.	9	10-23-41 5	*Being shipped from H.A.D.

* Not yet received.

Exhibit 111

SECRET

DECLASSIFIED

DECLASSIFIED
 8 Dec 1988
 By: N. J. ...
 9-25-74

SECRET
 DECLASSIFIED

THIRTY-THIRD PURSUIT SQUADRON (I) ICELAND BASE COMMAND
 AIR FORCE

Reykjavik, Iceland.
 January 5, 1942.

MEMORANDUM:

TO : Commanding Officer, Iceland Base Command Air Force, Reykjavik, Iceland.

1. The following listed airplanes assigned to this organization have been "Out of Commission" due to lack of spare parts, for the month of December, 1941, December 1st to 31st inclusive:

SQDN. NO.	A.C. SER. NUMBER	DATE OUT OF COMMISSION	* ITEMS REQUIRED
24	41-13424	8/ 6/41	3, 6, 7, 8, 9, 11, 12, 14, 16
31	41-13464	10/ 8/41	1, 3, 6, 7, 8, 9, 14, 24, 11
32	41-13429	9/18/41	1, 3, 5, 12, 18, 20, 24
33	41-13445	10/ 1/41	1, 3, 5, 7, 12, 14
34	41-13345	9/11/41	1, 3, 5, 6, 7, 8, 9, 11, 12, 13, 14
35	41-13437	11/24/41	1, 7, 11, 27
37	41-13444	10/ 1/41	1, 3, 5, 7, 20, 24
44	41-13439	11/14/41	1, 3, 5, 6, 7, 11, 14, 24
45	41-13452	11/17/41	1, 3, 5, 6, 7, 11
50	41-13462	10/10/41	1, 3, 5, 6, 7, 11, 18, 20, 24

* Items as enumerated in Exhibit "A".

DANIEL D. CHAMPLAIN,
 1st Lieut., Air Corps,
 Engineering Officer.

* Exhibit "B".

SECRET

DECLASSIFIED

DECLASSIFIED
 DD Form 1
 1 May 62 Issue
 AUTHORITY: 8-23-76

HEADQUARTERS ICELAND BASE COMMAND AIR FORCE
 Office of the Commanding Officer

5 January 1942.

MEMORANDUM TO: Commanding Officer, Iceland Base Command Air Force.

Daily operations report for the month ending December 31, 1941.

Date	In	Out	Parts	Routine Inspection	Repair Work	Engine Change
Dec. 1,	14	16	10	1	5	0
" 2,	13	17	10	2	4	1
" 3,	12	18	11	2	4	1
" 4,	13	17	10	2	4	1
" 5,	13	17	10	1	5	1
" 6,	12	18	10	2	4	1
" 7,	12	18	10	2	5	1
" 8,	14	16	10	2	3	1
" 9,	15	15	10	2	3	0
" 10,	16	14	10	2	1	1
" 11,	15	15	10	1	3	1
" 12,	14	16	11	1	3	1
" 13,	14	16	11	1	3	1
" 14,	14	16	11	1	3	1
" 15,	15	15	11	0	3	1
" 16,	15	15	11	0	4	0
" 17,	17	13	11	0	2	0
" 18,	13	17	11	0	6	0
" 19,	15	15	11	0	4	0
" 20,	13	17	11	0	6	0
" 21,	13	17	11	0	6	0
" 22,	15	15	11	0	4	0
" 23,	16	14	11	0	3	0
" 24,	15	15	11	0	4	0
" 25,	15	15	11	0	4	0
" 26,	13	17	11	3	3	0
" 27,	15	15	10	1	4	0
" 28,	15	15	10	1	4	0
" 29,	12	18	10	1	7	0
" 30,	17	13	10	0	3	0
" 31,	16	14	10	0	4	0

Exhibit "C"

DECLASSIFIED
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ROMULUS W. PURYEAR
 Major, Air Corps,
 8-3.

DECLASSIFIED
DOO 03
8 Aug 80 20 years 1974
SP-101/AC/CO, Date 9-23-76

~~SECRET~~
DECLASSIFIED

SUBJECT: Status of P-40C Airplanes.

DATE:

Receipt is acknowledged of 3rd Ind. for the Chief of the Chief of the Air Corps, subject as above with the following incl.

Exhibit "A"
Exhibit "B"
Exhibit "C"

Officer . Rank

Office

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AAF/A-4
JFM/mb

43376
7 Apr. 20 June 1974
By HW/DC on Date 3-23-76

Wrt 2/2/42

SUBJECT: Assembly of P-40C Fuelage and P-40E Wing.

1st Ind.

War Department, Headquarters Army Air Force, Washington, D. C.
FEB 2 1942 To The Chief of the Air Corps.

1. Forwarded for comment and necessary action.
2. It is requested that this communication be returned to GAC, USA through the Air Staff, A-4 Division.

By Command of Lieutenant General Arnold

1 Incl. n/c

WM: WT DICK
... Col., A.S.C.F.
Air Adjutant General

452.1 Subord (23)

Dispatched
FEB 2 1942
AAG

HEADQUARTERS		ARMY AIR FORCES			COORDINATION					
Chief of Staff	Sec'y of Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WD	A-Inspr.	Budget	Scenarics
						<i>B</i>				

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AMP-39

452.1 Subord (23)

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GENERAL HEADQUARTERS, U. S. ARMY

SECRET

ARMY WAR COLLEGE

Auth: CG, FF
Initials
Date 1-26-42

WASHINGTON, D. C.

Mr. MacPhac 10. Dec. 8-23-76

In Reply Refer To:

452.1-Indigo-Avn
(1-26-42)

January 26, 1942.

SUBJECT: Assembly of P-40C Fuselage and P-40E Wing.

TO : Chief of the Army Air Forces,
Washington, D.C.

1. Attention is invited to attached copy of letter from Mr. N. L. Kearney, Service Manager of the Curtiss Wright Corporation, Buffalo, New York, which was in reply to a secret letter from this headquarters dated January 17, 1942. The attached letter was not classified as secret until received at this headquarters. Letter was sent through Major Clyde H. Mitchell, Assistant Air Corps Resident Representative at the Curtiss Wright Corporation.

2. Due to the fact that the P-40E wings, which were shipped to Iceland, can not be used, it is recommended that these spare parts be returned to stock in the United States.

3. In view of the secret nature of this information, it is recommended that Air Corps Representatives of contract plants be instructed to so classify such technical information pertaining to equipment at stations outside the continental limits of the United States.

For the COMMANDING GENERAL:

1 Incl:

Ltr fm Mr. N.L. Kearney, Mgr of the
Curtiss Wright Corp., Buffalo, N.Y.,
to GHQ, AWC, thru Air Corps Factory
Representative, Buffalo, N.Y. dated
1-20-42.

J. W. RAMSEY
Lt. Col., A.G.D.,
Assistant Adjutant General

DECLASSIFIED
SECRET

DECLASSIFIED
DOO HICBy MW/PAL on 10.10.1984 Date 8-23-76~~SECRET~~

(COPY)

January 20, 1942

Subject: Assembly of P-40G Fuselage and P-40E Wing

To: General Headquarters, U. S. Army
Army War College
Washington, D. C.

Via: Air Corps Factory Representative
Buffalo, New York

References: General Headquarters Letter signed Lt. Col.
J. W. Ramsey to Curtiss Airplane Division
with enclosure Radiogram No. 5-1 Thirteenth
dated January 13, 1942

As we understand reference radiogram, it is desired that an assembly of the P-40G fuselage and a P-40E wing be accomplished. This combination is not considered feasible for the following reasons:

- (a) Electrical - It will be necessary to completely revise the portion of the Electrical System connecting the panel to the fuselage to accommodate six wing guns instead of four, and the electrical bomb rack installation.
- (b) Guns - It will be necessary to convert the gun charging control system in the fuselage from the mechanical cable operated type to hydraulically operated type. This involves an extensive amount of piping.
- (c) Fuselage Fuel Tank - The fuselage fuel tank for P-40C airplane is mounted directly on the wing. In the P-40E type airplane the fuselage fuel tank is mounted directly in the fuselage. It would therefore require a great deal of work to satisfactorily provide for the installation of a fuselage tank of either P-40C or P-40E type in this combination.
- (d) Wing to Fuselage Attaching Bolts - Several of the bolt holes in the P-40E are larger than those in the P-40C.
- (e) Wing Fillets - The location of the wing fuel tank filler necks in the P-40C airplane differs from that of the P-40E.

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DDP 13.1
8 Jan 8 10 1975
A-117/13.1, 13.2, 8-23-71

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DECLASSIFIED
- 2 -

(COPY)

General Headquarters, U. S. Army

January 20, 1942

It would therefore be necessary to use P-40E wing fillet with possible extensive modifications to permit assembly.

(f) Emergency Hydraulic System - It will be necessary to either omit the emergency hydraulic system by blocking it off, or provide the necessary piping to accommodate the emergency system.

(g) Control Stick Torque Tube - Because of slight difference in design, it will be necessary to change the control stick torque tube and possibly rework the stick attachment to the panel.

The above tabulation lists major changes, and there will undoubtedly be some additional changes which would only be brought to light by a complete check.

Respectfully,

CURTISS WRIGHT CORPORATION
Airplane Division - Buffalo Plants

N. L. Kearney
Service Manager

ARW:
NLK: GD-212

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~~SECRET~~

DECLASSIFIED
EOD 100
8 Jan. 4 20 June 1998
By: AULP/SLC Date: 5-23-76

DECLASSIFIED
SECRET

JAN 8 1 1942

61-100-100-100
 772
 JAN 31 1942
 MAIL

Shipment of P-50B Airplanes and Spare Parts to Iceland.

Assistant Chief of Staff, G-5

1. Reference is made to copy of letter of January 4, 1942 to the Chief of the Army Air Service, War Department, Washington, D. C., from Commanding General, Iceland Headquarters, U. S. Army, Washington, D. C., File 450.1-Designation (A-9-42), subject "Shipment of P-50B Airplanes and Spare Parts to Iceland".

2. Investigation has brought forth the following facts as reported to this office by the First Air Officer, First of Substation, Reykjavik, New York:

a. Of the ten P-50B airplanes rail-shipped to Reykjavik, New York for transshipment to Iceland, six planes left New York on November 12, 1941 on the "Palisade". The remaining four planes and all spare parts for the ten planes are still at the Brooklyn First of Substation.

b. Although the four planes and all spare parts have at present second priority (loading units and cars have first priority), their immediate shipment to Iceland is not possible due to the fact that very few of the vessels in service between Reykjavik and Iceland are of such design that will permit the landing and unloading of this type of cargo.

c. In addition to the four airplanes and spare parts, there is other Army Air Force equipment for Iceland at the Reykjavik, New York First of Substation. It is estimated that the four airplanes, spare parts, and other items produce about 22,000 cubic feet and weigh 150,000 pounds.

40-21-1-100-100-100
21

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500 INT

8 Jan 4 23 Feb 1974

REF ID: A64200 2-23-76

DECLASSIFIED
SECRET

Copy to Assistant Chief of Staff, G-4, Washington, D.C.
Subject "Shipment of P-51B Airplanes and Spare Parts to Iceland".

3. It is suggested that the necessary action be taken to insure that necessary shipping facilities are made available for service between Reykjavik Port of Substitution and Iceland for the immediate transportation of the Army Air Force equipment now at the Port of Substitution.

For the Chief of the Air Corps:

/s/ L. P. Whitten

L. P. WHITTEN,
IA. Col., Air Corps,
Assistant to the Chief,
Air Service Command.

Encl.-2
Form. Cy of Telegram

Air Force General Ho,
U.S. Army, Wash.D.C.
dated 1-6-48

Copy to:
Chief of the Army Air Force,
War Department,
Washington, D. C.

DECLASSIFIED
SECRET

air ac 4521 sub. 2 (21)

DECLASSIFIED
500 (Rev.)
3 May 62 (Rev. 10/16)
11077 NC (Rev. 10/16) G-29-76

DECLASSIFIED

GENERAL HEADQUARTERS, U. S. ARMY,
Army War College,
Washington, D. C.

RADIOGRAM

FROM: CG, U.S. FORCES, Iceland SMT: 5:30 A.M., 1-7-42
TO: CG, Field Forces, GMR RECEIVED: 8:00 A.M. 1-7-42

PARAPHRASE

NO. 19-1 Sixth

"REQUEST THAT YOU TRANSMIT THE FOLLOWING TO THE ASSISTANT CHIEF, AIR SERVICE COMMAND, WRIGHT FIELD, DAYTON, OHIO, CONCERNING RADIO BUSES JANUARY SIXTH SIGNED KENNY STOP NINE P DASH THIRTY NINE AIRPLANE HAVE NOT YET BEEN RECEIVED STOP IN ADDITION YOUR ATTENTION IS INVITED TO RADIO OF TWELVE ENGINEER SIGNED MILLER TO THE EFFECT THAT NINE SUES OF P DASH FORTY SIX WINGS HAD BEEN SHIPPED STOP TO DATE NO P DASH FORTY SIX WINGS HAVE BEEN RECEIVED, NOTWITHSTANDING THE FACT THAT URGENT REQUISITIONS HAVE BEEN REPEATEDLY SUBMITTED SINCE OCTOBER FIFTH STOP THE AIRPLANES HAVE BEEN CONTINUOUSLY OUT OF COMMISSION BECAUSE WE HAVE BEEN UNABLE TO OBTAIN REPEATED REQUISITIONED FOR SPARE PARTS STOP ONE ADDITIONAL AIRPLANE IS NOW OUT OF COMMISSION DUE TO LACK OF SPARE PARTS STOP IT IS URGENTLY REQUESTED THAT AN OFFICER BE DETAILED TO FOLLOW UP MY REQUISITIONS TO INSURE PROMPT SHIPMENT AND LOADING AT PORT OF DEPARTURE AS THE AIRPLANE SITUATION HERE IS CRITICAL STOP ONE THIRD OF THE AIRPLANES ARE IMMobilized TO CONTINUE ABILITY TO OBTAIN SPARE PARTS STOP COORDINATIVE ACTION IS REQUESTED IMMEDIATELY END

BOONSTADT"

SIGNATURE

Paraphrased by: RALPH H. WOOLFE,
Colonel, Air Corps.
Copies furnished to: 1 to Chief of Army Air Forces

DECLASSIFIED

DECLASSIFIED
DD FORM 1

4 Jan. & 22 June 1974
By: PA / 10, Date: 8-23-74

DECLASSIFIED

~~SECRET~~
Auth: CG, GMR
Initials: _____
Date: 1-8-42

483.1-Indigo-Ava
(1-8-42)

January 8, 1942.

SUBJECT: Shipment of P-39 D Airplanes and Spare Parts to Iceland.

TO : Chief of the Army Air Forces, War Department, Washington, D. C.

1. Attached is paraphrase of telegram received January 7, 1942 from the Commanding General, U. S. Forces in Iceland.

2. In this connection attention is invited to letter from this Headquarters, 483.1-Indigo-Ava (1-8-42), subject: "Supply of 33rd Pursuit Squadron at Reykjavik, Iceland", dated January 5, 1942.

3. Convey is expected to sail from New York in the next few days for Iceland and it is requested that the necessary action be taken to be sure the spare parts destined for Iceland, as well as any P-39 D airplanes which have not been shipped, be placed on board a vessel going to Iceland in this convey.

For the COMMANDING GENERAL:

1 Incl.
Para. Cy of Telegram.

DECLASSIFIED

DECLASSIFIED
DOD 105
8 Dec 4 30 June 1974
By 178C JG, Date 8-23-76

SECRET
DECLASSIFIED

SUBJECT: Supply of 33rd Pursuit Squadron at Reykjavik, Iceland.

1st Ind.

(14-8)

War Department, Office, Chief of the Air Corps, Washington, D. C.
FEB 11 1942 TO: Chief, Army Air Forces.

1. All requisitions received by the Air Service Command from Indigo have been filled and shipped to the New York Port of Embarkation. However, due to the infrequent sailings and the small boats being used, the major part of the spares have been held at the port for as long as six weeks. However, information has been received that all of the equipment consigned to Indigo has departed aboard the S. S. Aquilla, which was scheduled to sail approximately February 1st.
2. This office has requested the Assistant Chief of Staff, G-4, to provide larger boats so that the large items of equipment can be forwarded to Indigo.
3. This office has been informed by the Port Air Officer at the New York Port of Embarkation, that Air Corps items of equipment has been given second priority for shipments to Indigo. First priority has been given to Class I supplies.

For the Chief of the Air Corps:

W. T. Harford
Lt. Col., Air Corps.
Executive Air Service Command

1 Incl. Ac

File MB
Air Force
100-112
AUG 22 1942

402.1 Defense (8)

*Note: Extract 1st Ind + copy of
above letter sent G-4 for comment,
OACAC instructed to build up stocks of
supplies in agreement to take care of unit
between Iceland & Indigo*

DECLASSIFIED
SECRET

100-452-1 Iceland (8)

DECLASSIFIED
500 WPA
100, & 20 Nov 1984
By: MW/PAC Date: 3-23-76

~~SECRET~~
DECLASSIFIED

SUBJECT: Supply of 33rd Pursuit Squadron at Reykjavik, Iceland.

1st Incl.

(14-6)

War Department, Office, Chief of the Air Corps, Washington, D. C.
FEB 11 1942 TO: Chief, Army Air Forces.

1. All requisitions received by the Air Service Command from Indigo have been filled and shipped to the New York Port of Embarkation. However, due to the infrequent sailings and the small boats being used, the major part of the spares have been held at the port for as long as six weeks. However, information has been received that all of the equipment consigned to Indigo has departed aboard the S. S. Aquilla, which was scheduled to sail approximately February 1st.

2. This office has requested the Assistant Chief of Staff, G-4, to provide larger boats so that the large items of equipment can be forwarded to Indigo.

3. This office has been informed by the Port Air Officer at the New York Port of Embarkation, that Air Corps items of equipment has been given second priority for shipments to Indigo. First priority has been given to Class I supplies.

For the Chief of the Air Corps:

1 Incl. a/e

W. T. HARLEY
Lt. Col., Air Corps.
Executive, Air Service Command

Received

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~~SECRET~~

100 100 452.1 (14-6) (14)

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8 JAN 23 1974
By *Neil* (A-4) Date *9-23-76*

AO 111
(2-3-42)HD-7

COPY
WAR DEPARTMENT
THE ADJUTANT GENERAL'S OFFICE
WASHINGTON

W:147

Erms
40
Gene

February 12, 1942.

Funds for Air Corps Organizational Equipment Supplemental
Estimates "F", fiscal year 1942.

A-4
NO:
NO NOTE AND RETURN
TO THE AIR ADJ. GEN'L.

The Chief of the Air Corps.

.....
Noted Date

1. You are authorized to include in current estimates the funds required to provide the organizational equipment procured by the Air Corps (other than aircraft) for the air units to be organized under AWPB - 1 as revised.

2. Data will be presented to the Budget Advisory Committee to show, by general categories of equipment, the elapsed time after funds become available that delivery will start, and that delivery can be completed. There will also be submitted the planned activation rate of Air units.

By order of the Secretary of War:

Carl Grosse
Adjutant General.

COPY TO: ✓ Chief of the Army Air Forces re his Memo to O.C.S.,
2/3/42, file AAF/A-4/121-16.

Col Schneider

Received FEB 13 1942 B

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229

~~SECRET~~
IMMEDIATE ACTION

DECLASSIFIED
DATE 08-23-76
BY 8017/AM/DAW/STW

GENERAL HEADQUARTERS, U. S. ARMY
Army War College
Washington, D.C.

3133

January 5, 1942.

WAR DEPARTMENT

IN REPLY
REFER TO 452.1-Indigo-AVN
(1-5-42)

MEMORANDUM FOR THE CHIEF OF THE ARMY AIR FORCES, WAR DEPARTMENT:

Subject: Supply of 33rd Pursuit Squadron at Reykjavik, Iceland.

1. Information received this Headquarters indicates that as of December 6, 1941 only 17 of the 30 P-40-C airplanes stationed in Iceland were in commission. Ten of the airplanes were out of commission awaiting second echelon repair, 1 for motor change and 2 for routine check. Two were awaiting survey. For the past several months only approximately 20 out of these 30 airplanes have been reported as in commission, the principal cause being second echelon repair. Some of the planes so reported have been out of commission for 2 to 4 months.
2. It is essential that the maximum possible number of airplanes in this squadron be maintained in combat condition. It is apparent that proper action has not been taken to insure that supplies required for this purpose have been delivered to Iceland, notwithstanding the fact that this situation has been repeatedly informally reported to officers of Materiel Section of your office, with request that adequate supplies be shipped to meet requirements.
3. The Commanding General of the Field Forces directs that the necessary action be taken to ship the supply of spare parts required for placing the airplanes of the 33rd Pursuit Squadron in combat commission at the earliest possible date.
4. It is also desired that the 10 P-39E's designated for shipment to the squadron be forwarded as rapidly as shipping facilities can be made available. In this connection a convoy is expected to leave New York about the middle of January on which some space can probably be made available for this purpose.

For the COMMANDING GENERAL:

Harry J. Malony
 HARRY J. MALONY,
 Brig. Gen., G.S.C.,
 Deputy Chief of Staff.

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IMMEDIATE ACTION

G. M. C. Form 646 (Old Form 60)
Approved December 1, 1932

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42-8745
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DECLASSIFIED
9 Jan. 20 10:30 AM 1978
By: AM/PRC/AGL Data 8-22-76

DECLASSIFIED

(Air AG)
A G 106

January 14, 1942

SUBJECT: Supply of 33d Pursuit Squadron at Reykjavik, Iceland.
TO : The Chief of the Air Corps

1. Attached is a memorandum from the Commanding General of the Field Forces.
2. It is directed that the necessary supply action be taken immediately to remedy the unsatisfactory conditions reported.

By Command of Lieutenant General ARNOLD:

JOHN B. COOLEY
Lt. Col., A.G.D.
Assistant Air Adjutant General.

1 Incl.- Memo. fr AWC to
C/AAF 1-5-42 abv subj.

Dispatched
JAN 15 1942
AAG

HEADQUARTERS			ARMY AIR FORCES				COORDINATION			
Chief of Staff	Sec. of Staff	AAG	A 1	A 2	A 3	A 4	A WFD	A Insp	Budget	Sta. & Stats
	✓	17c				✓				

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AAF 39
61-00452.1 Seal 1/20

DECLASSIFIED
 DDD 100
 8 Jan 60 Date 1960
 Sp. Div. 700. 100. Div. 8-29-76

SECRET
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0-494

1. AAF OAG 1941
 G/AS 12-22

AAG/3
 G/AS

1. Request you furnish 2 0-494 type airplanes from production and ship to Indigo.

G.S.
 G/AS

4571
 10/16

Dispatched
 DEC 24 1941
 AAG

DECLASSIFIED

HEADQUARTERS		ARMY AIR FORCES				COORDINATION				
Chief of Staff	Sec. y of Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A .r.sp	Budg.	S. a
	<i>RC</i>				<i>10/12</i>					
					<i>3/2</i>					
					<i>049</i>					

AAF 39

DECLASSIFIED
By: DAW/PAJ on 12-23-76

DECLASSIFIED

C-49A

1. AAF OGAG 1941
 G/AS 12-22

AAF/A-3
OGF/Jag

1. Request you submit 2 C-49A type airplanes from production and ship to Indigo.

C.S.
G/AS

DECLASSIFIED

452.1 Indigo (16)

DECLASSIFIED
 000 ltr.
 5 Jan. & 20 June 1974
 By: Wb/Ph/Sc, Date: 8-23-76

OFFICE OF THE CHIEF OF THE AIR CORPS
~~SECRET~~
 ROUTING AND RECORD SHEET

2686

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

File No. _____
 Tally No. AAF/ _____

Subject: P-39 Airplanes for Indigo.

NO.	FROM	TO	DATE	COMMENTS
3.	OCAG Air Ser. Com.	AAF A-6 thru <i>[Signature]</i>	1941 12/26	<p>1. Adequate quantities of all airplane Technical Orders relating to P-39D airplanes were forwarded to Indigo on December 17. Negotiations are now in progress to have Mr. J. Kenneth Graham, Bell Aircraft Service Technician, arrive at Indigo concurrently with the P-39D airplanes.</p> <p><i>[Signature]</i> H. M. CLASS</p>
				<p><i>A.F. Files</i></p> <p><i>See AB 452-1 subpart (15)</i></p>

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EO 13526
17 Jan 80
By: MM/TAS, JC, Date 5-23-71

~~SECRET~~
DECLASSIFIED

P-50 Airplanes for Indigo.

OSAS (14-N) Ref/ops

OSAS AAF 1942
2. Air Serv. A-4 12/56
 Gen. OSAS
 G/AS

1. Adequate quantities of all airplane Technical Orders relating to P-50D airplanes were forwarded to Indigo on December 17. Negotiations are now in progress to have Mr. J. Kenneth Graham, Bell Aircraft Service Technician, arrive at Indigo concurrently with the P-50D airplanes.

H. J. F. H.
G/AS

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0-30

air 00457.1 Iceland (15)

DECLASSIFIED

500 INT.

8 Jul 8 50 June 1984

By DAI/PBA, AG, DWH, 5-23-76

~~SECRET~~
DECLASSIFIED

✓ R-500 Airplanes for Indigo.

OCAS ASF 2001
S. Air Sup. A-6 12/50
Com. Street
OCAS
G/AS

OCAS (24-3) 24/7/50

1. Adequate quantities of all airplane technical culture relating to R-500 airplanes were forwarded to Indigo on December 17. Negotiations are now in progress to have Mr. J. Kenneth Graham, Rail Aircraft Service Technician, arrive at Indigo concurrently with the R-500 airplanes.

R. J. F. R.
G/AS

DECLASSIFIED

~~SECRET~~

0-30

air 2045 2.1 Iceland (15)

13

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

DECLASSIFIED
 GPO: 1974
 8 Jan. 60 Form 1074
 By: AW/FA/C, Date: 8-23-76

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

File No.
 Tally No. AAF

SUBJECT: P-39 Airplanes for Indigo.

NO.	FROM	TO	DATE	COMMENTS	AA/FA-4 MFS/mhh
1.	AAF C/AS	C/AC	1941 12/12	<p>1. The Chief of Staff, General Headquarters, U. S. Army, has requested that if there is no change in the present plans for sending P-39 airplanes to Indigo, the following action be taken:</p> <p>a. That adequate quantities of all airplane technical manuals and technical orders relating to P-39 airplanes involved be furnished concurrently with the airplanes.</p> <p>b. That the Field Service Representative of the Bell Aircraft Corporation arrive in Indigo concurrently with the airplanes in order to acquaint personnel with the technical details of the airplanes.</p> <p>2. It is desired that your office initiate the necessary action to comply with the above cited request.</p>	
2.	C/AC	A.S.C. L.S.	12/15		

RECEIVED
 DEC 15 1941
 CLASSIFIED MAIL
 AND MAIL UNIT

RECEIVED
 DEC 16 1941
 MAINTENANCE SECTION
 G.A.C.

Handwritten initials

DECLASSIFIED

DECLASSIFIED

FORM 8-20 June 1974
AF Form 101-10, Date 7-23-76

HEADQUARTERS ARMY AIR FORCES

Date

Colonel Sorensen, Chief

Colonel York, Executive

Equipment and Planning Section

- ~~Col. Schneider, Chief~~
- Col. Langnead
- Col. Chiteley
- Major Burgess
- Major Richardson
- Capt. Donoghue
- Capt. O'Shea
- Lt. Bedanes
- Lt. Burt
- Lt. Finton
- Mr. Darringer

Facilities Section

- Col. Crumrine, Chief
- Major Woolley
- Captain Garr
- Captain Quinlin
- Lt. Cramer

Liaison and Special Study Section

- Colonel Wilson
- Colonel Purphey
- Lt. Col. Newman
- Lt. Col. Crupland
- Major Graul

Air Service Command

- Colonel Borum
- Col. Aldrin

Administrative

- Mr. Gibson
- Mr. Finton

FOR: PRIORITY _____ Circulation _____ Note & Return to *EIA*

Action () or _____ Consent or concurrence _____ Noted

Reply () in 24 hrs _____ File: A-4 _____ AAF _____ Preparation of reply

Necessary Action _____ Information _____ Primary Interest

Recommendation _____

TO: Chief, Army Air Forces _____ Office, Chief of Air Corps _____ AFPD Division

Chief of the Air Staff _____ A-1 Division _____ Statistics

Secretary of Air Staff _____ A-2 Division _____ Air Inspector

Air Adjutant General _____ A-3 Division _____ Return to A-4 Division

YAO Unfaithful Schneider 11/42

*Col York
Please mark
orig paper for
file*

A-4 Division
AIR STAFF

AAF-460

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DATE 3-23-76

P-39 Airplanes for Indigo.

AAF/A-4
WFO/mhh

1. AAF C/AS 1941 C/AC 12/12

1. The Chief of Staff, General Headquarters, U. S. Army, has requested that if there is no change in the present plans for sending P-39 airplanes to Indigo, the following action be taken:

a. That adequate quantities of all airplane technical manuals and technical orders relating to P-39 airplanes involved be furnished concurrently with the airplanes.

b. That the Field Service Representative of the Bell Aircraft Corporation arrive in Indigo concurrently with the airplanes in order to acquaint personnel with the technical details of the airplanes.

2. It is desired that your office initiate the necessary action to comply with the above cited request.

Dispatched
SLC 1 1941
AAG

CS
C/AS

452.1 Scotland (15)

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
	ERI									

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AAF-39

HEADQUARTERS, ARMY AIR FORCES
ROUTING AND RECORD SHEET

2359

DECLASSIFIED

File No.
Tally No. AAF

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

SUBJECT: Supplies for Indigo.

NO.	FROM	TO	DATE	COMMENTS	AAF/A-4 MFS/mhh
1.	AAF C/AS	C/AC	1941 12/12	<p>1. The Chief of Staff, General Headquarters, U. S. Army, (Col. Wooten) has requested that the last bulk requisition for P-40C Supplies for Indigo be duplicated and the supplies involved furnished automatically without further paper work.</p> <p>2. Major Newberry of the Air Service Command is familiar with this matter.</p> <p>3. It is desired that the shipment be forwarded with the least practicable delay.</p>	<p>4521 Ireland</p> <p>CS C/AS</p> <p>(14)</p>
2.	C/AC	ASC	12/15	APPD.	
3.	OCAC Air Service Command	AAF C/AS <u>Thru:</u> C/AC	1941 12-21	<p>1. The equipment requested by GHQ departed for Indigo on December 12, 1941.</p>	<p>OCAC/L4-S JPN:ems</p> <p>H. J. F. M. C/ASC</p>
4.	C/AC	AAF C/AS	12/21	Forwarded. Dtm.	
				<p>Col Old GHQ was notified by phone 12/24/41. He said he would track up information to Col Wooten.</p>	

all-13
A 12/15 (9-2) 12-26 asc
24-610

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(Do not write on reverse side)

Page No. 1.

N-4071, AC, Rev. 8/14/41
4521 Ireland (14)

DECLASSIFIED
E.O. 13526
By MW/PAC AC Date 8-23-76

DECLASSIFIED
SECRET

Supplies for Indigo.

3. OCAC AAF 1941
Air C/AS 12-21
Service Tura:
Command C/AC

1. The equipment requested by OCAC/LA-S JPH:am
for Indigo on December 12, 1941.

H. J. F. N.
C/ASC

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SECRET

Doc-113

1.

DECLASSIFIED
DATE 10/20/2010
BY NIP/PL/STP/DAW/S-23-76

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DECLASSIFIED

Supplies for Indigo.

AAF/a-4
MFB/mhh

1. AAF 1941
 C/AS C/AC 12/12

1. The Chief of Staff, General Headquarters, U. S. Army, (Col. Wooten) has requested that the last bulk requisition for P-40C Supplies for Indigo be duplicated and the supplies involved furnished automatically without further paper work.

2. Major Newberry of the Air Service Command is familiar with this matter.

3. It is desired that the shipment be forwarded with the least practicable delay.

45211
DeLand
(14)

CS
C/AS

HEADQUARTERS ARMY AIR FORCES - COORDINATION										
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPB	A-Insp.	Budget	Sta-tistics

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AAF-39

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100 mg
9-23-76

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Report on Airplanes

AAF/A-2
TJK/SS

1 AAF OCAG 1941
A-2 Mat. 12/17

1. The attached letter with inclosed report from the Allison representative in Iceland is referred to you for similar action that has been taken on previous reports from the same office.

MFS
C/A-2

1 Incl.
Letter to C/AAF from Lt. Col. Nysson, A.G.D., 12/8/41 w/incl. Allison Engine Time and Status Report, Reykjavik, Iceland, week ending 12-8-41.

DEC 10 1941
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION										
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-5 WFD	A. Insp.	Budget	Statistics
				M.F.S.						

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AAF-30

See Ab 452.1 Iceland 13

~~SECRET~~

DECLASSIFIED

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GPO 1962
By MM/PA/S, Date 8-23-76

SECRET

Auth: C/S, OHQ
Initials: R.H.W.
Date: 12-8-41.

452.1-Indigo-Avn

December 8, 1941

SUBJECT: Report on Airplanes.

TO: Chief of the Army Air Forces, Washington, D. C.

In reference to attached air mail letter to Mr. L. J. May, Allison Division of General Motors, Indianapolis, Indiana, your attention is invited to letter this Headquarters, 452.1-Indigo-Avn, subject, Report on Airplanes, dated December 2, 1941.

For the CHIEF OF STAFF:

GLIDE L. HYSSONG,
Lt. Col., A.O.D.,
Adjutant General.

1 Incl - Allison Engine Time and Status Report, Reykjavik, Iceland, week ending 12-8-41.

DECLASSIFIED

~~SECRET~~

201 452.1 Iceland (13)

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

DECLASSIFIED (To be filed with correspondence)

Note.—A line will be drawn across sheet after action by each office concerned.

SUBJECT: Report on Airplanes.

NO.	FROM	TO	DATE	DATA
1	AAF A-2	OCAC Mat.	1941 12/8	<p style="text-align: right;">AAF/A-2 TJK/ekp</p> <p>Attention is invited to attached letter from GHQ with reference to further reports on airplanes from the Allison representative in Iceland. These reports are forwarded for your necessary action in extracting any information desired.</p> <p style="text-align: right;"><i>M.F.S. m</i> M.F.S. C/A-2.</p> <p>Incl. Ltr fr GHQ to C/AAF, 12/2/41 w/ 2 Incls. Time & Status Report for week ending 10-25-41. Time & Status Report for week ending 11-1-41.</p>
2	OCAC Mat. Div. (4-E-4)	AAF A-2	1941 12/16	<p>1. Find attached letter to Allison Division, General Motors Corporation, reference the above subject.</p> <p>2. A form letter is being written to advise other aircraft manufacturers in similar circumstances.</p> <p>3. It is hoped this will put an end to any future occurrences of this nature.</p> <p style="text-align: right;"><i>FPD</i> O. P. E. Chief, Mat.Div.</p> <p>1 Incl.- Abv incl withdrawn. Added, Cy ltr to Allison Div., frn OCAC on subj of secret data mailed.</p>

RECEIVED
DEC 9 1941
CLASSIFIED MAIL
AND FILE UNIT

RECEIVED
DEC 19 1941
PROD. ENGR. BR.
O. C. A. C.

DECLASSIFIED
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noted

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A-12/20

W-4884, 10

DECLASSIFIED
E.O. 13526, DATE 1/23/76
MULTIPAGE

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Report on Airplanes.

1 AAF OCAC 1941
 A-2 Hnt. 12/8

AAF/A-2
TJK/ekp

Attention is invited to attached letter from GHQ with reference to further reports on airplanes from the Allisen representative in Iceland. These reports are forwarded for your necessary action in extracting any information desired.

H.F.S.
C/A-2.

Incl.

Ltr fr GHQ to C/AAF,
12/2/41 w/ 2 Incls.

- Time & Status Report (
- for week ending 10-25-41.)
- Time & Status Report (
- for week ending 11-1-41.)

Forwarded

45711 Iceland (H)

1941
12/8
AAF

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secy Air Staff	A.A.O.	A-1	A-2	A-3	A-4	A- WPD	A. Insp.	Budget	Sta- tistics	

7-75
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AAF-30

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DD FORM 1294

1 Jan 64 07 1000 1294
By: MM/PT/... 5-23-74

SECRET

SECRET
Auth: C/S, GSG
Initials: R.S.V.
Date: 12-8-41.

DECLASSIFIED

h52.1-Indigo-4vm

December 2, 1941.

Subject: Report on Airplanes.

To : Chief of the Army Air Forces, Washington, D. C.

1. Reference is made to our letter of November 10, 1941, subject and file number as above, requesting that the Allison Division of General Motors be informed to instruct their representatives to forward all reports from Iceland containing secret or confidential information through military channels.
2. The inclosed reports dated October 25th and November 1st, have just been received and are being inclosed herewith for your information.
3. It is requested that no further action be taken for the time being, since it is quite likely that the above reports were mailed before the representatives of the Allison Division of General Motors could have been informed of the proper procedure.

For the CHIEF OF STAFF:

(Signed) Harry J. Malony
HARRY J. MALONY,
Brig. General, G.S.C.,
Deputy Chief of Staff.

- 2 Incls:
- Incl #1 - Time & Status Report for week ending 10-25-41.
 - Incl #2 - Time & Status Report for week ending 11-1-41.

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an 284571 Iceland (12)

DECLASSIFIED
DATE 11/17/88 BY 5232/20

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Technical Reports on Aircraft.

AAF/A-4
JPH/and

1 AAF OGAC 1941
C/AS Mat. Div. 12/1

1. Inviting attention to attached copy of memo on the above subject and request information on action possible and effected to avoid inadvertant disclosures by aircraft industry.

Incls;
cc memo OMO to G-4,
11/5/41 w/1 Incl.

CE
C/AS

Handwritten: H 521
11

DECLASSIFIED
DEC 1941
AAG

HEADQUARTERS		ARMY AIR FORCES				COORDINATION				
Chief of Staff	Sec'y of Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics
	<i>JK</i>									

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AAF-39

~~CONFIDENTIAL~~

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EX-117 (AC) 100, 100, 5-25-74

CONFIDENTIAL

~~CONFIDENTIAL~~

GENERAL HEADQUARTERS, US ARMY

ARMY WAR COLLEGE

WASHINGTON, D. C.

November 8, 1951.

MEMORANDUM FOR LT. COL. MAX. F. SCHNEIDER, G-4, ARMY AIR FORCES, WAR DEPT:

Subject: Technical Reports on Aircraft.

1. There is attached hereto a copy of a technical report on aircraft in Indigo prepared by Everett S. Beasley and addressed to Mr. L. J. May, Plant #8, Allison Division of General Motors Corps., Indianapolis, Indiana.
2. The information contained in this report would be of the greatest value to Germany, since it not only established the number of airplanes in the area but the actual condition of these planes.
3. It is recommended that the G-4 Section in cooperation with the G-2 Section of the Headquarters Army Air Forces develop a method of handling technical reports so as to preclude the possibility of information of this class reaching hostile hands. Copies of instructions issued upon the subject are requested.
4. The Counterintelligence Branch of the Military Intelligence Division has secured reports of possible leakage of technical matters, and has communicated with this office on one occasion concerning Mr. Everett S. Beasley. The Commanding General, Indigo, has been requested to furnish information concerning this man.

1 Incl;
Tech. Report, 10/18/41(Indigo)

s/ P. M. Robinett,
P. M. ROBINETT,
Lieut. Colonel, U.S.G.,
Ass't Chief of Staff, G-2.

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500 hrs

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~~ALLISON ENGINE TIME AND STATUS REPORT~~

From Everett C. Beasley
To: Mr. L. J. May

STATIONED AT: Reykjavic, Iceland.

FOR WEEK ENDING: October 18, 1941

TOTAL AT THIS STATION: P-40's 50

TOTAL IN COMMISSION: P-40's 20

AIRPLANE		AIR COMPS	ALLISON	ENGINE	REMARKS TAKEN FROM A.C.FORM
Type	Number	ENGINE NO.	ENGINE NO.	TIME	
P-40C	41-13341	39-1088M	512	24:05	Awaiting propeller, 9-22-41.
P-40C	41-13349	41-35534	1745	55:15	2nd echelon repair, 9-11-41.
P-40C	41-13346	41-35551	1782	50:50	OK
P-40C	41-13350	41-35611	1822	94:50	OK
P-40C	41-13419	41-35703	1914	39:30	OK
P-40C	41-13420	41-35664	1895	82:05	OK
P-40C	41-13421	41-35717	1923	44:50	OK
P-40C	41-13422	41-35699	1910	-	Awaiting survey, 9-28-41
P-40C	41-13423	41-35712	1922	104:10	OK
P-40C	41-13424	41-35681	1892	-	2nd echelon repair, 9-19-41
P-40C	41-13426	41-35780	1991	86:50	OK
P-40C	41-13427	39-1088M	249	0:00	OK for ground test and slow time 10-18-41.
P-40C	41-13428	41-35686	1897	-	Awaiting survey, 9-20-41
P-40C	41-13429	41-35700	1911	56:40	2nd echelon repair, 9-18-41
P-40C	41-13431	41-35782	1993	74:55	Awaiting propeller, 9-22-41
P-40C	41-13432	41-35731	1942	100:40	OK
P-40C	41-13436	41-35688	1899	119:25	OK
P-40C	41-13437	41-35777	1985	99:40	OK
P-40C	41-13438	41-35660	1871	96:05	OK
P-40C	41-13439	41-35778	1989	110:25	OK
P-40C	41-13440	41-35833	2044	88:45	Awaiting right wing and prop- eller, 9-23-41.
P-40C	41-13444	41-35675	1884	-	2nd echelon repair, 10-1-41.
P-40C	41-13445	41-35790	2001	-	2nd echelon repair, 10-1-41
P-40C	41-13446	41-35868	1979	-	OK
P-40C	41-13452	41-35689	1900	-	OK
P-40C	41-13455	41-35886	1877	-	OK
P-40C	41-13458	41-35773	1986	-	OK
P-40C	41-13460	41-35772	1985	-	OK
P-40C	41-13462	41-35737	1948	-	2nd echelon repair, 10-10-41
B-40C	41-13463	41-35897	1908	-	OK
P-40C	41-13464	41-35710	1921	-	2nd echelon repair, 10-8-41.
P-40C	41-13465	41-35741	1952	-	OK

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DD Form 1
8 Feb 50 (Rev. 1-27-49)
DOW/PA/...

DECLASSIFIED

P-39 type airplanes for Indigo.

457.1 Indigo (10)

2. AAF C/AS C/AC 11/15

AAF/A-4
ROC/mhh

1. Reference preceding #1, the Chief of Ordnance should be requested to ship 37 mm. ammunition in the ratio of 8% AP and 92 HE for 400 missions to Indigo to arrive not later than the ten (10) P-39D Airplanes.

Dispatched
NOV 18 1941
AAG

CS
C/AS

HEADQUARTERS		ARMY AIR FORCES - COORDINATION								
Chief of Staff	Chief of Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	SEC-ESTICA

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AAF-39

DECLASSIFIED
GPO Use.

6 Jan. 6 20 June 1964
By: 1 P. J. L. G. Date: 3-23-76

~~SECRET~~

DECLASSIFIED

P-39 type airplanes for Indigo.

AAF/A-3
HSV-epb

1.	AAF	AAF	1941
	A-3	A-4	11/6

1. Necessary instructions have been given to the Material Division to crate and pack for shipment to Indigo in November, ten (10) P-39D airplanes.

2. This is the first step in re-equipping this squadron with P-39 type airplanes. It is contemplated that from time to time sufficient P-39 airplanes will be sent to re-equip a flight at a time.

3. It is desired that immediate arrangements be made with the Ordnance Department to insure that the required supply of 37mm ammunition will be on hand in Indigo.

ELW
C/A-3

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DDO 100

FORM 8-43-7

~~CONFIDENTIAL~~

GENERAL HEADQUARTERS, U. S. ARMY
ARMY WAR COLLEGE
Washington, D. C.

In reply refer to

November 5, 1941.

MEMORANDUM FOR LT. COL. MAX F. SCHNEIDER, G-4, ARMY AIR FORCES, WAR DEPT:

Subject: Technical Reports on Aircraft.

1. There is attached hereto a copy of a technical report on aircraft in Indigo prepared by Everett C. Beasley and addressed to Mr. L. J. May, Plant #3, Allison Division of General Motors Corp., Indianapolis, Indiana. This unclassified communication was forwarded to this office by G-2, Indigo.
2. The information contained in this report would be of the greatest value to Germany since it, not only establishes the number of airplanes in the area but the actual condition of these planes.
3. It is recommended that the G-4 Section in cooperation with the G-2 Section of the Headquarters Army Air Forces develop a method of handling technical reports so as to preclude the possibility of information of this class reaching hostile hands. Copies of instructions issued upon the subject are requested.
4. The Counterintelligence Branch of the Military Intelligence Division has secured reports of possible leakage of technical matters, and has communicated with this office on one occasion concerning Mr. Everett C. Beasley. The Commanding General, Indigo, has been requested to furnish information concerning this man.

/s/ P. M. Robinett,
P. M. ROBINETT,
Lieut. Colonel, G.S.C.,
Ass't Chief of Staff, G-2.

1 Incl.
Tech. Report, 10/18/41
(Indigo)

DECLASSIFIED

~~CONFIDENTIAL~~

DECLASSIFIED
DDO:JTB
S. 101. 6. 10 June 1978
By: DW/17NC, LC, Date: 3-23-76

~~CONFIDENTIAL~~
DECLASSIFIED

Subject: Technical Report of Allison Representative in Iceland.

1. AAF AAF 1941
A-4 A-2 11/7

AAF/A-4
MFS/mhh

1. Attached hereto is memorandum from the Asst. Chief of Staff, G-2, General Headquarters, U.S. Army transmitting a report from the Allison Representative in Iceland to the Allison plant in Indianapolis. The memorandum is self-explanatory.

2. It is recommended that the Chief of Air Corps be instructed to make the same arrangements for manufacturers' representatives in Iceland and other bases that it has for those representatives in England and Africa. It is understood that such representatives transmit their reports to the Materiel Division when the special information that should be furnished the manufacturer is extracted and forwarded.

3. Lt. Col. Koenig is familiar with this matter.

1 ⁴incl.
Memo to Col. Schneider
9/5/41 W/1 incl.-Tech.
Rpt. 10/18/41 (Indigo)

EPS
C/A-4

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~~CONFIDENTIAL~~

DECLASSIFIED
DOD USE
8 Dec 4 20 June 1954
By: ~~MM1FA~~ *AC, para 2-23-74*

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

File No.
Tally No. AAF

Note: - 1 line will be drawn across sheet after each comment.

SUBJECT: Report on Airplanes.
(Report of Allison Representative in Iceland)

NO.	FROM	TO	DATE	COMMENTS
1	AAF A-2	(OGAC (Mat	1941 11/15	<p style="text-align: right;">AAF/A-2 TJF/ekp</p> <p>1. The attached letter from S-2, Headquarters Iceland Base Command, with attached papers, is referred to your office for action.</p> <p>2. Instructions should be issued to the Allison Division or to their representatives to bring about the same arrangements which have already been made for manufacturers' representatives in England and Africa so that the same will apply for manufacturers' representatives in Iceland and other bases.</p> <p>5 Incls. 1 - Ltr Hq Iceland Base Command. 2 - 1st Ind. C/S, GHQ (cy). 3 - Form 496, week ending Oct. 11th 4 - Damage Report - 41-13462. 5 - Damage Report - 41-13464.</p>
2	OGAC Mat.Div. (4-B-4)	AAF A-2	1941 12/18	<p>1. Find attached letter to Allison Division, General Motors Corporation, reference the above subject.</p> <p>2. A form letter is being written to advise other aircraft manufacturers in similar circumstances.</p> <p>3. It is hoped this will put an end to any future occurrences of this nature.</p> <p style="text-align: right;">TPO O. P. E. Chief, Mat. Div.</p> <p>Incls. n/c with ltr to Allison Div. added.</p>

~~SECRET~~
(Do not use reverse side)

4071, AC. Rev. 8/14/41

A-21/jrs
41-457.1 Iceland (9)

DECLASSIFIED

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(4-B-4)

8 Feb. 8 40 June 1974
by Nk1/Pht/AC/DAW 9-23-76

Allison Division,
General Motors Corporation,
Indianapolis, Indiana.

copy

Gentlemen:

It has come to our attention several times that your representative in Iceland, Mr. Everett C. Rowley, has written letters containing secret military information and sent them through straight unregistered mail.

It is apparent that very little attention has been paid to the instructions previously issued on the subject of confidential data, and there is, consequently, coming to the attention of this office violations where manufacturers and representatives of these manufacturers in foreign countries are corresponding back and forth without using the proper security.

Wides

Under no circumstances are telegrams, radiograms or messages to be sent in the clear, when containing confidential information of figures relating to production, equipment or delivery of military aircraft. Similarly, any information of a confidential or military nature that is being sent through the mail should be transmitted either by code, sealed registered mail, or military or diplomatic pouch through regular military channels.

12/18/41.

These rules and regulations must be strictly adhered to. Failure to do so may lead to valuable information being divulged to the enemy and possible violation of the Espionage Act.

It is therefore requested that you cooperate to the fullest possible extent with this office in following the above procedure.

Very truly yours,

DECLASSIFIED

2-736

att 457.1 Iceland (9)

DECLASSIFIED

S-2 #29

DECLASSIFIED
DOD IT'S

8 Jan. & 20 June 1984
By: hw/PA LC, Date: 2-23-76

HEADQUARTERS ICELAND BASE COMMAND
APO#910
c/o Postmaster, New York, New York

/hls
14 October, 1941

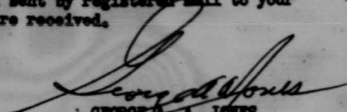
Subject: Report on Airplanes

To: AC of S, G-2, GHQ, Army War College, Washington, D.C.

1. Request instructions as to whether reports (Incls 1,2&3) from EVERETT C. BRASLEY, Allison Division of General Motors Company, to Mr. L. J. MAY, of same company, should be permitted and whether or not they should be submitted through your office.

2. Lieut. Colonel Morris, Commanding Officer of Iceland Base Command Air Force, has received no instructions relative to this subject.

3. This report was mailed in single envelope unregistered. Reports will be marked "Secret" and sent by registered mail to your office until further instructions are received.


GEORGE A. JONES
Major, U.S.C.
S-2

- 3 Incls
- No 1 - Form 496 week ending Oct 11th
- No 2 - Damage Report - 41-13462
- No 3 - Damage Report - 41-13464

DECLASSIFIED

Incl #1
no 26-907 A-736

air 20 451 Iceland (9)

DECLASSIFIED
000 000

6 Dec 8 2010 1924
by 171/PLC/DAW 9-23-76

SECRET
DECLASSIFIED
Issued

(S2.1-Indigo - Avn
(10-14-41)

GENERAL HEADQUARTERS, U.S. ARMY, ARMY WAR COLLEGE, Washington, D. C.,
November 8, 1941. TO: Commanding General, Iceland Base Command.

1. Reports such as the report forwarded with basic communication containing information of a confidential or secret nature as to status of equipment or personnel should not be sent to any civilian organization or individual, and all representatives of companies in Iceland should be so instructed. Any reports containing technical information regarding failures of equipment, or changes required on aviation equipment, should be sent through channels to the Chief of the Army Air Forces.

2. Instructions will be given to Lt. Col. Morris to withhold information of such character from Mr. Sweeney. In case Mr. Sweeney, or other factory representatives wish to send technical information to their companies, they should be instructed to forward all reports to your headquarters to be forwarded through the Chief of the Army Air Forces.

For the CHIEF OF STAFF:

(Signed) Harry J. Malone
HARRY J. MALONE,
Brig. Gen. U. S. C.,
Deputy Chief of Staff.

DECLASSIFIED

Incl #2
46-907 Ac-726

Form 496

~~SECRET~~
ALLISON ENGINE TIME AND STATUS REPORT

PAGE ____ OF ____

FROM: Everett C. Beasley

DECLASSIFIED
000 hrs

STATIONED AT: Reykjavik, Iceland.

TO: Mr. L. J. Key

DECLASSIFIED
000 hrs
10/23/76

FOR WEEK ENDING: October 11, 1941.

TOTAL AT THIS STATION: P-40'S: 30 P-38'S: _____ P-39'S: _____ P: _____
P: _____ P: _____

TOTAL IN COMMISSION: P-40'S: 16 P-38'S: _____ P-39'S: _____ P: _____
P: _____ P: _____

AIRPLANE		AIR CORPS	ALLISON	ENGINE	REMARKS TAKEN FROM A. C. FORM 41
TYPE	NUMBER	ENGINE No.	ENGINE No.	TIME	
P-40C	41-13341	39-1088M	312	24:05	Awaiting propeller, 9-22-41.
P-40C	41-13345	41-35534	1745	55:15	End echelon repair, 9-11-41.
P-40C	41-13346	41-35551	1763	56:25	OK
P-40C	41-13350	41-35611	1822	88:30	OK
P-40C	41-13419	41-35703	1914	39:30	OK
P-40C	41-13430	41-35864	1895	75:50	OK
P-40C	41-13421	41-35717	1928	42:10	OK
P-40C	41-13422	41-35699	1910	-	Awaiting survey, 8-19-41.
P-40C	41-13423	41-35712	1922	97:15	OK
P-40C	41-13424	41-35681	1892	-	End echelon repair, 8-6-41.
P-40C	41-13426	41-35780	1991	83:05	OK
P-40C	41-13427	39-1030M	249	-	Awaiting propeller, 8-19-41.
P-40C	41-13428	41-35686	1897	-	Awaiting survey, 8-30-41.
P-40C	41-13429	41-35700	1911	56:40	End echelon repair, 9-18-41.
P-40C	41-13431	41-35782	1993	74:55	Awaiting propeller, 9-22-41.
P-40C	41-13433	41-35731	1942	98:45	OK
P-40C	41-13436	41-35688	1899	112:25	OK
P-40C	41-13437	41-35777	1988	96:10	OK
P-40C	41-13438	41-35660	1871	92:25	OK
P-40C	41-13439	41-35778	1989	103:40	OK
P-40C	41-13440	41-35833	2044	88:45	Awaiting right wing end propeller, 9-23-41.
P-40C	41-13444	41-35673	1884	58:40	End echelon repair, 10-1-41.
P-40C	41-13445	41-35790	2001	72:50	End echelon repair, 10-1-41.
P-40C	41-13446	41-35768	1979	104:10	OK
P-40C	41-13452	41-35689	1900	87:40	OK
P-40C	41-13455	41-35665	1877	81:50	OK
P-40C	41-13458	41-35775	1986	57:45	Awaiting propeller, 10-10-41.
P-40C	41-13460	41-35772	1983	58:20	Awaiting propeller, 10-10-41.
P-40C	41-13462	41-35737	1948	71:15	End echelon repair, 10-9-41.
P-40C	41-13463	41-35697	1908	29:45	Awaiting propeller, 8-16-41.
P-40C	41-13464	41-35710	1921	94:55	End echelon repair, 10-8-41.
P-40C	41-13465	41-35741	1952	65:40	OK

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Incl #3

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PLEASE ATTACH DETAILED REPORT ON ANY ENGINE WARRANTING ADDITIONAL INFORMATION.

DECLASSIFIED
DOO lrs.

8 Jan. & 20 June 1974
By RM/PRC/AG, Date 3-23-74

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THIRTY-THIRD PURSUIT SQUADRON (I) ICELAND BASE COMMAND AIR FORCE

Reykjavik Field, Iceland.
October 10, 1941.

SUBJECT: Damage report.

TO : Mr. L. J. May, Allison Division of General Motors Corporation.

1. P-40C airplane, A.C.No. 41-13462, time since first commissioned, 71:15 hours. Not overhauled.
2. Allison, V-17D-33 engine, A.C. No. 41-35737, time since first commissioned 71:15 hours. Not overhauled. A.E.C. No. 1948.
3. Engine to be changed in compliance with Technical Order 02-1-15.
4. Engine will be turned in to Base Air Corps Supply for disposition.
5. Orville B. Farley, 2nd Lieut., Air Corps. - 33rd Pursuit Squadron.
6. Reykjavik Field, Iceland. October 9, 1941. 9:45 A.M.
7. Landed too fast on short runway.
8. Damaged engine, three blades of propeller, left and right wing, left wing tip, left flap, both landing gear assemblies, cooler cowling, and wing keel fairing.
9. "Landed on runway #3 as instructed by tower about 9:45 A.M. Wind was about 12M.P.H., swinging from runway 2 to runway 3. Assumed the wind to still be 21 M.P.H., as it was when we took off at 8:30 A.M. Landed fast, wheels-first, with 15 degree flaps, about 1/3 way down runway. After passing the crown of runway, was unable to slow down, and was going too slow to get off the ground again. Went straight off the end of the runway into a hole. The landing gear folded, prop damaged, belly cowling and left wing damaged. No injury to pilot. Gailling about 4,500 feet, visibility unlimited".

DECLASSIFIED
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Incl 4

67 26-907 2-786

DECLASSIFIED
DOO ltr.

8 Apr. & 20 June 1978
by DAI/PAC SO, Date: 9-22-78

~~SECRET~~

THIRTY-THIRD PURSUIT SQUADRON (1) ICELAND BASE COMMAND AIR FORCE

Reykjavik Field, Iceland.
October 9, 1941.

SUBJECT: Damage report.

TO : Mr. L. J. Mey, Allison Division of General Motors Corporation.

1. P-40C airplane, A.C. No. 41-13464, time since first commissioned, 94:55 hours. Not overhauled.
2. Allison, V-171D-33 engine, A.C. No. 41-35710, time since first commissioned, 94:55 hours. Not overhauled. A.E.C. No. 1921.
3. Engine to be changed in compliance with Technical Order O2-1-15.
4. Engine will be turned in to Base Air Corps Supply for disposition.
5. George D. Gingras, 2nd Lieut., Air Corps. 33rd Pursuit Squadron.
6. Reykjavik Field, Iceland. October 8, 1941. 11:30 A.M.
7. Very strong gusts of cross-winds.
8. Damaged engine, three blades of propeller, left wing, right wing, left wing tip, left and right landing gear assemblies, fairing doors to landing gear, wing keel fairing, and cooler cowling.

9. "I cut the throttle on my base leg in the traffic pattern. I made a gliding turn, lined my ship up with runway #3, and lowered about 25 degrees of flaps. Seeing I was going to be a bit short, I gave throttle - cut it, and hit runway wheels first. The right wing lifted and I tried to bring it up with throttle and right rudder as I had partial flying speed. If I had given left rudder, my ship would have gone off the runway to the left. I attempted to land on the left portion of the runway to be sure of avoiding collision of bombers parked on right side, and toward end of the runway. Weather: Visibility - unlimited, Ceiling - unlimited. Surface wind 32 miles per hour. Gusts - to 40 miles per hour. Cross wind off right nose. Damage to ship: left wing, left landing gear, propeller, gash in leading edge of right wing caused by left landing gear as it sheared off".

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Incl 5

250 26-907 22-736

DECLASSIFIED
DDO Wa.
By 1177/1 Date: 8-13-76

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Auth: C/S, GHQ
Initials
Date: 11-10-41

452.1-Indigo-Avn
(10-14-41)

SUBJECT: Report on Airplanes.

TO : Chief of the Army Air Force, Washington, D.C.

1. Your attention is invited to the inclosed copy of letter Headquarters, Iceland Base Command dated October 14, 1941, with 1st Ind. thereto, subject as above, and reports attached therewith. These reports contain information which is considered to be of a secret nature and should not be sent by a civilian representative of a company to civilian agencies.

2. It is requested that the Allison Division of General Motors be informed to instruct their representatives to forward all reports from Iceland containing secret or confidential information through military channels.

For the CHIEF OF STAFF:

HARRY J. MALONE,
Brig. Gen. G. S. C.,
Deputy Chief of Staff.

5 Incls:

- Incl No. 1 - Ltr Hq Iceland Base Command.
- Incl No. 2 - 1st Ind. C/S, GHQ.
- Incl No. 3 - Form 496, week ending Oct. 11th.
- Incl No. 4 - Damage Report - 41-13462.
- Incl No. 5 - Damage Report - 41-13464.

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240452,1 Iceland ②

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Multiples 52376

Report on Airplanes.
(Report of Allison Representative in Iceland)

AAF/A-2
TJK/ekp

1 AAF (OCAC 1941
A-2 (Mat 11/15

1. The attached letter from S-2, Headquarters Iceland Base Command, with attached papers, is referred to your office for action.

2. Instructions should be issued to the Allison Division or to their representatives to bring about the same arrangements which have already been made for manufacturers' representatives in England and Africa so that the same will apply for manufacturers' representatives in Iceland and other bases.

1/5/21 Iceland (9)

H.F.S.
C/A-2.

5 Incls.

- 1 - Ltr Hq Iceland Base Command.
- 2 - 1st Ind. C/S, GHQ (cy).
- 3 - Form 496, week ending Oct. 11th.) FORWARDED WITH
- 4 - Damage Report - 41-13462. (ORIGINAL
- 5 - Damage Report - 41-13464.) CORRES

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	Sec'y Air Staff	

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AAF-39

5
S-2 #29

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LOG # 1
S. P. 2, 30, 100, 100
by NAI/PA/ on 10/11/74 92374

HEADQUARTERS ICELAND BASE COMMAND
APO#910
c/o Postmaster, New York, New York

14 October, 1941 /als

Subject: Report on Airplanes

To: AC of S, G-2, GHQ, Army War College, Washington, D.C.

1. Request instructions as to whether reports (Incls 1,2,3) from EVERETT C. BRASLEY, Allison Division of General Motors Company, to Mr. L. J. MAY, of same company, should be permitted and whether or not they should be submitted through your office.
2. Maj. Colonel Harris, Commanding Officer of Iceland Base Command Air Force, has received no instructions relative to this subject.
3. This report was mailed in single envelope unregistered. Reports will be marked "Secret" and sent by registered mail to your office until further instructions are received.

GEORGE A. A. JONES
Major, G.S.C.
S-2

- 3 Incls
- No 1 - Form 496 week ending Oct 11th
 - No 2 - Damage Report - 41-13462
 - No 3 - Damage Report - 41-13464

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200 8-21-

DECLASSIFIED
DATE 10/15/01 BY 9-23-71

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COPY

452.1-Indigo - Avn
(10-14-41)

1st Ind

GENERAL HEADQUARTERS, U.S. ARMY, ARMY WAR COLLEGE, Washington, D. C.,
November 8, 1941. TO: Commanding General, Iceland Base Command.

1. Reports such as the report forwarded with basic communication containing information of a confidential or secret nature as to status of equipment or personnel should not be sent to any civilian organization or individual, and all representatives of companies in Iceland should be so instructed. Any reports containing technical information regarding failures of equipment, or changes required on aviation equipment, should be sent through channels to the Chief of the Army Air Forces.

2. Instructions will be given to Lt. Col. Morris to withhold information of such character from Mr. Beasley. In case Mr. Beasley, or other factory representatives wish to send technical information to their companies, they should be instructed to forward all reports to your headquarters to be forwarded through the Chief of the Army Air Forces.

For the CHIEF OF STAFF:

/s/ HARRY J. MALONY,
Brig. Gen. G. S. C.,
Deputy Chief of Staff.

DECLASSIFIED
~~SECRET~~

INCL # 2

DECLASSIFIED
100 hrs
7 Jan. & 20 June 1978
DoD Form 10, Dec 53-74

SECRET
HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

1176

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

File No.
Tally No. AAF

SUBJECT: Air Corps Supply.

NO.	FROM	TO	DATE	COMMENTS
1	AAF C/AS	C/AC	1941 11/13	<p>1. Basic letter on the above subject is forwarded for necessary corrective action with high priority.</p> <p>Incl: Ltr. 452.1-Indigo-Avn (11/5/41) fr. GH4, atw sub 11/5/41</p> <p style="text-align: right;">AAF/A-4 JFW/lml C/AS W</p>
2.	AAF C/AC	AAF C/AS	1941 11-24	<p>1. The Middletown Air Depot and Air Service Command have been advised of the contents of Basic letter.</p> <p>1 Incl. n/c.</p> <p style="text-align: right;">M. S. F. Executive.</p>
				<p>No further action File in 452.1 Indigo</p>

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Page No. 1
M-4071, AC, Rev. 8/14/41

21-295 Ac-64
A11-15(2-a)A 2774
10-869
air 452.1 Indigo 8

DECLASSIFIED
E.O. 13526
DATE 6-20-2004
BY MAJ/PAK AC 000 8-23-74

Air Corps Supply.

~~SECRET~~

2. C/AC AAF 1941
 C/AS 11-24

1. The Middletown Air Depot and Air Service Command have been advised of the contents of basic letter.

1 Incl. r/s.

H. S. P.
Executive.

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Am 0045011 Leland (8)

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DECLASSIFIED
EOD 100
8 Dec 8 40 June 1994
By: SP-1 PAC/10, Date: 8-22-76

GENERAL HEADQUARTERS, U. S. ARMY
ARMY WAR COLLEGE
WASHINGTON, D. C.

SECRET
Auth: C/S, GHQ
Initials: [Signature]
Date: 11-5-41

IN REPLY REFER TO

452.1-Indigo - Avn
(11-5-41)

November 5, 1941.

SUBJECT: Air Corps Supply.

TO : * Chief of the Army Air Forces, Washington, D. C.
(Attention: Col. Schneider, A-4.)

1. Reference Secret S-4 Report Number 7, Iceland, dated September 25, 1941, the following is quoted from this report for your information:

"7. Air Corps Supply.

Included in property delivered by ships of the 2nd echelon were two P-40-C airplanes and several smaller supply items radio requisitioned since the arrival here of the 1st echelon. This is a gratifying indication of the fact that prompt action is being taken in connection with the receipt of requisitions from this force. Unfortunately four wheel assemblies received, requisitioned for P-40 C airplanes, were found to be P-40 D type and therefore unusable. Numerous supply items supplied the 1st echelon for P-40 C airplanes were also found, upon being unpacked here, to be of the P-40 A type which are not interchangeable with P-40 C parts."

2. Request that the Commanding Officer, Middletown Air Depot, be notified of the above and necessary action be taken to send replacement parts of the proper type in place of the items for other types of P-40 airplanes, at the earliest practicable date, and to prevent recurrence of such errors.

For the CHIEF OF STAFF:

[Signature]
HARRY J. WALONY,
Brig. Gen. U. S. C.,
Deputy Chief of Staff.

DECLASSIFIED

SECRET

26-895 DC-64

air 452.1 Iceland (C)

DECLASSIFIED
GPO 113
8 Jan. 6, 20 June 1974
By ML/TH / ML/TH Date: 5-23-76

DECLASSIFIED
SECRET

Air Corps Supply.

2. C/AC AAF 1941
 C/AS 11-24

1. The Middletown Air Depot and Air Service Command have been advised of the contents of basic letter.

(14-S)
JPN:ems

1 Incl. n/c.

M. S. F.
Executive.

To Mail & Record Room

Date
EXECUTIVE
ADMINISTRATIVE
B & G
CIVILIAN PERS.
PERSONNEL COMMAND
FISCAL
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Am 45711 Iceland ①

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RECLASSIFY
DATE 8-23-76
BY 1178

Air Corps Supply.

1 AAF
C/AS

C/AC

1941
11/13

AAF/A-4
JFW/lal

1. Basic letter on the above subject is forwarded for necessary corrective action with high priority.

Incl:
Ltr. 452.1-Indigo-Avn (11/5/41)
Cm GHD. Avn. sub. 11/5/41

CS
C/AS

452.1 Indigo (2)

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
	JFO									

DECLASSIFIED

AAF-29

RECEIVED
NOV 10 1941
MAIL ROOM
5-23-76

DECLASSIFIED

SECRET
Auth: C/S, ORO
Initials R.H.W.
Date: 11-2-81

452.1-Indigo - Avn
(11-5-41)

November 5, 1941.

SUBJECT: Air Corps Supply.

TO : Chief of the Army Air Forces, Washington, D. C.
(Attention: Col. Schneider, A-4.)

1. Reference Secret S-4 Report Number 7, Joeland, dated September 25, 1941, the following is quoted from this report for your information:

"7. Air Corps Supply.

Included in property delivered by ships of the 2nd echelon were two P-40-C airplanes and several smaller supply items radio requisitioned since the arrival here of the 1st echelon. This is a gratifying indication of the fact that prompt action is being taken in connection with the receipt of requisitions from this force. Unfortunately four wheel assemblies received, requisitioned for P-40 C airplanes, were found to be P-40 D type and therefore unusable. Numerous supply items supplied the 1st echelon for P-40 C-airplanes were also found, upon being unpacked here, to be of the P-40 A type which are not interchangeable with P-40 C parts."

2. Request that the Commanding Officer, Middletown Air Depot, be notified of the above and necessary action be taken to send replacement parts of the proper type in place of the items for other types of P-40 airplanes, at the earliest practicable date, and to prevent recurrence of such errors.

For the CHIEF OF STAFF:

(Signed Harry J. Malony)
HARRY J. MALONY,
Brig. Gen. U. S. C.,
Deputy Chief of Staff.

DECLASSIFIED

47

Am at 452.1 Indigo (C)

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DECLASSIFIED

AAF/A-4
JRH/gwd

Written Nov. 6, 1941.

By: Maj. P. S. G. 5-2376

NOV 6 1941

MEMORANDUM FOR THE CHIEF OF STAFF, CGA:

Subject: Heavy Bombardment Squadron for Iceland.

1. The Chief of the Army Air Forces desires to send to Iceland, with the least practicable delay, one squadron of heavy bombardment.

2. If possible, this squadron should be stationed at a location where adequate runways, repair and maintenance facilities are now available, and where housing for personnel and protection for dispersed planes can be provided readily. Movements for dispersed aircraft should accommodate the B-24.

3. It is desired that the following information be secured from the Commanding General, Iceland:

- a. Location of suggested station.
- b. Facilities now available.
- c. Materials required to provide necessary additional facilities.
- d. Estimated date of readiness to accommodate squadron.

4521 Iceland (7)

To GNA
by Col. Morrison

For the Chief of the Army Air Forces:

EDWARD P. CURTIS,
Major, Air Corps,
Secretary of The Air Staff

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WP	A. Insp.	Budget	Sta-tistics	
	<i>[Signature]</i>		DECLASSIFIED			<i>[Signature]</i>					

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AAF-30

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DECLASSIFIED
DATE 02/28/93
BY NW/PAC/STW 3-23-76

B-18 Airplane for Indigo.

AAF/A-3
OSP-opb

1 AAF C/AS 1941
C/AS (Nat. Div.) 10/29

1. B-18A airplane, No. 37-540, which was originally supposed to be flown to Indigo, cannot be flown at this time due to its small gas capacity and poor weather which will exist until next spring. It is requested that this airplane be shipped to Indigo.

452.1 Indigo 5

CS
C/AS

DECLASSIFIED
DATE 11/11/1941
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-5	A-6	A-7	A-8	Stat-istic
	JTC										

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SECRET

Subject: P-39E Airplanes.

AAF/A-3
HSV-ds

1st Ind.

War Department, Office, Chief of the Army Air Forces, Washington, D.C.
written 11/7/41 To: Chief of Staff, GHQ, U. S. Army, Washington, D.C.

NOV 1 1941

1. Necessary instructions have been given to have 10 P-39D airplanes packed and crated for shipment to Indigo.
2. Arrangements are being made with the Ordnance Department for the supply of the required ammunition.

452.1 Ireland (H)

NOV 13 1941
SAG

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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AAF-39

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4 Dec 60 from 1074
1041/2 10, Dec 3-29 76

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GENERAL HEADQUARTERS, U.S. ARMY
ARMY WAR COLLEGE
Washington, D. C.

452.1 Indigo-Avn

October 27, 1941

SUBJECT: P-39E Airplanes.

TO: Chief of The Army Air Forces, Washington, D. C.

1. With reference to secret letter 452.1 (Avn), subject, "Supply of airplanes for Newfoundland, Greenland and Iceland", this Headquarters, dated October 16, 1941, assuming the policy outlined therein is approved, it is recommended that one (1) flight of the 33rd Pursuit Squadron, Iceland, be supplied with ten (10) fully equipped P-39E Airplanes, (2 of the airplanes to be used as spares), at the earliest practicable date.
2. Airplanes should be shipped crated.
3. Arrangements should be made with the Ordnance Department for the supply of required 37MM ammunition.

For the CHIEF OF STAFF:

/s/ Clyde L. Hysong
CLYDE L. HISSONG,
Lt. Col., A. G. D.,
Adjutant General

DECLASSIFIED

DECLASSIFIED
 600 hrs.
 6 Jan. & 20 June 1974
 By: [Signature] Date: 2-23-76

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

1750

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

File No. _____
 Tally No. AAF _____

SUBJECT: Link Trainer for Indigo.

NO.	FROM	TO	DATE	COMMENTS
3	AAF C/AS	C/AC	1941 10/21	<p>1. Inviting attention to Item 2.</p> <p>2. It is requested that these headquarters be advised when shipment is effected.</p> <p>CS C/AS</p> <p>AAF/A-4 MFS/mhh</p> <p>513</p> <p>45211 Bullock</p> <p>RECEIVED OCT 23 1941 CLASSIFIED MAIL AND FILE UNIT</p>
4	ocac Mat Div		10/25	For information request

WHT:mj

The Link Aviation Devices, Inc., has been instructed to ship the next two (2) trainers from production to Indigo and Newfoundland Airport, and to advise this office the date that shipment goes forward. As soon as this information is received it will be furnished your office.

O. P. E.
C/MAT. M.E.G.

5. ocac
MAT

AAF
C/AS
A-4

7-6

shipped 11-1-41

W.L.D.
old notes
by telephone

2. P.W.
C/ASch

DECLASSIFIED
DOD 1045
8 Dec 2001 From 1074
By SP1/AS/DCI/Dan 9-29-76

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DECLASSIFIED

4. OGAS AAF 10/21
NAT. G/AS
THRU:
G/AS

OGAS/4-8-2
MHT:mj

The Link Aviation Devices, Inc., has been instructed to ship the next two (2) trainers from production to Indigo and Newfoundland Airport, and to advise this office the date that shipment goes forward. As soon as this information is received it will be furnished your office.

O. F. H.
G/NAT.

DECLASSIFIED

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26-120

air 457.1 Indigo (2)

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

DECLASSIFIED
500 hrs.
9 Jan. & 20 June 1976
By: DWT/MS AC, Date: 9-23-76

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

File No.
Tally No. AAF

SUBJECT: Link Trainer for Indigo.

NO.	FROM	TO	DATE	COMMENTS	AAF/A-4 JJO/gwd
1.	AAF A-4	AAF A-3	1941 10-10	<p>1. A request has been received from GHQ, asking that a link trainer be made available to the 33rd Pursuit Squadron, stationed at Indigo.</p> <p>2. Your recommendations are requested, and should you desire that one be made available to the 33rd Pursuit Squadron, information is requested as to what organization, on the present list of priorities and shipping instructions, it should be taken from.</p> <p style="text-align: right;"><i>EM</i> EPS #C/A-4</p>	
2.	AAF A-3	AAF A-4	10-17	<p>1. It is the recommendation of A-3 that one link trainer be shipped immediately to the 33rd Pursuit Squadron (I) at Indigo and one to the 41st Reconnaissance Squadron (H) at Newfoundland Airport. These trainers should be the next two off the production line and the existing list of priorities set back by two.</p> <p>2. Major W. T. Hefley, Maintenance Section, Materiel Division, Office of the Chief of the Air Corps, was notified by telephone on October 10, 1941, to take necessary action to accomplish the above.</p> <p style="text-align: right;"><i>E. L. H.</i> E. L. H. C/A-3</p>	AAF/A-3 FFB-de

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(Do not use reverse side)

Page No.

W-4071, AC, Rev. 8/14/41

~~SECRET~~

an 2457:1 Indigo

26-542 26-620

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DD FORM 1

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6 Jan 6 20 1964
By HALL/PAI 101 10489-2-2-76

NOV 7 1941

Troops to Indigo.

I WPD

452-1
Kestland
B

AAF/A-WPD
FAC-dmm

The Chief of the Army Air Forces concurs in the recommendation contained in par. 1 of GHQ memo, October 25, 1941, subject: Troops to Indigo.

NOV 7 1941
447

For the Chief of the Army Air Forces:

EDWARD P. CURTIS,
Major, Air Corps,
Secretary of the Air Staff

- 1 Incl.- Dis/Form fr WPD to CA-F, 10/28/41 (WPD 4493-153) w/2 Incls-
 - #1 - Memo AGS/WPD 10/25/41 w/incl, ND Dis/Form 4493-153 10-22-41, w/1 incl. cable fr. London to Agwar No. 102 10/21.

HEADQUARTERS, ARMY AIR FORCES, WASHINGTON, D.C. Special COORDINATION									
Chief of Staff	Sec. of Staff	Ad. Asst.	Asst. Dir. of Insp.	Asst. Dir. of Mater.	Asst. Dir. of Plans	Asst. Dir. of Training	Asst. Dir. of Operations	Budget	Statistics
	<i>JPC</i>								

SECRET

AAF-39

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DOCS 100

By *Handwritten* 3-23-76

SECRET

AUTHORITY: A.G.O.F.S. WFD

Date

Initials

WFD 4493-153

OCT 28 1941

Troops to Indigo.

To: Chief of Army Air Forces.

1. Request comment or concurrence as to recommendation contained in par. 1 of GHQ memo, Oct. 25, 1941, subject: Troops to Indigo.
2. The recommendation in par. 2 of GHQ memo will be handled in a separate communication.

L. T. GERON,
Brigadier General,
Acting Assistant Chief of Staff.

2 Incls.

Incl. 1--Memo AC of S,WFD,
above subject, 10-25-41,
w/incl. HQ War Pers, 4493-
153, 10-25-41, w/1 Incl,
cablegram fr. London to Agwar
No. 102, Oct. 21st.

Incl. 2--Cable No. 76 to Special
Army Observer, London, above
subject.

(Memo for Record on 2)

~~SECRET~~

Handwritten 45271 Incls 13

~~SECRET~~
SECRET

MEMO FOR RECORD:

See WFD 4493, Oct. 22, 1941, for paraphrase of London Observer's recommendation. GSC recommends (1) concurrence in withdrawal of 8 British fighters from Iceland (2) that additional U.S. pursuit ships be sent to Iceland at the time and in the amounts recommended by Gen. Banastiel when he submits his priorities for reinforcements based on the resulting situation.

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am at 45711 Iceland DA

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GENERAL HEADQUARTERS, U. S. ARMY

ARMY WAR COLLEGE

WASHINGTON, D.C.

IN REPLY REFER TO:
370.5-Indigo-C

October 25, 1941.

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, WAR PLANS
DIVISION:

Subject: Troops to Indigo.

1. Reference attached secret cablegram, AG 370.5 (10-21-41)WC, October 21, 1941, from London to AGWAR, No. 102 Oct 21st, signed SHORLEY AND McNARNEY, the proposal to withdraw eight (8) Hurricane fighters from Iceland is concurred in.

2. It is recommended that additional U.S. pursuit ships be sent to Iceland at the time and in the amounts recommended by General Bonesteel when he submits his priorities for reinforcements based on the resulting situation.

For the CHIEF OF STAFF:

/s/ Clyde L. Hysong
CLYDE L. HYSONG,
Lt. Col., A.G.D.,
Adjutant General.

1 Incl--

WD Disp Form-Secret-WFD 4493-153,
OCT. 22/41, sub: "Troops to
Indigo", to GHQ, w/1 Incl.

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4 pages & 40 forms 1941
No. 101 (Rev. 10-2-23-76)

WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM

WAR PLANS DIVISION

WPD 4493-153

SUBJECT: Troops to Indigo.

October 22, 1941.

TO: GHQ

For: Information for reply.

H. F. LOOMIS,
Colonel, General Staff,
Acting Assistant Chief of Staff.

/s/ C K Gailey Jr
C. K. GAILEY, Jr.
Major, G.S.C.
Executive, WPD.

1 Incl.
Cablegram from London
to Agwar, No. 102,
Oct. 21st.

DECLASSIFIED

~~SECRET~~

DECLASSIFIED
DOD 1175
E.O. 12958 & 20 June 1992
By: PLA-10 Date: 5-23-76

~~SECRET~~

PARAPHRASE COPY
CABLEGRAM

FROM London
TO AGMAR

October 21, 1941.

The following is for Chief of Staff and Chief of Naval Operations:

The British Chiefs of Staff propose to withdraw the British flight of 8 hurricane fighters that are now stationed in Iceland (C). In their opinion, adequacy of our pursuit squadron to defend against light scale of possible air attack in short days and unfavorable weather, usefulness of Hurricanes elsewhere, and desirability relieving housing situation, therefore, make move appropriate. They ask your approval. We concur their proposal and in view of your 70's IQQ, recommend approval and request action by cable.

Shornley and McNarney

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DDO R/s

8 Jan. & 20 June 1974

Pr. Mail. P/s. 100, Date 5-23-76

~~SECRET~~

WPD 4493-153

October 9, 1941.

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Troops to Indigo.

The Secretary of War directs that a secret radiogram, substantially as follows, be sent to Major General James E. Chaney, Special Army Observer, London:

CONSIDERATION BEING GIVEN TO DISPATCH OF SMALL INCREMENTS
ARMY TROOPS TO ICELAND THROUGHOUT WINTER WITH VIEW TO RELIEVING
BRITISH TROOPS PERIOD GHQ HAS SENT FOLLOWING MESSAGE TO GENERAL
BONESTEEL QUOTE RE LETTER ADDRESSED GENERAL BONESTEEL BY CHIEF OF
STAFF DATED SEPTEMBER TWENTY THREE OUTLINING DISPATCH SUCCESSIVE
INCREMENTS YOUR COMMAND DURING WINTER MONTHS COMMA CONSIDERING
LOCAL CONDITIONS AS TO HOUSING COMMA WINTER PORT CAPACITY AND
STORAGE OF ADDITIONAL SUPPLIES RADIO IMMEDIATELY PRELIMINARY REPORT
AS TO ORDER OF PRIORITY IN WHICH YOU DESIRE UNITS SENT STOP CAN
YOU ARRANGE FOR BRITISH TO EVACUATE TROOPS CORRESPONDINGLY TO MAKE
HOUSING AVAILABLE QUESTION WILL GIVE YOU STATEMENT OF DATES AND
NUMBERS LATER UNQUOTE DETAILS AS TO SIZE AND SAILING DATES OF
SUCCESSIVE INCREMENTS NOT YET DECIDED PERIOD THIS FOR YOUR INFORMATION
PENDING RESULT OF STUDY AS TO AVAILABILITY OF SHIPPING AND TROOPS
PERIOD OBTAIN BRITISH VIEW AS TO PRACTICABILITY OF EVACUATION OF
CONTINGENTS OF BRITISH TROOPS TO MAKE HOUSING AVAILABLE FOR
INCREMENTS OF U S TROOPS ON ARRIVAL PERIOD ADVISE IMMEDIATELY IF

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~~SECRET~~

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DDO IIS
8 Jan. & 20 June 1974
By: ~~Mc~~ JG, Date: 9-23-76

~~SECRET~~
DECLASSIFIED

ANY BRITISH TROOPS HAVE BEEN RELIEVED AS RESULT OF LAST
INCREMENT U S TROOPS TO ICELAND GIVING NUMBER COMMA TYPE AND
STRENGTH OF UNITS END

L T GEROW,
Brigadier General,
Acting Assistant Chief of Staff.

#76

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~~SECRET~~

SECRET

DECLASSIFIED
GDD TWS
8 Jan. & 20 June 1984
By: ML/PAC/IC, Date 2-23-78

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PARAPHRASE OF CABLEGRAM
INFORMATION COPY

AG 370.5 (10-21-41)ME

HEB/agl -1712.

TO: TAG

OCTOBER 21, 1941.

FROM: GROMBLEY AND MOHARREY, LONDON

NO. 102, OCTOBER 21ST.

WITHDRAWAL OF BRITISH FLIGHT OF 8 HURRICANE FIGHTERS NOW
STATIONED IN ICELAND (C) IS PROPOSED BY BRITISH CHIEFS OF STAFF. THIS
MOVE IS MADE APPROPRIATE IN THEIR OPINION BY DESIRABILITY OF RELIEVED
HOUSING SITUATION THERE, USEFULNESS OF HURRICANES ELSEWHERE, AND ADEQUACY
OF OUR PURSUIT SQUADRON TO DEFEND AGAINST LIGHT SCALE OF POSSIBLE AIR
ATTACK IN SHORT DAYS AND UNFAVORABLE WEATHER. YOUR APPROVAL DESIRED
BY THEM. THEIR PROPOSAL CONCURRED IN BY US AND APPROVAL RECOMMENDED
IN VIEW OF YOUR-76. ACTION BY CABLE IS REQUESTED. THIS FOR CHIEF
OF NAVAL OPERATIONS AND CHIEF OF STAFF.

4521
Kobland
①

COPY TO: Chief of Naval Operations,
Chief of Staff, (HQ),
Chief of the Army Air Forces

PARAPHRASE OF CABLEGRAM
INFORMATION COPY

010680-11/2

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air 00457.10 Kobland ①

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UCD WFO

APR 26 1974
C. Data 3-23-76

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1st Ind.

AFGAS
OOO/eva

Headquarters, Army Air Force, Washington, D. C. 27 July 45

TO: Lieutenant General H. L. George,
Commanding General, Air Transport Command

FROM: Major General C. C. Chauncey, Acting Chief of Air Staff

It does not seem desirable to assign a C-54 to Lieutenant General Raymond Wheeler for his exclusive use. It is pointed out that neither General Marshall nor General Arnold has such a plane assigned for his exclusive use. Also, C-54's are not assigned to our commanders in the Pacific where distances are much greater than they are in General Wheeler's command. As you pointed out over the telephone, a C-54 can always be made available for any exceptional trips in the area commanded by General Wheeler.

By command of General ARNOLD:

Signed

C. C. CHAUNCEY,
Major General, U. S. Army,
Acting Chief of Air Staff.

RECEIVED
27 JUL 1945

008452-1 India (54)

Copy for S.A.C.

DECLASSIFIED

008452-1 India (54)

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000 000
9 Jan. 4, 20 June 1989
By: AD/PA/... 9. 23-76

AFOIS/Col. Smith/jac/74172

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DECLASSIFIED

4 MAR 1945

Major General Howard C. Davidson,
Commanding General,
Tenth Air Force,
A. P. O. 216,
c/o Postmaster,
New York, N. Y.

Dear Davidson:

Thank you very much for your letter of
24 January 1945, addressed to General Arnold. This
type of story will be very valuable to the Air Force
when it can be released. I am sure you will keep it
on your future book for that purpose.

I am glad we were able to get this plane
out to you quickly and I know that you will use it to
the best advantage for your purposes.

With best regards, I am

Sincerely,

Signed

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

SAS 452-1
initials

(52)

22/10/45
4 MAR 1945

Copy for ~~General~~ AF/AS

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SAS 452-1 Initial (52)

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HEADQUARTERS TENTH AIR FORCE
U. S. ARMY

DECLASSIFIED

DDO Inst.

8 Jan. & 20 June 1974

By AP/7h MC, Date 4-23-76

A. P. O. 216,
24 January, 1948.

General H. H. Arnold
General of the Army Air Forces,
Headquarters Army Air Forces,
Pentagon Building,
Washington, D. C.

Dear General Arnold:

Yesterday a C-54, which I understand was only three days out of Dayton, landed at Kyitkyin North with a helicopter and crew. This will be able to do great work in this Theater and your promptness in sending it out here is much appreciated by all the officers and men. Unfortunately we cannot publicize it in the press but all the soldiers in the Theater will know about it.

We had eight men down behind the Jap lines and all but three have been able to walk out. It appears that one was drowned in attempting to get across the Irrawaddy River and two were shot as they approached a Jap patrol. We had attempted to rescue them by means of L-1 airplanes but had nothing but bad luck in this attempt. The men had constructed a smooth runway but one of the L-1's that made a successful landing, landed on two passengers and took off but the landing gear struck a stump in the grass just as it cleared the field. We then dropped in a Burmese who was a Captain in the British Army and he had instructions to take them away from this area where the Japs must have realized something was going on and to construct a suitable strip farther to the north. If he had done this we would have been in a position now to bring them out by the helicopter, but he decided he would march them out. Unfortunately he was killed by the Jap patrol at the same time one of our men was killed, and we cannot learn from him what his reasons were for the change in plans.

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We still have one man down which we will use the helicopter to rescue and we also have a man in one of the air warning stations that must be brought out for hospitalisation. These air warning stations are in very wild country and it takes some of the men about a month to walk out, and this helicopter will be idea for serving them in an emergency.

Sincerely,

HOWARD C. DAVIDSON,
Major General, USA,
Commanding.

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DECLASSIFIED

DD Form

1 Aug 68 (Rev. 12/64)
By AB/PL/AC Date 1-23-76

Cable for Signature

Deputy Chief of Air Staff (General Hood)

6 Feb 1945

Office of Information Services

1
GHR/jmc/74172

1. Attached is a cable I have prepared for your signature to General Stratemeyer. As you know, we had advised General Stratemeyer that he should release the story of the disassembly, the aerial delivery and rescue use of the helicopter. A message received yesterday says that 10th Air Force Intelligence will not release the story because the enemy is not aware of it. It is my understanding that, although the enemy may not be aware of the existence of this helicopter, he is well aware of the existence of helicopters in the theater, and I feel that we should have a look at the story with a possible view toward breaking it.

2. This cable action is due back tonight.

Signed

GEORGE H. HADDOCK,
Lt. Colonel, Air Corps,
Executive Officer,
Office of Information Services.

Incl.
Cable

SAS 452.1 India (51)

~~SECRET~~
DECLASSIFIED

File
c

SAS 452.1 India (51)

AFCAS/3373
MAL/hml

~~SECRET~~
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DECLASSIFIED
DDO USE

2 Jan 60 Issue 104
REF ID: A61608 2-23-74

26 December 1944

FOR HIS EYES ONLY

Lieutenant General Ira C. Baker
A.P.O. 650, a/c Postmaster
New York, New York

Dear Ira:

I have gone into the subject of the release of the American C-47 and crew which General Leese took with him to India and I guess the whole transaction was slightly off the beam as far as your headquarters was concerned. However, we in Washington were governed by the message which General Leese sent personally to General Marshall on 1 November wherein he specifically stated, "Baker very kindly let me take my Dakota and crew from the Mediterranean Theater to Gaylon but said he had no power to transfer the setup to me". The matter was brought to General Arnold's attention and also to the attention of the Operations Division of the War Department General Staff and, in view of the fact that it appeared you were willing for him to take the aircraft out of your theater, a decision was made to allow him to retain it.

I am extremely sorry if it appears that General Leese put something over on you but from several thousand miles away it looked as though the matter had been fully coordinated with you and no reason appeared for action to the contrary.

Please be assured that there was no intention to strip you of your vitally needed transport aircraft and I trust that in the future the incident will not be repeated.

Very sincerely,

Signature

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

DECLASSIFIED

26 DEC 1944

File

SAS 452.1 India *CP*

~~SECRET~~
DECLASSIFIED

ill will. I have talked the matter over with Joe and we feel certain that we have more important things to worry about and should not make an official complaint. In this connection, I think it would be well, however, to take steps to see that the Leese incidents are not repeated in the future.

Sincerely,

Signed

IRA C. WAKER,
Lieutenant General, USA,
Commanding.

DECLASSIFIED

-2-

~~SECRET~~

DECLASSIFIED
E.O. 11652
DATE 27 June 1978
BY SP1 PRC/DAW/8-22-78

SECRET
DECLASSIFIED

23 DEC 1943

Major Louis Herndon,
Supreme Allied Commander,
South East Asia Command,
New Delhi, India.

Dear Major:

I have just received your letter of December 2nd. The status of the two C-47's left here a few days ago and will be due in Karachi about the 27th. As you may know by now Colonel Grant provided the final cut through. I am sure that you will find these two airplanes very useful. The C-54 situation still remains quite tight and, although I have you in mind, I cannot give any real assurance at this time. There is a real pressing demand from all of our theaters for the C-54 type airplane and I am very reluctant to divert even one from the services which are so essential now.

Upon my return I found that a Troop Carrier squadron had been ordered to India and also authority had been given General Henshaw to activate another squadron in his theater. These two squadrons will be equipped with 29 C-47's each and 9 replacement aircraft have been allotted between them, or a total of 57. Our plan is to replace actual losses. At this writing 12 of the airplanes have departed the United States enroute to destination and 4 additional are awaiting departure at the Port of embarkation. The remaining airplanes should leave the United States within the next ten days.

It was indeed a real pleasure to meet with you again in Cairo. Of all the conferences, I think that Cairo and Tehran were the most difficult but, likewise, I believe that greater results were achieved. It was indeed regrettable that events forced you to leave before we had finished all of our talks on the many topics which concerned us mutually. Certainly we

Handwritten notes: *4521/Julien* (circled) *43*

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DECLASSIFIED

shall see each other again and, I hope, before very long.

With my warmest personal regards and wishes for an early success, I am

Sincerely yours,

Cpt. H. H. Arnold

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

Dispatched
33 DEC 1944
AMG

File 012/24/45

DECLASSIFIED

Att 62 4521 Index (43)

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

DECLASSIFIED



ATTENTION:

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

file

4 December 1943

(C)

MEMORANDUM FOR GENERAL CRAIG:

Subject: Cable No. 10104 re Number of C-46 and C-87
aircraft sent to India after 15 Nov.

This cable has not been answered within the 24 hour
period from time of receipt for the following reasons:

1. Cable given to General George 4:30 PM, ^{yesterday} who requested that action would be taken as soon as conference with General Giles could be held.
2. Conference with General Giles, General George and General Meyers held this morning, and General Meyers requested that he be allowed to answer cable.
3. Cable now in General Meyer's office waiting answer.

J. T. Kenny
J. T. KENNY
Lt. Colonel, AC

PARAPHRASE OF CABLE CONCERNED

General Arnold requested General George to furnish information as to: Number of C-46 and C-87 aircraft arrived in India since 15 Nov; Number of aircraft enroute and what schedule would be through February 1944.

DECLASSIFIED

file 12/6/43

As to #52 - India (C)

Transport

DECLASSIFIED
GPO Proc.
8 Jan. & 20 June 1974
REF ID: A6623376

SECRET

8 November 1943

Airplanes for Lord Louis Mountbatten

Major General H. E. George,
Commanding General, Air Transport Command

1. Two C-47's (A3-3043 and A3-100536) which are now at the Middletown Depot having special installations made have been allocated by General Arnold to Lord Louis Mountbatten, Commander-in-Chief Southeast Asia.
2. One of these airplanes will be ferried by Colonel Harold Grant, Army Air Forces, to the Southeast Asia Theater. He will have his own crew. Colonel Grant is a member of Lord Mountbatten's staff.
3. The other C-47 will be ferried by an ATC crew with two enlisted men who are being transferred to the Middletown Depot for duty with the Southeast Asia Command.
4. It is desired that special notice be given to all ATC stations concerning the purpose for which these airplanes are intended and, while it will be possible for the C-47 being ferried by an ATC crew to carry extra supplies or passengers or mail, care must be exercised in order that the interior furnishings and arrangements will not be marred or disturbed.
5. Colonel Grant and his crew should be considered in the category of a combat crew ferrying its own airplane to a foreign theater.

452.1 India (41)

*By messenger
C/ Col. Sanchez*

HOWARD E. CRAIG,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

DECLASSIFIED

*AT
452.1 India (41) file*

DECLASSIFIED
DDO 114
8 Jan. & 30 June 1974
By AW/PA 102 Date 3-23-74

SECRET
DECLASSIFIED

8 November 1943

Airplanes for Lord Louis Mountbatten

**Major General H. B. George,
Commanding General, Air Transport Command**

1. Two C-47's (#43-30643 and 43-100536) which are now at the Middletown Depot having special installations made have been allocated by General Arnold to Lord Louis Mountbatten, Commander-in-Chief Southeast Asia.

2. One of these airplanes will be ferried by Colonel Harold Grant, Army Air Forces, to the Southeast Asia Theater. He will have his own crew. Colonel Grant is a member of Lord Mountbatten's staff.

3. The other C-47 will be ferried by an ATC crew with two enlisted men who are being transferred to the Middletown Depot for duty with the Southeast Asia Command.

4. It is desired that special notice be given to all ATC stations concerning the purpose for which these airplanes are intended and, while it will be possible for the C-47 being ferried by an ATC crew to carry extra supplies or passengers or mail, care must be exercised in order that the interior furnishings and arrangements will not be marred or disturbed.

5. Colonel Grant and his crew should be considered in the category of a combat crew ferrying its own airplane to a foreign theater.

By command of General ARNOLD:

Signed:

HOWARD E. CRAIG,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

photostated
by 11/1/44
ADD

DECLASSIFIED

SECRET

File 452.1
11/1/44
AW

452.1
11/1/44
(4)

ASC-254-WF-15-21-42-000M

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DOO WTS.

ARMY AIR FORCES
HEADQUARTERS
AIR SERVICE COMMAND

8 Dec. & 30 June 1959
By: AD/PAC 10, Date: 7-23-76

PATTERSON FIELD, FAIRFIELD, OHIO

IN REPLY
REFER TO:

OCT 21 1943

ASCCG

*File Copy
To make file
Baker*

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

Dear General Arnold:

Recently six C-57 airplanes, scheduled to come through the Fairfield Air Service Command for radio modification, were to be loaded with cargo to the extent of 1,500 pounds per airplane. This Headquarters contacted the C-B-I Air Service Command requesting permission to remove the seats to increase the cargo load to 5,000 pounds. This request was granted to expedite the freight to the overseas area.

*China
Burma
India*

Sincerely,

W. H. Frank

W. H. FRANK,
Major General, U. S. A.,
Commanding.

452.1 India (39)

10/23/43

Siles

Noted

WHD

Baker

Noted 1/1/46

Air A. 25.

*File
Rel B
24 Oct. 1943*

DECLASSIFIED

-1-

A-2406

*File
10/27/43*

~~SECRET~~

Air 452.1 India (39)

~~SECRET~~
DECLASSIFIED

8 1/2 x 11 3/4 in. 20 June 1976
By: AD/PAC/IG Date: 9-23-76

ASCS

OCT 21 1943

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

Dear General Arnold:

Recently six C-47 airplanes, scheduled to come through the Fairfield Air Service Command for radio modification, were to be loaded with cargo to the extent of 1,500 pounds per airplane. This Headquarters contacted the 6-3-1 Air Service Command requesting permission to remove the seats to increase the cargo load to 3,000 pounds. This request was granted to expedite the freight to the overseas area.

Sincerely,

H. H. FRANK,
Major General, U. S. A.,
Commanding.

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DECLASSIFIED
GPO 1974

DECLASSIFIED
SECRET

Special Modification of C-47A, 43-30643, on Project 90299R.

AG/AS, OGR - REQUIREMENTS DIVISION

30 SEPT 1943

AG/AS, OGR - AIRCRAFT BRANCH

1
RDB:HW/71079

1. For your information, the Aircraft Distribution Office, Patterson Field, Ohio, has been instructed to amend existing instructions providing for delivery of eight (8) C-47A airplanes from production to the Tenth Air Force as replacements on Project 90299R, to route C-47A airplanes, serial number 43-30643, one of the airplanes applying on this project, to Bess Field via Wright Field for special radio modification.

2. It is requested that instructions be issued providing for special modification of subject airplane in accordance with the requirements indicated by Colonel Harold W. Grant, representative of the Southeast Asia Command (authorization attached.)

Incl:
None to AFOSAS this date.

- Info Copies to:
- AG/AS, OGR, Allocations & Programs Div.
 - AG/AS, OGR, Air Communications Div.
 - AG/AS, MEB, Communications Equipment Officer.
 - AG/AS, MEB, Materiel Div., Production Br., Aircraft Modification Section.
 - Air Transport Command (2)
 - Statistical Control
 - Chief of the Air Staff.

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

HAND COPY TO: CHIEF OF THE AIR STAFF

Copy 4/50/1 Serial

File (38)

File SK 10/4/43

DECLASSIFIED
SECRET

DECLASSIFIED

DD Form
1 APR 68 (Rev. 12-14-64)
1-53, Date

COPY

COPY

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
OPERATIONS DIVISION
WASHINGTON

30 SEPTEMBER 1943

MEMORANDUM FOR THE CHIEF OF STAFF, ARMY AIR FORCES:

SUBJECT: Allocation of One C-47 to Southeast Asia Command.

1. General Arnold has authorized the allocation of one (1) C-47 airplane to the Southeast Asia Command and the allocation of the necessary equipment and fittings to establish this plane as a high-powered, mobile, communications center.
2. Colonel Harold W. Grant is authorized to represent the Southeast Asia Command relative to preparation of this plane, and to fly same to the area involved.

/s/ A. C. Wedemeyer,
Deputy Chief of Staff, G.S.C.

*Case 45811
Dalin
38*

DECLASSIFIED

DDO REG.

8 Aug. 6 20 June 1956

AN/PALIC, Dec. 3-23-76

DECLASSIFIED

Modification of C-46 Airplanes for Use in India.

Deputy Chief of the Air Staff

19 Sept 1943

AS/AS, Material, Maintenance and Distribution

JFWallg: 72176

1. The Air Transport Command has seven (7) C-46 airplanes in this country for delivery on Project 77. Twenty-four (24) more, which have been accepted but not delivered, are being held up at Curtiss, Buffalo. All thirty-one (31) are to be modified at Buffalo in accordance with the attached schedule. After reconsideration the Air Service Command decided that none of the required modifications could be accomplished at Rome or any other Depot as quickly as at Buffalo.

2. A meeting was held in Buffalo to determine by what means the necessary modifications could be most expeditiously accomplished. This meeting concluded to-day after developing the attached schedule which is based upon employing production facilities, personnel and materials, where ever of benefit without regard to reducing the number of new airplanes produced.

1-Encl
Schedule of
Status of C-46

B. E. MEYERS,
Brigadier General, U.S.A.,
Actg. Asst. Chief of Air Staff,
Material, Maintenance and
Distribution.

Div C-46 452-1 India (37)

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Div C-46 452-1 India (37)

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3 Apr. 4 30 June 1950
D. 11/17/50 100-25-74

Modification of C-48 Airplanes for Use in India.

AM/AM, Material, Maintenance and Distribution.

5 Sept. 1943

Deputy Chief of the Air Staff.

1
HSG/ma/1071

1. The Air Transport Command have approximately thirty-eight (38) C-48 airplanes not adequately modified for use in India. Modification is to be made on the base aircraft prior to departure. Curtis are making up the kits but are slow and are apparently putting most of their effort on fitting up production airplanes.

2. There seems to be no reason why Curtiss cannot manufacture parts of the parts. If they can't, it seems logical that Curtiss-Wright slow up production slightly in order that they may furnish kits for the already delivered airplanes.

3. General Giles directs that the General Command, Air Service Command and Air Transport Command get together immediately and arrive at a definite solution that will get the already produced airplanes into China.

4. Please advise this office of the action taken.

cc: General H.H.H.I.

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

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8 Jan 64 00 Jumbo 1894
By AM/PA 10, Date: 23-76

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Modification of C-46's in India.

AC/AS, HMQD
The Air Transport Command
Deputy Chief of Air Staff

24 August 1943

1
ESP/eva/6371

1. Confirming conference August 23d, it is directed that the Air Transport Command gather the "experts," drawings, equipment and kits necessary to modify the C-46 aircraft in India to a satisfactory flyable condition and transport them by air to India.
2. This office will be advised of the progress of this project.

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

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C-46 Situation India-China Wing ATC

General Ferrin

20 August 1953

General Giles

1

The C-46 airplanes in the India-China Wing of the Air Transport Command are grounded. It is directed that you immediately take all action necessary to assure the "ungrounding" of these airplanes. It is further directed that you take all action necessary to assure continued satisfactory flight operations.

H 5 2-1 India

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

TO: AC/AS, MRRD (Attention: General Meyers)
FROM: Deputy Chief of Air Staff

DATE 20 August 1953

COMMENT NO. 2
REF/ova/6371

1. In accordance with Comment No. 1, it is directed that you call a conference Monday, August 23d, to include representatives of the following list:

(34)

- Frett & Whitney
- Curtiss Wright
- Material Division
- Air Service Command
- Air Transport Command
- Material, Maintenance and Distribution

2. This conference is to determine what will be done now, both in the United States and in the theater, to immediately correct this situation.

Magazines
20 AUG 1953
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EDWIN S. FERRIN,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

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By: LDVAC/AG, Date: 3-23-76

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C-46 Situation India-China Wing ATC

General Purvin

20 August 1943

General Giles

1

The C-46 airplanes in the India-China Wing of the Air Transport Command are grounded. It is directed that you immediately take all action necessary to assure the "ungrounding" of these airplanes. It is further directed that you take all action necessary to assure continued satisfactory flight operations.

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

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20 AUG 1943
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By SP/PC/LCJ/Date 7-23-76

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States of Airplanes Assigned the India-China Air Transport Command Operations.

AC/AS, Material, Maintenance & Distribution.

4 August 1943

Deputy Chief of the Air Staff.

1
MAL/mdg/5265

1. The Chief of the Air Staff directs that you note the attached and inform the Commanding General, Air Transport Command of the pertinent features thereof.
2. General Giles notes that far more aircraft are out of commission in the India-China Wing, ATC, by reason of awaiting local maintenance, than are out due to lack of spare parts and other supplies.
3. General Giles directs that every effort be exerted to improve aircraft maintenance on this ferry route as he does not consider it satisfactory in view of General Frank's report.
4. There is no indication that General Frank's communication was transmitted through your division, which is the correct procedure. Neither was basic communication classified.

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

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

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1 AUG 1943

12 AUG 1943

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF

Subject: Maintenance of P-38 Fighter Aircraft
in the India, Burma, China Theatre.

1. As directed in Paragraph 2a of attached memo 90 days maintenance supplies and spares for the 25 P-38 diverted to the I.B.C. Theatre have been forwarded from Africa.

2. The Theatre has been requested by cable to as to the exact type and model of aircraft transferred in order that 180 days supplies and spares for the be forwarded without delay.

3. Automatic supply in accordance with regular for I.B.C. Theatre will be continued. Maintenance facilities be furnished by Air Service Command activities already at the theatre.

4. Maintenance personnel for P-38's were ordered North Africa and are now in India.

1 Incl.:
Memo 1 July
to AG/AS, HMQD

L. P. Whitten

L. P. WHITTEN,
Brig. General, U. S. Army
Chief, Supply & Services
Office of Asst. Chief of
Material, Maintenance & D

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

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

1 JUL 1943

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8 Jan. & 20 June 1959

By *AS (PAC) 10, Dec 3, 1959*

MEMORANDUM FOR THE ASSISTANT CHIEF OF AIR STAFF, M. M. & D.

Subject: Maintenance of P-38 Fighter Aircraft
in the India, Burma, China Theatre.

1. 26 P-38 Fighter aircraft are being diverted from
HAWAII to I.B.C. Theatre for arrival about July 1st. It is
believed all of these aircraft should be based in China upon
the arrival of an additional squadron of P-38 Fighter aircraft
for operations in India.

2. It is directed that:

- a. Arrangements be made to forward immediately
from North Africa, if possible, 90 days
maintenance supplies and spares for the
initial movement of 26 P-38 Fighter air-
craft to India by July 1st.
- b. Arrangements be made to maintain 2 squadrons
of P-38 Fighter aircraft in the India, Burma,
China, Theatre from September 1st on.

By Command of General ARBOLD:

George H. Stratmeyer
GEORGE H. STRATMEYER
Major General, U.S. Army,
Chief of the Air Staff.



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8 Apr 6 20 June 1974

By: SA/EP/DA/Doc 5-23-76

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12 AUG 1943

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF

**Subject: Maintenance of P-38 Fighter Aircraft
in the India, Burma, China Theatre.**

1. As directed in Paragraph 2a of attached memorandum, 90 days maintenance supplies and spares for the 25 P-38 aircraft diverted to the I.B.C. Theatre have been forwarded from North Africa.
2. The Theatre has been requested by cable to advise as to the exact type and model of aircraft transferred in this instance in order that 180 days supplies and spares for these craft can be forwarded without delay.
3. Assembly supply in accordance with regular procedure for I.B.C. Theatre will be continued. Maintenance facilities will be furnished by Air Service Command activities already existing in the theatre.
4. Maintenance personnel for P-38's were ordered from North Africa and are now in India.

1 Encl.:
Memo 1 July
to AG/AS, MEMB

L. F. WHITTEN,
Brig. General, U. S. Army,
Chief, Supply & Maintenance Division,
Office of Asst. Chief of Air Staff,
Materiel, Maintenance & Distribution

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By: DAI/VAC JC, Date: 3-23-76

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Augmentation India-China Air Transport Wing.

AG/AS, OCBR, Operations Division (Attn: Col. Napier)
and AG/AS, Personnel, IN TURN
AG/AS, OCBR, Allotments & Programs Division

9 June 1943

JJD'S:ln:74381

1. Forwarded for necessary action.

Attach:
None same subj.
dtd 6/6/43, w/2 incls.

G. F. WYLAND,
Colonel, Air Corps.

TO: DEPUTY CHIEF OF THE AIR STAFF, GENERAL SAUNDERS
FROM: AG/AS, OCBR, - AIRCRAFT BRANCH

12 JUNE 1943
COMMENT NO. 9
JWF:MF:71000

1. In accordance with General Saunders' verbal request of Colonel Napier, attached hereto is a copy of the directive issued to Commanding General, Air Transport Command.
2. No action has been taken by this Division reference personnel indicated in paragraph 1, Comment 1.

Incls:
1-a/c.
2-Cy ltr CG/AAF to
CG/ATC - 12 June 43,
subj as abv.

E. W. NAPIER,
Colonel, Air Corps,
Chief, Aircraft Br., Op. Div.

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- 1 -

*File
C-24 June 43
Air 204521 July 30*

*Dec 28 1981
JWF:MF:71000
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8 Jan 6 10 Jan 1974
By: BU/PAC 10; Date: 3-23-76

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AFMA 0-7:1P
12 JUNE 1943

SUBJECT: Augmentation India-China Air Transport Wing.

TO: Commanding General,
Air Transport Command,
Washington, D. C.

1. To meet the July 1st objective for the augmentation of the India-China Wing, it is desired that your Command transfer to that Wing aircraft under your control in the quantities by types listed below and on the project numbers indicated:

TYPE	QUANTITY	PROJECT	REMARKS
C-57	5	90296	Aircraft at present assigned to Air Transport Command.
C-57	4	90296	To be delivered to Air Transport Command from early June production.
C-57	5	90296	To be delivered to Air Transport Command from late June and early July production.
C-46	10	90297	Aircraft at present assigned to Air Transport Command.
C-46	20	90297	To be delivered to Air Transport Command from June 7-14 production.
C-46	12	90297	To be delivered to Air Transport Command from June 15-21 production.
C-46	10	90297	To be delivered to Air Transport Command from June 22-July 1 production.

It is desired that your Command advise the Commanding General, Air Service Command, as soon as practicable, the serial numbers of the airplanes which will be made available for application on these projects.

2. The urgency of the augmentation of the air transportation facilities of the India-China Wing indicated above is emphasized and every effort is to be made to expedite the movement of airplanes involved in this transfer.

By command of General ABLETT:

CHARLES A. HINE,
Colonel, Air Corps,
Chief, Operations Division,
Office, Assistant Chief of Air Staff,
Operations, Plans and Requirements.

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E.O. 13526
Date of Declassification
by AN/PAS, Date 7-23-76

DECLASSIFIED

~~CONFIDENTIAL~~

Doc. 3034

Japanese Fighter Aircraft "ZERO" to Wright Field for Testing, Accompanied by Pilot and Crewman.

Chief of the Air Staff.

MAR 4 1943

Assistant Chief of the Air Staff, A-2

AFM-20/28
MAL/mhg/5265

1. The attached correspondence is forwarded for signature.

1 Encl.
Dir. to CG
Inspection Command,
encl. as above
w/3 Encls.

HENRY F. SHREVE,
Colonel, G. S. C.

TO: Asst. Chief of Air Staff, A-2

DATE 5 March 43

FROM: Deputy Chief of the Air Staff

COMMENT NO. 2
MAL/mhg/5265

The Deputy Chief of the Air Staff has noted the attached and directs that it be forwarded over your signature as Asst. Chief of the Air Staff, A-2.

Incl. n/c

Dispatched
5
AAG

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

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GES:al

Modern Zero

Ass't Chief of Air Staff, A-2

February 18, 1943

General Stratmeyer

1

1. There is at Karachi today a modern Zero which is being prepared for return to the United States. The pilot who has flown this airplane [redacted] it throughout the many phases of its performance should return with it. There is also a ground crew consisting of one American and one German.

2. It is desired that you follow through on the return of the airplane, the pilot and the American ground crew. The German ground crew man should not return to the United States but should remain in Karachi and eventually be sent back to operate with the 23rd Fighter Group.

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

Dispatched

EX-10 343

AAG

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C. 2/19/43

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 500 MIA
 4 Sep 6 10 20 AM 1973
 BY: DAJ/PBA/AC, Date: 3-23-76

A-3 Division
 Colonel R.A. Grussendorf
 Ext. 6701
 ek

(1/25/43)

FEB 19 1943

MEMORANDUM FOR MR. LOVETT:

**Subject: Another Type of Permit Plans for
 Indo-China Theater.**

1. The Indo-China Theater is faced with the major problem of "logistics" in all considerations involving equipment. This problem is more acute for airplanes than for any other item of war equipment because of the complexity of the supply problem involved. The maintenance of the fighter type of airplane now employed there is sustained only with the greatest difficulty and any change in airplane type, even in part, would increase the supply problem practically 50%. For example, even standard government equipment items require varying lengths of wire, cables, controls, etc., when installed in different type airplanes.

2. The most important criteria in describing aircraft characteristics can be related to the four major items of airplane performance; namely, high speed, rate of climb, time to climb, and constant ceiling. In addition to the above, other factors which must be included in any evaluation of performance are acceleration, ease of handling, stich forces, "man" ability, rate of roll, radius of turn, and landing and take-off characteristics. These attributes are difficult to measure quantitatively and reduce to graph form. Pilots who have flown several types, one against the other in mock combats, have made qualitative comparisons. These evaluations are briefly tabulated below and the comparative degree of desirability is indicated by first choice, second choice, etc.:

Performance	1st. Choice	2nd. Choice	3rd. Choice	4th. Choice
a. Diving Speed	P-51B P-51A	P-50H	P-50H	P-40H
b. Radius of Turn	P-40H	P-50H	P-50H	P-51A P-51B
c. Accelerations (1) Dive	P-51	P-50H	P-40H	P-50H

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 2/10/43
 (23)

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Requirement	1st. Option	2nd. Option	3rd. Option	4th. Option
2. Acceleration (a) Rate of Roll	F-39H	F-40H	F-38H	F-31A F-32B
(b) In Level F11g20	F-39H	F-40H	F-38B	F-38H
(c) In Climb	F-39H	F-40H	F-38B	F-38H
(d) "Scam" Ability	F-39H	F-40H	F-38H	F-31B
3. Armament	F-38H, one 20mm Cannon, 50 rds., 4 .50 cal, 200 rds, each	F-31A, F-32B, 4 .50 cal, 200 rds each	F-40H, 4 .50 cal., 100 rds. each	F-39, one 20mm Cannon, 50 rds., 2 .50 cal, 200 rds, each and 1 .50 cal., 200 rds, each.
4. Armor Pro- tection	F-40H	F-31A F-32B	F-39H	F-38H

(Notes: F-40H has all vulnerable parts forward and includes good armor protection behind the pilot. F-31A and F-32B have radiator forward. F-39H has engine and radiator forward. F-38H has turbine, inter-cooler, and radiator rearward.)

3. There is one additional feature or feature which is not considered very often but which I feel has a very important place in determining airplane suitability. This feature includes maneuverability, ease of repair, flying time before overhaul, interchangeability, reliability, etc. Consideration of these features finds the F-40 the maximum first choice. I believe that this is particularly important when the 1st. Option Theater is considered.

4. The logistical problem as it exists at present practically makes it mandatory that we continue to operate only the F-40 type of fighter aircraft in this theater. Five of the first completed "designer" F-40 (2 models) are on their way to the 1st. Option Theater now and all

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F-40 aircraft after January 25, 1943 will be the F-40. It is expected that the fighter pilots in that theater will be enthusiastic over the new models and will even surpass that past excellent record.

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

Dispatched
FEB 18 1943
AMG

*File
ca 2/19/43*

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ca 2/18/43

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By DA/PA/CS/DAW Date 3-23-74

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Another type of pursuit plane for India-China Theater

Assistant Chief of the Air Staff, A-3

1/18/43

General Stratemeyer

GES/hd

1

1. Mr. Lovett called me into his office this morning and stated that he was interested in getting another type of pursuit plane into the India-China Theater. He stated that there were no Air Force pilots that had performed operationally in any more outstanding manner than the Fighter pilots in that Theater.
2. He was interested in the question as to whether we could not attrite out one squadron of P-40's and equip that squadron with either P-39's or P-51's.
3. You will consider all problems in connection with this substituting of a different type aircraft in General Stilwell's Theater, as there is a logistical question that must be considered.
4. It is desired that you prepare a study on this subject in the form of a memorandum to Mr. Lovett for General Arnold's signature which I will hold and present to General Arnold upon his return. It is desired that this study be submitted not later than January 28th.
5. Coordinate study with Air Defense.

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

TO: General Stratemeyer

DATE 1/25/43

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

COMMENT NO. 2

MG/ok/6701

Memorandum to Mr. Lovett for General Arnold's signature
is attached hereto.

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

Incl. added:
None, to Mr. Lovett

C. Ingraham
Rec'd 2/19/43

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6.98452.1 *John* (2)

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DDO ltr.
3 Jan. & 30 June 1976
By AD/P&S LG, Data 3-23-76

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February 13, 1943

MEMORANDUM FOR GENERAL MARSHALL.

Subject: United States Army Aircraft.

Attached hereto three (3) inclosures giving:

- a. The status of aircraft for the India-China Theater. (Incl. #1)
- b. The status of transport and cargo aircraft over the world. (Incl. #2)
- c. The effect of General Arnold's recent cables on the distribution of Army aircraft. (Incl. #3)

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

3 Incls.

air ab 452-1 India 23

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*File per CAS
ci 13 July 43*

air ab 452-1 India 23

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 DIVISION OF TRANSPORT AND CARRIER AIRWAYS
 AIR TRANSPORT COMMAND

1/24/43
 On Hand

ROUTES			CONTINENTAL U. S.							TOTAL
NO. ATL	SO. ATL	SO PAC	AFRICA N.E.	INDIA CHINA	ALASKAN	AIR-LINES	FERRY DIV	TUG & AIR		
15	76	9	37	37**	29	44	50	29	366	

Worldwide Route of Air Transport Command is to be built up to a total of 86 transports by March 1, 1943 and the proposed allocation to that route thereafter is as follows:

MAR	APR	MAY	JUNE	JULY	AUG	SEP	OCT	NOV	DEC	EST. TOT. INDIA-CHINA ROUTE ATTRACTION REDUCED
5	5	5	11	10	15	14	0	0	0	115

1943 Allocations to the Air Transport Command is as follows:

FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEP	OCT	NOV	DEC	TOTAL
37	54	45	71	98	133	167	200	213	260	309	1669

In order to maintain flexibility of operations to meet all emergencies for air movements to various theaters, no definite allocation of transports to the various routes can be made by the Air Transport Command at this time. Transports are added to or withdrawn from routes to meet emergency movements. As the situation becomes more definite a more definite allocation can be made.

THEATER	UNITS	AUTH STR.	TRUP CARRIER COMMAND AIRCRAFT ON HAND 2/11/43	REMARKS	TOTAL	
EUROPEAN UK	2 Ops.	26	25	4	20	(Allocations planned to maintain unit strength)
WESTERN AFRICA	3 Ops.	156	161	6	167	
SOUTH EAST	1 Op.	32	31	1	32	
INDIA CHINA	2 Ops.	26	14	12	26	
SWAZI	1 Op.	13	8	0	8	
US. PAC.	1 Op.	13	11	2	13	
AUSTRALIA	2 Ops.	104	105	0	105	
CARIBBEAN	1 Op.	13	19	0	19	
ALASKA	2 Ops.	26	27	0	27	
US TPO FOR SECRET PROV.	3 Ops.	156	130	0	130	
GLINER TRL.	1 Op.	32	41	0	41	

ALLOCATION OF TRANSPORTS TO TROOP CARRIER COMMAND IN 1943

FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEP	OCT	NOV	DEC	TOTAL
37	45	73	101	139	166	178	172	177	190	102	1360

In addition to the Troop Carrier Groups shown as in training with the 2nd Airborne Division above, two groups will be available for overseas movement in June and one a month thereafter through 1943.

* Transport and Cargo type aircraft include 4 Engines; 2 Engines (M); and 6-40's.

Incl # 2

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DDI 115
8 Jan. & 20 June 1974
By: AN/PN, LC, Date: 3-23-76

REPORT OF GENERAL ARNOLD'S VISIT TO THE
HEADQUARTERS OF THE AIR FORCE

Heavy Bombers

Reassigned one (1) heavy bomber group (B-24) from United Kingdom to China.

Diverted twelve (12) East Coast Anti-Submarine heavy bombers (B-17) to Newfoundland.

Medium Bombers and Light Bombers

No change - other than emphasis on keeping units in field at full strength.

Fighters - day

Consolidated as replacements all P-38's in North Africa - other than those required for training and to support one (1) squadron in South Pacific and Alaska and two (2) squadrons in Australia. Results in delaying indefinitely formation of two (2) additional P-38 groups originally set up for Middle East and in moving all P-38's out of United Kingdom.

Augmented flow of P-40's to North Africa. Results in deleting the only additional P-40 group to have been formed in 1943. The group was set up for Middle East.

Fighters - night

Completed arrangements for British to train and to equip minimum of four (4) AAF night fighter squadrons for use by the Army Air Forces in North Africa.

Notes

Directed study be made as to where and at what cost in AAF organizations or allocations to other nations one (1) group of light (dive) bombers (A-21/35's) and one (1) group of fighters (P-40's) could be provided for the French in North Africa.

Incl. #3

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OOB/IAF
100-107000-1024
By: BR/PAAC Date: 5-23-96
OOB/IAF

FEBRUARY 19, 1943

2766

PRIORITY

~~SECRET~~

COMMANDING GENERAL TENTH AIR FORCE
NEW DELHI
INDIA

..... IN SEPTEMBER OF NINETEEN HUNDRED FORTY TWO CHIANG KAI SHEK
ASKED BRITISH TO PROVIDE A STAFF OF INSTRUCTORS FOR THE CHINESE AIR FORCE
STAFF COLLEGE PERIOD FOR STILLWELL FROM ARNOLD PERIOD BRITISH ASSUMED THAT
AS YOU WERE CHIEF OF STAFF TO CHIANG KAI SHEK YOU HAD FULL KNOWLEDGE OF
THIS ACTION COMMA SO BRITISH AGREED AND INFORMED OUR STATE DEPARTMENT ON
OCTOBER TWENTY THIRD PERIOD CONDITIONS SEEM TO HAVE BEEN MARKEDLY CHANGED
SINCE LAST SEPTEMBER AS RESULT OF OUR RECENT VISIT TO CHUNGKING PERIOD
WE ARE NOW TAKING OVER THE JOB OF CREATING A CHINESE AIR FORCE PERIOD IN
VIEW OF THE ABOVE CANNOT EITHER YOU OR CHERNAULT OUTLINE THESE CHANGES TO
THE GENERALISSIMO WITH A VIEW OF DECLINING THE BRITISH OFFER QUERY I SEE
NO OTHER WAY TO HANDLE THIS IN VIEW OF THE FACT THAT IT ORIGINATED WITH A
DIRECT REQUEST FROM THE GENERALISSIMO PERIOD I AM OPEN TO SUGGESTIONS

H. H. ARNOLD

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500 hrs

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

SECURITY INFORMATION
1-23-74

February 11, 1943

MEMORANDUM FOR GENERAL STRATEGETER:

Subject: Aircraft Situation in India-China Theater.

Combat Aircraft to 10th Air Force for India and China.

	On Hand and Enroute SC-1 2-11-43	Under Preparation in U.S. to leave within 30 days	Future allocations - to be sent if warranted by losses in theater			
			March	April	May	June
B-17	10					
B-24	30	52*	14	14	14	14
Total HB	40	52				
B-25	51	21	11	11	11	11
P-40	302	1	0	10	80	30
L-4		18**				

2148

Combat Aircraft to China - Lend-Lease.***

A-24 (dive bomber)	0	10	10	10
	15 per mo., July through September			
	25 per mo., October through December			
P-40	Same schedule as A-24's.			

Cargo and Transport Planes for India-China.

Air Transport Command.

On hand or enroute - 1-31-43	75 (includes 11 C-87)
Estimated delivery, February	11 (includes 1 C-46)

Troop Carrier Squadrons.

1st Troop Carrier Squadron in theater	13
2nd Troop Carrier Squadron enroute	13 (10 at Kano, 2 Trinidad, 1 at Homestead) and
Total	112
CMAC indicated by Bissell, Aquila F102LJ	25
February 3rd	137



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8 Jan. & 27 June 1974
 by AN/PA Date 3-23-76

Future Allocations to India-China Wing, Air Transport Command:

	<u>March</u>	<u>April</u>	<u>May</u>	<u>June</u>
C-47	5	5	5	1
C-46				10

CNAC proposed allocations under Lend-Lease two (2) C-47's a month to be adjusted in order to maintain CNAC at 25 transports.

*Includes 308th Heavy Bombardment Group (35 B-24's) to 10th Air Force, now at Mobile, having rear metal bomb bay tanks installed. Basic plan initially to carry operating material into China, then operate strategically out of China. Ground echelon with housekeeping equipment to leave West Coast about February 12th; TBA and spares by freighter West Coast about February 25th. Flight echelon estimated to commence departure in about one week.

**Liaison Squadron (18 L-4's) to 10th Air Force. Air and Ground echelons by boat West Coast about February 12th. Aircraft and spares by boat from West Coast about February 25th.

***Allocations subject to shippage based on application of "block system".

Ferrying Squadron (less aircraft and flight echelon) to 10th Air Force. TBA and supplies from West Coast about February 25th. Ground echelon by boat during March (has not yet been set up definitely.)

Robert W. Harper
 ROBERT W. HARPER

Colonel, G. S. C.,
 Assistant Chief of the Air Staff, A-3

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*File per [signature]
 ci 13 July 43
 Air 2452-1 India (23)*

DECLASSIFIED
LDD 100
Approved by June 1979
DITPA 20, Dec 3-23-76

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Deliveries for Colonel Alexander's Air Transport Wing.

Assistant Chief of Air Staff, A-3

March 5, 1943

General Stratemeyer

1

GMS/hd

1. Your attention is invited to copy of letter to Colonel H. B. Alexander, India-China Wing, Air Transport Command, Kowloon, India dated March 4th, from General Arnold and to copy of directive to General George from General Arnold, subject: "Replacement of the C-47's Transporting Supplies over India-China Ferry Route" dated March 4th.

2. It is desired that you initiate the necessary action to comply with the instructions issued by General Arnold in the attached two papers.

Incls:
Cp of R/R to Gen. George
fr Gen. Arnold dtd 3-4-43
Cp of Ltr to Col. Alexander
fr Gen. Arnold dtd 3-4-43

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

at 08-1-43 - finished 2/1/43

File per OAS
13 July 43

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Gen. Stratemeyer
Air 452141 (2)

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Replacement of the C-47's transporting Supplies over India-China Ferry Route

General George

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3/4/43

DDO 891

General Arnold

A.P. 6 20 June 1951

1.

A.P. 233C. Date 3-23-76

Due to the great tonnage of supplies that we must transport over the India-China Ferry Route and also to the high altitude in which these airplanes must fly, it will be necessary to replace the C-47's with a more suitable type airplane. The following schedule will take effect immediately.

a. The present program of 137 airplanes for this ferry route will be completed by March 15th.

b. 10 C-46's will start at once to replace 10 C-47's. Curtiss Company has agreed to send maintenance men with the first 10 C-46's. You will coordinate this with Curtiss and see that these men go out with the first 10 airplanes.

c. The schedule of C-46's will be such that by April 15th there will be 30 in all.

d. After April 15th, there will be 10 C-46's per month to replace C-47's until there is a total of 50 C-46's.

e. Starting June 15th, 10 C-57's per month will be sent over until there is a total of 50 on this ferry route.

f. When the above is completed, 24 C-54's will be sent over to complete the picture.

g. The India-China Ferry Route will keep 5 out of every 20 C-47's for replacements and the rest will be turned over to the Troop Carrier Command or to other units where they are most needed.

h. Weekly progress reports will be sent to me concerning this subject.

H. H. A.

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DOC 104
7 Jan 60 June 1953
By: AU/Ph Inc. Date: 3-23-74

March 4, 1943

Colonel E. H. Alexander
India-China Wing
Air Transport Command
Karachi, India

Dear Alex:

I am replacing the C-47's on your ferry route with a more suitable type airplane which I know will be good news to you and all your boys out there. The following schedule will take effect immediately.

- a. The present program of 137 airplanes for this ferry route will be completed by March 15th.
- b. 10 C-46's will start at once to replace 10 C-47's. Curtiss Company has agreed to send maintenance men with the first 10 C-46's.
- c. The schedule of C-46's will be such that by April 15th there will be 30 in all.
- d. After April 15th, there will be 10 C-46's per month to replace C-47's until there is a total of 50 C-46's.
- e. Starting June 15th, 10 C-87's per month will be sent over until there is a total of 50 on this ferry route.
- f. When the above is completed, 24 C-54's will be sent over to complete the picture.
- g. The India-China Ferry Route will keep 5 out of every 20 C-47's for replacements and the others will be turned over to the Type Carrier Command or to other units where they are most needed.

When this project is completed you should be able to carry the following tonnage without any difficulty.

37 - C-46	7 ton airplane	20 days per mo.	5180 T
37 - C-87	6 ton airplane	" " " "	4440 T
18 # C-54	6 ton airplane	" " " "	2160 T
			<u>11780 T</u>

The above as you will note is figured on having 75% airplanes in commission and flying 30 days per month and the tonnage carried per

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airplane is figured low which will give you some leeway. The total tonnage is over the amount we had planned on carrying; however, we will not promise anyone anything extra.

You have a tough job before you and I think that these airplanes will help you out considerably. This is your baby now and it is up to you to see that it works.

Let me know if the above schedule is not being carried out and the reasons therefor. We must get these supplies over the hump and if I do not know about your difficulties I cannot help you from this end.

Best of luck.

Sincerely,

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

DECLASSIFIED
EXEMPT FROM GDS
DATE 08/14/01 BY 60322

~~SECRET~~

DECLASSIFIED
DDO 898

8 Dec 4, 20 Jan 1974
By AN/PAS/CL Date 3-23-76

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Engine Replacement for the Near East.

1 General General 1942
Arnold Strate- 7/1
meyer

1. In connection with the attached, I have approved sending up to 10 B-24s (those awaiting modification) to the Near East. These planes will be flown over, carrying such spares as are available for B-24 airplanes. Upon arrival at Dhartoum or at some other point, the engines will be taken out of these planes and will be used for installation in the B-24s now operating in that theater. The planes themselves will be used as spares for the B-24s in that theater. In this way we are losing a maximum of 10 B-24s, but I can see no other way to get spares to the Near East in a hurry in quantities to keep the B-24s there in commission.

2. Colonel McMullen is at this time preparing a cablegram for Brereton requesting information as to the spares that are most urgently needed. The answer to this cablegram will determine the exact number of B-24s to be sent over for this purpose.

452.1
D
india
21

Incl: Memorandum for the
CGAAF 7/1/42 from General Meyers.

H.H.A.

1 AFGAS AFACT 1942
7-3

GES/hd

- 1. For necessary action.
- 2. Keep us advised re number of B-24's to go.

Dispatched

JUL 3 1942
AAG

G.E.S.
AFGAS

Incl: n/c

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SECRET

AFAMC-3
REM:lw

DECLASSIFIED
DD Form 1
1 June 60 (Rev. 1953)
AM/PA/10, 4-23-76

July 1, 1942.

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES.

SUBJECT: Engine Replacement for the Near East.

1. Benefits from use of the first B-24 cargo airplane will be insignificant considering it can carry only three engines and the time required for round trip flights.

2. This airplane is needed at the factory as a back-up for further production to meet our present planned schedule of 10 per month beginning in September. *a delay of seven weeks* *If taken now*

3. Proposed plan:

a. Take 10 standard B-24's (which are awaiting the Halpro modification), fly them over and change complete engine nacelles with those now in airplanes requiring engine change.

b. Take 10 B-24's which were originally set up for China and being completed as "make-shift" cargo airplanes. Use these 10 airplanes for continuous ferrying of spare parts including necessary engine parts for over-hauling of engines now there. These airplanes cannot carry a completely assembled spare engine. Nine of these airplanes can be made available by July 5, and have extra bomb bay tanks which give them a range in excess of 3,000 miles. Each of these airplanes with this bomb bay tank will carry approximately 5,000 pounds of cargo. If the extra bomb bay tank is not used, these airplanes could carry approximately 10,000 pounds of small cargo. This airplane without the extra bomb bay tank will have the same range as the B-24 cargo which is at Bolling Field, which is 2000 miles at 190 miles an hour.

E. H. KEENE,
Brig. General, U.S.A.

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air 452.1 India 20

A-1 AS
A-2 AS
Inst. S.
A-3 AS
A-4 AS
Plan. AS
Ins. AS
Int. Sec.
S. Sec.
Comm.
Weather
Traffic
Photo. R&C
Tech. Insp.
Pub. Rel.
Dir. Pers.
Int. Pers.
Ch. Pers.
Spec.
J. Assoc.
Suppt.
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Head. Com.
Ad. Com.
Op. Pl.
Int. Pl.
Ins. Pl.
Int. C.
A. & C.
J. C.

DECLASSIFIED
DOO #16
By AMT/ALC Date 9-23-76

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SECRET

452.1 *Opinion* (17)

S. AFCAF AFASO 1942
7-18

Noted.

Vertical

6/42

Dispatched
JUL 16 1942
AAG

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File
@ 7/16/42

UNITED STATES AIR FORCE - COORDINATION

NAME	POSITION	DATE	INITIALS	REMARKS

air 452.1 *Opinion* (17)

DECLASSIFIED
DOD ITR
8 JAN 8/20 JUNE 1974
By PN/PA A.C. Date 9-23-76

~~SECRET~~
DECLASSIFIED

May 28, 1943

File
[Signature]

Major General Louis H. Brewster,
South U. S. Air Force,
New Delhi, India.

Dear Louis:

This will acknowledge your letter of May 11th, to General Arnold who, as you may know by this time, is in London conferring with the British in regard to the realization of airplanes as originally set up under the Arnold-Fortal agreement. It is hoped that out of this series of conferences will come an increase in the availability of American built aircraft for American India. In that event, there is a possibility for a rather early organization of your fighter forces in India in order that you may get some protection for your main base at Karachi. At the moment, however, it is impossible to promise you anything over and above the anticipated shipments reported to you recently by a cable and designed to meet your activities. You may be sure that your requirements will be kept foremostly in mind and will be met as soon as it becomes humanly possible to do so.

4521
[Signature]
(15)

Your handling of your business is gratifying and the security of such forces, as achieved by the manner in which you are handling them, has for some time been one of Arnold's major concerns. We have already suffered such grievous and innumerable losses by the employment of improper methods of disposition, concealment, and employment procedure. The execution of movements out of Burma by your transport service is a remarkable achievement and I think all concerned, deserve the highest commendation, not only for that but also for the movement of 1,600,000 pounds of supplies into China.

I note by your radio report in the Aquila 1347, May 26th, that you had moved 84 passengers and 1,162,045 pounds east bound. I was a little curious as to exactly what period this covered, as

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DECLASSIFIED
DOD ITR
8 JAN 8/20 JUNE 1974
By PN/PA A.C. Date 8/23/76

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It states "AGAN-BURMA-CHINA; Ferry Operations report through May 22nd", but does not indicate the exact period involved. I take it that it is from the beginning of operations under your control.

We have been under the impression that you have recently been operating from Sadya (Dinjan) directly into Chongta and that you have not recently been going into Lunning. Personally, I have been very much worried for fear the Japs would run you out by physical contact or by bombing of the Dinjan-Sadya area. We had a report of a Jap column going to Fort Harko and then lost track of it. It could by this time have gone on foot over the mountains into your railroad and landing field. As I understand, there was very little protection in that area. In any event every fort should be made to continue operations as well as possible with your B-29's, as we are constantly receiving pressure exercised by the Chinese to divert B-24's to the job of transporting supplies into China and of course such a diversion is objectionable in the highest degree.

I should like to have been there on your Langson show. Sounds most interesting and evidently very definite results were achieved. I would not be too optimistic about the "cat's eye" weakness of the Japs. Anyway even our own people can't see a great deal at night unless it is pretty bright moonlight and I do not believe that without most effective microwave equipment, you will have much to fear from the Jap night fighters.

I have noted by the daily report that your B-17's and B-25's are moving across Africa to your area in a rather set manner but our luck with the P-40's on the same route has not been so good. I had hoped that we would get at least 60 of the 66 in to you, but it now looks as though only the best of luck from now on will get as many as 60 into your hands. There have been eight complete wash-outs that I know of to date.

I will show your letter to Arnold on his return. Please be sure to give my kindest regards to Earl Malden and Joe Stilwell. Tell Stilwell we were all most enthusiastic about the withdrawal on foot and in the face of such difficulties, of Stilwell himself and his entire party.

Dispatched via Ferrying Command
No. 29 042

Copy furnished to
Gen Arnold's office.

Sincerely yours,

DECLASSIFIED
DOD ltr

8 Jan 20 June 1973
By: [initials] LC: Date 8/23/76

M. F. HARMON,
Major General, USAF, Ret.

~~SECRET~~

Am 01452-10 Index (15)

SECRET
DECLASSIFIED



TENTH U. S. AIR FORCE
New Delhi, India.

May 11, 1942.

Dear General:

As you know, Karachi is our main base in India. Control of all air establishments and facilities of which we asked for have been turned over to us by the R. A. F. completely. With this control, we naturally had to assume all responsibility for aerial defense of the area. The R. A. F. was unable to take over this work.

Karachi

I am quite anxious about this base and feel strongly that we should have additional pursuit for its defense. The pursuit group that is assigned here will be required to cover our operational area of our bombers.

Op. Area

So far, when the Japs make a raid upon an important target, they come in force. Consequently, I consider it very unwise to split my only group and attempt to protect two important areas. I would only be playing into their hands and subject myself to a severe beating.

If it is humanly possible, please send me sufficient pursuit to protect our most sensitive and vital establishment. One group of pursuit can make any attack by the Japs on Karachi so costly that they probably will only attempt it once. This group, of course, should be provided with complementary services and an anti-aircraft warning unit. If a whole group cannot possibly be spared at this time for this purpose, then a squadron at a time is certainly better than nothing at all.

*1
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more
F. O. P.
100*

The Japs have been reconnoitering the Calcutta area recently. They are no doubt attempting to find our heavy bombers, but so far have not succeeded. If they do find them, they will make every effort to go after them. Right now I have my bombers far removed from any possibility of attack. I run them from their base airdrome to advanced airdrome, top off with gas there, strike and then return home. With so few airplanes at my disposal, I am taking every precaution to protect them from being shot up on the ground. This method of operation takes a little more time naturally, and uses up motors faster, but in the end will certainly pay dividends.

As of May 8, the India-China Ferry Service had evacuated

-1-
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DOD ltra.
& 20 June 1974
W/LC; Date 4/23/76

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TENTH U. S. AIR FORCE

4500 individuals, sick and wounded, R. A. F. units, military personnel and refugees. It had also carried into China, 1,800,000 pounds of supplies. As of today, we are still operating from the Dinjan area straight into Kuming. Four loaded planes took off today for Kuming, but were turned back by the Chinese side because Kuming was receiving a heavy attack at the time. Myitkyina has, as you know, been abandoned on May 6. On the last run into Myitkyina on May 5, two British D. G. 5's were caught there and destroyed. Today we definitely verified the occupation of Myitkyina by the Japs.

Paoshan was very heavily bombed several days ago. This field was not yet ready for all-weather operations. The Japs put a very heavy attack on the town of Paoshan. Evidently, their aim was to drive the native labour away, which is all too easily done. Since there is no protection at all in the Paoshan area, that airbase is unusable to us now. For the same reason Yunanyi is out of the question. Just how long Kuming will remain depends to a great extent upon the A. V. G. staying there. It has been rumored that their ultimate plan is to retire on Chungking. If so, and the Japs are able to operate from Myitkyina, Paoshan, Yunanyi or Kuming, our aerial outlets in China are exhausted.

The distance in a straight line from Dinjan to Chungking is negotiable being about 650 miles. However, this flight would require a 21,000 ft. flight in bad weather and 18,000 feet in fair weather. From now on there is no such thing as fair weather in this area. In fact, it is extremely vile.

I am expecting daily an attack on the Dinjan and Tespur airbases. There is very little protection there. In fact, the British have but one fighter squadron at Dinjan. The warning net in that area is practically non-existent. Due to the high mountains and their nearness to the airbases, R. D. F. will not work. Without adequate protection and warning, that area is untenable from an operational point of view. The Japs would burn every ship as fast as we could pour them in there, and they are artists at this sort of work. I intend to keep these ferry planes running as long as it is humanly possible and while they can do some useful work.

Looking the facts squarely in the face, it is my frank opinion that this service will be able to continue operations for a very few days more. Once this back door is closed, the only way that it can be reopened is to drive the Jap Air Force out of Burma and that will require a sizeable airforce.

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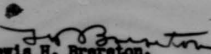
8 Jan 6 10 June 1974
By: [Signature] 8723/70




The weather in Burma and Assam is steadily growing worse and operations naturally are becoming sporadic. We are now attempting to locate the main airdromes in use by the Japs and both the British and myself are plastering them at every opportunity. The other night while the moon was still helping us, we had a very successful raid on the airport at Rangoon. The place must have been littered with airplanes because we started tremendous fires, heard heavy explosions and one eyewitness counted forty planes burning at one time. The last plane over the airdrome said that the fire was so intense that he was unable to see anything so he just dropped his load in the middle of the fire. These fires were visible for seventy miles. We were intercepted on this raid by a few airplanes, but all hands returned safely with very little damage. Our lads have seen Jap planes at night on several occasions, but for some reason, the enemy failed to close. Maybe that proverbial "poor eyesight" on the part of the Japs that we have heard about all our lives is true, especially at night. Of course it is too early to draw any conclusions as yet.

I am, Please pass my regards to Miff and with best wishes to you,

Sincerely yours,


 Lewis H. Brereton,
 Major General, U. S. A.,
 Commanding.

DECLASSIFIED
 DECLASSIFIED
 DOD ltr.

8 Jan 19 20 June 1945
 BY  DATE 7/24/76

Air Mail 452.1 India (15)

DECLASSIFIED
DDO 893
8 Jan. 8 20 1994
By: AW/PS 100, 100, 8-23-76

~~SECRET~~

DECLASSIFIED

May 28, 1942

Major General Lewis H. Brereton,
Tenth U. S. Air Force,
New Delhi, India.

Dear Lewis:

This will acknowledge your letter of May 11th, to General Arnold who, as you may know by this time, is in London conferring with the British in regard to the reallocation of airplanes as originally set up under the Arnold-Fertal agreement. It is hoped that out of this series of conferences will come an increase in the availability of American built aircraft for American Units. In that event, there is a possibility for a rather early augmentation of your fighter forces in India in order that you may get some protection for your main base at Karachi. At the moment, however, it is impossible to promise you anything over and above the anticipated shipments reported to you recently by a cable and designed to meet your attrition. You may be sure that your requirements will be kept forcefully in mind and will be met as soon as it becomes humanly possible to do so.

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Dulick
15

Your handling of your bombers is gratifying and the security of such forces, as achieved by the manner in which you are handling them, has for some time been one of Arnold's major concerns. We have already suffered such grievous and inexcusable losses by the employment of improper methods of dispersion, camouflage, and employment procedure. The evacuation of noncombatants out of Burma by your transport service is a remarkable achievement and I think all concerned, deserve the highest commendation, not only for that but also for the movement of 1,800,000 pounds of supplies into China.

I note by your radio report in the Aquila 1347, May 26th, that you had moved 84 passengers and 1,162,045 pounds East bound. I was a little curious as to exactly that period this covered, as

HEADQUARTERS		ARMY AIR FORCES -				COORDINATION					
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Inspr.	Budget	Statistics	

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 8 Jan 60 under 1824
 by ASST/PA/ACI Date 8 23 76

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13PH/hd

it states "ASSAM-NUNNA-CHINA, Ferry Operations report through May 22nd", but does not indicate the exact period involved. I take it that it is from the beginning of operations under your control.

We have been under the impression that you have recently been operating from Sadyia (Dinjara) directly into Ghegta and that you have not recently been going into Namung. Personally, I have been very much worried for fear the Japs would run you out by physical contact or by bombing of the Dinjara-Sadyia area. We had a report of a Jap column going to Fort Herbs and then lost track of it. It could by this time have gone on foot over the mountains into your railroad and landing field. As I understand, there was very little protection in that area. In any event every effort should be made to continue operations as well as possible with your DC-3's as we are constantly receiving pressure exercised by the Chinese to divert B-24's to the job of transporting supplies into China and of course such a diversion is objectionable in the highest degree.

I should like to have been there on your Rangoon show. Sounds most interesting and evidently very definite results were achieved. I would not be too optimistic about the "cat's eye" weakness of the Japs. Anyway even our own people can't see a great deal at night unless it is pretty bright moonlight and I do not believe that without most effective microwave equipment, you will have much to fear from the Jap night fighters.

I have noted by the daily report that your B-17's and B-25's are moving across Africa to your area in a rather set manner but our luck with the P-40's on the same route has not been so good. I had hoped that we would get at least 60 of the 68 in to you, but it now looks as though only the best of luck from now on will get as many as 60 into your hands. There have been eight complete wash-outs that I know of to date.

I will show your letter to Arnold on his return. Please be sure to give my kindest regards to Earl Haiden and Joe Stillwell. Tell Stillwell we were all most enthusiastic about the withdrawal on foot and in the face of such difficulties, of Stillwell himself and his entire party.

HEADQUARTERS			ARMY AIR FORCES			COORDINATION				
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-5	A-6	Budget	Statistics
MAY 29 1942	AAG									
SECRET DECLASSIFIED						M. F. BARRETT, Major General, U. S. A. Chief of the Air Staff.				

Copy 4/6 basis to Gen. Haxman in a/c last para. above.
 Copy to Gen. Arnold

AAF-39

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~~SECRET~~
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8 Jan. & 20 June 1989
By: AN/PBS/cj Date: 5-23-76

May 28, 1942

Major General Louis H. Brewster,
Tenth U. S. Air Force,
New Delhi, India.

Dear Louis:

This will acknowledge your letter of May 11th, to General Arnold who, as you may know by this time, is in London conferring with the British in regard to the reallocation of airplanes as originally set up under the Arnold-Portal agreement. It is hoped that out of this series of conferences will come an increase in the availability of American built aircraft for American Units. In that event, there is a possibility for a rather early augmentation of your fighter forces in India in order that you may get some protection for your main base at Karachi. At the moment, however, it is impossible to promise you anything over and above the anticipated shipments reported to you recently by a cable and designed to meet your attention. You may be sure that your requirements will be kept foremostly in mind and will be met as soon as it becomes humanly possible to do so.

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C/M
15

Your handling of your bombers is gratifying and the security of such forces, as achieved by the manner in which you are handling them, has for some time been one of Arnold's major concerns. We have already suffered such grievous and innumerable losses by the employment of improper methods of dispersion, camouflage, and employment procedure. The evacuation of noncombatants out of Burma by your transport service is a remarkable achievement and I think all concerned, deserve the highest commendation, not only for that but also for the movement of 1,800,000 pounds of supplies into China.

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DD Form 129

8 May 49 Form 129A

By AP/AC Date 5-23-76~~SECRET~~

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It states "ASSAM-BURMA-CHINA, Ferry Operations report through May 22nd", but does not indicate the exact period involved. I take it that it is from the beginning of operations under your control.

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I will show your letter to Arnold on his return. Please be sure to give my kindest regards to Earl Maiden and Joe Stillwell. Earl Stillwell we were all most enthusiastic about the withdrawal on foot and in the face of such difficulties, of Stillwell himself and his entire party.

Dispatched

MAY 29 1942

AAG

DECLASSIFIED

Sincerely yours,

~~SECRET~~

H. F. HANCOCK,
Major General, U. S. A.
Chief of the Air Staff.

- 2 -

Air Mail 452.1 India (5)

DECLASSIFIED
000 115

2 Dec. 6, 2013
ANTIPAS 2-23-76

~~SECRET~~

AA File
Capt. Hayes

OPD
JDE
April 7, 1942.

MEMORANDUM FOR THE RECORD:

The memorandum sent to the War Department by the Secretary of State (Welles) enclosing a letter from Naval to Johnson on Indian needs in aircraft, has been answered through the C O/S. This paper is to be typed and filed in China Section. Furnish copy to CG, Army Air Force.

D.D.B.

MEMORANDUM FOR THE PRESIDENT:

Subject: Telegram from President's Personal Representative at New Delhi, India.

It is vitally important to the United Nations to hold India and such approaches to China as now remain in our possession. However, the provision of this defense is predominantly a British responsibility, not only because of existing agreements to that effect but because of Britain's military, political and economic interests throughout the Indian Ocean region.

Just prior the final conquest of Java the War Department began establishing a small U.S. air force in India, primarily to support the Chinese but with the further view of assisting in the defense of the vital India-Ceylon region. Since that date there has been building up in India, under General Brereton, the 10th Air Force, which is in addition to the American Volunteer Group, still in China at a very depleted strength. Both forces are under the command of General Stilwell. For the American Volunteer Group 100 pursuit planes have either recently arrived in India or are now at sea enroute thereto. One hundred and twelve more, now in the United States, are allotted to this project. In addition 35 A-29's have been allotted and will be flown to that area via the South Atlantic. A total of 35 C-53's will also go to this project, of which 8 are now enroute.

The 10th Air Force, stationed in India, has been allotted 80 pursuit planes. To provide for early entry into action the first allotment for these pursuit units will come from the airplanes above listed for the A.V.G. However, an additional 80 will be shipped to India, to make good this distribution from the A.V.G. reserves.

The 10th Air Force now has 8 medium bombers, out of an authorization of 30. Ten are to leave the United States before April 15, and 15 more between May 3 and June 5. This same force now has 5 heavy bombers with 5 more enroute. Twenty-four are to leave the United States with Kalpa, probably during May.

In view of the very heavy demands made upon United States production to satisfy requirements in theaters all over the world it is not possible to increase these allotments for the Indian region.

DECLASSIFIED

Acting Chief of Staff.

Copy for CG, Air Force

4521
Indian
(14)

Has any action been taken on this? Check with Op. Div. W.I. H

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000 000
8 JAN 20 1989
By DN17/PLC/DAW 9-23-76

Transport Service in India and into China

SECRET

MB/ak

1. AFQAS AFMR 1942
5/5

1. In accordance with instructions of General Harves the attached papers are transmitted to you.

Dispatched

MAIL 6 1942

AAO
File 44

Incl:
Daily record of events
Name for Chief of Staff
W. H. ...

R. G. W. B.
AS/AS

452.1
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Analysis
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HEADQUARTERS		ARMY AIR FORCES					COORDINATION			
Chief of Staff	Sec'y of Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WD	A-Insp.	Budget	Sec-tistics

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GPO 1974
© Dec. 6, 40 from 1951
No. 621026-101 Date 8-23-76

Transport Status

April 29, 1942

Colonel G. C. Jamison **DECLASSIFIED**
SECRET

General Harmon is returning this to you to do with as you see fit.

H. F. TWINE
Colonel, Air Corps,
Secretary, Air Staff.

Dispatched
APR 30 1942
AAG

45271 India 11

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SECRET

HEADQUARTERS			ARMY AIR FORCES			COORDINATION				
Chief of Staff	Sec'y of Staff	A.A.G.	A-1	A-2	A-3	A-4	A-MPD	A-Insp.	Budget	Scia-ristica

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8 Jan. & 20 June 1975
by AW/AT [unclear] Data 9-23-76

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Transport Service in India and into China.

HVS/mk

L. AFGAS AFMR 1942
4/29

It is requested that the attached memorandum subject: Transport Service in India and into China, be distributed to the interested Directors.

H.F.T.
S/AS

Incl.
Memo. above subj/

452-1 India 10

Dispatched
APR 30 1942
AAG

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SECRET

HEADQUARTERS		ARMY AIR FORCES				COORDINATION				
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Inspr.	Budget	Statistics

Air 452-1 India 10

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 000 002
 8 Jan. & 20 June 1974
 By AS/FR and Date 5-23-76

HEADQUARTERS ARMY AIR FORCES
 ROUTING AND RECORD SHEET

~~SECRET~~

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

File No. _____
 Tally No. AAF _____

SUBJECT: Expediting the Movement of Airplanes Toward India.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	General Kuter	1942 4/14	<p>As a result of a conference with the President this morning, it is very desirable that every effort be made to expedite movement of all airplanes towards India.</p> <p>Get in touch with all concerned and tell them all to step on the gas consistent with safety of crews and to insure that the planes will arrive. In other words, take up all slack possible in connection with this movement.</p> <p style="text-align: right;"><i>[Signature]</i></p>
2.	AFDAS	AFMAG	1942 4-16	<p>This paper is forwarded to you for file. Necessary action was taken by an Air Staff conference conducted by General Arnold in the Air Room from 10:45 to 11:50 A.M., April 15th and followed through by an Air Staff meeting from 2:00 to 3:45 PM, April 15th, conducted by Generals Harmon, Kuter and Fairchild.</p> <p>No further action necessary.</p> <p style="text-align: right;"><i>[Signature]</i> AFDAS</p>

air 00 452.1 India ①

~~SECRET~~

(Do not use reverse side) E-4071, AF, Rev. 8/14/41

Page No. _____ *air 00 452.1 India ①*

Hq, AAF
PLEASE REFER TO
OFFICE OF THE CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON, D. C.

~~SECRET~~ *SECRET*

~~SECRET~~
By Authority of the
Commanding General
of the Army Air Forces
APR 24 1947 *OSE*
DATE INITIALS

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

DECLASSIFIED
100 yrs.

8 Jan. 6 10 June 1974
By *DW/RA* Date *9-23-76*

April 23, 1942

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Aquilla Reinforcement.

1. In response to attached memorandum, General Brereton has been advised that 7 B-17's are enroute to Aquilla. Our original cable suggested that mechanics and spares be made available at Karachi in anticipation of the arrival of the P-40's in order that top overhaul might be provided without delay.

2. 68 pilots and 68 planes sailed from Quonset April 22; 2 additional super-numerary pilots will join the expedition at Trinidad. These will provide replacements for any sickness or accidents occurring prior to fly away; otherwise, they will return to home station by the same means of transportation.

3. War Department cable #136, dated April 10, for General Brereton from General Marshall, advised General Brereton in detail of exactly what units his force would consist, viz.: 1 Pursuit Group, 1 Composite Bombardment Group consisting of 2 Sq Medium, 1 Sq Heavy Reconnaissance and 1 Sq Heavy. In addition, this cable advised General Brereton of the auxiliary service units which would be provided.

4521 Indian

O. S. Ferson

O. S. Ferson
Col., A.C.
Dir., W.O.&M.

Hq. Army Air Corps
APR 24 1942

AAG Received

1 Incl.
(memo)

*noted
file
JPF*



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air 4521 Indian

REF. AAF
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DECLASSIFIED
D30 119
8 Jan. & 20 June 1974
By DL/PC / Date 5-23-76

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DECLASSIFIED

~~SECRET~~
By Authority of
The Commanding General
of the Army Air Forces
APR 24 1942
DATE INITIALS

April 23, 1942

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Aquila Reinforcement.

1. In response to attached memorandum, General Brereton has been advised that 7 B-17's are enroute to Aquila. Our original cable suggested that mechanics and spares be made available at Ensenada in anticipation of the arrival of the P-40's in order that top overhaul might be provided without delay.
2. 68 pilots and 68 planes sailed from Quonset April 22; 2 additional super-numerary pilots will join the expedition at Trinidad. These will provide replacements for any sickness or accidents occurring prior to fly away; otherwise, they will return to home station by the same means of transportation.
3. War Department cable #136, dated April 10, for General Brereton from General Marshall, advised General Brereton in detail of exactly what units his force would consist, viz.: 1 Parawit Group, 1 Composite Bombardment Group consisting of 2 Sq Medium, 1 Sq Heavy Reconnaissance and 1 Sq Heavy. In addition, this cable advised General Brereton of the auxiliary service units which would be provided.

C. S. Person
Col., A.G.
Dir., W.O.A.M.

1 Incl.
(memo)

DECLASSIFIED

~~SECRET~~
India
Apr 25 452.1
[Signature]

DECLASSIFIED
GPO lrs.

By AW/086 Date 8-23-78

DECLASSIFIED

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

April 20, 1942

MEMORANDUM FOR THE DIRECTOR OF MILITARY REQUIREMENTS:

Subject: Aquila Reinforcement.

1. Follow up cable that has already been sent to General Brereton advising him of the addition of seven B-17's to his force. Suggest to him that Karachi be prepared for reception of P-40E's following in over ferry route from Takoradi.

2. I am assuming that we are putting ^{efficient} pilots on the Banger to fly off all our aircraft. If that is the ~~case~~ ^{not}, what provision has been made for the excess pilots?

[Signature]
M. F. HARMON,
Major General, U.S.A.,
Chief of the Air Staff.

Have we advised Brereton that he does not get any more ground personnel right away?
H.

FOR DEFENSE



BUY
UNITED STATES
SAVINGS
BONDS

DECLASSIFIED

AAC/sdg
air 23452.1

DECLASSIFIED
900 hrs.
8 Dec. 4 10 Jan 1974
By: AV/PCAG Date: 3-23-76

~~CLASSIFIED~~
~~SECRET~~

AFCAS
MPH/hd

April 20, 1942

MEMORANDUM FOR THE DIRECTOR OF MILITARY REQUIREMENTS;

Subject: Aquila Reinforcement.

1. Follow up cable that has already been sent to General Brewster advising him of the addition of seven B-17's to his force. Suggest to him that Karachi be prepared for reception of P-40's following in over ferry route from Takoradi.
2. I am assuming that we are putting ^{sufficient} pilots on the longer to fly off all our aircraft. If that is the case, what provision has been made for the excess pilots?

452.1
Dimitri
(8)

H. F. HARRIS,
Major General, U.S.A.,
Chief of the Air Staff.

"Have we advised Brewster that he does not get any more Ground Personnel right away? H."

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

APR 20 1942
AAG

44P-38

~~SECRET~~

DECLASSIFIED
DOO #73
8 Jan. 6 1977
By: ANIPAS/IC, Date: 9-23-76

~~SECRET~~
DECLASSIFIED

April 20, 1942

MEMORANDUM FOR THE DIRECTOR OF MILITARY REQUIREMENTS:

Subject: Aquila Reinforcement.

1. Follow up cable that has already been sent to General Brereton advising him of the addition of seven B-17's to his force. Suggest to him that Karachi be prepared for reception of P-40's following in over ferry route from Takoradi.
2. I am assuming that we are putting ^{sufficient} pilots on the Ganger to fly off all our aircraft. If that is the case, what provision has been made for the excess pilots?

E. F. HANCOX,
Major General, U.S.A.,
Chief of the Air Staff.

"Have we advised Brereton that he does not get any more Ground Personnel right away? H."

DECLASSIFIED

HAAC/2493
01/24/452/Aquila ④

DECLASSIFIED
DDO Hqs.
3 Jan. 4 23 June 1974
By: DA/TPA/DO, Date: 9-23-76

~~SECRET~~

DECLASSIFIED

April 20, 1942

MEMORANDUM FOR THE DIRECTOR OF WAR ORGANIZATION AND MOVEMENT:

Subject: Cable re division of seven B-17's.

1. Note attached cable with reference to division of seven B-17's. Take necessary action to accomplish this division and consider this as a release for the movement of the seven B-17's now set up for Aquila as soon as airplanes and crews are fully ready for departure.

H. F. HARRON,
Major General, U.S.A.,
Chief of the Air Staff.

Dispatched
Apr 20 1942
AAG

On 12/15/52, 1 India (6)

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-HPD	A-Insp.	Budget	Statistics	

DECLASSIFIED

AAF-30

DECLASSIFIED
EO 13526
8 Jan. 4, 2013
 By: *AN/PAS* Date: *5-23-76*

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

~~SECRET~~
 DECLASSIFIED

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

File No. _____
 Tally No. AAF _____
April 5-3042

SUBJECT: B-25 Airplanes for India.

NO.	FROM	TO	DATE	COMMENTS
1.	AFROM (E-3:jg)	AFRBS	1942 4/10	<p>1. 25 B-25 type bombardment airplanes complete with combat crews, are being sent to India. Ten of these airplanes are scheduled to depart by April 15. The remaining 15 are scheduled to depart prior to June 9. Crews and airplanes are being prepared at Columbia, S. C. under the supervision of the 3d Air Force.</p> <p>2. These airplanes are to fly the South Atlantic and proceed to destination under supervision of the Foreign Division of the Ferry Command.</p> <p>3. The above is furnished for your information and necessary action.</p> <p style="text-align: right;">O.S.F. Col. A.C. Dir. W.O. & M.</p>
2.	AFRBS/ ORD (AH:med)	AFMAG	1942 4/13	<p>1. For file.</p> <p>2. Action taken by secret radio to Third Air Force on April 11, 1942, to have necessary ammunition supplied.</p> <p style="text-align: right;">L. P. W., D/BS E. L., Ordnance Officer.</p>
				<p style="text-align: center;">Eq. Army Air Forces APR 15 1942 AAG RECEIVED</p>

(Do not use reverse side)

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

Page No. _____

~~SECRET~~
 DECLASSIFIED

452.1 India (5)

DECLASSIFIED
DATE 08/08/00
BY 178/10/00
E-23-76

~~SECRET~~
DECLASSIFIED

B-25 Airplanes for India.

1. AFROM AFRBS 1942
(E-3:jg) 4/10

1. 25 B-25 type bombardment airplanes complete with combat crews, are being sent to India. Ten of these airplanes are scheduled to depart by April 15. The remaining 15 are scheduled to depart prior to June 9. Crews and airplanes are being prepared at Columbia, S. C. under the supervision of the 3d Air Force.
2. These airplanes are to fly the South Atlantic and proceed to destination under supervision of the Foreign Division of the Ferry Command.
3. The above is furnished for your information and necessary action.

O.S.F.
Col. A.C.
Dir. W.O. & M.

2. AFVBC/ AFMAG 1942
ORD 4/18
(AM:mod)

1. For file.
2. Action taken by secret radio to Third Air Force on April 11, 1942, to have necessary ammunition supplied.

L. P. W.,
D/BS

E. A. L., Ordnance Officer.

DECLASSIFIED

~~SECRET~~ 4521 *Anderson* 5

DECLASSIFIED
DATE 11/17/2011 BY 60322/UC/BAW/STP/STW

(COPY) 2-2-44

DECLASSIFIED

B-25 Airplanes for India.

1. AFROM AFMS 1942
(2-3:42) 4/30

1. 25 B-25 type bombardment airplanes complete with combat crews, are being sent to India. Ten of these airplanes are scheduled to depart by April 15. The remaining 15 are scheduled to depart prior to June 9. Crews and airplanes are being prepared at Columbia, S. C. under the supervision of the 3rd Air Force.

2. These airplanes are to fly the South Atlantic and proceed to destination under supervision of the Foreign Division of the Ferry Command.

3. The above is furnished for your information and necessary action.

O. S. F.
Col. A.C.
Dir. W.O. & M.

2. AFMS/ AFMS 1942
(2-3:42) 4/13

1. For file.

2. Action taken by secret radio to Third Air Force on April 11, 1942, to have necessary ammunition supplied.

L. P. W.
D/BS

E. A. L., Ordnance Officer

DECLASSIFIED

4521 India (E)

DECLASSIFIED

Secret

TRANSPORTS IN INDIA - CHINA

Belonging to U. S. Forces

On Hand	5 C-39	
Enroute:	10 C-53	Due to arrive prior to April 15th
	12 DC-3	Due to arrive prior to April 30th
	3 BSP	Due to arrive prior to April 30th

Belonging to China

On Hand 5 C-53 *Are these, these*

Belonging to China National Aviation

On Hand 5 C-53

1 DC-2

2 DC-2

Note: They are not same planes. It just happens that each has same number of this type.

Lt. Harper.

452.1 (1)

[Handwritten signature]

Source: Maj. Brewer, Ferrying Command

Director Statistical Control
March 21, 1942

*Lt. Harper
2145*

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SECRET (FIED)

DECLASSIFIED

March 23, 1942.

Transports for India.

DECLASSIFIED

DDO Int

Open 4 20 June 1974

AS 17PMC. Date 5-23-76

X WPD

MAR 24 1942

MAR 24 1942
AAG

AFADS
TJH/gud

Dec 23 1942 1 02 PM '42

1. There are not sufficient air transports at present to provide for the immediate needs of the Ferry Command and the Air Service Command and at the same time give to each of the theatres all of the transports desired by the Air Forces therein. General Brereton has now set up a requirement of thirty (30) additional transports, which are not available unless this is given priority over all other projects.

Incls.:
D/F, 3/18/42, from WPD
to Hq. AAF w/Incls.
as listed thereon.

T. J. HANLEY, JR.,
Colonel, U. S. C.,
Assistant Chief of Staff, A-4.

HEADQUARTERS		ARMY AIR FORCE		Assistant Chief of Staff, A-4		ORGANIZATION		Staff, A-4		
Chief of Staff	Sec'y of Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Scenaristics

DECLASSIFIED
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AAF-39

~~SECRET~~
WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM
WAR PLANS DIVISION

/A-3

SUBJECT: Transports for India.

DECLASSIFIED
DDO 895

Date March 18, 1942.

TO: Hq. A. A. F.

8 Jan & 30 June 1974
By DA/PA/AC Date 3-23-76

1. WPD does not concur with message to Brereton proposed by A-4 in comment #4 of attached AAF/A-3 disposition form, subject as above, dated March 13, 1942.

2. WPD does concur with views of ANPD in comment #3 of attached form, in support of which attention is invited to paraphrased telegram No. 79 from Brereton to Arnold dated March 13, 1942 New Delhi, which in reference to the Burma to China cargo ferry service, is quoted in part as follows:

"Close coordination must be effected between this project and the combat air units problem in this area. It would be a serious mistake not to consider the two problems together due to the military situation, and I urge that, in the best interests of your wishes, this proposal be accepted and approved."

DWIGHT D. EISENHOWER,
Brigadier General,
Assistant Chief of Staff.

Incl. - AAF/A-3 w/incls.

/s/ St. Clair Streett
for R. W. CRAWFORD,
Brigadier General, G.S.C.

DECLASSIFIED
~~SECRET~~

To: Message from Cairo.

KAF AAF/A-3 19/2
A-4 AWPB 3/3
in turn

DECLASSIFIED
DDO 813
8 Jan. & 22 June 1978
BY: BNIP/ALC, Date 5-22-74

AAF/A-4
JFM/mb

1. Reference is made to message from Cairo, Feb. 28th in part in substance as follows:

Air transport is vital and organization extremely weak unless thirty Army cargo planes provided.

This Division replied to reference message, a copy stating that cargo airplanes under consideration. It is understood that the Ferrying Command and A-3 are taking action in this connection; confirmation is requested.

Incl:
Para. Info. cy
radio frn Cairo
to AGO, 2/28

15X TJE, Jr.
C/A-4

2. AAF/A-3 AAF 3/5
A-NPD

AAF/A-3
GAC/36

1. In compliance with directive memo from C/AS to A-3 dated February 11, 1942, five C-47 Transport airplanes were assigned to 10th Air Force for service in the China Theatre.

2. These airplanes have been delivered to the 10th Air Force at Fairfield, Ohio.

3. Crews are being obtained by A-1 and it is understood that the present Commanding Officer of the 10th Air Force, Colonel Haynes, is making plans for immediate delivery of these airplanes to the theatre.

4. No other provisions for transports for this theatre have been made by A-3.

Incl. n/e.

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HW
C/A-3

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DOO ltr
8 Jan. & 20 June 1974
By: A/TPAGC Data 4-23-74

Message from Cairo.

3. AAF AAF 1942
AMFD A-4 3/8

AAF/AMFD
GAA/alm

1. Because of the acute shortage existing in cargo aircraft, it is believed that the further allocation of C-67 transports to India should be based on a statement of requirements by General Brewster on his needs to satisfy air operations planned for this theater. The five transports set up satisfy the only requisition made by General Brewster to date.

India. n/a

H. A. G.
AG/AMFD

HEADQUARTERS ARMY AIR FORCES - COORDINATION										
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-5	A-6	A-7	Statistical

DECLASSIFIED

AAF-39

~~SECRET~~

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DECLASSIFIED

EXC 103

8 Dec 8 30 June 1974

By DAW/PJL/AC Date 5-23-74

Subject: Message from Cairo.

AAF/A-4
TJH/gwd

4. AAF AAF 3/10
 A-4 A-3

1. This Division concurs in Item 3 above, and recommends that the following message be sent to Brereton, in view of the priority now given General Olds on his transport route:

"Due to necessity of providing air transportation in India, Burma and China, no additional cargo transports will be available to you for approximately three months."

2. If you concur, please forward to the Chief of the Air Staff for his information and action.

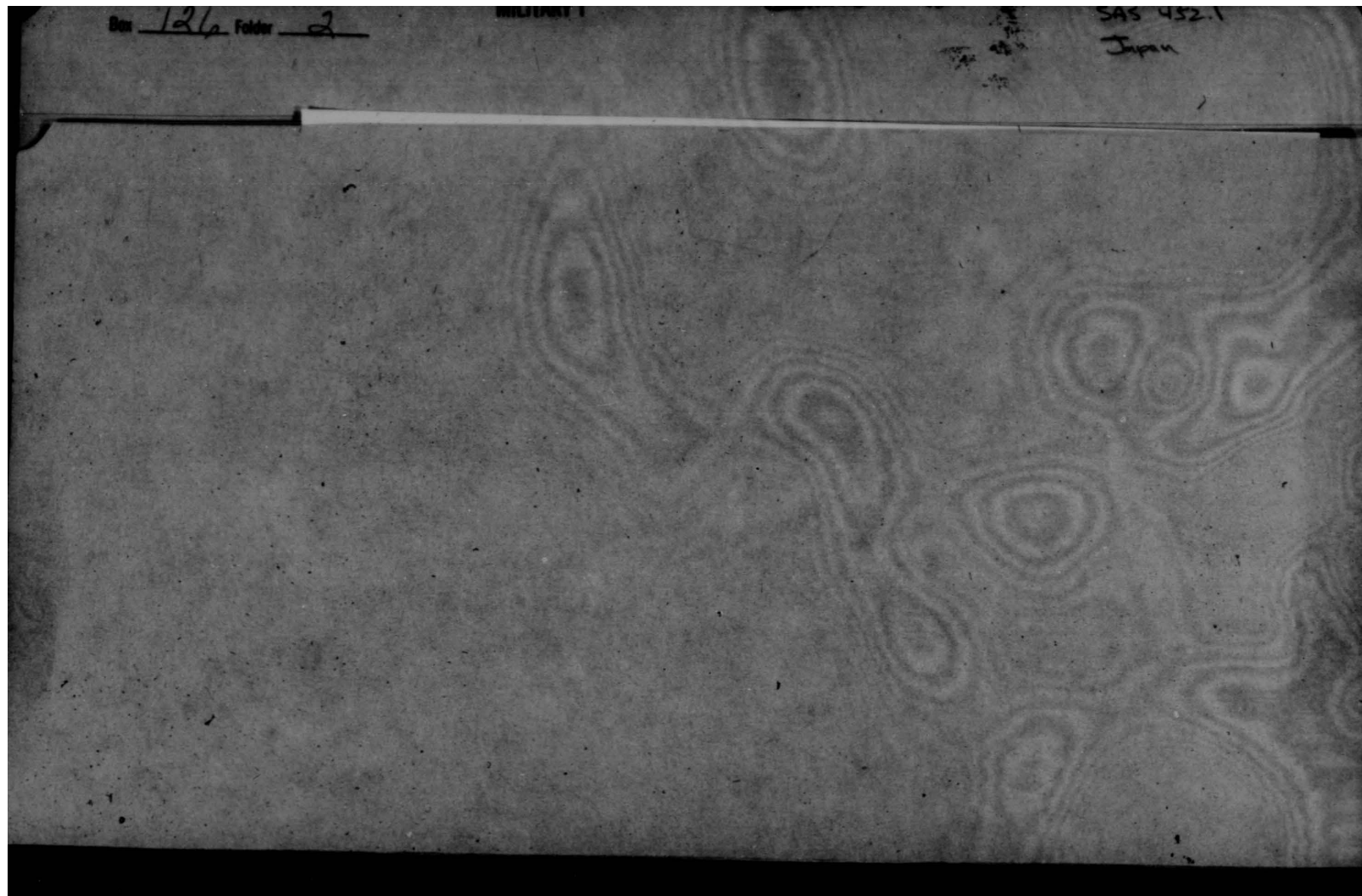
Incls:
n/c

TJH
C/A-4

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DECLASSIFIED
DDO 178

8 Dec 6 20 June 1974
By: *W. J. [unclear]*, Date: *1/27/76*

September 6, 1944

*File
MAR*

MEMORANDUM FOR JUDGE PATTERSON:

Subject: Japanese Aircraft Production.

I have noted with great interest the reports covering increased production of planes by the Japanese and while I doubt very much their ability to attain a monthly production of 2,000 I am of the opinion that their production has greatly increased. The mere fact that they are able to present an effective aerial fighting force to meet our wide-spread operations against their various bases and at the same time replace at least in part their terrific losses certainly supports such an idea.

The big problem that we will have in operating against the Japanese will not be the availability of airplanes in suitable numbers but rather will be the availability of land masses from which we can operate the airplanes that we will have available. It is to be borne in mind that the central islands of Japan can be reached by B-29 type airplanes only from the Aleutians, the Marianas, Interior China, Northern Luzon and Southern Formosa. The normal Flying Fortress type of planes, B-17's and B-24's, cannot reach the industrial heart of Japan from any of these places. This of course explains why we are building up on our B-29 organizations, and will probably cut down on some of the shorter range airplanes.

452.1 Japan (23)

It is also to be noted that during the past several months the Japanese have not had combat crews who could stand up and fight with our people and their losses as compared to ours in recent combats during the past several months have been about 6 to 1. Accordingly, it is my opinion that their great difficulty will be not airplanes, but properly trained combat crews to use the airplanes that they have available.

With the above in mind, I believe that everything possible is being done to successfully meet the Japanese air problem.

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

COPY FOR GENERAL GILES ✓

~~SECRET~~

~~DECLASSIFIED~~

see 452.1 Japan (23)

FORMER COPY TO
COMMISSION GENERAL ARMY AIR FORCES
WASHINGTON, D. C.

~~SECRET~~

WAR DEPARTMENT

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

SECRET
By Authority of
The Commanding General
Army Air Forces
Date 11 Dec 44 Initials 1847

DECLASSIFIED

DDO 815

9 Dec 4 20 June 1974

By Headquarters, D.C. Dept.

12 JAN 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Current Strength and Capabilities of the
Japanese Air Force

File

SUMMARY

1. ENEMY STRENGTH AND DISPOSITIONS

Maintenance of enemy air strength throughout the Pacific is indicated by current estimate in spite of continuing losses approximating production estimates. Reliability of Enemy Air Order of Battle estimate and/or Estimate of Enemy Production should be questioned, it is believed, if present heavy attrition rate continues over next few months without a corresponding decline in strength estimates.

2. CURRENT SITUATION

Present pattern of J.A.F. operations featuring defense of key bases only, little offensive action and general husbanding of strength points to difficulties in replacements of pilots and planes, plus a very probable reluctance to engage in combat. This is occasioned by Allied superiority in aircraft types and to a lesser degree, in numerical superiority. There is only indirect evidence that Japan cannot maintain her air strength. There is no evidence at present that the J.A.F. will abandon any key base in the outer defensive ring until combined air, ground and sea attacks force the decision. Indications are just the opposite.

3. ENEMY CAPABILITIES

Enemy has demonstrated capabilities of maintaining his air strength under current attrition rate, of making sporadic attacks on Allied advanced bases (particularly before defenses are adequate) and shipping concentrations where exposed. He is believed capable of dangerously weakening air strength in rear areas to maintain defense of key forward bases if necessity arises.

4. CONCLUSIONS

Enemy will maintain maximum air defense of forward key bases within the limitations of J.A.F. These limitations will necessitate a continuance of a strictly defensive policy, air strength being

Amidly 452.1 Japan (25)



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Memorandum for the Chief of Air Staff
Subj: Current Strength and Capabilities of the J.A.F. (Summary Cont.)

husbanded wherever possible. Enemy will be unable to maintain air strength in all theatres if Allied air pressure in South and Southwest Pacific is increased or additional pressure brought to bear in other theatres. If forced to weaken one theatre to protect another, it is believed the eastern and southeastern chain of bases and China and Burma, especially the latter, will take precedence in receiving air strength. It is believed that qualified pilot replacement is greatest problem of the J.A.F. today with its inability to stand up in combat with Allied planes and pilots (i.e., qualitative inferiority) running a close second, plane replacement a third. Inability to cope by air or Navy with Allied carrier task forces which threaten supply lines in South and Southwest Pacific creates another serious problem in retention of his bases in this area.

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Memorandum for the Chief of Air Staff
 Subj: Current Strength and Capabilities of the J.A.F.

1. ENEMY STRENGTH AND DISPOSITIONS:

Current estimates of enemy air strength and dispositions" are as follows:

JAPAN, KURILES, MANCHURIA	1628	38.2%
CHINA AND ADJACENT AREAS	568	13.3%
BURMA, SIAM, MALAYA, SUMATRA	576	13.5%
SOUTH and SOUTHWEST PACIFIC	915	21.5%
CENTRAL PACIFIC	<u>574</u>	<u>13.5%</u>
	4261 (-61)	100 %

In spite of a week's loss of L41 planes destroyed and 46 probably destroyed, the enemy has maintained his strength in all principal Theaters and increased his strength in the Central Pacific by 44 planes. This has been done in the face of losses during the past week only slightly under the estimated weekly production figure and losses over the past 4 months which were decidedly in excess of production estimates. If the present heavy attrition on enemy air continues over the next 2 - 3 months and strength is maintained, it will raise serious doubts as to

- a. Reliability of present J.A.F. strength estimate,
- b. Estimates of enemy production, or
- c. Allied assessment of losses inflicted upon the J.A.F.

However, all evidence leads to the belief that the J.A.F. is in a critical position which will become increasingly serious in the next few months.

2. CURRENT SITUATION.

The pattern of J.A.F. operations is apparent throughout the Pacific and lends weight to the belief that the situation on replacements of planes and pilots as well as the overall operational effectiveness (plane versus plane -- pilot versus pilot) is critical. Outstanding point of interest in current operations is the reluctance of the J.A.F. to engage not only in any major offensive action, but also in any defensive action other than an attempt to protect those bases considered as key points in the outer defensive ring. This is reflected in the Asiatic Theater by the lack of air opposition to Allied air attacks except for such key bases as Mandalay, Rangoon and certain key bases

* See attached Table I for details of types and areas.

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Memorandum for the Chief of Air Staff
Subj: Current Strength and Capabilities of the J.A.F.

in China -- in the South and Southwest Pacific Theaters by lack of air opposition to landings at Saidor, little air opposition on Western New Britain, disappearance of enemy air over the Solomons and restriction of opposition in the Marshalls to Maloelap.

It is evident that the J.A.F. is husbanding its strength. Factors believed to be responsible for this policy are listed as follows in the order of their importance:

a. Shortage of qualified pilots due to

- (1) Inability to gain combat experience and survive, which in turn is the result of
 - (a) Allied quantitative superiority in planes in those theaters where major action is taking place.
 - (b) Allied qualitative superiority in planes.
 - (c) Allied superiority in combat experience which (a) and (b) have made possible.
- (2) Smaller pilot material pool from which to draw and poorer qualified material from physical, educational and mechanical aptitude standpoints.

b. Disproportionate losses inflicted upon J.A.F. in almost every encounter combined with comparative ineffectiveness of air attacks due to strong air opposition.

c. Inability to replace planes.

The pressure being exerted by Allied Air Forces against such bases as Maloelap, Kavieng, Rabaul, and Newak is creating difficulties for the enemy in conserving his air strength since these bases contain installations, supplies, shipping, personnel and planes that must be protected from aerial bombardment. Any attempt to relieve this pressure by abandonment of these bases would be exceptionally expensive. The reason for this is the heavy expense of building facilities, plus the difficulties involved in evacuating equipment and personnel without air protection. Also, such abandonment would simply open the way for similar pressure on bases nearer the Empire.

The attacks by Allied carrier-based planes roving practically unopposed across the lines of supply to the J.A.F. forward bases adds another problem to which the J.A.F. has not yet found an answer.

- 3 -

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Memorandum for the Chief of Air Staff
Subj: Current Strength and Capabilities of the J.A.F. (Cont.)

3. ENEMY CAPABILITIES

a. It is believed within the enemy's capabilities to maintain or even increase this fighter protection at key bases on his outer defensive ring in the Central, South and Southwest Pacific Theatres as long as no additional pressure is brought to bear from another Theatre.

However, judging from present strength estimate, maintenance of fighter forces sufficient to furnish any real measure of protection at key bases will tax the J.A.F. so heavily that it will not be possible for it to dispose fighters at bases of lesser importance or furnish adequate cover for shipping.

b. The enemy is capable of making strong attacks on Allied shipping or Naval targets with dive and torpedo bombers. With current Allied defenses, such attacks could not be maintained.

c. The enemy is capable of furnishing moderate support for a land operation in China or Burma as long as no additional pressure is brought from Central, South and Southwest Pacific.

d. The enemy is believed capable of maintaining present strength and scale of operations so long as no additional pressure is brought to bear.

e. The enemy is capable of carrying out sporadic nuisance raids on Allied advanced bases.

4. CONCLUSIONS

a. From evidence to date, it appears that the J.A.F. will be forced to maintain the maximum fighter strength it can muster at the key bases on the outer Jap defensive ring until such time as Allied air pressure, plus advances of the ground forces, has either made it impossible to supply these bases or so expensive that for reasons of Empire defense no further shipping can be expended. Establishment of Allied advanced air bases will hasten this day. In the Southwest Pacific and South Pacific areas where major Allied pressure is now being put, it is believed probable that evacuation of the J.A.F. will take place from Rabaul, Kavieng and Newak within two months after advanced Allied air bases are occupied.

b. Enemy pilot replacement is believed to present greatest problem to the J.A.F. today for reasons already given, namely —

- (1) Inability to obtain combat experience and survive.

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Memorandum for the Chief of Air Staff
Subj: Current Strength and Capabilities of the J.A.F. (Cont.)

- (2) Shortage of qualified pilot material.
- (3) Heavy losses of pilots due to inexperience, and qualitative plane inferiority.

c. Replacement of planes is second most critical problem, it is believed, with the increasing pressure of Allied Air Forces forcing losses on the J.A.F. which they cannot afford.

d. Every effort will be made by the J.A.F. to oppose Allied advance, but problems imposed by difficulties of replacing planes and pilots will result in continuance of policy of husbanding forces and not risking bombers except against extremely attractive targets (especially heavy and exposed concentrations of shipping or unprotected advanced bases). It is believed that Allied advances (ground) against key bases will be opposed by maximum air strength the J.A.F. can muster in the given area.

e. The defensive strategy forced upon the J.A.F. by Allied air pressure has probably already and will continue to cause them to place greatest emphasis on production of fighters with bombers largely limited to dive and torpedo bomber type planes which can be produced faster and, on the basis of previous experience, utilized most effectively considering bases which the J.A.F. possesses and type of target to which it has given priority.

f. The enemy will concentrate all technical resources consistent with urgent need to maintain as high a rate as possible in production of planes, toward improvement of plane types, fighters in particular. To secure a plane capable of meeting Allied fighters on equal terms is believed the J.A.F.'s only possible hope of survival in the not too long term future.

[Signature]
ARTHUR D. WHITE
Brigadier General, U. S. Army
Assistant Chief of Air Staff,
Intelligence

*File
BK
2/16/44*

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As of 432-1 Japan 22

~~SECRET~~
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TABLE 1
M.I.D. ESTIMATED STRENGTH AND DISPOSITION OF JAPANESE AIR FORCE AS OF 6 JANUARY 1944

	BOMBERS	FIGHTERS	PLANT PLAINES	OTHERS	TOTALS
Japan, Marcus & Bonins	465 (-1)	555 (-7)	156 (440)	98 (+ 12)	1274 (+ 42)
Kuriles, Hokkaido, Karafuto		36 (-1)	2 (-18)	0 (- 4)	38 (-23)
Manchuria, Korea, N. China	67	193 (-24)	8	48	316 (- 24)
Central and S. China Formosa and Hainan N. Indo China	207	313		48	568
Burma, Siam, S. Indo-China	135	151		31	317
Malay-Singapore, Andamans	168	33	44	14	259
Java, P.I., Timor, Inner Sea	87	257	55	19	418
Caroline-Mariana-Palms	136 (+ 86)	140 (+ 46)	65 (-26)	9 (- 4)	350 (+ 42)
Marshall-Make-Kauai	89 (- 5)	102 (+ 7)	23 (- 7)	10 (+ 3)	224 (+ 4)
New Guinea	76	100	6	6	188
New Britain-New Ireland	101	165	34	9	309
TOTAL	1531 (-197)	2005 (+ 110)	393 (- 30)	292 (- 1)	4281 (+ 61)

* The changes noted represent the difference between 30 December and 6 January estimates.
** Aircraft in transit to combat theaters have been added to geographic area to which they are destined and where they will arrive during the ensuing week.

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8 Jan. 4 20 June 1974

By BRUNN LC, Date 1/13/74

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AFHQ
1 Lt. Commanding General
Army Air Forces
11 Jan 44 W.B.G.
1044 Initials

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Current Strength and Capabilities of the Japanese Air Force

SUMMARY

1. ENEMY STRENGTH AND DISPOSITIONS

Maintenance of enemy air strength throughout the Pacific is indicated by current estimate in spite of continuing losses approximating production estimates. Reliability of Enemy Air Order of Battle estimate and/or Estimate of Enemy Production should be questioned, it is believed, if present heavy attrition rate continues over next few months without a corresponding decline in strength estimates.

2. CURRENT SITUATION

Present pattern of J.A.F. operations featuring defense of key bases only, little offensive action and general hoarding of strength points to difficulties in replacements of pilots and planes, plus a very probable reluctance to engage in combat. This is occasioned by Allied superiority in aircraft types and to a lesser degree, in numerical superiority. There is only indirect evidence that Japan cannot maintain her air strength. There is no evidence at present that the J.A.F. will abandon any key base in the outer defensive ring until combined air, ground and sea attacks force the decision. Indications are just the opposite.

3. ENEMY CAPABILITIES

Enemy has demonstrated capabilities of maintaining his air strength under current attrition rate, of making sporadic attacks on Allied advanced bases (particularly before defenses are adequate) and shipping concentrations where exposed. He is believed capable of dangerously weakening air strength in rear areas to maintain defense of key forward bases if necessity arises.

4. CONCLUSIONS

Enemy will maintain maximum air defense of forward key bases within the limitations of J.A.F. These limitations will necessitate a continuance of a strictly defensive policy, air strength being

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Memorandum for the Chief of Air Staff
Subj: Current Strength and Capabilities of the J.A.F. (Summary Cont.)

husbanded wherever possible. Enemy will be unable to maintain air strength in all theatres if Allied air pressure in South and Southwest Pacific is increased or additional pressure brought to bear in other theatres. If forced to weaken one theatre to protect another, it is believed the eastern and southeastern chain of bases and China and Burma, especially the latter, will take precedence in receiving air strength. It is believed that qualified pilot replacement is greatest problem of the J.A.F. today with its inability to stand up in combat with Allied planes and pilots (i.e., qualitative inferiority) running a close second, plane replacement a third. Inability to cope by air or Navy with Allied carrier task forces which threaten supply lines in South and Southwest Pacific creates another serious problem in retention of his bases in SHAN area.

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Memorandum for the Chief of Staff
 Subj: Current Strength and Capabilities of the J.A.F.

1. ENEMY STRENGTH AND DISPOSITIONS:

Current estimates of enemy air strength and dispositions* are as follows:

JAPAN, KURILES, MANCHURIA	1628	30.2%
CHINA AND ADJACENT AREAS	568	13.3%
BURMA, SIAM, MALAYA, SUMATRA	576	13.5%
SOUTH and SOUTHWEST PACIFIC	925	21.5%
CENTRAL PACIFIC	<u>574</u>	<u>13.5%</u>
	4261 (-61)	100 %

In spite of a week's loss of 141 planes destroyed and 46 probably destroyed, the enemy has maintained his strength in all principal Theaters and increased his strength in the Central Pacific by 44 planes. This has been done in the face of losses during the past week only slightly under the estimated weekly production figure and losses over the past 4 months which were decidedly in excess of production estimates. If the present heavy attrition on enemy air continues over the next 2 - 3 months and strength is maintained, it will raise serious doubts as to

- a. Reliability of present J.A.F. strength estimate, or
- b. Estimates of enemy production, or
- c. Allied assessment of losses inflicted upon the J.A.F.

However, all evidence leads to the belief that the J.A.F. is in a critical position which will become increasingly serious in the next few months.

2. CURRENT SITUATION.

The pattern of J.A.F. operations is apparent throughout the Pacific and lends weight to the belief that the situation on replacements of planes and pilots as well as the overall operational effectiveness (plane versus plane -- pilot versus pilot) is critical. Outstanding point of interest in current operations is the reluctance of the J.A.F. to engage not only in any major offensive action, but also in any defensive action other than an attempt to protect those bases considered as key points in the outer defensive ring. This is reflected in the Asiatic Theater by the lack of air opposition to Allied air attacks except for such key bases as Mandalay, Rangoon and certain key bases

* See attached Table I for details of types and areas.

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Memorandum for the Chief of Air Staff
Subj: Current Strength and Capabilities of the J.A.F.

in China -- in the South and Southwest Pacific Theaters by lack of air opposition to landings at Saider, little air opposition on Western New Britain, disappearance of enemy air over the Solomons and restriction of opposition in the Marshalls to Malcoalap.

It is evident that the J.A.F. is hushanding its strength. Factors believed to be responsible for this policy are listed as follows in the order of their importance:

a. Shortage of qualified pilots due to

- (1) Inability to gain combat experience and survive, which in turn is the result of
 - (a) Allied quantitative superiority in planes in those theaters where major action is taking place.
 - (b) Allied qualitative superiority in planes.
 - (c) Allied superiority in combat experience which (a) and (b) have made possible.
- (2) Smaller pilot material pool from which to draw and poorer qualified material from physical, educational and mechanical aptitude standpoints.

b. Disproportionate losses inflicted upon J.A.F. in almost every encounter combined with comparative ineffectiveness of air attacks due to strong air opposition.

c. Inability to replace planes.

The pressure being exerted by Allied Air Forces against such bases as Malcoalap, Kavlang, Babaul, and Womak is creating difficulties for the enemy in conserving his air strength since these bases contain installations, supplies, shipping, personnel and planes that must be protected from aerial bombardment. Any attempt to relieve this pressure by abandonment of these bases would be exceptionally expensive. The reason for this is the heavy expense of building facilities, plus the difficulties involved in evacuating equipment and personnel without air protection. Also, such abandonment would simply open the way for similar pressure on bases nearer the Empire.

The attacks by Allied carrier-based planes posing practically unopposed across the lines of supply to the J.A.F. forward bases adds another problem to which the J.A.F. has not yet found an answer.

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Memorandum for the Chief of Air Staff
Subj: Current Strength and Capabilities of the J.A.F. (Cont.)

3. ENEMY CAPABILITIES

a. It is believed within the enemy's capabilities to maintain or even increase this fighter protection at key bases on his outer defensive ring in the Central, South and Southwest Pacific Theatres as long as no additional pressure is brought to bear from another Theatre.

However, judging from present strength estimate, maintenance of fighter forces sufficient to furnish any real measure of protection at key bases will tax the J.A.F. so heavily that it will not be possible for it to dispose fighters at bases of lesser importance or furnish adequate cover for shipping.

b. The enemy is capable of making strong attacks on Allied shipping or Naval targets with dive and torpedo bombers. With current Allied defenses, such attacks could not be maintained.

c. The enemy is capable of furnishing moderate support for a land operation in China or Burma as long as no additional pressure is brought from Central, South and Southwest Pacific.

d. The enemy is believed capable of maintaining present strength and scale of operations so long as no additional pressure is brought to bear.

e. The enemy is capable of carrying out sporadic nuisance raids on Allied advanced bases.

4. CONCLUSIONS

a. From evidence to date, it appears that the J.A.F. will be forced to maintain the maximum fighter strength it can muster at the key bases on the outer Jap defensive ring until such time as Allied air pressure, plus advances of the ground forces, has either made it impossible to supply these bases or so expensive that for reasons of Empire defense no further shipping can be expended. Establishment of Allied advanced air bases will hasten this day. In the Southwest Pacific and South Pacific areas where major Allied pressure is now being put, it is believed probable that evacuation of the J.A.F. will take place from Rabaul, Kavirang and Wewak within two months after advanced Allied air bases are occupied.

b. Enemy pilot replacement is believed to present greatest problem to the J.A.F. today for reasons already given, namely —

(1) Inability to obtain combat experience and survive.

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Memorandum for the Chief of Air Staff
Subj: Current Strength and Capabilities of the J.A.F. (Cont.)

- (2) Shortage of qualified pilot material.
- (3) Heavy losses of pilots due to inexperience, and qualitative plane inferiority.

c. Replacement of planes is second most critical problem, it is believed, with the increasing pressure of Allied Air Forces forcing losses on the J.A.F. which they cannot afford.

d. Every effort will be made by the J.A.F. to oppose Allied advances, but problems imposed by difficulties of replacing planes and pilots will result in continuance of policy of husbanding forces and not risking bombers except against extremely attractive targets (especially heavy and exposed concentrations of shipping or unprotected advanced bases). It is believed that Allied advances (ground) against key bases will be opposed by maximum air strength the J.A.F. can muster in the given area.

e. The defensive strategy forced upon the J.A.F. by Allied air pressure has probably already and will continue to cause them to place greatest emphasis on production of fighters with bombers largely limited to dive and torpedo bomber type planes which can be produced faster and, on the basis of previous experience, utilized most effectively considering bases which the J.A.F. possesses and type of target to which it has given priority.

f. The enemy will concentrate all technical resources consistent with urgent need to maintain as high a rate as possible in production of planes, toward improvement of plane types, fighters in particular. To secure a plane capable of meeting Allied fighters on equal terms is believed the J.A.F.'s only possible hope of survival in the not too long term future.

THOMAS D. WHITE
Brigadier General, U. S. Army
Assistant Chief of Air Staff,
Intelligence

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Japanese Plane Found on Akutan Island.

ORR:one

1. APCAS
Asst Ch 1942
Air Staff 8-35
A-2

1. Enclosed are all data obtained re Japanese Airplane found on Akutan Island, Alaska.

2. Make proper disposition.

Encls.

26 photostat sheets of data, abv subject

G.R.S.
APCAS

Secret Incl.

U.S. Army Air Forces

AUG 16 1942

AS Received

Dispatched

AUG 16 1942

AAG

*File
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Air 28452-1 Japan (19)

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 DATE 11/11/01
 BY 1043
 U.S.O. ESTIMATED STRENGTH AND DESTRUCTION OF JAPANESE AIR FORCE AS OF 6 JANUARY 1944

	KINDS	PISTOLS	PLANT PLAINS	OTHERS	TOTALS
Japan, Marcus & Basile	165 (-3)	555 (-7)	156 (440)	98 (+ 18)	1276 (+ 18)
Kuriles, Hokkaido, Karafuto		36 (-4)	2 (-20)	0 (- 4)	38 (-23)
Manchuria, Korea, N. China	67	199 (-24)	0	10	316 (- 24)
Central and S. China Formosa and Vietnam N. Indo China	807	213		148	568
Forma, Siam, S. Indo-China	135	151		21	317
Malay-Indones, Andamans	168	33	14	11	259
Philippines, I. J. Siam, Inner Sea	87	257	55	19	418
Cape Verde-Portuguese-Palms	136 (+ 85)	240 (+ 16)	65 (-66)	9 (- 4)	350 (+ 12)
Marshall-Make-Moran	89 (- 5)	102 (+ 2)	23 (- 7)	10 (+ 3)	221 (+ 4)
New Guinea	76	100	6	6	188
New Britain-New Ireland	101	165	24	9	309
TOTAL	1531 (-197)	2825 (+ 110)	393 (- 30)	292 (+ 2)	1521 (+ 81)

* The changes noted represent the differences between 30 December and 6 January estimates. No attempt is made to contact theaters have been added to geographic areas to which they are detailed and where they will arrive during the ensuing week.

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 REF ID: A66582

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 1 Jul 64 10 00 AM 1964
 By *[Signature]*

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 HEADQUARTERS ARMY AIR FORCE
 ROUTING AND RECORD SHEET

File No. _____

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

Tally No. **AA7** _____

SUBJECT: Japanese Model 45 Two-Engine Pursuit

NO.	FROM	TO	DATE	COMMENTS
1	AFAMC-9	AFAOC	1942 6/23	<p>1. The attached secret message covering the Japanese Model 45 two-engine pursuit (converted bomber) gives the following approximate characteristics:</p> <ul style="list-style-type: none"> a. Maximum speed: 282 m.p.h. b. Endurance: 5 hours @ 175 m.p.h. c. Ceiling: 26,000 ft. d. Crew: Pilot and combination rear gunner and radio operator. e. Armament: 2 - 13 mm and 1 - 18 mm forward firing guns, 50 rounds each, ammunition - 1/2 ordinary, 1/2 explosive. 1 - 7 mm flexible rear gun, 750 rounds. 2 - 110 lb. bombs carried under wings. f. Forward guns sighted by ordinary bar sight. g. No armor plate. h. 4 oxygen bottles. <p>2. This office has no record of a Japanese airplane, the characteristics of which are similar to those given above. Since there is no information on the engines in this aircraft, and because of lack of further performance figures, it is impossible to reconstruct an aircraft from which further characteristics may be estimated. However, this airplane does not appear to be a particularly formidable weapon.</p>
			JUN 25 1942	<p>Incl: Message #852 AMTISCA 6/21/42 } Returned to Cable Sec</p> <p style="text-align: right;">O. P. E. Commanding General, Materiel Command</p>

452.1 Japan (6)

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F-6071, AF. Rev. 2/10/41

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air 452.1 Japan (6)

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DOO RES.
8 Apr. & 20 June 1974
By: [unclear] / [unclear]

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JAPANESE
STRENGTH, DISPOSITION, PRODUCTION, AND LOSSES

Prepared By
Operations Unit
Intelligence Division

452.1 Japan (12)

January 21, 1943

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Hq. Army Air Forces
Form 10
AAG Approved

Encl. #1 - (32 cpy.)

452.1 Japan (12)

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Summary of Japanese Combat Plane Losses, claimed as definite.

from December 7, 1941 to January 7, 1942, gives a total of approximately 300 planes. Past experience in England, Germany, and Russia, has shown that losses of Combat planes, other than in actual Combat are, as a rule, on a par with Combat losses, particularly where operations are being pushed forward rapidly, with the attendant hazards of poor maintenance, poor fields, pilot fatigue, etc.

Japanese Combat Losses for the period indicated must, therefore, have been at least 400 airplanes. Referring to pages 11 and 12 of the 2-B-3 summary entitled, "Japanese Army and Naval Air Forces Strength and Disposition, December 1, 1941," a figure for Japanese Initial Equipment on December 1, 1941 was estimated to be 2360 airplanes. Losses have, therefore, been 175 of Initial Equipment, and check rather closely with the predicted monthly loss of 375 Combat planes.

Of particular importance, however, is the fact that total Japanese Combat plane production is only 164 planes per month, leaving a discrepancy for the above mentioned period of 236 Combat planes. It was estimated in the December 1st 2-B-3 report that Japanese Depot Reserve amounted to about 1000 Combat planes. It is, therefore, again stated that a continuation of the present rate of Combat loss will mean an exhaustion of Depot Reserve in about five months, provided that:

1. Reports of 1500 German airplanes transferred to Japan prove to be unfounded.
2. Further Japanese successes do not temporarily decrease opposition to the point where Japanese Combat losses drop off.

As a supplement to the above comments there is included herewith, as a part of the summary, data which went forward to the Royal Air Force Delegation in response to a request from same for a 2-B-3 Estimate of Japanese Strength and Disposition as of January 1, 1942. The reply was as follows:

"In response to your request of January 5, 1942, it must be admitted that the attached comparative summary, insofar as any areas north of South China and Hainan are concerned, is also of a speculative nature with respect to 2-B-3 figures. However, previous tables of Strength and Disposition made up by 2-B-3 for Japan Proper, North China, Manchuria, etc.,

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include Dispositions and Strengths which were reached by means of an elimination process. Such a process was based upon certain reliable reports which gave correct dispositions for certain types of planes only.

"The speculative portion of the comparison, as referred to above, has to do with the fact that no reports have been received since the commencement of hostilities with Japan as to just how many planes of each type were transferred from the Northern areas in order to make up the increase which is definitely known to exist in the South.

"Assumptions have, therefore, been made as to just how many planes were taken from each of these areas, keeping in mind the fact that the strategic situation in the North for each area demanded consideration before such transfer could be decided upon.

"The total Initial Equipment and Initial Reserve figure as listed, is the same as that which was carried by 2-B-3 on December 1, 1941. This means, of course, that the assumption is to be made that, so far, Japanese production has been able to keep up with combat losses, with the help of a shift from Depot Reserve. It is not expected that this situation will continue to hold after the commencement of an Allied counter offensive."

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COMPARATIVE TABLE OF AIR AND SEA-BASED ESTIMATES
 JAPANESE AIR AND NAVAL AIR FORCE STRENGTH AND DISPOSITION, JANUARY 1, 1942 (Based on
 (Including an Estimated Average Initial Reserve of 37.5% of Initial Equip.)

AREA	A	B	C	D	E	F	TOTAL
	FIGHTERS	BO. B./ACC.	H.B.	TORP./S.B.	FLYING PLAMES	F/BOAT	
JAPAN	90	117	46	218	118	89	686
	248	116	116	165	167	72	864
MANCHURIA	130	168	65	-	-	-	363
	116	206	62	-	-	-	384
SAKHALIN	51	102	25	-	40	22	240
KOREA	0	0	0	-	0	0	0
	36	48	-	-	12	0	102
NORTH CHINA	33	32	-	-	17	8	82
	24	72	24	-	-	-	120
CENTRAL CHINA	0	33	69	-	-	-	32
	58	192	0	-	-	-	319
FORMOSA	17	92	69	-	-	-	100
	116	54	69	-	17	-	256
CAUTION } HAINAN }	92	92	154	-	0	11	362
	103	100	14	-	14	-	267
	28	165	14	-	0	-	237
NORTH INDIO-CHINA } COCHIN CHINA AREA } CENTRAL THAILAND } MALAYA THAILAND }	326	148	265	-	-	-	739
	298	134	265	-	-	-	657
IRI	12	-	-	-	-	8	20
	17	-	-	-	-	11	28
PACIFIC ISLANDS	148	39	36	-	36	5	228
	50	32	12	-	12	22	117
TOTAL:	1,102	1,001	652	218	237	130	3,340
	926	969	651	165	176	122	2,919

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8 Dec. 6 10 1974
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JAPANESE
STRENGTH, DISPOSITION, PRODUCTION, AND LOSSES

Prepared By
Operations Unit
Intelligence Division

January 21, 1942

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204521 Japan (12)

21 model 1.2.5.11

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Summary of Japanese Combat Plane Losses, claimed as definite, from December 7, 1941 to January 7, 1942, gives a total of approximately 300 planes. Past experience in England, Germany, and Russia, has shown that losses of Combat planes, other than in actual Combat are, as a rule, on a par with Combat losses, particularly where operations are being pushed forward rapidly, with the attendant hazards of poor maintenance, poor fields, pilot fatigue, etc.

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Of particular importance, however, is the fact that total Japanese Combat plane production is only 164 planes per month, leaving a discrepancy for the above mentioned period of 236 Combat planes. It was estimated in the December 1st 2-3-3 report that Japanese Depot Reserve amounted to about 1000 Combat planes. It is, therefore, again stated that a continuation of the present rate of Combat loss will mean an exhaustion of Depot Reserve in about five months, provided that:

1. Reports of 1500 German airplanes transferred to Japan prove to be unfounded.
2. Further Japanese successes do not temporarily decrease opposition to the point where Japanese Combat losses drop off.

As a supplement to the above comments there is included herewith, as a part of the summary, data which went forward to the Royal Air Force Delegate in response to a request from same for a 2-3-3 Estimate of Japanese Strength and Disposition as of January 1, 1942. The reply was as follows:

"In response to your request of January 5, 1942, it must be admitted that the attached comparative summary, insofar as any areas north of South China and Hainan are concerned, is also of a speculative nature with respect to 2-3-3 figures. However, previous tables of Strength and Disposition made up by 2-3-3 for Japan Proper, North China, Manchuria, etc.,

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include Dispositions and Strengths which were reached by means of an elimination process. Such a process was based upon certain reliable reports which gave correct dispositions for certain types of planes only.

"The speculative portion of the comparison, as referred to above, has to do with the fact that no reports have been received since the commencement of hostilities with Japan as to just how many planes of each type were transferred from the Northern areas in order to make up the increase which is definitely known to exist in the South.

"Assumptions have, therefore, been made as to just how many planes were taken from each of these areas, keeping in mind the fact that the strategic situation in the North for each area demanded consideration before such transfer could be decided upon.

"The total Initial Equipment and Initial Reserve figure as listed, is the same as that which was carried by 2-B-3 on December 1, 1941. This means, of course, that the assumption is to be made that, so far, Japanese production has been able to keep up with combat losses, with the help of a shift from Depot Reserve. It is not expected that this situation will continue to hold after the commencement of an Allied counter offensive."

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COMPARATIVE TABLE OF AIR AND SUBMERSIBLE ESTABLISHMENTS
JAPANESE AIR AND NAVAL AIR FORCE STRENGTH AND DISTRIBUTION, JANUARY 1, 1942 (Including an Estimated Average Initial Reserve of 37.5% of Initial Equip.)

AREA	A FIGHTERS	B BOB/BOCC	C H.B.	D TAMP/BOB	E FLOOT PLANES	F F/BOAT	TOTAL
JAPAN	90	117	16	218	118	89	686
	218	116	165		167	72	864
LAUCHUARIA	130	168	65				363
	116	206	69				391
SAKHALIN	51	102	25		40	22	240
	0	0	0		0	0	0
KOREA	36	48			12	6	102
	33	32			17	8	92
NORTH CHINA	24	72	24				120
	0	33	0				33
CENTRAL CHINA	58	192	69				319
	17	82	0				100
	116	54	69		17		256
TOKUSA	92	100	154		0		346
	103	100	50		14		267
CAUTION HAIKUN	28	165	14		0		237
NORTH INDO-CHINA							
COCHIN CHINA ALBA	326	148	265				739
CENTRAL THAILAND	298	134	265				697
LALAYAN FRONTIER							
LIHI	12					8	20
	17					11	28
PACIFIC ISLANDS	118		39		36	5	228
	50		32		12	22	117
TOTAL:	1,102	1,001	652	218	237	130	3,340
	926	369	651	165	176	122	2,919

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8 Jan 8 10 30 AM 1978
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AAF/A-3
RWB/HB
written 2-14-42

FEB 1 1942

SUBJECT: Tactical use of Pursuit against the Japanese.
TO : The Chief of the Air Corps.

It is directed that the information contained in the attached Secret Radiogram No. 267 from Chungking, be disseminated thru all training channels.

By Command of Lieutenant General Arnold

Sgt. E. B. Hewitt

Dispatched
FEB 14 1942
AAG

1 Inc.
Radiogram #267 and Magruder
Head. WD 2-11-42.

452.1 Japan (11)

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
	R				118 Jan 1942					

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

234/C

8 Jan. & 20 June 1973
By AAAF / AC Date 1/23/76

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

File No. -----

Tally No. AAF/ -----

(By AFMAN)

Subject: Chart prepared in A-2 and entitled,
"Ranges of Japanese Bombers."

NO.	FROM	TO	DATE	COMMENTS
1.	AAAF A-2 Air Int.	AAAF A-2 Oper. and For. Liaise.	1942 2/4	<p>AAAF/A-2 RUS:efm</p> <p>1. It is desired to point out that all ranges of Japanese airplanes as listed in the British Air Ministry Report, dated 5/20/41, are Effective Ranges, not Total Ranges. This fact may be checked by dividing the gasoline consumption into the gasoline capacity in each instance.</p> <p>2. Since ranges stated by G-2, M/A Tokyo, etc., are Total, it is believed necessary that amendments be made in the original chart referred to above, taking this fact into account.</p> <p><i>WFB for JFO W. C/Air Int.</i></p> <p><i>noted WFB m B B C</i></p> <p><i>file - sec.</i></p> <p><i>Li. (BB) 452.1 Japan</i></p>

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W-4071, AC, Rev. 8/1/61

A 7/6 Japan
G-2/C-14033

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EOP 13526

8 Jan 2000
By LG, Date 3/27/76

Chart prepared in A-2 and entitled,
"Ranges of Japanese Bombers."

1.	AAF	AAF	1948	
	A-2	A-2	2/4	
	Air	Oper.		AAF/A-2
	Int.	and		INFO:afm
		Per-		
		Memo.		

1. It is desired to point out that all ranges of Japanese airplanes as listed in the British Air Ministry Report, dated 2/24/48, are Effective Ranges, not Total Ranges. This fact may be checked by dividing the gasoline consumption into the gasoline capacity in each instance.

2. Since ranges stated by G-2, S/A Tokyo, etc., are Total, it is believed necessary that amendments be made in the original chart referred to above, taking this fact into account.

JFG, Jr.
C/Air Int.

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G-2 / C-14133

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E.O. 11652
DATE 4/27/88 BY 1123/14

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AAF/A
LPO/A
2/7/42

FEB 7 - 1942

Japanese Combat Airplane Strength
February 7, 1942

The present estimate is based upon a strength as of December 7, 1941, of the following planes (Army and Navy):

- Operational Combat 3930 (including 933 Observation and Patrol planes)
- Depot Combat Reserve 975 (including 351 ditto)

Since December 7, 1941, Japanese Combat plane losses, from all causes, have averaged 400 planes per month. A maximum production of about 220 Combat planes per month has meant a total decrease over the two months (Dec. 7 - Feb. 7) of 360 Combat planes. Assuming that the discrepancy has been taken from Depot Reserve and ferried to the forward areas, these figures as of February 7 are as follows:

Operational Combat 3930
 Depot Combat Reserve 615
 Total: 4545 Combat planes.

Breakdown of Operational Combat is as follows:

- Fighters: 1075
- Medium bombers: 600
- Light Bombers: 1320

452.1 Japanese
①

MARTIN F. SCANLON
 HEADQUARTERS ARMY AIR FORCE GENERAL STAFF
 ASSISTANT CHIEF OF STAFF, A-2

Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-4D	A. insp.	Budget	Statistics

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AAF-39

REF ID: A66000
12/27/42

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AAF/A-2
WMB/ekp
(wtn 1/14/42)

Subject: Aviation Statistics, MID - ONI Joint Forms.

1st Ind.

War Department, Headquarters, Army Air Forces, Washington, D. C.
JAN 18 1942
To: The Commanding General, Hawaiian Air Force, Hickam Field, T. H., through Commanding General, Hawaiian Department

1. Inclosed herewith is one (1) copy of ONI Report on Japanese Air Strength as of December 28, 1941. This report is a compilation by ONI of all data in Joint Form ONI - MID for Japan, July 1, 1941, and naval and military attacks information on that subject subsequently received to December 28, 1941. It is substituted for the Joint Form in the belief that it will be of more value.

For the Chief of the Army Air Forces:

1 Incl.
ONI Report on
Japanese Air Strength,
12/28/41 (Copy # 2)
Serial #94-41

JOHN B. COOLEY,
Lt. Col., A. G. D.,
Assistant Air Adjutant General.

Incl. forwarded with original corres.

Dispatched
JAN 19 1942
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION										
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-5	A-6	A-7	A-8

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AAF-38

air 20452.1 Japan 5

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8 Dec. 8 20 June 1978
By: Wanda J. MC. Don 8/23/78

HEADQUARTERS HAWAIIAN AIR FORCE
Office of the Air Force Commander
HICKAM FIELD, T. H.

(B-4)

In reply refer to:

22 December 1941.

SUBJECT: Aviation Statistics, MID - ONI Joint Forms.

TO : Chief of the Army Air Forces, Washington, D. C.

Request the Hawaiian Air Force be furnished one (1) copy of the MID - ONI Joint Forms, complete, on Japan, for July 1, 1941.

For the Commanding General:

Hq. Army Air Forces
JAN 11 1942
AAG RECEIVED

CHENEY L. BERTHELF,
Lt. Col., A. G. D.,
Adjutant General.

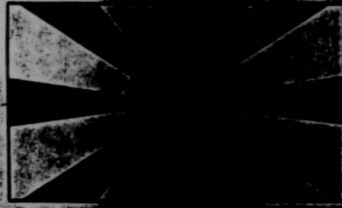
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OFFICE OF THE CHIEF OF STAFF, AIR CORPS
WASHINGTON, D.C.

AIRCRAFT EXPERIMENTAL REPORT

JAPANESE AIRCRAFT



DEPARTMENT OF THE ARMY

THE AIRCRAFT EXPERIMENTAL SECTION
WRIGHT-PATTERSON AIR FORCE BASE, OHIO

WRIGHT-PATTERSON AIR FORCE BASE, OHIO

Acad. 45211 Japan (H)

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JAPANESE AIRFORCEDECLASSIFIED
GDD 10X
8 Jan. 9 10 30am 1988
By: *Richard A. [unclear]*SOURCES OF INFORMATION

The characteristics and performances of the planes in this report are mainly estimates. The degree of reliability varies, but in each case it represents the best available information. Sources were:

- (a) Military Intelligence.
- (b) American civilians working in Japan.
- (c) American observers acting as officers in the Chinese Army.
- (d) Periodicals.

SCOPE

The planes described in this report are the most important as indicated by our usage reports. Most of them were developed from three to five years ago and are copies of foreign types. It is probable that these planes have been modernized by adding larger engines, armor and armament.

INTRODUCTIONMETHOD OF CLASSIFICATION:

Japanese airplanes are classified in accordance with their air arm, manufacturer, the year they were produced, and their function. For example: Army pursuit, Mitsubishi 97, refers to a model produced in 1937; a model 96 was produced in 1938, etc..

PLANES OF GREATEST IMPORTANCE:

In the Army the planes most used are:

Bomber: -	Mitsubishi 97
Pursuit: -	Mitsubishi 97 (and improvements)
	Hakajima 97 (and improvements)
Reconnaissance: -	Seversky 98
	Kawasaki 97

In the Navy:

Bomber: -	Mitsubishi 96
Torpedo Plane: -	Hakajima 96
	Mitsubishi 97
Dive Bomber: -	Aichi 99
Fighter: -	Mitsubishi 96 (improved)
	Hakajima 96 (improved)

(Fighters, torpedo planes, and dive bombers may be either shore or carrier based).

PERSONNEL:

The Japanese pilot is rated as efficient and aggressive. The national trait of "saving face" will often lead to a pilot committing suicide after a forced landing. Women have been found on Japanese aircraft as radio operators.

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PURSUIT TACTICS:

If a pursuit pilot feels he cannot shoot down an opponent, he will try to crash him. Therefore it is dangerous to try to bluff them into swerving from a head-on collision. Pursuits will often split up in a dog fight to attack in units of three. Escorting pursuits will make wide loops around bombers to keep from outstripping them.

BOMBER TACTICS:

Bombers frequently fly in large groups for mutual protection. They will fly at altitudes from 10,000 to 22,000 feet.

Navy bombers will most usually circle before bombing.

In the Army, the commissioned officers bomb on the first straight approach. They are rated as very accurate. Bombing by noncommissioned Army pilots is very erratic.

EQUIPMENT:

Recent reports claim that Japanese planes are now fitted with leak-proof tanks. Older models were protected by armor plate. Their equipment, like their planes, is usually a copy of foreign types.

CAMOUFLAGE:

Japanese planes have a British type camouflage on top. The bottoms are usually a light blue, but some are unpainted and flash in the sun when maneuvering.

DEVELOPMENTS:

American observers claim that the Japanese are working on planes equal in performance to those of other warring nations. They are experimenting with large aircooled engines, and the purchase of a Douglas, DC 4, indicates an interest in large four-engined bombers.

JAPANESE USE OF FOREIGN DESIGNS:

The Japanese have freely borrowed from the designs of other countries. Therefore, early pursuit planes resembled the American Curtiss Hawk, and later types used the Curtiss P-12 and the Boeing P-26 as models. The Japanese have bought Seversky P-35's from America and Heinkel He 112's from Germany, making planes of their own from these designs, and have also made planes of a like design.

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ARMY AIRFORCE
MITSUBISHI - 97 - MID WING MONOPLANE
7 PLACE HEAVY BOMBER

PERFORMANCE

Maximum Speed - 215 MPH at 10,000 ft.
Range - 1140 mi. in 6.2 hrs. at 190 MPH with
1400 lbs. bombs. or
2110 mi. in 15 hrs. at 143 MPH with
2800 lbs. bombs.
Service Ceiling - 21,000 ft.

OFFENSIVE AND DEFENSIVE EQUIPMENT

Armament - 2 machine guns in front and 2
machine guns on top (possibly 2
machine guns in a bottom emplacement).
Armor - Heavily armored on the sides and bottom
of the front and rear positions.
Bombs - Normal - 2000 lbs.
Maximum - 1400 lbs.

POWER PLANT

Engines - 2 Kinsei - Air-cooled
Power - 2 x 870 hp at 10,000
Propeller - 3-bladed --- Variable Pitch

DIMENSIONS

Span - 72 ft.
Length - 47 ft.
Height - 12 ft.
Wing Area - 630 Sq. ft. (?)

WEIGHT

Maximum Overload - 22,000 lbs. (?)



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ARMY AIRFORCE

MITSUBISHI - 97 - MID WING MONOPLANE

7 PLACE HEAVY BOMBER

(4)

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ARMY AIRFORCE

KAWASAKI - 97 - LOW WING MONOPLANE

2 PLACE LIGHT BOMBER & RECONNAISSANCE

PERFORMANCE

Maximum Speed -	236 MPH at 13,000 ft.
Cruising Speed -	206 MPH at 13,000 ft.
Range -	190 mi in 2.38 hrs. at 206 MPH with 800 lbs. bombs.
Service Ceiling -	25,000 ft.

OFFENSIVE AND DEFENSIVE EQUIPMENT

Armament -	4 machine guns in wings. Two M.G. synchronized in nose. Two flexible M.G. in rear cockpit.
Armor -	Seats and fuselage fuel tanks. Normal - 800 lbs.

POWER PLANT

Engine -	Kawasaki - Liquid cooled
Power -	900 hp.

DIMENSIONS

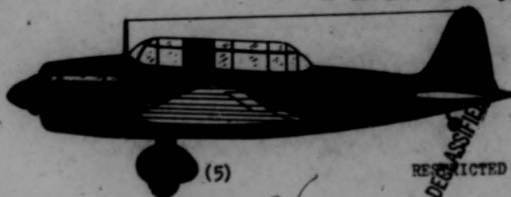
Span -	47.7 ft.
Wing Area -	295 Sq. ft.

WEIGHT

Weight Empty -	1500 lbs.
Gross -	7000 lbs.

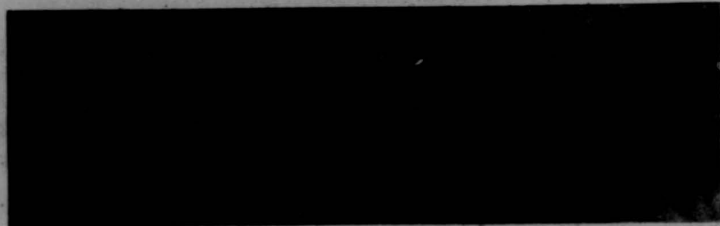
MISCELLANEOUS

Construction -	Armored fuel tanks behind engines and behind two seats. Auxiliary tanks in each wing are not protected.
Tactics -	Fly in formations usually of 9. This plane is reported to have excellent qualities. Reported most vulnerable to a rear attack.
Status -	American observer claims this is one of the most used Japanese planes.



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ARMY AIRFORCE
KAWASAKI - 97 - LOW WING MONOPLANE
2 PLACE LIGHT BOMBER

(6)

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ARMY AIRFORCE

MITSUBISHI - OO -

TWIN ENGINE MEDIUM WEIGHT BOMBER

PERFORMANCE

Maximum Speed -
Range -

310 MPH at 15,600 ft.
1560 mi. at cruising speed

MISCELLANEOUS

It is not known whether this is an Army or Navy type. Production estimated at 200 a month.

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ARMY AIRFORCE
MITSUBISHI - 1941 -
MEDIUM BOMBER

PERFORMANCE

Maximum Speed - 345 MPH at 16,500 ft.
Range - 1560 - 1850 mi at cruising

MISCELLANEOUS

This might be either an Army or Navy type (or both). Official tests were completed in October 1940.

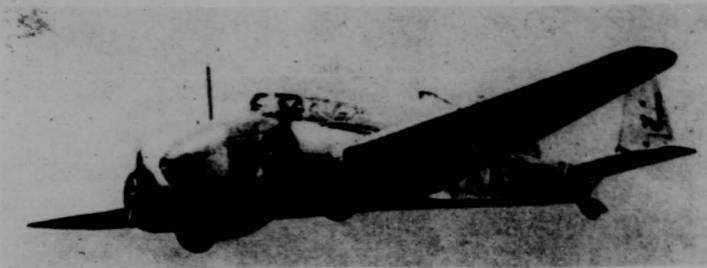
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TRANSPORT or HEAVY BOMBER



MITSUBISHI OTORI
GENERAL PURPOSE



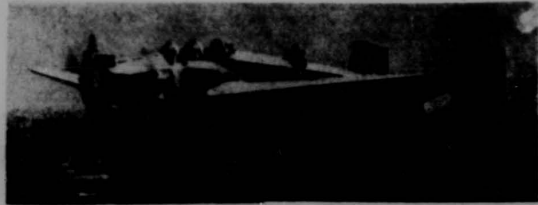
NAKAJIMA EXPORT FIGHTER

ARMY AIRFORCE
MISCELLANEOUS TYPES

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JAPANESE American
KAWASAKI Type 93



ARMY AIRFORCE
OLDER TYPE BOMBERS

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ARMY AIRFORCE

NAKAJIMA - 97 - LOW WING MONOPLANE

SINGLE SEAT PURSUIT

PERFORMANCE

Maximum Speed -	270 MPH at 15,000 ft.
Cruising Speed -	234 MPH at 15,000 ft.
Range or Endurance -	3.5 hrs. at 270 MPH
	1.45 hrs. or 340 mi at 234 MPH
	(3.32 hrs. or 730 mi at 220 MPH
	(6.55 hrs. or 950 mi at 145 MPH
	with 67 extra gal. in belly tanks
Climb -	6 min to 15,000 ft.
Service Ceiling -	33,000 ft.

OFFENSIVE AND DEFENSIVE EQUIPMENT

Armament -	2 x 7.7 mm machine guns 550 rds per gun
------------	--

POWER PLANT

Engine -	Hikari - Air-cooled
Power -	800 hp at 15,000 ft.
Propeller -	Fixed Pitch

DIMENSIONS

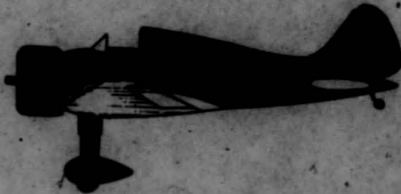
Span -	35.6 ft.
Length -	24.4 ft.
Height -	8.0 ft.
Wing Area -	140 Sq. ft. (?)

WEIGHTS

Weight Empty -	3,250 lbs.
Normal Weight -	4,400 lbs.
Overload Weight -	5,000 lbs.

MISCELLANEOUS

See later Nakajima pursuit for developments. Looks like U.S. Boeing P-26



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ARMY AIRFORCE

NAKAJIMA - (DEVELOPMENT OF 97) - LOW WING MONOPLANE

SINGLE SEAT PURSUIT

PERFORMANCE

Maximum Speed -	320 MPH (est.)
Endurance -	2.3 hrs.

OFFENSIVE AND DEFENSIVE EQUIPMENT

Armament -	2 x 7.7 mm machine guns in fuselage 2 x 7.7 mm machine guns in wings 1 x Cannon under fuselage (on few)
Armor -	armored bucket seat strips on bottom to protect legs. about 3/8" thick no leak proof tanks

POWER PLANT

Engine -	Twin row - Wasp type
Propeller -	Hamilton 3-bladed

MISCELLANEOUS

Construction: All metal of excellent workmanship. Quite small.
Has receiving radio only. Has either fixed or retractable landing gear.

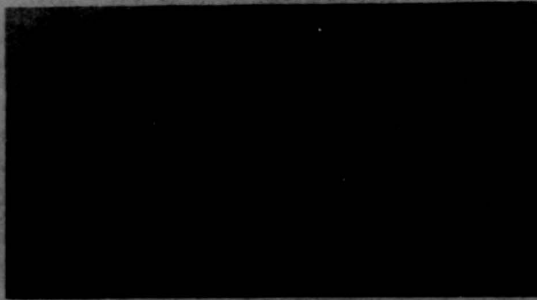
Tactics: Good plane. Fought to a draw with Russian I 15's
Reported maneuverable and a good climber.
They fly in groups of 2 or 3 as a bomber escort; may work in relays because of short range.
It is most vulnerable from front quarter.

Note: "If they can't shoot you down, they will dive into you".

Status: There are many of these planes. Considered as best Japanese pursuit. Used mainly for Bomber escort. The Navy uses a like model.

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ARMY AIRFORCE
NAKAJIMA - 97 - LOW WING MONOPLANE
SINGLE SEAT PURSUIT

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ARMY AIRFORCE
NAKAJIMA - 1941 - PURSUIT

PERFORMANCE

Maximum Speed - 395 MPH (est.)

OFFENSIVE AND DEFENSIVE EQUIPMENT

Armament - 2 cannons and 4 machine guns.

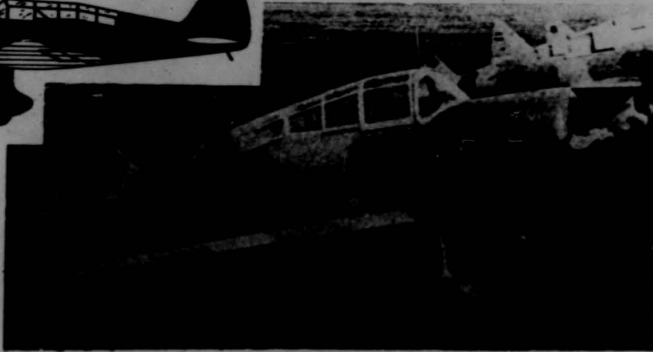
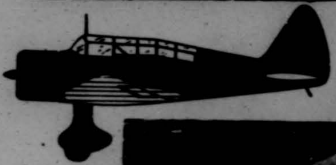
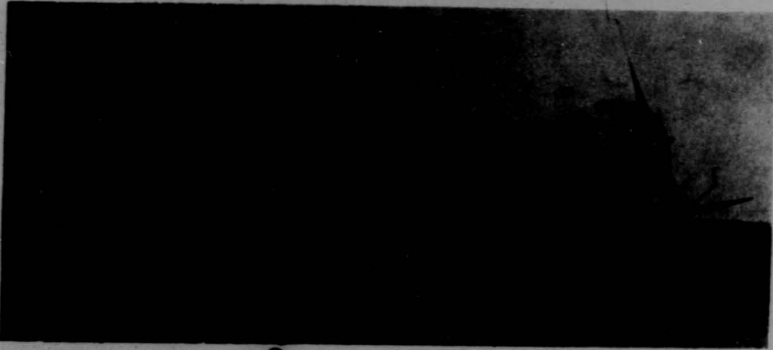
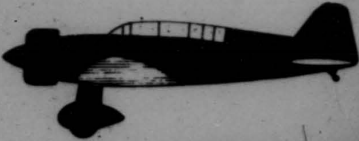
POWER PLANT

Engine - Mitsubishi 14 cylinder
radial air-cooled
Power - 1350 hp at 13,000 ft.

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ARMY AIRFORCE
2 - PLACE FIGHTERS

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ARMY AIRFORCE
MITSUBISHI - 97 - LOW WING MONOPLANE
SINGLE SEAT PURSUIT

PERFORMANCE

Maximum Speed -	265 MPH at 13,000 ft.
Cruising Speed -	230 MPH at 13,000 ft.
Range or Endurance -	.9 hrs. at 265 MPH
	1.63 hrs. or 375 mi at 230 MPH
	(3.93 hrs. or 825 mi at 210 MPH
	(7.3 hrs. or 1070 mi at 147 MPH
Climb -	7.5 min to 15,000 ft.
Service Ceiling -	29,000 ft.

OFFENSIVE AND DEFENSIVE EQUIPMENT

Armament - 4 x 7.7 mm machine guns

POWER PLANT

Engine -	Mitsui 109 (Hispano Suisse) Air-cooled
Power -	650 hp at 11,500'
Propeller -	Fixed Pitch

DIMENSIONS

Span -	36 ft.
Length -	24 ft.
Height -	8 ft.
Wing Area -	140 Sq. ft. (?)

WEIGHTS

Weight Empty -	3,250 lbs.
Normal Weight -	4,400 lbs.
Overload Weight -	5,000 lbs.

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ARMY AIRFORCE
MITSUBISHI OO - LOW WING MONOPLANE
SINGLE SEAT PURSUIT

PERFORMANCE

Maximum Speed - 345 MPH
Cruising Speed - 290 MPH
Range - 6 hrs. at 250 MPH with droppable belly tank of about 100 gallons.
Climb - Considered as better than P-40

OFFENSIVE AND DEFENSIVE EQUIPMENT

Armament - 2 x 7.7 mm synchronized M.G.'s in fuselage - 500 rounds per gun.
2 x 20 mm. Cannons in wings
75 rounds per gun.
Armor - Probably has protection for the pilot.
Bombs - May carry 2 light fragmentation bombs for use against ground targets.

POWER PLANT

Engine - 14 cylinder radial - Air-cooled
Propeller - 3-bladed

MISCELLANEOUS

Construction: All metal except for fabric covered controls. Retractable landing gear, inward, hydraulically operated. Wings are tapered and rounded and equipped with flaps. All parts are of Japanese manufacture except the generator.

Tactics: Has been highly successful against old Russian I 15's. Have bombed airports. On attacking, a squadron of 12 splits into groups of 3 and engage enemy fighters. It is believed that the wing cannons weaken the wings and thus restrict the dive. Although it cannot turn quickly, it is rated as better than the P-40 in range and climb. However, P-40 is better in dive and speed.

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ARMY AIRFORCE
MITSUBISHI EXPERIMENTAL PURSUIT

PERFORMANCE

Maximum Speed - 375 MPH
Range - 1200 - 1560 mi at cruising

OFFENSIVE AND DEFENSIVE EQUIPMENT

Armament - 2 cannons in wings and 2
synchronized machine guns in fuselage.
Bombs - 550 lbs.

MISCELLANEOUS

The above performance is required in the specifications.

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ARMY AIRFORCE
KAWASAKI - 97 - LOW WING MONOPLANE
SINGLE SEAT PURSUIT

PERFORMANCE

Maximum Speed -	290-300 MPH at 15,000 ft.
Cruising Speed -	255 MPH at 15,000 ft.
Range or Endurance -	.7 hrs at 300 MPH
	1.31 hrs. or 335 mi at 255 MPH
	(3.1 hrs. or 730 mi at 235 MPH
	With 67 extra gal. in belly tanks. (6.54 hrs. or 1000 mi at 153 MPH
Climb -	5.5 min to 15,000 ft.
Service Ceiling	32,000 ft.

OFFENSIVE AND DEFENSIVE EQUIPMENT

Armament -	1 x 7.7 mm M.G. in forward fuselage
	2 x 7.7 mm M.G. in Wings
	1 x 7.7 mm M.G. in dorsal

POWER PLANT

Engine -	Kawasaki 1Q2 - Air-cooled
Power -	850 HP at 15,000
Propeller -	Variable Pitch (?)

DIMENSIONS

Span -	36 ft.
Length -	24 ft.
Height -	8 ft.
Wing Area -	141 Sq. ft.

WEIGHTS

Weight Empty -	3,550 lbs.
Normal Weight -	4,600 lbs.
Overload Weight -	5,200 lbs.

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ARMY AIRFORCE

KAWASAKI - 98 - (KAWA 102) - BIPLANE

SINGLE SEAT PURSUIT

PERFORMANCE

Maximum Speed - 270 MPH at 10,000 ft.

OFFENSIVE AND DEFENSIVE EQUIPMENT

Armament - 2 x 7.7 mm fuselage
2 x 20 mm in wings

POWER PLANT

Engine - Kawasaki - Liquid Cooled
Power - 520 HP at 10,000 ft.
Propeller - Variable Pitch

DIMENSIONS

Span - 29 ft.
Length - 23.3 ft.
Height - 10.2 ft.
Wing Area - 236 Sq. ft.

WEIGHTS

Weight Empty - 3,250 lbs. (est.)
Gross Weight - 5,000 lbs.

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ARMY AIRFORCE

SEVERSKY - (P-35) - LOW WING MONOPLANE

2 PLACE RECONNAISSANCE DIVE BOMBER

PERFORMANCE

Maximum Speed - 263 MPH at 12000 ft.
Range - 1500 mi with 350 gals. fuel

OFFENSIVE AND DEFENSIVE EQUIPMENT

Armament - 2 x .50 caliber synchronized guns and 1 x .30 caliber flexible gun in rear cockpit.
Bombs - 327 lbs. (probably)

POWER PLANT

Engine - Wright cyclone - Air-cooled
Power - 900 HP at 6700 ft.

DIMENSIONS

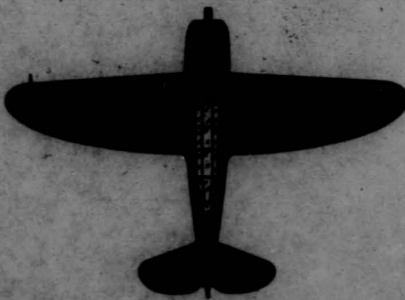
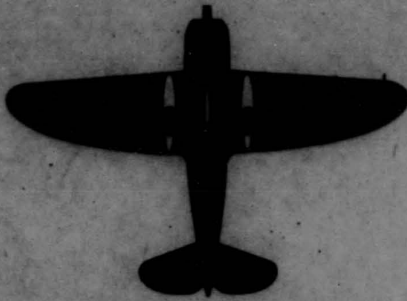
Span - 36 ft.
Length - 25.2 ft.
Wing Area - 220 Sq. ft.

MISCELLANEOUS

Twenty of these ships were sold by Seversky in 1935. They were the same as a U.S. P-35 except that a Wright Cyclone engine was installed, provisions were made for a second man and extra fuel tanks were installed in the outer wing panels. It is very likely that this ship has been copied and produced in quantity. Japanese versions are reported to include armor bucket seats, two way radio, and two extra 7.7 mm machine guns in the wing.

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ARMY AIRFORCE
SEVERSKY 96 - DIVE BOMBER & FIGHTER

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ARMY AIRFORCE

HEINKEL "He-112" LOW WING MONOPLANE

SINGLE SEAT PURSUIT

PERFORMANCE

Maximum Speed -	317 MPH at 13,100 ft.
Range -	1000 mi at 260 MPH
Climb -	6 min to 13,100 ft.
Service Ceiling -	28,000 ft.

OFFENSIVE AND DEFENSIVE EQUIPMENT

Armament -	2 x 7.92 mm machine guns synchronized
Bombs -	2 x 20 mm cannons in the wings 120 lbs.

POWER PLANT

Engine -	Jumo 210 - Liquid cooled
Power -	675 HP at 13,100 ft.

DIMENSIONS

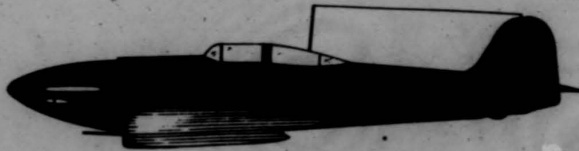
Span -	29.5 ft.
Length -	29.5 ft.
Wing Area -	183 ft.

WEIGHTS

Weight Empty -	3570 lbs.
Gross -	4960 lbs.

Construction -	All metal except for fabric covered control surfaces. Long transparent cockpit hood. Wings have a characteristic inverted gull dihedral
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Status -	A few have been bought from Germany and perhaps have been manufactured in quantity.
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ARMY AIRFORCE
HEINKEL 112 PURSUIT

(24)

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JAPANESE AIRPLANES

NAVY AIRFORCE

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NAVY AIRFORCE

MITSUBISHI - 96 - MID WING MONOPLANE

7 PLACE HEAVY BOMBER

PERFORMANCE

Maximum Speed -	235 MPH at 10,000
Cruising Speed -	155 MPH at 10,000
Range or Endurance -	950 mi in 4.75 hrs. at 200 MPH with 2200 lb. bombs
	1600 mi in 6 hrs. at 200 MPH with no bombs
Service Ceiling -	36,000 ft.

OFFENSIVE AND DEFENSIVE EQUIPMENT

Armament -	1 x 7.7 mm gun in nose and two 7.7 mm guns in a hand operated turret, amidship, and one x 7.7 mm tunnel gun.
------------	---

POWER PLANT

Engine -	2 x Mitsubishi Air-cooled
Power -	900 HP at 10,000 ft.
Propeller -	Variable Pitch

DIMENSIONS

Span -	82 ft.
Length -	54 ft.
Height -	12.5 ft.
Wing Area -	800 Sq. ft.

WEIGHT

Overload Condition -	22,000 lbs.
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CREW

Pilot, co-pilot, bombardier, radio operator, crew chief and two gunners. An unverified report says that the crew is sometimes reduced to 4 to obtain longer range.

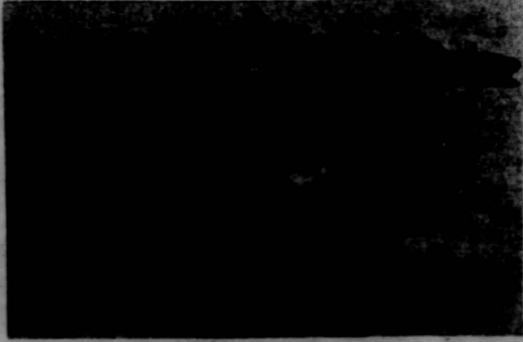
MISCELLANEOUS

Wing flap and aileron are mounted below the wing chord line similar to Junkers designs.



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NAVY AIRFORCE
MITSUBISHI - 96 - MID WING MONOPLANE
7 PLACE HEAVY BOMBER

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~~DECLASSIFIED~~

NAVY AIRFORCE
MITSUBISHI - 1941 -
MEDIUM BOMBER

PERFORMANCE

Maximum Speed -
Range -

345 MPH at 16,500 ft.
1560 - 1850 mi at cruising

MISCELLANEOUS

This might be either an Army or Navy type (or both). Official tests were completed in October 1940.

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NAVY AIRFORCE
MITSUBISHI - OO -
TWIN ENGINE MEDIUM WEIGHT BOMBER

PERFORMANCE

Maximum Speed - 310 MPH at 14,600 ft.
Range - 1560 mi at cruising speed

MISCELLANEOUS

It is not known whether this is an Army or Navy type. Production estimated at 200 a month.

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NAVY AIRFORCE
NAKAJIMA - 96 - BIPLANE
3 SEAT TORPEDO BOMBER

PERFORMANCE

Maximum Speed - 168 MPH at 8000 ft.
Cruising Speed - 115 MPH at 8000 ft.
Range or Endurance - 145 mi or 2.94 hrs. at 115 MPH
(Overload) - 860 mi or 5.95 hrs. at 115 MPH
Service Ceiling - 20,000 ft.

OFFENSIVE AND DEFENSIVE EQUIPMENT

Armament - 2 x 7.7 mm machine gun firing forward and 1 x 7.7 mm flexible gun in rear cockpit
Normal Bomb Load - 1,500 lbs.
Alternate Condition - 900 lbs.

POWER PLANT

Engine - Kotobuki - Air-cooled
Power - 600 HP at 8,000 ft.
Propeller - Fixed Pitch

DIMENSIONS

Span - 49 ft.
Length - 33 ft.
Height - 15 ft.
Wing Area - 510 Sq. ft.

WEIGHTS

Weight Empty - 3,900 lbs.
Normal Gross Weight - 7,100 lbs.

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NAVY AIRFORCE

MITSUBISHI - 97 - LOW WING MONOPLANE

3 SEAT TORPEDO BOMBER

PERFORMANCE

Maximum Speed -	195 MPH at 10,000 ft.
Cruising Speed -	167 MPH at 10,000 ft.
Range or Endurance -	470 mi or 2.8 hrs. at 167 MPH 900 mi at 167 MPH without bombs 1050 mi or 6.6h. hrs. at 122 MPH
Service Ceiling -	23,000 ft.

OFFENSIVE AND DEFENSIVE EQUIPMENT

Armament -	1 M.G. forward and one or two M.G. in rear cockpit.
Bombs -	750 lbs. normal
Overload Condition -	(1500 lbs. torpedo or 1100-lbs. bombs.

POWER PLANTS

Engine -	1 x Kasei Air-cooled
Power -	900 HP at 10,000 ft.
Propeller -	Variable Pitch

DIMENSIONS

Span -	50 ft.
Length -	35 ft.
Height -	14.2 ft.
Wing Area -	375 Sq. ft.

WEIGHTS

Weight Empty -	5500 lbs.
Normal -	8500 lbs.
Overload -	9300 lbs.

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NAVY AIRFORCE

KAWANISHI - 97 - 4 ENGINE FLYING BOAT

6 PLACE PATROL BOMBER

PERFORMANCE

Maximum Speed -	190 MPH at 6,000 ft.
Cruising Speed -	165 MPH at 6,000 ft.
Range -	1750 mi in 6.1 hrs. at 165 MPH
Service Ceiling -	19,000 ft.

OFFENSIVE AND DEFENSIVE EQUIPMENT

Armament - 7.7 machine guns -- some in turrets.

POWER PLANT

Engine -	4 Air-cooled
Power -	800 HP at 6,000 ft.

DIMENSIONS

Span -	131 ft.
Length -	82 ft.
Height -	20.7 ft.
Wing Area -	1400 Sq. ft.

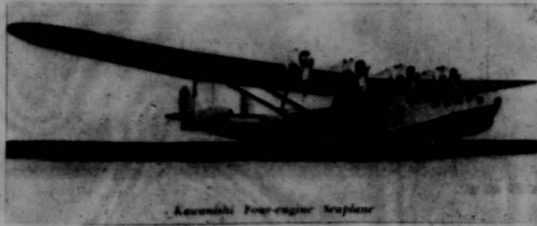
WEIGHTS

Weight Empty -	25,000 lbs.
Gross -	44,092 lbs.



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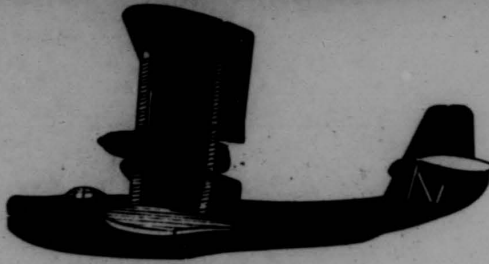
Kawanishi Four-engine Seaplane



NAVY AIRFORCE
KAWANISHI - 97 - FOUR ENGINE FLYING BOAT
PATROL BOMBER

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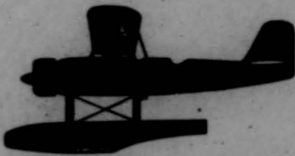
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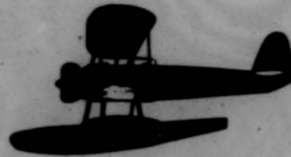
KAWANISHI - 90-2



KAWANISHI - 91



KAWANISHI 94



KAWANISHI 95

NAVY FLYING BOATS

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NAKAJIMA 95
DIVE BOMBER



KAWANISHI 94
LIGHT BOMBER



NAKAJIMA 96
NAVY AIRFORCE
CARRIER OPERATED AIRPLANES

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NAVY AIRFORCE
AICHI - 99 - LOW WING MONOPLANE
2 SEAT DIVE BOMBER

PERFORMANCE

Maximum Speed -	236 MPH at 10,000 ft.
Cruising Speed -	203 MPH at 10,000 ft.
Range or Endurance -	450 mi or 2.21 hrs. at 203 MPH
	875 mi or 4.31 hrs. at 203 MPH with 814 lbs. bombs.
	1035 mi or 5.1 hrs. at 203 MPH with 550 lbs. bombs.
	1320 mi or 9.5 hrs. at 139 MPH with 550 lbs. bombs.

OFFENSIVE AND DEFENSIVE EQUIPMENT

Armament -	2 x 7.7 mm M.G. firing forward and 1 x 7.7 mm in rear cockpit.
Bombs -	Normal load - 550 lbs. Maximum load - 814 lbs.

POWER PLANT

Engine -	Kaishin Air-cooled
Power -	990 HP at 10,000 ft.
Propeller -	Variable Pitch

DIMENSIONS

Span -	41 ft.
Wing Area -	250 Sq. ft.

WEIGHTS

Weight Empty -	4,850 lbs.
Normal -	7,200 lbs.
Overload -	8,200 lbs.

MISCELLANEOUS

May be made by Mitsubishi with a Kinsei engine.

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NAVY AIRFORCE
NAKAJIMA - 96 - LOW WING MONOPLANE
SINGLE SEAT PURSUIT

PERFORMANCE

Maximum Speed - 270 MPH at 15,000 ft.
Cruising Speed - 234 MPH at 15,000 ft.
Range or Endurance - .55 hrs. at 270 MPH
1.15 hrs. or 340 mi at 234 MPH
With 67 extra gal. in belly tanks. (3.32 hrs. or 730 mi at 220 MPH
(6.55 hrs. or 950 mi at 115 MPH ✓
Climb - 6 min to 15,000 ft.
Service Ceiling - 33,000 ft.

OFFENSIVE AND DEFENSIVE EQUIPMENT

Armament - 2 x 7.7 mm machine guns
550 rds per gun.

POWER PLANT

Engine - Hikari - Air-cooled
Power - 800 HP at 15,000 ft.
Propeller - Fixed Pitch.

DIMENSIONS

Span - 35.6 ft.
Length - 24.4 ft.
Height - 8.0 ft.
Wing Area - 140 Sq. ft. (1)

WEIGHTS

Weight Empty - 3,250 lbs.
Normal Weight - 4,400 lbs.
Overload Weight - 5,000 lbs.

MISCELLANEOUS

See later Nakajima pursuit for developments. Looks like U.S. Boeing P-26



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NAVY AIRFORCE
NAKAJIMA - 96 - LOW WING MONOPLANE
SINGLE SEAT PURSUIT

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NAVY AIRFORCE
1 OR 2 PLACE BIPLANE PURSUIT

PERFORMANCE

Maximum Speed 240 MPH.

OFFENSIVE AND DEFENSIVE EQUIPMENT

Armament - 2 synchronized machine guns (2 place version probably has rear flexible gun.)
Armor - Armored Seats

POWER PLANT

Engine - Radial Air-cooled
Power - 750 HP

MISCELLANEOUS

Construction - Fuselage, corrugated metal covering; Wings, fabric covered.
Tactics - Operates off carriers. Has been used as dive bomber especially with incendiaries. Most vulnerable to attack from rear.
Status - Japan is reported to have many of these planes.

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NAVY AIRFORCE
MITSUBISHI CO - LOW WING MONOPLANE
SINGLE SEAT PURSUIT

(See Army model of this designation on page 17)

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(10)

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NAVY AIRFORCE
MITSUBISHI EXPERIMENTAL PURSUIT

PERFORMANCE

Maximum Speed - 375 MPH
Range - 1200 - 1500 mi at cruising

OFFENSIVE AND DEFENSIVE EQUIPMENT

Armament - 2 cannons in wings and 2
synchronized machine guns in fuselage.
Bombs - 550 lbs.

MISCELLANEOUS

The above performance is required in the specifications.

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(41)

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U. S. ARMY AIR CORPS

JAPANESE ARMY AND NAVAL AIR PERSONNEL

Prepared by
Intelligence Division
Office of the Chief of the Air Corps
War Department

December 1, 1941

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452.1
Japan (2)

DECLASSIFIED
DOO hrs.
8 Jan. 8 20 June 1979
13-76
100, 200, 300, 400, 500, 600, 700, 800, 900, 1000

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DECLASSIFIED
DOO hrs.
8 Jan. 8 20 June 1979
100, 200, 300, 400, 500, 600, 700, 800, 900, 1000

JAPANESE ARMY AND NAVAL AIR FORCES -

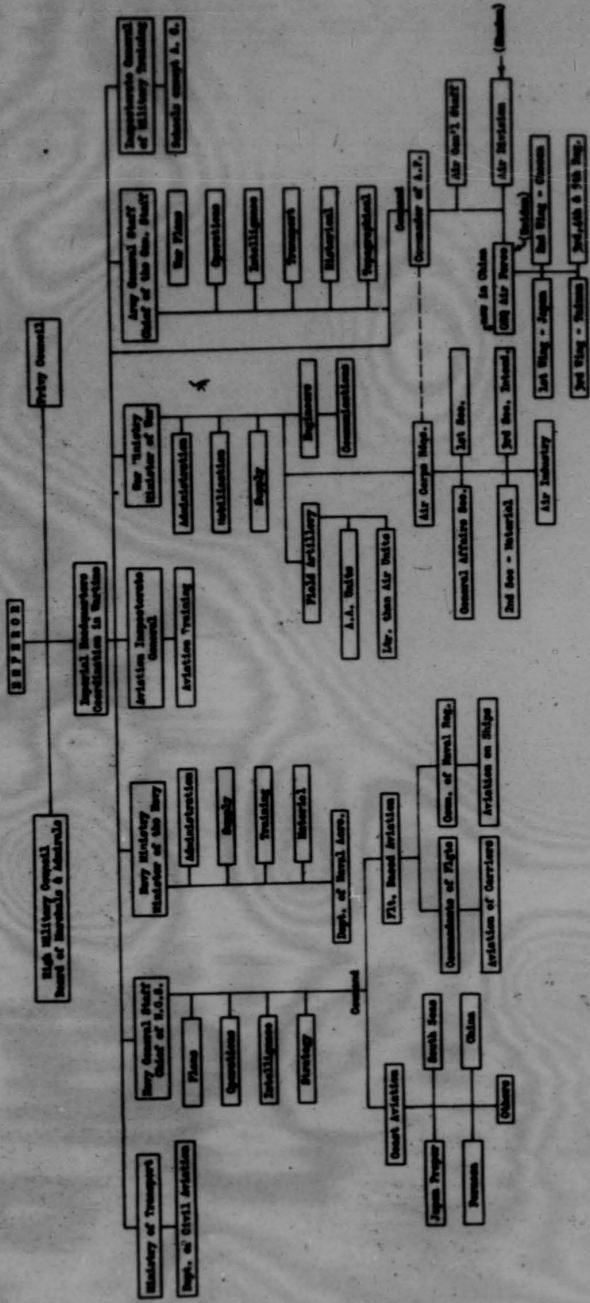
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AIR FORCE AIR FORCE ORGANIZATION



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ESTIMATED JAPANESE COMBAT PLANE STRENGTH

III

OPERATING SQUADRONS

December 1, 1941

<u>Army:</u>		<u>Navy:</u>	
SSF:	472	SSF:	604
R:	283	RF/P:	517
LB/R:	197	T/B:	438
L/B:	252	D/B:	160
H/B:	<u>226</u>	L/B:	229
	1430	H/B:	375
		F/B:	133
		C/P:	<u>45</u>
			2501

Total Combat I.E. + I.R. (Army and Navy) = 3930 planes.

NOTE: I. E. = Initial Equipment. Numerical first line of fighting strength of the squadron, not including squadron reserve planes, and exactly as allowed for in full strength Organization tables. If sufficient planes are not available, total strength of a squadron may be less than I.E.

I. R. = Initial Reserve. Fighting strength of the squadron which is held in reserve. It consists of all squadron planes in excess of I.E. and varies from day to day dependent on losses of I. E.

SSF = Single Seat Fighter.
 R = Observation and Reconnaissance.
 LB/R = Light Bomber Reconnaissance.
 L/B = Light Bomber.
 H/B = Heavy Bomber.
 RF/P = Reconnaissance Float Plane.
 T/B = Torpedo Bomber.
 D/B = Dive Bomber.
 F/B = Flying Boat.
 C/P = Cargo Plane.

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3.

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BREAKDOWN OF TOTAL JAPANESE PLANE STRENGTH--ALL TYPES

December 1, 1941

Combat (Including Observation and Patrol)

ARMY:

Operational Combat (Including O.T.U.):	1430 (Inc. 283 OBSN)	
Specialist Combat Training:	310	
Depot Combat Reserves:	<u>440 (Inc. 156 OBSN)</u>	2180

NAVY:

Operational Combat (Including O.T.U. and S.C.T.):	2500 (Inc. 650 OBSN and PTRL)	
Depot Combat Reserves:	<u>535 (Inc. 195 OBSN and PTRL)</u>	3035

Total Combat (Up-to-date and Obsolete) = 5215 planes
(Inc. 1284 OBSN & PTRL)

Non-Combat

ARMY:

Transports:	50	
Trainers:	<u>838</u>	888

NAVY:

Transports:	45	
Trainers:	<u>470</u>	515

Total Non-Combat = 1403 planes

Grand Total (All Types) = 6620 planes

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ESTIMATED JAPANESE PILOT PERSONNEL

July 1, 1941

NAVY:

Officer Pilots:	1200	
Enlisted Pilots:	<u>2800</u>	4000

AIR:

Officer Pilots:	2000	
Enlisted Pilots	<u>1800</u>	3000

Total Pilots 10000

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PERFORMANCE CHARACTERISTICS
OF
JAPANESE Army AIRCRAFT

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DESCRIPTION: Low wing monoplane, single engine
Fighter.

6.

COUNTRY: JAPAN
TYPE: Single engine fighter
MODEL: Y.97 Army (Mitsui 97)
MFG.: Mitsubishi
MAX. SPEED: 265 @ 13,000
NO. OF MOTORS: 1
TOTAL H.P.: 650 @ 11,500
TOTAL FIREPOWER: 4 M.G.
BOMB LOAD:
RANGE: 375 mi. 1.63 hrs.
CREW: 1

PERFORMANCE: - Speed at Sea level _____

Max. speed at 13,000ft. altitude 265

Cruising speed at 13,000ft. altitude 230 (overload cruising: 210 @ 13,000; econom.: 147 @ 13,000)

Landing speed _____ m.p.h.; Climb: 15,000' in 7.5 mins.

Overload cruising: 325 mi. 3.93 hrs.; econom. 1070 mi. 7.3 hrs.
Range: (Normal): 375 mi. 1.63 hrs (Endurance at max. power 0.9 hrs.)

Misc.: Service Ceiling: 29,000'; 107 mi. per 100% fuel; overload cruising: 98 mi. per 100% fuel; economical 127 mi. per 100% fuel.

POWER PLANT - No. of motors 1 Rated H.P. each: 650 @ 11,500

Description: Mitsui 109 (Hispano Suiza) air cooled

Propellers: Fixed pitch

Superchargers: _____

Misc.: Gas capacity 450-60 gal. (British): 2 detachable belly tanks 33 gals. each (British)

FIRE POWER: - Machine Guns 4 M.G.'s fixed in forward fuselage

Turrets: _____

Bombs: _____

Armor: _____

Misc.: _____

SPECIFICATIONS: - Materials _____

Span: 36' Length: 24' Wing Area: 140' Sq. Ft.

Weight empty: 3250# Full Load: 4400#

Misc.: Height: 8 ft.; overload weight 5000#.

GENERAL REMARKS: - *Ranges given are Effective, not Maximum.

Date first Production: 1937 Source: G-2, 1/30/41

Date Information Compiled: 9/17/41 Annual Report Tokyo, 7/1/39

Status: _____ British Air Ministry, 5/20/41

No. on Hand: _____
(3-3-2)

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W-4135, A.C.

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7.

DESCRIPTION: Low wing monoplane, single seat fighter COUNTRY: JAPAN
 TYPE: Single engine fighter
 MODEL: 7.97 Army
 MFG.: Sakajima
 MAX. SPEED: 270 @ 15,000
 NO. OF MOTORS: 1
 TOTAL H.P.: 800 @ 15,000
 TOTAL FIREPOWER: 2 M.G. 7.7 Vickers
 BOMB LOAD:
 RANGE: 340 mi. 1.45 hrs.
 CREW: 1

PERFORMANCE: - Speed at Sea level _____
 Max. speed at 15,000 ft. altitude 270
 Cruising speed at 15,000 ft. altitude 234; Overload Cruising: 220 at 15,000; econ. 145 @ 15,000
 Landing speed _____ m.p.h.; Climb: 15,000' in 6 minutes
 Overload cruising: 730 mi. 3.32 hrs.; Econom. 950 mi. 6.56 hrs.
 Range: 340 mi. 1.45 hrs. (Endurance at max. power 0.85 hrs.)
 (Normal)
 Misc.: Service Ceiling: 33,000'; 87 mi. per 100% fuel; Overload cruising: 82 mi. per 100% fuel; econom. 107 per 100% fuel.

POWER PLANT - No. of motors 1 Rated H.P. each: 800 hp at 15,000
 Description: Hikari air cooled
 Propellers: Fixed pitch
 Superchargers: _____
 Misc.: Gas. capacity: 500% 67 gals. (British) ; 2 detachable belly tanks 33% gals. each (British)

FIRE POWER: - Machine Guns 2- 7.7 Vickers M.G.'s. fixed in forward fuselage; 550 rounds per gun.

Turrets: _____
 Bombs: _____
 Armor: _____
 Misc.: _____

SPECIFICATIONS: - Materials _____
 Span: 35.6' Length: 24.4' Wing Area: 140' Sq.ft.
 Weight empty: 3250# Full Load: 4400#
 Misc.: Height: 8'; overload weight 5000#

GENERAL REMARKS: - Figures given are effective, not maximum.

Date first Production: 1937 Source: Annual Report Tokyo, 7/1/39
 Date Information Compiled: 9/17/41 British Air Ministry, 5/2/41
 Status: _____
 No. on Hand: _____
 (2-3-2)

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W-4135, A.C.

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DESCRIPTION: (US) Low wing all metal monoplane equipped with non-retractable and retractable landing gear. Appears to be a copy of the Sverdlov fighter. (JAN) Biplane, single seat fighter.

COUNTRY: JAPAN
TYPE: Single engine fighter.
MODEL: 5.58 Army (Type 108) (Eng)
NO. OF MOTORS: 1
MAX. SPEED: (US) 280/310 (JAN) 270
NO. OF MOTORS: 1 10,000
TOTAL H.P.: 820 @ 10,000
TOTAL FIREPOWER: 4 M.G.
BOMB LOAD:
RANGE: 1.3 hrs. @ 200 mph
CREW: 2 (US) 1 (JAN)

PERFORMANCE: - Speed at Sea level _____
Max. speed at 10,000 ft. altitude (JAN) 270 (US) 280/310
Cruising speed at _____ ft. altitude _____
Landing speed _____ m.p.h.; Climb: 3500' per minute
Range: 1.3 hrs. @ 200 mph
Misc.: _____

POWER PLANT - No. of motors 1 Rated H.P. each: 820 @ 10,000'
Description: (JAN) Kawasaki, liquid cooled (US) Radial, air cooled, Mitsubishi A-14
Propellers: Variable pitch
Superchargers: _____
Misc.: _____

FIRE POWER: - Machine Guns (US) 2- 7.7 M.G.'s in wings; 1-7.7 M.G. firing thru the air-screw; 1 Flexible machine gun for the observer. (JAN) 2 MG's fixed in the forward fuselage and 2 mm. cannon Hotchkiss fixed forward in the wings.
Turrets: _____
Bombs: (US) Carries 500# bombs. (JAN) None reported
Armor: _____
Misc.: _____

SPECIFICATIONS: - Materials _____
Span: (JAN) 29' Length: (JAN) 23.3' Wing Area: (JAN) 236 sq.ft.
(US) 35'5" _____
Weight empty: _____ Full Load: 5,060#
Misc.: (JAN) Height 10.2'

It is the opinion of 2-B-3 that, altho a few of these characteristics
GENERAL REMARKS: - are similar, actually two different airplanes are involved, and that they should be treated as such.

Date first Production: 1938 Source: 8-2, 1/30/41
Date Information Compiled: 9/17/41 Aeroplane, 3/7/41
Status: _____ British Air Ministry, 5/20/41
No. on Hand: _____
(2-3-2)

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W-4135, A.C.

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9

DESCRIPTION: Low wing monoplane, single seat fighter.
Deck landing (1). All metal construction except
wing and tail. Fabric covered control surfaces.
Wings tapered and rounded with flaps. Retractable
landing gear, inward, hydraulically operated.

COUNTRY: JAPAN
TYPE: Single engine fighter
MODEL: Zero
MFG.: Mitsubishi
MAX. SPEED: 345/380 m.p.h.
NO. OF MOTORS: 1
TOTAL H.P.: 1000
TOTAL FIREPOWER: 2 cannon & 2 m.g.
BOMB LOAD:
RANGE: 6/8 hrs. with extra tanks
CREW:

PERFORMANCE: - Speed at Sea level _____
Max. speed at 13,000ft. altitude 345/380
Cruising speed at _____ ft. altitude 210/280
Landing speed _____ m.p.h.; Climb: 26,000' in 15 minutes
Range: 6/8 hrs. with extra tanks. Combat reports indicate a range of 840 miles with
an ample margin for combat.
Misc.: _____

POWER PLANT - No. of motors 1 Rated H.P. each: 1000

Description: Radial, air cooled, 14 cylinder in double bank

Propellers: 3 blade controllable pitch

Superchargers: _____

Misc.: Fuel sufficient for 6 hrs. of operation at estimated 260 mph, with dropable
belly tank of about 100 gallons capacity.

FIRE POWER: - Machine Guns 2 - 23 m.m. cannon in the wings, 75 rounds of ammunition per
cannon (ammunition of 3 types -- red, incendiary, and black
explosive, both for sensitive centrifugally armed nose fuses. Also a green armor
piercing and explosive with an internal percussion fuse. All are tracer. This
particular weapon is very light and well made; 2- 7.7 synchronous m.g. with about 800
rounds of ammunition for each of ordinary tracer incendiary and armor
piercing. The incendiary also has a tracer effect.

Bombs: _____

Armor: _____

Misc.: _____

SPECIFICATIONS: - Materials All metal structure.

Span: _____ Length: _____ Wing Area: _____

Weight empty: _____ Full Load: _____

GEN. REMARKS:
Notes: Highly successful against inferior Russian equipment, highly successful against
ground targets and on occasions has carried two light fragmentation bombs. Believed that
factor of safety not too high and that 20 m.m. cannons gunnery weaken wing structure.
Ships incapable sustained straight dive and have to be eased in when firing at ground
targets. Ship incapable of short turns, reported to be fast climber.

Date first Production: 1940 Source: British Air Ministry 5-20-41

Date Information Compiled: 12/7/41.

Status: _____

No. on Hand: Approximately 200

(2-B-2)

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W-4135, A.C.

DESCRIPTION: All metal monocoque with hinge slots, flush riveting, and landing gear retractable into the wing.

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10.

COUNTRY: JAPAN
 TYPE: S. S. Fighter
 MODEL: ME-109
 MFG.: Messerschmidt (Bay Rische)
 MAX. SPEED: 324 mph @ 16,400'
 NO. OF MOTORS: 1
 TOTAL H.P.: 1175 @ 2500 RPM (5. off)
 TOTAL FIREPOWER: 4 M.G. -- Cannon
 BOMB LOAD:
 RANGE: 621 @ 298 mph
 CREW: 1

PERFORMANCE: - Speed at Sea level 310.5 mph
 16,400' (315 mph with JUMO Engine)
 Max. speed at 7 ft. altitude 354
 Cruising speed at ft. altitude 298
 13,120/5.8; 19,680/6.3
 Landing speed 7 a.p.h.; Climb: 74.5
 Range: 621 mi. @ 298 mph; endurance 1.1 hrs. at max. speed.
 Misc.: Ceiling 33,000'; Critical altitude 12,300'

POWER PLANT - No. of motors 1100 @ 2400 rpm @ 12,136'
 Rated H.P. each: 1175 @ 2500 rpm @ t.o.
 Description: Daimler Benz DB601A in fuselage (or JUMO 211)
 Propellers: M-3, automatic.
 Superchargers:
 Misc.: Radiator-water cooled, below engine and wings; fuel capacity 106 gallons,
 oil 7.9 gallons.

FIRE POWER: - Machine Guns 4 - 7.7 mm. machine guns; 2 in wings, 2 in fuselage. 2- 23 mm cannon firing thru airscrew hub. Wing guns may have been removed from some. Equipped with electric gun sight which indicates field of fire. Target appears within luminous glass circle.
 Turrets:
 Bombs:
 Armor: Protection for fuel tanks.
 Misc.: Seats shaped to take seat-type parachutes.

SPECIFICATIONS: - Materials Fuselage - Aluminum stressed skin; control surfaces-alloy & fabric.
 Wing - Aluminum stressed skin.
 Span: 32'5" Length: 28'6" ; (32') Wing Area: 176.5 sq.ft.
 Weight empty: 3970# (4180#) Full Load: 5510; (5520#)
 Misc.: Wing loading 31.4#/sq.ft.

GENERAL REMARKS: - Several rumors have been heard regarding the nose-heaviness of the ME-109, both at very high and very low speed. Radio equipment. (V) Low power voice, navigation equipment - gyro compass.

Date first Production: 1937 Source: MID-ONI Annual Report, 8/26/39 from MA Berlin -#17081, 1/21/40. James', 1939; MA Paris, #2543W-1/12/40; Flight 10/5/39, p. b.; Aeroplane 10/26/39, p.b.; Flight, 2/15/40;
 Date Information Compiled: 9/19/41 MA London, SE 889; F.No. 1004-900, 8/7/40; Brief of MA Paris Conf. Report #115 of 3/16/40; MA London, #41149, 5/13/40; Canadian Airforce Review 8/1/40
 Status: Standard
 No. on Hand: (2-B-2)
 W-4135, A.C.

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DESCRIPTION: Slightly dihedral, swept back,
round tip, cantilever, low wing monoplane
with fixed and stream line landing gear.
Arresting and flotation gear.

COUNTRY: Japan //
 TYPE: Light bomber and reconnais.
 MODEL: A-77 Army and Navy (Kamikaze)
 MFG.: Mitsubishi
 MAX. SPEED: 260 mph @ 15,000
 NO. OF MOTORS: 1
 TOTAL H.P.: 800 hp
 TOTAL FIREPOWER: 2 M.G.
 BOMB LOAD: 1000# max.
 RANGE: 450 mi. 2 hrs.
 CREW: 2

PERFORMANCE: - Speed at Sea level _____

Max. speed at 15,000 ft. altitude 260 mph.

Cruising speed at 15,000 ft. altitude 225 mph; Max. bombs 210 @ 15,000; max. fuel: 225 mi. at 15,000; economical: 143 @ 15,000. no bombs:

Landing speed _____ m.p.h.; Climb:

Max. fuel, no bombs: 960 mi. 4.26 hrs.; econ.: 1248 mi. 8.7 hrs.

Range: (Normal) 450 mi. 2 hrs.; Max. bombs at cruising: 165 mi. 0.785 hrs.

Misc.: Surface ceiling: 30,000'; 85 mi. per 100% fuel; max. bombs at cruising: 79 mi.

per 100% of fuel; max. fuel, no bombs: 85 mi. per 100% fuel; econ: 110 mi per 100% fuel.

POWER PLANT - No. of motors 1 Rated H.P. each: 800

Description: Kotobuki, air cooled.

Propellers: Fixed pitch

Superchargers: _____

Misc.: Normal gas capacity: 750# - 100 gals.; (British) max. bombs at cruising: 428# -

57 gals. (British) Max. fuel: 1350 lbs. - 180 gals. (British)

FIRE POWER: - Machine Guns 2 M.G. positions uncertain

Turrets: _____

Bombs: 660# normal; 1000 lbs. max.

Armor: _____

Misc.: _____

SPECIFICATIONS: - Materials _____

Span: 40' Length: 27' Wing Area: 2157 sq. ft.

Weight empty: _____ Full Load: 5750#

Misc.: Height: 9.3'; overload weight 5750#

GENERAL REMARKS: - *Ranges are effective, not maximum.

Date first Production: 1937 Source: G-2 1/30/41

Date Information Compiled: 9/28/41 British Air Ministry 5/20/41

Status: _____

No. on Hand: _____
 (2-3-2)

CONFIDENTIAL

W-4135, A.C.

REF ID: A66547
 CONFIDENTIAL JAPAN

Traitor, low-wing monoplane, single rudder, fully retractable. On retraction, legs swing to rear and wheels rotate 90° so undercarriage entirely enclosed in nacelles. Two pairs doors enclose undercarriage well, front pair mechanically operated. Rear pair operate from different hydraulic cylinders. Tail wheel retractably into fuselage. Flaps are slotted extending more than one-half wing span and hydraulic. Dive brakes form gate pattern and fitted under surface wing which not recessed. Airplane has transparent nose. Recently used night fighting, especially offensive sweeps against aerodromes. When attacked from

TYPE: Dive Bomber
 MODEL: JU 88
 No. 1: Junkers
 MAX. SPEED: 320 mph
 NO. OF MOTORS: 2
 TOTAL H.P.: 2320/2800
 TOTAL FIREPOWER: 3 M.G./6 H.G. 1
 BOMB LOAD: 4,000# max. cannon
 RANGE: 2060 mi. without bombs
 CREW: 3/4
 aster or below or from front is defended by only one H.G.

PERFORMANCE: - Speed at Sea level 289 mph
 Max. speed at 15,580 ft. altitude 320 mph
 Cruising speed at 15,580 ft. altitude 255 mph
 Landing speed m.p.h.; Climb: 15,000' in 7.1 min.; 25,000' in 15.3 min.
 2060 @ 175 @ 674 gals. @ 16,980 gross; 1560 @ 185 @ 528 gal. @ 16,980 gross @
 Range: 2300# bombs @ 14,000'; 590 @ 190 @ 16,980 gross @ 4400# bombs @ 14,000'
 Misc.: Service ceiling: 29,520'

POWER PLANT - No. of motors 2 Rated H.P. each: 1160; 1080 for 1 min. @ 12,000'
 Description: JUMO 211E, 13 cylinder liquid cooled or JU 211/E1 direct petrol injection
 Located in wings.
 Propellers: 2 3-blade metal V.D.M. variable pitch, 11.96' diameter, with spinner.

Superchargers:
 Max. gas capacity: 1,134 gal.; with max. bomb load of almost 5,000#. Only 382
 Misc.: gals. carried; with normal bomb load 4,000#, fuel additional to 352 gal. wing
 tanks is carried;

FIRE POWER: - Machine Guns 3-7.9 mm. M.G.; semi-fixed gun fires thru mounting in starboard
 windscreen, an upper free gun position in aft end of cabin cover, lower free gun
 position in "dust-bin" below and offset to starboard side; sometimes 5 or 6 M.G.
 manually operated thru the nose and the upper and lower rear gun position. At least one
 cannon turret;

May be carried both inside fuselage and externally underneath wings. Normal: 2800#
 (2 x 1100#); largest: 4000# (1 x 4000#); with overseas conditions 3 x 1100# bombs can be
 carried. Bombs are carried in vertical position. 16-110# bombs can be carried in place of
 264 gal. fuel tank back of cockpit. Back of this, 121 gal. rust or 1000# bombs can be carried.
 Armors: Junkers self sealing tank, non-metallic. Soft rubber chief self-sealing agent.
 Pilot protected from rear and above. Tanks also consist of hard, fibrous material, chrome
 Misc.: tanned leather and soft, soluble rubber.

Misc.: Dive bombing sight fitted in front of pilot and red lines painted around cockpit
 cover and windshield at angles 40, 50, 60, and 70 degrees to horizontal which pilot aligns
 on horizon to obtain correct angle of dive. For use as a fighter, this is equipped with
 10 mm. cannon and light 22# bombs. Additional H.G. added for same purpose.
 Construction: - Materials: metal skin riveted skin, all-metal except fabric covering on
 parts of elevators, ailerons and rudders. Wing orthodox 2-spar, all-metal construction.
 Span: 52.3 Length: 45 Wing Area: 649 gross; 491 net.

Weight empty: 8580# Full Load: 16,940#
 Misc.: Dive brakes may be deflected hydraulically thru 90° when required. Bomb sight:
 Misc.: clear vision panel fitted on left of pilot's window behind clear vision panel. Also
 Zeiss crude dive bombing sight. Radio: F.U.G.I.O. weight 350#, 50 watt output, continuous
 wave. Pilot can switch to interphone hearing device achieved by rectifying signals
 usually heard in head phones and applying them to visual indicator or blind approach
 GENERAL REMARKS: - Apparatus. Navigation equip: Full blind flying & navigational gyro
 horizon, gyro compass, radio compass, instrument landing, equipment. Wings struts to
 fuselage by 4 ball joints, two to each spar. Fuselage built in two halves. Joined at the
 sides (semi-monocoque). Warm air de-icing system used; automatic pull-out fitted to a pilot
 Date first Production: in pull-out after bomb release on dive bombing airplanes.
 1938 Source:

Date Information Compiled: 9/19/41 MID-CHI, Dec. 1940, File #Germany 9970
 Germany, 16. 16, 201 Oct. 22, 1938

Status:
 No. on Hand: (2-3-2)

REF ID: A66547
 CONFIDENTIAL
 CONFIDENTIAL
 W-4135, A. G.

DECLASSIFIED
CONFIDENTIAL

DESCRIPTION: High wing monoplane

COUNTRY: JAPAN
TYPE: Light bomber
HOME: I. 97 Army
MFG.: OSAKA
MAX. SPEED: 162 mph at sea level
NO. OF MOTORS: 1
TOTAL H.P.: 300 at sea level
TOTAL FIREPOWER: 1 M.G.
BOMB LOAD: 200# max.
RANGE: 370 mi. 6.3 hrs.
CREW: 2

PERFORMANCE: - Speed at Sea level _____
Max. speed at ^{sea} level ft. altitude 162 mph
Cruising speed at ¹⁰⁰⁰⁰ ft. altitude 138 mph
Landing speed _____ M.P.H.; Climb: _____
Range: (Normal) 370 mi. 6.3 hrs.; 382 mi. per 100# fuel
Misc.: Service ceiling, 14,000'

POWER PLANT - No. of motore 1 Rated H.P. each: 300 at sea level
Description: Taishabana (diesel) liquid cooled
Propellers: Fixed pitch
Superchargers: _____
Misc.: Normal gas capacity: 350#--39 gal. (British)

FIRE POWER: - Machine Guns 1 M.G. dorsal:

Turrets: _____
Bombs: 200# max.; alternative 4 x 50 lbs.

Armor: _____
Misc.: _____

SPECIFICATIONS: - Materials _____
Span: 34' Length: 26' Wing Area: 174 sq.ft.
Weight empty: _____ Full Load: 3250#
Misc.: Height: 10.4'

GENERAL REMARKS: - *Ranges are Effective, not Maximum.

Date first Production: 1937 Source: British Air Ministry, 5/20/41
Date Information Compiled: 9/18/41
Status: _____

No. on Hand: _____
(2-B-2)

DECLASSIFIED
CONFIDENTIAL

W-4135, A.C.

CONFIDENTIAL

14.

DESCRIPTION: Low wing monoplane with split flaps.
There is also a modified version with the rear cockpit faired into the fuselage.

COUNTRY: JAPAN
TYPE: Light bomber
MODEL: T.97 Army
MFG.: Kawasaki
MAX. SPEED: 236 mph @ 13,000
NO. OF MOTORS: 1
TOTAL H.P.: 900 @ 6500
TOTAL FIREPOWER: 2 1/2 M.G.
WING LOAD: 800# (normal)
RANGE: (normal) 490 mi. 2.38 hrs.
CREW: 2

PERFORMANCE: - Speed at Sea level _____
Max. speed at 13,000 ft. altitude 236 mph
Cruising speed at 13,000ft. altitude 206 mph
Landing speed _____ m.p.h.; Climb: _____
Range: (Normal) 490 mi. 2.38 hrs.
Misc.: Service ceiling: 25,000'; 88 mi. per 100# fuel.

POWER PLANT - No. of motors 1 Rated H.P. each: 900 @ 6500
Description: Kawa BMW, liquid cooled
Propellers: Fixed pitch
Superchargers: _____
Misc.: Normal fuel capacity: 750# - 100 gal. (British)

FIRE POWER: - Machine Guns 1/2 M.G. fixed forward in the wings; 1 dorsal M.G.

Turrets: _____
Bombs: 800# normal
Armor: _____
Misc.: _____

SPECIFICATIONS: - Materials Fuselage: Alloy, stressed skin; Wings: same as fuselage
Span: 47.7' Length: _____ Wing Area: 295 sq.ft.
Weight empty: 4500# Full Load: 7000#
Misc.: _____

GENERAL REMARKS: - Voice and code radio; navigation instruments; Ranges are Effective not Maximum.

Date first Production: 1937 Source: Annual Report Tokyo, 1939
Date Information Compiled: 9/18/41 British Air Ministry, 5/20/41
Status: _____
No. on Hand: _____
(2-3-2)

DECLASSIFIED

CONFIDENTIAL

W-4135, A.C.

DECLASSIFIED
CONFIDENTIAL

DESCRIPTION: Mid wing monoplane

COUNTRY: JAPAN
TYPE: Light bomber
MODEL: T.97 (Dairai 108) Army?
MFG.: Mitsubishi
MAX. SPEED: 175 mph at sea level
NO. OF MOTORS: 2
TOTAL H.P.: 700 @ sea level
TOTAL FIREPOWER: 2 cannon, 2 twin M.
BOMB LOAD: 1230# max. 0
RANGE: (normal) - 500 mi. 3.1 hrs.
CREW: 5

PERFORMANCE: - Speed at Sea level _____
Max. speed at ^{sea} level ft. altitude 175 mph
Cruising speed at 5000 ft. altitude 160 mph; max. bombs: 156 @ 5000; max. fuel, no
158 at 5,000 bombs.
Landing speed _____ m.p.h.; Climb: _____
Range: (normal) 500 mi. 3.1 hrs.; max. bombs at cruising: 275 mi. 1.75 hrs.; max. fuel,
no bombs: 1300 mi. 8.24 hrs. (cruising); max. bombs at cruising: 91 mi. per 100#
fuel; max. fuel at cruising: ditto.
Misc.: Service ceiling: 20,000 ft.; 92 mi. per 100# fuel.

POWER PLANT - No. of motors 2 Rated H.P. each: 350 hp each at sea level
Description: Dairai 108 (diesel) air cooled
Propellers: _____
Superchargers: _____

Misc.: Normal gas capacity: 675# - 75 gals.(British); maximum bombs at cruising: 450#
- 50 gal.(British); maximum fuel at cruising: 175 gals.(British).

FIRE POWER: - Machine Guns 2 cannon and 2 twin M.G., positions unknown.

Turrets: _____
Bombs: 1230# max.
Armor: _____
Misc.: _____

SPECIFICATIONS: - Materials _____
Span: 48' Length: 30.4' Wing Area: 260 sq.ft.
Weight empty: _____ Full Load: _____
Misc.: Height: 9.4'; overload weight 7500# lbs.

GENERAL REMARKS: - *Ranges are Effective, not Maximum

Date first Production: 1937 Source: G-2, 1/30/41
Date Information Compiled: 9/18/41 British Air Ministry, 5/20/41.
Status: _____
No. on Hand: _____
(2-3-2)

DECLASSIFIED
CONFIDENTIAL

V-4135, A.C.

DECLASSIFIED

16.

DESCRIPTION: Low-wing monoplane with split
Modification of T.97 Light Bomber

COUNTRY: Japan
TYPE: Light Bomber
MODEL: T.98 (Hitsu 104) Army
MFG.: Mitsubishi
MAX. SPEED: 250 mph @ 11,000'
NO. OF MOTORS: 1
TOTAL H.P.: 900 @ 9,000
TOTAL FIREPOWER: 3 M.G.
BOMB LOAD: 1230# normal; 3300# max
RANGE: Normal (US) 1490 mi. 6 hrs.
CRW: 2/3 (RAM) 690 mi. 3.32 hrs.

PERFORMANCE: - Speed at Sea level _____
Max. speed at 11,000ft. altitude 250 mph.
Cruising speed at 15,000 ft. altitude 208 mph; Max. bombs: (RAM) 208 @ 15,000 Max. fuel
1500# bombs: 208 @
Landing speed _____ m.p.h.; Climb: _____ 15,000
Range: (US) 1490 mi. 6 hrs. (RAM) (Normal) 690 mi. 3.32 hrs. (1500# bombs): (RAM)
Max. bombs at cruising: 260 mi. 1.24 hrs.; max. fuel 1500# bombs; 690 mi. 3.32 hrs.
Misc.: Service ceiling 25,000'; 82.8 mi. per 100# fuel; max. bombs at cruising: 82.8 mi.
per 100# fuel; max. fuel 1500# bombs: 82 mi. per 100# fuel.

POWER PLANT - No. of motors 1 Rated H.P. each: 900 hp at 9,000'
Description: Mitsu, air cooled

Propellers: Variable pitch
Superchargers: _____

Misc.: Normal gas, capacity 1,000# - 135# gals. (British) maximum bombs at cruising:
525# of fuel- 70 gals (British) 1500# bombs max. fuel at cruising: 1050# - 140 gals.
(British)
FIRE POWER: - Machine Guns 2 M/G fixed in the forward fuselage; 1 M.G. dorsal

Turrets: _____
Bombs: 1230# normal; 3300# max.

Armor: Protection for the fuel tanks in the wings and fuselage
Misc.: _____

SPECIFICATIONS: - Materials: Fuselage: Alloy, stress skin; Wings: Same as fuselage.
(US) 39' 4-3/4" (US) 27' 11" (U.S.) 2258 sq. ft.
Span: (RAM) 46' Length: (RAM) 29.3' Wing Area: (RAM) 290 sq. ft.
Weight empty: 5170# Full Load: 7800#
Misc.: Height: 11.8'; overload weight 9800# lbs.

GENERAL REMARKS: - Radio: voice and code. Navigation equipment. This plane is also
known as the Harigawa-MN II. Ranges are effective, not maximum.

Date first Production: 1938 Source: Annual report Tokyo, 1939

Date Information Compiled: 9/19/41 British Air Ministry, 5/20/41

Status: _____

No. on Hand: _____
(3-3-2)

DECLASSIFIED
CONFIDENTIAL

V-4135, A.G.

DECLASSIFIED CONFIDENTIAL

DESCRIPTION: Mid wing monoplane, retractable landing gear.

COUNTRY: JAPAN

TYPE: Heavy bomber

MODEL: T.97 Army

MFG.: Mitsubishi

MAX. SPEED: 220 @ 10,000

NO. OF MOTORS: 2

TOTAL H.P.: 1740 @ 10,000

TOTAL FIREPOWER: 4 M.G.'s.

BOMB LOAD: 4400# Max.

RANGE: 1180 mi. 6.2 hrs.

CREW: 5-7

PERFORMANCE: - Speed at Sea level

Max. speed at 10,000 ft. altitude 220 mi. p.h.

Cruising speed at ft. altitude Max. fuel: 2000# bombs: 190 @ 10,000
143 @ 10,000 Max. bombs: 190 w/b @ 10,000'; Max. fuel @ econ: 143

Landing speed 143 m.p.h.; Climb:

Max. fuel and 2000# bombs: 1850 mi. 9.7 hrs.; max. fuel at econ.: 2140 mi. 15 hrs
(Normal) 1180 mi. 6.2 hrs.; Max. bombs: 1180 mi. 6.2 hrs.

Misc.: Service ceiling with max. bombs: 22,000'; 33 mi. per 100# fuel; max. fuel with
2000# bombs: 33 mi. per 100# fuel; max. fuel @ econ.: 38 mi. per 100# fuel.

POWER PLANT - No. of motors 2 Rated H.P. each: 870 @ 10,000

Description: Kinsei, air cooled

Propellers: Variable pitch

Superchargers:

Misc.: Max. bombs at cruising: 4050# fuel or 840 gals.; max. fuel 6080#-810 gals. (British)

FIRE POWER: - Machine Guns 2 fixed in the forward fuselage?; two fixed forward in the wings?

Turrets:

Bombs:

Armor:

Misc.:

SPECIFICATIONS: - Materials fuselage: stressed skin alloy; wings: stressed skin alloy

Span: 72' Length: 47' Wing Area: 630' Sq.Ft.

Weight empty: Full Load:

Misc.: overload weight: 22,000#

GENERAL REMARKS: - Navigation equip.: gyro compass, gyro horizon, radio compass;
* ranges are effective, not maximum.

Date first Production: 1937 Source: Annual Report Tokyo, 7/39

Date Information Compiled: 9/18/41 British Air Ministry, 5/20/41

Status: Standard

No. on Hand: (2-3-2)

DECLASSIFIED CONFIDENTIAL

W-4135, A.C.

DECLASSIFIED
CONFIDENTIAL

1/8.

DESCRIPTION: Low wing monoplane with retractable landing gear.

COUNTRY: JAPAN
TYPE: Heavy bomber
MODEL: T.97 (Kawan 95) Army
MFG.: Kawasaki
MAX. SPEED: 245 @ 15,000'
NO. OF MOTORS: 2
TOTAL H.P.: 1840
TOTAL FIREPOWER: 2 cannon; 4 M.G.
BOMB LOAD: 4400# Max.
RANGE: 1250 mi. 6 hrs.
CREW: 3/5

PERFORMANCE: - Speed at Sea level _____

Max. speed at 15,000 ft. altitude 245

Cruising speed at 15,000 ft. altitude 210; max. bombs: 208 @ 15,000

Landing speed _____ m.p.h.; Climb: _____

Range: (Normal) 1250 mi. 6 hrs.; Max. bombs at cruising: 1250 mi. 6 hrs.

Misc.: Service ceiling: 24,500'; Take-off over 50 ft. obstacle 800 yds; 37.5 mi. per 100# fuel; overload take-off: 1200 yds.; overload service ceiling: 21,000'; max. bombs at cruising: 37.5 mi. per 100# fuel.
POWER PLANT - No. of motors 2 Rated H.P. each: 820

Description: Kawasaki, 95, air cooled

Propellers: _____

Superchargers: _____

Misc.: 3800# fuel-510 gals (British); max. bombs at cruising 3800# - 510 gals (British).

FIRE POWER: - Machine Guns 3- 25 mm. cannon fixed in the forward fuselage; 1 M.G. fixed in forward fuselage; 2 M.G. dorsal; 1 M.G. ventral

Turrets: _____

Bombs: 4400# max.

Armor: _____

Misc.: _____

SPECIFICATIONS: - Materials _____

Span: 75' Length: 62' Wing Area: 665 sq. ft.

Weight empty: _____ Full Load: 20,900#

Misc.: Height: 12.5'; overload weight: 24,300# lbs.

GENERAL REMARKS: - If extra fuel were carried in place of bombs the range might be increased to 2000 mi. with about 2000# of bombs; ranges are effective, not maximum.

Date first Production: 1937 Source: British Air Ministry 5/20/41

Date Information Compiled: 9/18/41

Status: Standard

No. on Hand: _____
(2-3-2)

DECLASSIFIED
CONFIDENTIAL

W-4135, A.C.

DECLASSIFIED
CONFIDENTIAL

19.

DESCRIPTION: Low wing monoplane

COUNTRY: JAPAN
TYPE: Medium bomber
MODEL: Army 98 (KIT - 164)
MFG.: Mitsubishi
MAX. SPEED: 299 mph
NO. OF MOTORS: one
TOTAL H.P.: 900 hp
TOTAL FIREPOWER: 4 machine guns
BOMB LOAD: _____
RANGE: _____
CREW: 2 or 3

PERFORMANCE: - Speed at Sea level 277 mph
Max. speed at ft. altitude 299 mph
Cruising speed at ft. altitude _____
Landing speed m.p.h.; Climb: _____
Range: _____
Misc.: _____

POWER PLANT - No. of motors one Rated H.P. each: 900 hp
Description: Mitsubishi air cooled motor
Propellers: _____
Superchargers: _____
Misc.: _____

FIRE POWER: - Machine Guns Two cannon firing forward and two machine guns to the rear.
Turrets: _____
Bombs: _____
Armor: _____
Misc.: _____

SPECIFICATIONS: - Materials _____
Span: _____ Length: _____ Wing Area: _____
Weight empty: _____ Full Load: _____
Misc.: _____

GENERAL REMARKS: - _____
Date first Production: 1938 Source: G-3, 1/30/41
Date Information Compiled: 9/18/41
Status: _____

No. on Hand: _____
(2-3-2)

DECLASSIFIED
CONFIDENTIAL

M-4135, A.C.

CONFIDENTIAL

DESCRIPTION: All metal low wing, cantilevered monoplane with retractable landing gear and wing flaps.

COUNTRY: JAPAN
TYPE: Heavy bomber
MODEL: Army (Fiat MB-30, 1937)
MFG.: Fiat (Italy)
MAX. SPEED: 281 mph
NO. OF MOTORS: 2
TOTAL H.P.: 2000
TOTAL FIREPOWER: 3 M.G.
BOMB LOAD: 6,614#
RANGE: 2400 mi. with 2200# bombs
CREW: 7

PERFORMANCE: - Speed at Sea level 253 mph
Max. speed at ft. altitude 281 mph
Cruising speed at ft. altitude 235 mph
Landing speed 66 m.p.h.; Climb: 13,120' in 14 mins. (2,000' in 6 min. 3 sec)
Range: 2400 mi. with 2200# bombs; endurance 8 1/2 hrs.
Misc.: Service ceiling: 29,000'

POWER PLANT - No. of motors 2 Rated H.P. each: 885 @ 2100 rpm; 1,000 hp @ 2100 rpm @ 13,445'
Description: Twin Fiat 18 cylinder located in the wings.
Propellers: Hollow, metal, 3-blade, adjustable.
Superchargers:
Misc.:

FIRE POWER: - Machine Guns 3--7.7 mm. Breda and 7.7 mm. Sofat M.G. forward, 1 in nose, 1 dorsal, and 1 belly gun; 700/900 rounds per gun
Turrets:
Bombs: 6614# MAX.
Armor:
Misc.:

SPECIFICATIONS: - Materials
Span: Length: Wing Area:
Weight empty: Full Load:
Misc.:

GENERAL REMARKS: - This plane also known as Mikado.
Date first Production: 1938 Source: Annual Report Tokyo, 1939
Date Information Compiled: 9/18/41
Status:

No. on Hand: (2-3-2)

CONFIDENTIAL

M-413 C.

~~CONFIDENTIAL~~

21

DESCRIPTION: Tractor, mid-wing monoplane with landing gear retracting hydraulically to rear into engine nacelles. Hydraulically operated flaps located between center section and ailerons.

COUNTRY: JAPAN
TYPE: Heavy bombardment
MODEL: Ho 111 (long nose)
MFG. Plant: Heinkel (Flussmeyerke)
MAX. SPEED: 235 (261 with JUMO 211)
NO. OF MOTORS: 2
TOTAL H.P.: 2400
TOTAL FIREPOWER: 3 M.G. or cannon
BOMB LOAD: 4500# (Medium range)
RANGE: _____
CREW: 4

PERFORMANCE: - Speed at Sea level _____
 Max. speed at 255 ft. altitude (261 with JUMO 211)
 Cruising speed at 217 ft. altitude _____
 Landing speed 62 m.p.h.; Climb: 2.8/3280
 Range: _____
 Misc.: Landing: Good, but with quite a long roll when not braked. Take-off: Good

POWER PLANT - No. of motors 2 Rated H.P. each: 1200
 Description: Deimler Benz DC 600 or Junkers JUMO 211, 1200 hp. (t.o) in wings.
 Propellers: Metal, 3-blade, controllable pitch (electric)
 Superchargers: _____
 Misc.: Gas capacity (normal) - 270 gal.; max. - 370 gal.

FIRE POWER: - Machine Guns 3- .50 cal. or cannon. 1 in nose, flexible; 1 in top of fuselage to cover wd and rear; 1 in dust-bin turret.

Turrets: _____
A bomb load of 4500# can be carried for medium range, but in order to utilize Bombs: 1000 m. range, only 2200# can be carried. A large number are fitted to carry only 500# of bombs in internal bomb racks.

Armor: _____
Misc.: _____

SPECIFICATIONS: - Materials Fuselage - Dural bulkheads and frames covered with smooth sheet
Wings 2 - SPAR covered most cases with smooth duck skin, but some cases with fabric - partly control surfaces usually metal covered.
 Span: 75.5' Length: 56' Wing Area: 942.5 sq.ft.
 Weight empty: 12,000# Full Load: 18,920#

Misc.: _____
GENERAL REMARKS: - Bombsight in nose. Full radio navigational equipment (Norse only) is carried.

Date first Production: 1935 Source: MID-ONI Feb. 4, 1941, File No. Germany 9570 Bomb. from Germany 15, 678, Jan. 18, 1938, and Germany 16, 207, Oct. 24, 1938
 Date Information Compiled: 9/19/41
 Status: Standard

No. on Hand: _____
 (2-3-2)

~~CONFIDENTIAL~~

W-4135, A.C.

~~CONFIDENTIAL~~

PERFORMANCE CHARACTERISTICS
OF
JAPANESE NAVAL AIRCRAFT

DECLASSIFIED

DECLASSIFIED

23.

DESCRIPTION: Low wing monoplane, single seat
fighter.

COUNTRY: Japan
TYPE: Single engine fighter
MODEL: T.96 Navy
MFG.: Mitsubishi
MAX. SPEED: 250 @ 9,000
NO. OF MOTORS: 1
TOTAL H.P.: 800 @ 15,000
TOTAL FIREPOWER: 2-7.7 Vickers (ord.)
BOMB LOAD:
RANGE: 340 mi. 1.45 hrs.
CREW: 1

PERFORMANCE: - Speed at Sea level _____

Max. speed at 9,000 ft. altitude 250

Cruising speed at 9,000 ft. altitude 217 (overload: 208 at 9,000; economical: 126 at 9000)

Landing speed m.p.h.; Climb: 1500' in 6.25 mins.

Range: (Overload: Cruising: 625 miles 3.02 hours; economical: 980 mi. 7.77 hrs.)
(Normal) 340 mi. in 1.45 hrs. (Endurance at maximum power 1.1 hrs.)

Misc.: Service Ceiling 31,000'; Critical Altitude 13,000'; 90 miles per 100 lbs. fuel

Overload cruising: 86 mi. per 100% fuel; economical: 134 mi. per 100% fuel.

POWER PLANT - No. of motors 1 Rated H.P. each: 730 at 7,000

Description: Inline air cooled

Propellers: Fixed pitch

Superchargers: _____

Misc.: Gasoline capacity 600 lbs. 80 gals. (British); 1 detachable belly tank of 32 gals. capacity. (British)

FIRE POWER: - Machine Guns 2 or 4 - 7.7 Vickers with 500 rounds per gun.

turrets: _____

Bombs: _____

armor: _____

Misc.: _____

SPECIFICATIONS: - Materials: _____

Span: 36' Length: 24.6' Wing Area: 1707 Sq. Ft.

Weight empty: 3,150 lb. Full Load: 4,300 lb.

Misc.: Height 9.8'; overload weight 4600 lbs.

GENERAL REMARKS: - Good climbing ability, small turning circle but fragile; ^KRanges are effective, not maximum.

Date first Production: _____ Source: G-2, 1/30/41

Date Information Compiled: 9/17/41 British Air Ministry, 5/20/41

Status: _____

No. on Hand: _____
(2-3-2)

DECLASSIFIED

CONFIDENTIAL

V-4135, A.C.

~~CONFIDENTIAL~~

DESCRIPTION: Low wing monoplane, single seat
fighter

COUNTRY: JAPAN
TYPE: Single engine fighter
MODEL: T.97 Navy (Kaka 97)
MFG.: Nakajima
MAX. SPEED: 270 @ 15,000
NO. OF MOTORS: 1
TOTAL H.P.: 750 at 15,000
TOTAL FIREPOWER: 3 M.G.'s
BOMB LOAD:
RANGE: 460 mi. 1.975 hrs.
CREW: 1

PERFORMANCE: - Speed at Sea level _____
Max. speed at 15,000 ft. altitude 270 mph
Cruising speed at 15,000 ft. altitude 233 (Overload: 218 @ 15,000; econo. 143 @ 15,000)
Landing speed _____ m.p.h.; Climb: 15,000' in 6.25 mins.
Range: (Normal) 460 mi. in 1.975 hrs. (endurance at max. power 1.1 hrs.); overload cruise-
ing: 225 mi. in 3.8 hrs.; econo.: 1150 mi. 8 hrs.
Misc.: Service ceiling: 32,000'; 94 miles per 100 lb. fuel; overload cruising: 88 mi.
per 100# fuel; econo.: 122 mi. per 100# fuel.

POWER PLANT - No. of motors 1 Rated H.P. each: 750 at 13,000'
Description: Nakajima air cooled

Propellers: _____
Superchargers: _____

Misc.: Gas. capacity: 600 lbs. 80 gals (British); 2 detachable belly tanks 30 gals.
each (British).

FIRE POWER: - Machine Guns 1 M.G. fixed in forward fuselage; 2 M.G.'s. fixed forward
in wings.

Turrets: _____
Bombs: _____
Armor: _____
Misc.: _____

SPECIFICATIONS: - Materials _____
Span: 35.45' Length: 25.6' Wing Area: 160 sq. ft.
Weight empty: 3150 lb. Full Load: 4300 lb.
Misc.: Height: 10.1'; overload weight 4930#

GENERAL REMARKS: - *Ranges are effective, not maximum.

Date first Production: 1937 Source: Annual Report Japan, 1939
Date Information Compiled: 9/17/41 British Air Ministry, 5/20/41.
Status: Standard

No. on Hand: _____
(3-3-2)

~~CONFIDENTIAL~~

W-4135, A.C.

CONFIDENTIAL

2f.

DESCRIPTION: Low wing monoplane, single seat fighter.
This aircraft is a modified version of the F.98
Mitsubishi naval single seat fighter and has
retractable landing gear.

COUNTRY: JAPAN
TYPE: Single engine fighter
MODEL: F.97 Navy
MFO: 1
MAX. SPEED: 365 @ 11,000
NO. OF MOTORS: 1
TOTAL H.P.: 650 @ 9,000
TOTAL FIREPOWER: 2 - 7.7 M.G.
BOMB LOAD:
RANGE: 590 mi. - 2.6 hrs.
CREW: 1

PERFORMANCE: - Speed at Sea level _____

Max. speed at 11,000 ft. altitude 265 mph

Cruising speed at 15,000 ft. altitude 225 mph (overload cruising: 200 @ 15,000; econom: 140 @ 15,000)

Landing speed _____ m.p.h.; Climb: 15,000' in 7.1 mins.

Overload cruising: 760 mi. - 3.83 hrs.; econom.: 1000 mi. 7.15 hrs.
Range: (Normal) 590 mi. - 2.6 hrs. (endurance at max. power 2.25 hrs.)

Misc.: Service ceiling 30,000'; 123 mi. per 100# fuel; overload cruising: 108 mi. per 100# fuel; economical: 142 mi. per 100# fuel.

POWER PLANT - No. of motors 1 Rated H.P. each: 650 Hp. at 9,000

Description: Air cooled

Propellers: Fixed pitch

Superchargers:

Misc.: Gas capacity 600# - 80 gals (British); 1 detachable belly tank 30 gal. capacity (British)

FIRE POWER: - Machine Guns 2 - 7.7 M.G. fixed in the forward fuselage; 500 rounds per gun.

Turrets: _____

Bombs: _____

Armor: _____

Misc.: _____

SPECIFICATIONS: - Materials _____

Span: 40' Length: 25' Wing Area: 170' Sq.-Ft.

Weight empty: 3350# Full Load: 4500#

Misc.: Height: 10'; overload weight 4800#

GENERAL REMARKS: - *Ranges are effective, not maximum.

Date first Production: 1937 Source: Annual Report Tokyo, 7/1/39

Date Information Compiled: 9/17/41. British Air Ministry, 5/20/41

Status: _____

No. on Hand: _____
(2-3-2)

CONFIDENTIAL

M-4135, A.C.

~~CONFIDENTIAL~~

DESCRIPTION: 3 place conventional biplane, twin floats, water cooled engine. These planes are apparently intended to operate from seaplane carriers and to perform coastal reconnaissance missions. Flap fittings and folding wings are incorporated.

COUNTRY: Japan
TYPE: Observation
NO. 1: 2-24
NO. 2: 2-24
MAX. SPEED: 140 @ 5,000'
NO. OF MOTORS: 1
TOTAL H.P.: 600 at sea level
TOTAL FUEL: 200 gal.
RANGE: Normal: 550 mi. 4.6 hrs. Max. 320 mi. 2.38 hrs.
CRUISE: Normal: 120 mph 4.6 hrs. Max. 135 @ 11,000'

PERFORMANCE: - Speed at Sea level _____
Max. speed at 5,000 ft. altitude 140 mph
Cruising speed at 5,000 ft. altitude 120 mph; max. bombs; 135 @ 11,000
Landing speed _____ m.p.h.; Climb: _____
Range: Normal: 550 mi. 4.6 hrs.; Max. Bombs at cruising, 85 gal. fuel: 320 mi. 2.38 hrs.
Misc.: Service ceiling: 18,000'; 72.5 mi. per 100% fuel; max. bombs at cruising: 67.5 mi. per 100% fuel.

POWER PLANT - No. of motors 1 Rated H.P. each: 600 at sea level
Description: Hiro 91, liquid cooled.
Propellers: Fixed pitch, two blade, wood
Superchargers: _____
Misc.: Normal gas capacity: 900 lbs. - 120 gals. (British); max. bombs at cruising 64% of fuel = 85 gal. (British)

FIRE POWER: - Machine Guns 1-303 M.G. fixed in the forward fuselage; 1 dorsal .303M.G.
Turrets: _____
Bombs: Normal: 220# Max: 500#
Armor: _____
Misc.: _____

SPECIFICATIONS: - Materials _____
Span: 45' Length: 34' Wing Area: 530' sq.ft.
Weight empty: 4260# Full Load: 6100#
Misc.: Height: 15.5'; overload weight: 6600#; ^Rharness are effective, not maximum.

GENERAL REMARKS: - Carries medium range CW telegraph, gyro compass, and gyro horizon.
It is reported that Mitsubishi Junkers 12 cylinder V type water cooled engine of 800 hp at sea level is also mounted on this type plane.
Date first Production: 1934 Source: Office of the Chief of Naval Operations Division of Naval Intelligence, 1940
Date Information Compiled: 9/28/41 British Air Ministry, 3/20/41
Status: _____

No. on Hand: _____
(2-3-2)

~~CONFIDENTIAL~~

U-4186, A.C.

CONFIDENTIAL

27

DESCRIPTION: Biplane with twin floats, single
engined.

COUNTRY: Japan
TYPE: Observation & Reconnaissance
MODEL: T-24 (Modified) Navy 3rd type
MFG.: Kawanishi
MAX. SPEED: 172 mph at 6560'
NO. OF MOTORS: 1
TOTAL H.P.: 780 hp
TOTAL FIREPOWER: 2 machine guns
BOMB LOAD: 528# bombs
RANGE: 1310 miles
CREW: 3

PERFORMANCE: - Speed at Sea level _____

Max. speed at 6560 ft. altitude 172 mph

Cruising speed at 3280 ft. altitude 116 mph

Landing speed _____ m.p.h.; Climb: 9830' in 9 minutes, 6 seconds

Range: 1310 miles - Reconnaissance

Misc.: _____

POWER PLANT - No. of motors 1 Rated H.P. each: 780 hp

Description: Suese

Propellers: _____

Superchargers: _____

Misc.: _____

FIRE POWER: - Machine Guns 2 flexible 7.7 mm. machine guns

Turrets: _____

Bombs: 4-132# bombs

Armor: _____

Misc.: _____

SPECIFICATIONS: - Materials _____

Span: 45.7' Length: 34.5' Wing Area: _____

Weight empty: _____ Full Load: _____

Misc.: _____

GENERAL REMARKS: - _____

Date first Production: 1934 Source: ANA, Chunking, 4/18/41

Date Information Compiled: 9/18/41

Status: _____

No. on Hand: _____

(3-B-2)

CONFIDENTIAL

W-4135, A.C.

~~CONFIDENTIAL~~

28

DESCRIPTION: Biplane with single float engine.

COUNTRY: Japan
TYPE: Observation and Reconnaissance
MODEL: T-55 Navy, 2nd type
MFG.: Hispania
MAX. SPEED: 160 mph @ 11,000'
NO. OF MOTORS: 1
TOTAL H.P.: 600 @ 11,000
TOTAL FIREPOWER: 2 machine guns
BOMB LOAD: Normal: 220#; Max.: 500#
RANGE: Normal: 300 mi. 2.7 hrs.
CREW: 2/3

PERFORMANCE: - Speed at Sea level _____
Max. speed at 11,000 ft. altitude 160 mph
Cruising speed at 11,000 ft. altitude 136 mph; max. bombs: 135 @ 11,000
Landing speed _____ m.p.h.; Climb: 9,830' in 6 min. 18 sec.; 16,400' in 12 min. 40 secs.
Range: Normal: 300 mi. 3.7 hrs.; max. bombs at cruising 320 mi. 2.83 hrs.
Misc.: Service ceiling: 18,000'; 63 mi. per 100# fuel; max. bombs at cruising 67.5 miles per 100# fuel.

POWER PLANT - No. of motors 1 Rated H.P. each: 600 hp at 11,000'
Description: Hispania, air cooled
Propellers: Fixed pitch
Superchargers: _____
Misc.: Normal gas capacity 900# - 120 gals.; (British) max. bombs at cruising: 640# fuel - 85 gals. (British)

FIRE POWER: - Machine Guns 1-.303 calibre fixed in the forward fuselage; 1-.303 calibre dorsal.

Turrets: _____
Bombs: Normal: 220#; Max.: 500#
Armor: _____
Misc.: _____

SPECIFICATIONS: - Materials _____
Span: 36.1' Length: 27.9' Wing Area: 3307 sq. ft.
Weight empty: 3880 Full Load: 5800
Misc.: 13.1'; overload weight: 5800# lbs.

GENERAL REMARKS: - *Ranges are effective, not maximum.

Date first Production: 1935 Source: ANA, Chungking, 4-18-41
Date Information Compiled: 9/18/41 British Air Ministry, 5/20/41
Status: _____
No. on Hand: _____
(2-3-2)

~~CONFIDENTIAL~~

W-4135, A.C.

~~CONFIDENTIAL~~

29.

DESCRIPTION: Biplane

COUNTRY: Japan
TYPE: Observation & Reconnaissance
MODEL: T.97 (A1 92)
MFG.: Aichi Tokai
MAX. SPEED: 180 mph @ 13,000
NO. OF MOTORS: 1
TOTAL H.P.: 770 @ 13,000
TOTAL FIREPOWER: 2 M.G.
BOMB LOAD:
RANGE: Normal; 410 mi. 2.65 hrs.
CREW: 2

PERFORMANCE: - Speed at Sea level _____
Max. speed at 23,000 ft. altitude 180 mph
Cruising speed at 13,000 ft. altitude 155 mph
Landing speed _____ m.p.h.; Climb: _____
Range: Normal; 410 mi. 2.65 hrs.
Misc.: Service ceiling: 30,000'; 60 miles per 100% fuel

POWER PLANT - No. of motors 1 Rated H.P. each: 770 at 13,000
Description: Aichi, air cooled
Propellers: Fixed pitch
Superchargers: _____
Misc.: Normal gasoline capacity: 900% - 120 gals. (British)

FIRE POWER: - Machine Guns 1 M.G. fixed in the forward fuselage; 1 dorsal M.G.
Turrets: _____
Bombs: _____
Armor: _____
Misc.: _____

SPECIFICATIONS: - Materials _____
Span: 42.66' Length: 32.48' Wing Area: 430 sq. ft.
Weight empty: 3910# Full Load: 5630#
Misc.: Height 13.12'

GENERAL REMARKS: - *Range is effective, not maximum
Date first Production: 1937 Source: British Air Ministry 5-20-41
Date Information Compiled: 9/18/41

Status: _____
No. on Hand: _____
(2-3-2)

~~CONFIDENTIAL~~

W-4135, A.C.

CONFIDENTIAL

30.

DESCRIPTION: Biplane with fixed and streamline landing gear. COUNTRY: Japan

TYPE: Torpedo Bomber

MODEL: T-96 Navy

MFG.: Naka Hime

MAX. SPEED: 168 @ 8,000

NO. OF MOTORS: 1

TOTAL H.P.: 600 @ 8,000

TOTAL FIREPOWER: 1 M.G.

BOMB LOAD: 1500# (torpedo)

RANGE: 425 mi. 2.49 hrs.

CREW: 3

PERFORMANCE: - Speed at Sea level _____

Max. speed at 8,000ft. altitude 168 mph

Cruising speed at 8,000 ft. altitude 145 mph; max. fuel 145 @ 8,000 (900# bombs)

Landing speed _____ M.P.H.; Climb: _____

Range: 470 mi. 2.8 hrs. (normal); max. fuel 900 lbs. bombs: 860 mi. 5.95 hrs.

Misc.: Service Ceiling: 20,000; 72.5 mi. per 100# fuel; max. fuel 900# bombs. 72.5mi
per 100 lbs. fuel.

POWER PLANT - No. of motors 1 Rated H.P. each: 600 @ 8,000

Description: Kotobuki, air cooled

Propellers: Fixed pitch

Superchargers: _____

Misc.: Normal gas capacity 750# - 100 gals. (British); max. fuel at cruising: 1350#
180 gals. (British)

FIRE POWER: - Machine Guns 1 dorsal M.G.

Turrets: _____

Bombs: 1500# normal (torpedo)

Armor: _____

Misc.: _____

SPECIFICATIONS: - Materials _____

Span: 49' Length: 33' Wing Area: 540? sq. ft.

Weight empty: 3900? lbs. Full Load: 7100? lbs.

Misc.: Height: 15'; overload weight: 7100? lbs.

GENERAL REMARKS: - * Ranges are effective, not maximum

Date first Production: 1936 Source: G-2 1/30/41

Date Information Compiled: 9/18/41 British Air Ministry, 5/20/41

Status: _____

No. on Hand: _____

(2-3-2)

CONFIDENTIAL

W-4135, A.C.

CONFIDENTIAL

31

DESCRIPTION: Low wing, monoplane with retractable landing gear, single engine.

COUNTRY: Japan
TYPE: Torpedo bomber (Carrier based)
MODEL: 97-1 Navy
MFG.: Nakajima
MAX. SPEED: 224 mph at 6,560'
NO. OF MOTORS: 1
TOTAL H.P.: 700 hp
TOTAL FIREPOWER: 1 machine gun
BOMB LOAD: 1760# torpedo
RANGE: 1780 miles
CREW: 3

PERFORMANCE: - Speed at Sea level

Max. speed at _____ ft. altitude 224 mph at 6,560'

Cruising speed at _____ ft. altitude 162 mph at 3,280'
9,830' in 6 min. and 52 secs.;

Landing speed _____ m.p.h.; Climb: 16,400' in 15 min. and 7 secs.

Range: 1780 miles - Reconnaissance, Bomber, and Torpedo.

Misc.: Service Ceiling 20,400'

POWER PLANT - No. of motors 1 Rated H.P. each: 700 hp

Description: Mikari- 3

Propellers: _____

Superchargers: _____

Misc.: _____

FIRE POWER: - Machine Guns 1-7.7 mm. flexible machine gun.

Turrets: _____

Bombs: 1760# torpedo and 2 - 550# bombs

Armor: _____

Misc.: _____

SPECIFICATIONS: - Materials

Span: 50.8' Length: 33.8' Wing Area: _____

Weight empty: _____ Full Load: _____

Misc.: _____

GENERAL REMARKS: - _____

Date first Production: 1937 Source: ANA, Chunking, 4/18/41

Date Information Compiled: 9/18/41

Status: _____

No. on Hand: _____
(2-B-2)

CONFIDENTIAL

W-4135, A.C.

CONFIDENTIAL

34

DESCRIPTION: Low-wing monoplan, single engine.

COUNTRY: Japan

TYPE: Torpedo bomber (Carrier based)

MODEL: 97-2 Navy

MFG.: Mitsubishi

MAX. SPEED: 219 mph at 4,910'

NO. OF MOTORS: 1

TOTAL H.P.: 730 hp

TOTAL FIREPOWER: 1 M.G.

BOMB LOAD: 1760# torpedo

RANGE: 1320 miles

CREW: 3

PERFORMANCE: - Speed at Sea level _____

Max. speed at _____ ft. altitude 219 mph at 4,910'

Cruising speed at _____ ft. altitude 162 mph at 3,280'

9,830' in 8 mins. 17 secs.

Landing speed _____ m.p.h.; Climb: 16,400' in 19 mins 12 secs.

Range: 1320 miles- Reconnaissance, Bomber, Torpedo

Misc.: Service ceiling 21,400'

POWER PLANT - No. of motors 1 Rated H.P. each: 730 hp

Description: Kinse - 3

Propellers: _____

Superchargers: _____

Misc.: _____

FIRE POWER: - Machine Guns >1 flexible 7.7 mm. machine gun.

Turrets: _____

Bombs: 1760# torpedo and 2 - 550# bombs.

Armor: _____

Misc.: _____

SPECIFICATIONS: - Materials _____

Span: 52.5' Length: 33.8' Wing Area: _____

Weight empty: _____ Full Load: _____

Misc.: _____

GENERAL REMARKS: - _____

Date first Production: _____ Source: ANA, Chunking, 4/28/41

Date Information Compiled: 9/28/41

Status: _____

No. on Hand: _____

(2-B-2)

CONFIDENTIAL

M-4135, A.C.

CONFIDENTIAL

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39

DESCRIPTION: Biplane

COUNTRY: Japan
TYPE: Dive Bomber
MODEL: T-96 Navy
MFG.: Mitsubishi
MAX. SPEED: 180 @ 10,000
NO. OF MOTORS: 1
TOTAL H.P.: 730 @ 7,000
TOTAL FIREPOWER: 2 M.G.
BOMB LOAD:
RANGE:
CREW: 2

PERFORMANCE: - Speed at Sea level _____
Max. speed at 10,000 ft. altitude 180 mph
Cruising speed at 10,000 ft. altitude 156 mph
Landing speed _____ M.P.H.; Climb: _____
Range: _____
Misc.: _____

POWER PLANT - No. of motors 1 Rated H.P. each: 730 @ 7,000
Description: Kinsei, air cooled.
Propellers: _____
Superchargers: _____
Misc.: _____

FIRE POWER: - Machine Gns 1 M.G. located in forward fuselage; 1 dorsal M.G.

Turrets: _____
Bombs: _____
Armor: _____
Misc.: _____

SPECIFICATIONS: - Materials _____
Span: 37.5' Length: 30.8' Wing Area: 420? sq. ft.
Weight empty: _____ Full Load: 5200? lbs.
Misc.: Height: 12.8'

GENERAL REMARKS: - _____

Date first Production: 1936 Source: G-2 1/20/41
Date Information Compiled: 9/18/41 British Air Ministry 5/20/41
Status: _____

No. on Hand: _____
(3-3-2)

CONFIDENTIAL

W-4135, A.C.

CONFIDENTIAL

34.

DESCRIPTION: Mid wing monoplane

COUNTRY: Japan

TYPE: Heavy bomber

MODEL: T 96 Mk IV Navy

MFG.: Mitsubishi

MAX. SPEED: 230 @ 10,000

NO. OF MOTORS: 2

TOTAL H.P.: 2000

TOTAL FIREPOWER: 6 M.G.'s

BOMB LOAD: 2200# Max.

RANGE: 950 mi. 4.75 hrs.

CREW: 7

PERFORMANCE: - Speed at Sea level _____

Max. speed at 10,000 ft. altitude 230

Cruising speed at _____ ft. altitude Max. fuel load - no bombs: 200 mph @ 10,000
Max. bombs at cruising #/ 200 mph at 10,000

Landing speed _____ m.p.h.; Climb: _____

Range: Max. bombs at cruising 950 mi. - 4.75 hrs.; max fuel load - no bombs: 1600 mi.

Misc.: Service ceiling with max. bombs at ~~11,000~~ ^{14,000} cruising speed: ~~20,000~~ ^{20,000}; 30.3 miles
per 100# fuel.

POWER PLANT - No. of motors 2 Rated H.P. each: 1000 each @ 10,000

Description: Mitsubishi air cooled

Propellers: Variable pitch

Superchargers: _____

Misc.: Max. bombs at cruising: fuel cap. 3,680# - 490 gals. (British) Max. fuel load
5850# - 780 gals. (British)

FIRE POWER: - Machine Guns 2-.303 calibre M.G. located in the forward fuselage: 2-.303
dorsal M.G.'s; 2-.303 calibre machine guns in the tail.

Turrets: _____

Bombs: 2200# max.

Armor: _____

Misc.: _____

SPECIFICATIONS: - Materials _____

Span: 82' Length: 54' Wing Area: 800 sq. ft.

Weight empty: _____ Full Load: _____

Misc.: Height 12.5'; overload weight 22,000#

GENERAL REMARKS: - * Ranges are effective, not maximum

Date first Production: 1936 Source: British Air Ministry 5/20/41

Date Information Compiled: 9/17/41

Status: _____

No. on Hand: _____

(2-3-2)

CONFIDENTIAL

W-4155, A.C.

~~CONFIDENTIAL~~

35

DESCRIPTION: High wing monoplane, flying boat
The T.91/2 has radial engines and a different
tail unit.

COUNTRY: Japan
TYPE: Flying boat
MODEL: T.91/1
MFG.: Hiro
MAX. SPEED: 130 mph at sea level
NO. OF MOTORS: 2
TOTAL H.P.: 1200 at sea level
TOTAL FIREPOWER: 2 M.G.
BOMB LOAD: 2000#
RANGE: Normal: 600 mi. 5.45 hrs.
CREW: 8

PERFORMANCE: - Speed at Sea level _____

Max. speed at sea level 130 mph, altitude _____

Cruising speed at sea level 110 mph; max. fuel at cruising: 110 at sea level
(no bombs)

Landing speed _____ m.p.h.; Climb: _____

Range: Normal: 600 mi. 5.45 hrs.; 28 mi. per 100# fuel; max fuel, no bombs, cruising:
1000 mi. 9.1 hrs.

Misc.: Service ceiling: 13,000'; max. fuel, no bombs, cruising: 27.5 mi. per 100# fuel

POWER PLANT - No. of motors 2 Rated H.P. each: 600 at sea level

Descriptions: Hiro liquid cooled

Propellers: Fixed pitch

Superchargers: _____

Misc.: Normal gas capacity: 2480# - 330 gal. (British) Max. fuel at cruising: 3980# -
530 gal. (British)

FIRE POWER: - Machine Guns 1 M.G. in the forward fuselage; 1 dorsal M.G.

Turrets: _____

Bombs: 2000 #

Armor: _____

Misc.: _____

SPECIFICATIONS: - Materials _____

Span: 77' Length: 55' Wing Area: 6507 sq. ft.

Weight empty: 12,000# Full Load: 18,000#

Misc.: Height: 18'; overload weight: 20,000#

GENERAL REMARKS: - *Ranges are effective, not Maximum

Date first Production: 1931 Source: Office of the Chief of Naval Operations
Division of Naval Intelligence, 1940

Date Information Compiled: 9/18/41

Status: _____ British Air Ministry 5/20/41

No. on Hand: _____
(2-B-2)

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M-4135, A.C.

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36.

DESCRIPTION: High wing monoplane flying boat COUNTRY: Japan
 TYPE: Flying boat
 MODEL: F-77
 MFG.: Kawasaki
 MAX. SPEED: (US) 254 @ 13,100 (BAM)
 NO. OF MOTORS: 4 190 @5000
 TOTAL H.P.: (US) 3600; (BAM) 3200 @ 6000
 TOTAL FIREPOWER: 5 M.G.
 BOMB LOAD: 3300#
 RANGE: Normal: 1750 (BAM) Max. 3540
 CREW: 10 (US)

PERFORMANCE: - Speed at Sea level _____
 Max. speed at 6,000 ft. altitude (US) 254; (BAM) 190
 Cruising speed at 6000 ft. altitude (BAM) 25-165; (US) 150; max. fuel: econ: 110 @
6,000
 Landing speed _____ m.p.h.; Climb: 9,830' in 7 min, 30 secs.
 Range: (US) Reconnaissance: 3540; Battle: Unknown; (BAM) Normal: 1750 mi, 10.6 hrs.; max. fuel at econ: 2280 mi. - 20.8 hrs.
 Misc.: Service Ceiling: 19,000'; 16.4 mi. per 100# fuel; max. fuel at econ.: 21.4 mi. or 100# fuel.

POWER PLANT - No. of motors 4 Rated H.P. each: (US) 900 (BAM) 800 @ 6000
 Description: (US) Kinsei, 4-C (BAM) Cyclone, air cooled
 Propellers: Variable pitch
 Superchargers: _____
 Misc.: Normal gas capacity; 11,520 lbs - 1600 gal. (British); max. fuel at econ.: 11,520# - 1600 gal. (British)
 FIRE POWER: - Machine Guns 2 flexible 20 mm. cannon and 3 flexible 7.7 mm. M.G.

Turrets: _____
 Bombs: 2- 1760# torpedoes or 3- 1100# bombs
 Armor: _____
 Misc.: _____

SPECIFICATIONS: - Materials _____
 Span: 131' Length: 82' Wing Area: 14009 sq. ft.
 Weight empty: 25,000# Full Load: 44,092#
 Misc.: Height: 20.6 ft.; overload weight; 44,092# lbs.

GENERAL REMARKS: - * British ranges are effective not maximum

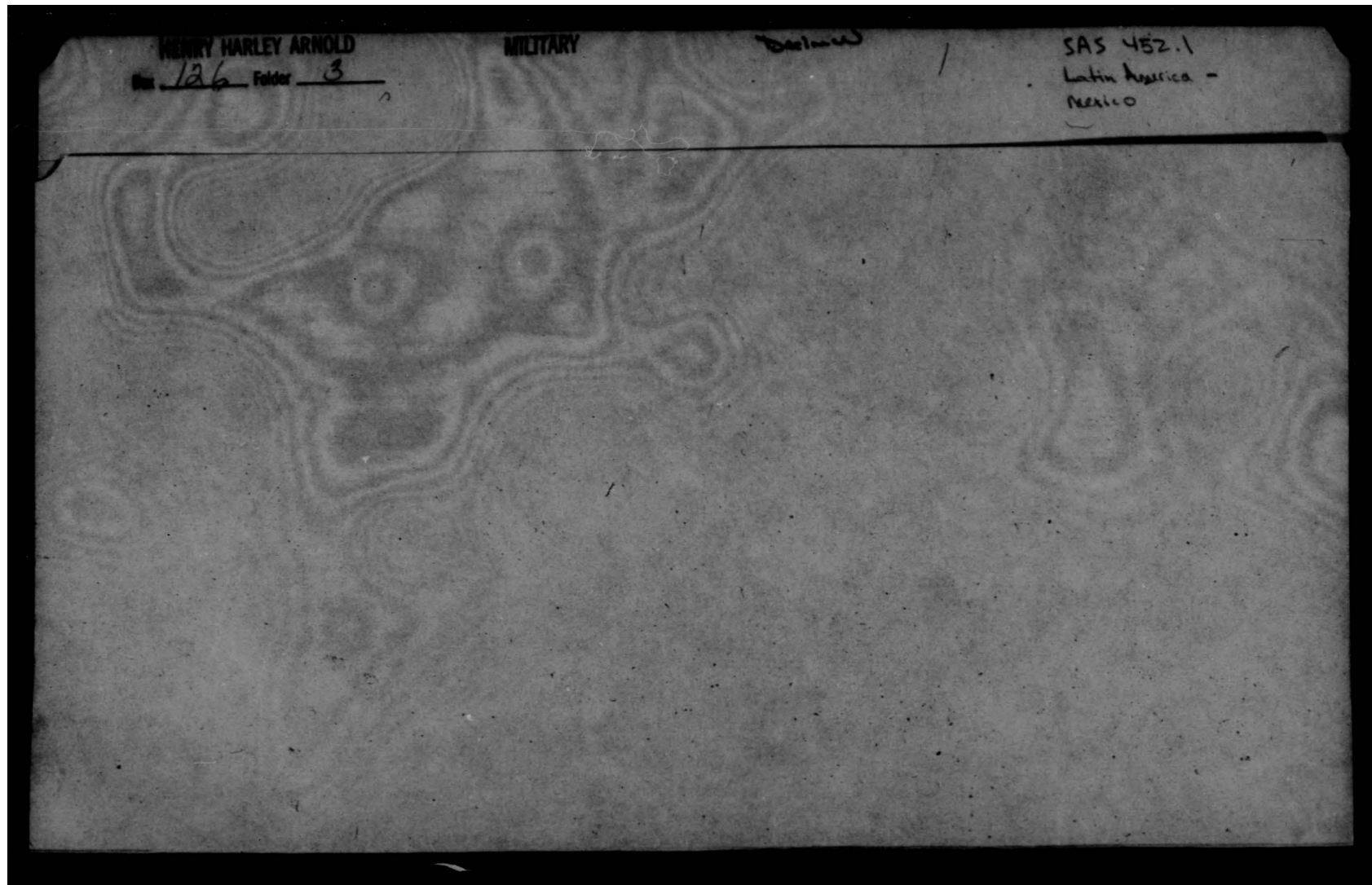
Date first Production: 1937 Source: ANA, Chunking, 4/18/41
 Date Information Compiled: 2/18/41 British Air Ministry 5/20/41
 Status: _____

No. on Hand: _____
 (2-B-2)

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V-4135, A.C.

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HENRY HARLEY ARNOLD

MILITARY

Delmas

SAS 452.1

Latin America -
Mexico

Box 126 Folder 3

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8 JAN 20 1979
By *W/FAIC* Date *5-23-76*

AFAGG-W
Gen. Walsh:mhm:6661

14 September 1965

MEMORANDUM FOR THE COMMANDER GENERAL, AAF:

SUBJECT: Aircraft for Latin America

1. The following program has been set up to provide C-47 aircraft for Latin America:

2. The Office of the Army-Navy Liquidation Commissioner, in cooperation with the State Department, has set up a schedule of aircraft available for surplus sale to Latin America. This schedule provides for the allocation of 54 C-47's as indicated on the attached table. (Tab A).

3. Sales centers are to be set up at Natal, Panama and Miami, for distribution to the east coast of Latin America, the west coast, and Central America.

4. Aircraft will be delivered to the sales centers at Natal and Panama against specific requests from the theater commanders, declared surplus in the theater, and sold by the field representative of the GAGLS. All aircraft delivered to these sales centers will be reconditioned and modified as requested by the theater commanders.

5. At the request of Ambassador Barle, the only direct request thus far received from Latin America, 55 C-47's have been allocated to Brazil. Twelve of these aircraft are either at or on the way to Harrison Field, and Air Transport Command has been directed to deliver 55 more there. The first increment of these planes, modified and thoroughly reconditioned, are to leave Harrison for Natal no later than 17 September, with the remainder of the 55 following as rapidly as they can be processed at Harrison Field.

6. The C-47 aircraft are being reconditioned for the Flamin Airline, to be delivered when the sale agreement has been signed by the Uruguayan Government. Colonel Park will accompany these aircraft to Uruguay.

7. Mr. Brinkorshoff has informed this office that the sale of 3 C-54's at \$300,000 each has been negotiated with Argentina. The State Department has informed this office that this sale is subject to the approval of Assistant Secretary of State Braden.

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Copy for Deputy Commander

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Memorandum for the Commanding General, AAF
Subject: Aircraft for Latin America

14 September 1948

1. Ambassador Loria has stated that a need for C-54 transports will arise in Brazil. In order to determine the extent of Brazilian interest and to allay any dissatisfaction which might arise in Brazil as a consequence of the sale of C-54's to Argentina, a demonstration C-54 is to be sent to Brazil. Ambassador Loria has been notified by the State Department to this effect.

2. Three C-47 aircraft are to be provided to the OASLS for use in connection with the sales centers. One of these will remain in Miami as a show plane, and the other two will be used as demonstrators in Latin America and to transport prospective purchasers to and from the sales centers.

3. The State Department, the OASLS, and other interested agencies all agree that in view of Latin America's cargo needs, it is preferable to provide a certain number of airplanes which are readily convertible from passenger to cargo use rather than all passenger type aircraft only. The cost of converting C-47's to a combination type is estimated at \$8,000 each. Efforts are being made to effect an arrangement whereby AAF depots could perform this type of modification and be reimbursed by the OASLS.

4. The State Department and Mr. Surden have agreed with the general policy of saturating Latin America with our aircraft.

(5) R.L. Halach
R.L. Halach
Major General, U.S. Army
Special Agent to the Commanding General
Army Air Force

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DOO US
8 Jan. & 20 June 1974
By: NND/ALC Date: 3-27-76

TAB A

Quantities, Locations, and Delivery Schedules
6-47 Airways For Latin America
1952-1958

CARGO TYPES

	<u>Miami Sales Center</u>	<u>Total</u>	<u>Percent</u>
September	--	20	5
October	5	--	5
November	5	--	--
December	5	--	--

AIRLINE INTERIOR TYPES*

September	10	15	5
October	--	--	5

* Only 25 are understood to be available.

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AFAEP
288-72692

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DDO WFO
8 Jan. 4, 20 July 1984
By MAJ/PAK AC, Date 3-23-76

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DATE _____ INITIALS _____

JUL 20 1945

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

SUBJECT: Military Aviation Requirements of the Other American Republics.

DISCUSSION

1. Considerable numbers of tactical, cargo, and training aircraft in the European theater and in the United States are excess to USAF requirements. It is desirable that a portion of these aircraft be transferred for the implementation of the USAF policy in the Western Hemisphere.

2. Bilateral staff conversations with fourteen (14) of the other American Republics have been completed as of this date, but there has been no U. S. action apparent to the Latin Americans of the War Department or Air Forces' interest in implementing these conversations, with the exception of Brazil. JCS/771/11 eliminates lend-lease from consideration in connection with the transfer of aircraft or equipment to any of the other American Republics at this time. Pending the clarification of a new procedure of transfer, it is desirable to assign a few aircraft to USAF Missions until such time as the title to these aircraft can be transferred. Such action should convince the other American governments of our sincerity in implementing the staff conversations and should effectively counter British endeavors to dispose of their own aircraft to the other American Republics.

3. Complete figures are provided herewith for planning purposes to meet all phases of the Air Forces' collaboration in the development of the Air Forces of the other American Republics over a period of the next five (5) years.

RECOMMENDATION

It is recommended that the attached memorandum to the Assistant Chief of Staff, Operations Division, WFO, be approved and signed.

1 Incl
Memo to OWS prep
for signature w/
6 incls as listed

WALTER E TORG
Brig General, U. S. A.
Chief, Operational Plans Division
Office of Asst Chief of Air Staff, Plans

File

008-452-1 Latin Amer

(27)

AFAAG

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Copy for Chief of Air Staff

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000 hrs
8 Jan & 20 June 1974
By 44176/UC Date 5-23-76

*File
mar.
6/22/45
[Signature]*

20 June 1945

Mr. Charles P. Staff, Director
Office of Transport and Communications Policy
Department of State
Washington, D. C.

Dear Mr. Staff:

This will acknowledge receipt of your letter of June 16, 1945 in which you state that the Department requests that no further assignments under Lend-Lease of aircraft be made to the other American Republics, with the exception of Brazil and Mexico, until a definitive decision as to Lend-Lease policy with regard to these Republics has been made.

Your letter will be presented to the U. S. members of the Maritime Assignments Committee (Air) for their information. It is presumed that the Department, in addressing its letter to the Maritime Assignments Committee (Air), did not intend that the British members of MASC (Air) be informed of the Department's request in this instance.

Since the British are represented on the MASC (Air) and therefore have access to the files of that Committee it is suggested that future matters pertaining to assignments of aircraft be directed to the Secretaries of War and Navy which Department have representation on the Committee and act in accordance with the policies of those Departments.

Very truly yours,

G. C. JAMISON
Alternate Chairman

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DOO HRS.

8 Jan. & 20 June 1978
by NV/abc LC Date 5-23-76

AFACG/GEN WALSH/ew
6561

JUN 8 1945

MEMORANDUM FOR: Chief of Air Staff

SUBJECT: Transfer of Material to the Latin American Countries

1. On 5 June 1945 the undersigned had a conference with General Handy in reference to material that could be transferred to the Latin American countries now. At General Marshall's staff meeting, during the discussion of the proposed letter to the President to define the U. S. national policy for Latin America, it developed that General Marshall appreciated the necessity for taking some immediate action and impressing on the Latin American countries our sincerity and our desire to assist in building up their programs; but he wanted to know what was immediately on hand which could be used as concrete evidence of our intentions. In other words, what modern material, not required in the war in the Pacific, could be transferred to these Latin American countries.

2. At a later conference in General Maxwell's office, it was decided that the Staff Conventions would be quickly reviewed; the requirements in connection with the other Staff Conventions not available would be estimated; and a survey would be made to see what material would be available and could be transferred now to these Latin American countries. The data would be prepared on the basis of so many squadrons of fighters, squadrons of light bombardment, air depots, training schools, etc. General Marshall was also interested in radio equipment and engineer equipment that could be used in these countries to build up communications.

SIGNED

E. L. WALSH,

Major General, U.S.A.

Special Assistant to the Commanding General, AAF

cc: Gen. Norstad
Western Hemisphere, Plans

DISPATCHED

JUN 8 1945

AFACG-Gen. Walsh.

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By MW/PH LC Date 3-23-76

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5/5/45 J.D.G.
DATE INITIALS

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

MAY 7 1945

SUBJECT: Transfer of Tactical Aircraft to the Other American Republics.

DISCUSSION

1. It is estimated that possibly six months may elapse before an overall program for the allocation of tactical aircraft to the other American Republics can be formulated from the completed, current, and bilateral staff conversations as yet not initiated with the other American Republics.

2. In the meantime, the problem of the disposal of aircraft and aviation material declared excess to WMAAF and to War Department requirements has become pressing due to:

- a. Accumulation of material.
 - b. The imminent desirability of effecting distribution of such material among other American Republics for the best interest of hemispheric defense.
 - c. Foretell imminent danger of dumping by non-American powers.
3. Efforts of this headquarters to obtain State Department sanction through OPA to the policy of allocating tactical aircraft to the other American Republics date back officially to October 1944.

4. This Branch has been advised by the Pan American Group, OPA-WMAAF, that they are now being pressed by representatives of the State Department in San Francisco to take action on the transfer of tactical aircraft to the other American Republics.

ACTION RECOMMENDED

1. It is recommended that the attached memorandum addressed to the AS/AS, Operations Division, for the attention of the Pan American Group, WMAAF, be approved and signed.

1 Incl
None to OPA for
sig w/incl

AFSAS

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JOHN H STONE
Colonel, U.S.A.
Asst Chief, Operational Plans Division
Office of the Asst Chief of Air Staff,

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Plans

208452.1 Lt. Col. Stone

1 SAJ 152.1 Staff Manual (14)

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DOO 105

8 Jan & 20 June 1974
By: *WJ/MS* AG; Date: *9-23-76*

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27 March 1948
AFAGG/ELR/nms

MEMORANDUM FOR GENERAL EIGHT:

Subject: Disposal of Excess Aircraft to Latin American Air Forces.

1. The recent conference held in Mexico City indicated universal agreement on the necessity for a unified system of hemisphere defense. The military solidarity and defensive capabilities of Latin America will depend largely on the replica air forces which the AAF plans to develop in each Latin American country.

2. If these countries are to employ U. S. standardized equipment to the greatest possible extent, material for the development of their air forces must obviously be provided from U. S. stocks. Their relatively limited needs could easily be met from excess AAF aircraft. If, on the other hand, we do not find a way to provide for their needs, other countries will be quick to seize the opportunity of cultivating Latin American good will by meeting Latin American requirements from their excess stocks; this, moreover, would pave the way for the encroachment of the aircraft industries of other countries in Latin America in the post-war period.

3. In November, 1944, in discussing a proposed executive order to clarify the procedure for disposal of aircraft to Latin America, Mr. Hopkins stipulated that any transfer must be in accordance with Lend-Lease or other existing legal means. At the present time, the only other legal method of disposal is through the Foreign Economic Administration under policies set by the Surplus Property Board. It was the opinion of the Commanding General, Army Air Forces, that transfer of the necessary equipment should be effected at no cost to the Latin American countries, as the most expeditious way of insuring that they were provided with the equipment we considered they should have.

4. At the time when Lend-Lease agreements were entered into, it was perhaps the feeling of the Latin American governments that they would not actually be required to pay for the material they were to receive. Now that it is being brought home to them that they will be expected to settle these accounts, they will be more hesitant in the future about acquiring even the bare minimum of equipment they need, since their limited budgets in any case cannot meet the costs at Lend-Lease prices.

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*Noted 4/5/48
File mark*

SAS 452.1 Latin Amer. (2)

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8. In view of ACP plans for the development of regular air service throughout Latin America, it is recommended that a study be undertaken to devise new legislation for disposal of surplus aircraft. This should be brought before Congress for consideration coordinate with the Act of September in order to take advantage of the favorable attitude which the Act has created toward Latin America.

R. L. WALSH,
Major General, U.S.A.

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DOO 223
17 4 20 June 1974
By: M27115-SC Date: 9-23-76

AFAGG:ELR/ew

4 December 1944

SUBJECT: Meeting with Mr. Hopkins

MEMORANDUM TO GENERAL ARNOLD:

1. I was with Mr. Hopkins for about 45 minutes this morning and discussed the proposed draft of the policy to give the Army Air Forces the responsibility for sponsoring Latin American aviation as a whole.
2. Mr. Hopkins seems favorably inclined and asked if we could do it without the President's approval. I stated that we had reached an impasse now, that many government departments were interested in Latin American aviation and each wanted to be the agency of paramount interest. During this discussion it developed that the main difficulty at present was with the State Department and that it was necessary that the position of the Army Air Forces be clarified and that we be designated as the agency of paramount interest. This required approval in substance by the President of the proposed policy.
3. There are a few changes Mr. Hopkins feels he would like to make in the policy but is not ready to suggest them as yet. I believe they will probably be only changes in the wording and in the meantime I am to take up the matter with Mr. Nelson Rockefeller. I went to Mr. Rockefeller's office and expect to see him sometime later today or tomorrow.
4. My impression was that Mr. Hopkins is definitely in favor of the policy outlined and that he wants the Army Air Forces to be the agency of paramount interest, the other government agencies to work with us.

R. L. WALSH,
Major General, U.S.A.

copy for Gen. F. H. Smith, Room 3E1019

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DDO 17a

8 Dec. & 20 June 1978

By MAJ/PAI LC Data 23-7c

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Transfer of Surplus Aircraft to Latin American Countries

Deputy Chief of Air Staff

16 SEP 1944

AD/As, Operations, Commitments and Requirements

ELM/aa/8516 (contd)

an efficient training type airplane. Along this point, a unanimous decision was reached that ineffective, obsolete type aircraft should not by any means be placed in South America for other than ground instructional purposes; and, that in order to have a favorable attitude of South America toward the U.S., it was recommended that the thought of placing ineffective, obsolete aircraft in South America for any purpose be eliminated.

4. Personnel to implement the program must be of the highest type possible and possess sufficient rank. Further, all personnel representing the U.S. Army Air Forces in South America must be thoroughly screened, properly indoctrinated, and carefully supervised in order to impress the South American countries with the efficiency of the Army Air Forces.

5. In order to implement an immediate program it was further recommended that Air Plans be directed to place the responsibility of air missions and the program of promoting military air training in South America completely under the Chief of the Army Air Forces. Every effort should be made in the development of feasible plans which would surmount any State Department restrictions in order that the contemplated program could be effectively carried out.

Signed

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

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DDO 211
8 Jan 6 20 Jan 1981
by HAJ/PJH ac. Date 3-23-76

TO: Deputy Chief of Air Staff
FROM: AG/AS, Operations, Commitments and Requirements

DATE 16 SEP 1966

COMMIT NO. 1
TAB/om/3316

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1. As a result of a meeting held on 7 September with individuals present as mentioned in Paragraph 4, Comment 1, it was determined that in order to carry out General Arnold's request of a complete flight training "package" that Air Plans would be charged with an immediate survey of South American countries as to the ability of these countries to absorb or properly use types of the complete flight training "package" in accordance with the country's own particular needs. It was further decided that in order to complete any American effort in the South American countries that the American training effort must be a consolidated enterprise with foolproof directives and objectives.

2. The component parts of a flight training "package" are basically to consist of a standard air mission equipped by weather, communications, engineering, and flight control personnel, along with the civilian flying group agency (this to be used in countries where civilian flying groups are mentioned by the government) similar and modeled after the USAF program used in the U. S.

3. The equipment for this training "package" to be both ground and air instructional equipment. The ground instructional equipment will consist of mobile training units or their equivalent, complete with material and personnel, along with additional classroom curtains and other spaces for instructional purposes. The flying equipment to be of the latest type training aircraft, such as T-28, BT-13, AT-62, and other types that have previously proven their worth as

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8 Jan. 4 20 June 1974
By: Blair/FB-AC Data 3-23-74

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Transfer of Surplus Aircraft to Latin American Countries

AC/AS, Operations, Commitments and Requirements

Attn: GENERAL CRAIG

Deputy Chief of Air Staff

5 Sep 44

WHL/eva/5458²

Since you are handling disposition of aircraft to South America, it is suggested that a meeting be called as set forth in paragraph #4 of Comment No. 1 at your convenience to inform all interested agencies in this Headquarters of our policy and procedure in order to avoid duplication of effort and unwarranted confusion.

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

CY: Special Projects

452.1 Latin America ①

*file
5/24/74*

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452.1 Latin America S.A.S.

~~CONFIDENTIAL~~

AFAW
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20 Mar 46

24 MAR 1945

Major General Benjamin F. Giles, USA
Commanding General, U.S. Air Forces in
Medit East
APO 707, c/o Postmaster
New York, New York

Dear Ben:

At the request of the State Department and the Foreign Economic Administration, Mr. Fuzul El-Hoss of Beyrouth, Lebanon has been allocated three surplus C-50 airplanes by the Surplus Property Board. This allocation has received the official approval of the Army Air Forces.

Mr. Fuzul El-Hoss intends to use these airplanes to establish feeder lines operating between Beyrouth and Aleppo, Beyrouth and Baghdad, and Baghdad and Cairo. Inasmuch as Mr. El-Hoss represented Lebanon at the Chicago Air Conference and signed the Five Freedoms, his feeder lines therefore become a natural route point in the eastern Mediterranean for our future air transport routes from Europe to the Far East. I have been given to understand that TWA will lend Mr. El-Hoss every advice and assistance in setting up his airline as they contemplate using him as a factor in their postwar operations. Unfortunately, however, the Lockheed Company are not in a position at the moment to lend him the maintenance personnel which he will need to train his own people and keep his planes in operational condition. Mr. El-Hoss has informally, through FEA, inquired if it would be possible for our Air Forces in Cairo to perform a reasonable amount of operational maintenance for him in Cairo. He would then rotate his airplanes so that at suitable intervals all three would fly on the Cairo route.

Unofficially, it seems that there would be no harm in your making a contract with him for services of his airline and in return performing certain maintenance services for him inasmuch as a considerable portion of his traffic will consist of U.S. officials engaged in war work. I am having the legal aspects of this idea looked into and will advise you if it is in conformance with existing law. In the meantime, anything you can do to assist El-Hoss in his enterprise will undoubtedly service our best interests.

Hollyee and the family join me in sending love.

Sincerely, Signed

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DOD Itrs

24 MAR 1946

8 Jan & 29 June 1974

Lieutenant General, U. S. Army

A F S A

By *MLC* L.C. Date *12/2/76*

Deputy Commander, Army Air Forces

OFFICE OF SIGNATURE

~~CONFIDENTIAL~~

452.1 Lebanon

SAS 452.1 Lebanon

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Lt Col Earnest/ag/5688
AFPM
Revised 17 Sept 48

Revised 187, HQ AFM, 16 Aug 48, subject "Aircraft Requirements"

AFPM

1st Inf

Hq, Army Air Forces, Washington 25, D. C.

20 SEP 1948

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DDO DS.

8 Jan. & 20 June 1984

By: HUP/PA/AC, Date: 2-13-76

TO: Commanding General, Army Ground Force, Army War College,
Washington 25, D. C.

1. Note. Production of all liaison type aircraft has been terminated, and stocks on hand are such that no difficulty in meeting stated Ground Force requirements is anticipated during the period necessary to develop an improved type airplane for Ground Force use.

2. Military characteristics referred to in paragraph 5, basic communication, have been forwarded to the Air Technical Service Command for development action and procurement of an experimental quantity of airplanes for test.

3. The status of development of the helicopter is now such that it is considered practical to develop an aircraft of this type with characteristics suitable for Army Ground Force use. Military characteristics for this type helicopter have been formulated and reviewed by representatives of Army Ground Force Headquarters, and have been forwarded to the Air Technical Service Command for action.

4. Request that this Headquarters be informed when basis of allocations outlined in basic communication has been given final approval by the War Department.

FOR THE COMMANDING GENERAL:

Signed

REUBEN C. HOOD, JR.
Brigadier General, U. S. Army.
Department of Air Staff.

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20 SEP 1948
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102 452.1 Division Report (13)

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20 Dec 1974
by PH/DC AC Date 8-25-76

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

SUBJECT: U.S. Navy Liaison Aircraft Requirements.

1. The U.S. Navy has stated requirements for the following additional liaison aircraft:

Type	Jul - Dec 1948	Jan - Jun 1949	Jul - Dec 1949	Total
L-6	30	60	60	150
L-9		30	30	60

2. The thirty L-6's in the current period are requested for delivery at the earliest possible date for operation from Specie-equipped LST's in the Pacific Ocean Area. The L-6's required for 1948 are for support of their present L-6 units. The L-6's are required to support Marine VMO squadrons and other Pacific requirements.

3. AF/AS, OCMR states the 30 L-6's can be delivered at the rate of 10 per month commencing in July 1948. The 1948 requirements have been included in USAAF production programs.

4. Previously approved programs for the U.S. Navy include the following aircraft:

Type	Jul - Dec 1948	Jan - Jun 1949	Jul - Dec 1949	Total
L-6	30	60	60	150

5. It is recommended the attached memorandum be forwarded to the Chief of Naval Operations advising acceptance of above new program and schedule.

1 Incl
Memo to CNO

LAWRENCE FORSTAD
Major General, U.S.A.
Asst Chief of Air Staff, Plans

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 DOD ltr.
 6 Jan. & 20 June 1979
 by PA/PAE JC. Date 7-23-76

MEMORANDUM FOR CHIEF OF NAVAL OPERATIONS:

SUBJECT: Navy Requirements for Aircraft Produced Under Army Cognizance.

References: Serial 028000
 Serial 028000

1. This is in reply to your memorandum of 20 June 1945 and paragraph 5 of your memorandum of 1 July 1945 with reference to L-4 and L-6 type aircraft.

2. The Army Air Forces have programmed for the U.S. Navy the following aircraft for the year 1946:

Type	1 Jan - 30 Jun 1946	1 Jul - 31 Dec 1946	Total
OT (L-6)	20	20	40
ME (L-6)*	63	63	126

*Note: As the L-4 goes out of production in 1946 and is to be replaced by the L-14, the aircraft programmed by the Army for the Navy will be of the L-14 type if production on the L-4 is not continued.

3. Thirty (30) L-4's aircraft can be made available to the U.S. Navy from production as follows:

Type	1946			Total
	July	Aug	Sept	
L-4's	10	10	10	30

4. It is requested that at the appropriate time the Navy submit a case requesting formal allocation of the aircraft listed in paragraph 3 above, and that a case be presented for formal allocation of the aircraft as set forth in paragraph 3 above as soon as practicable.

For the Commanding General, Army Air Forces:

5 A/G

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AFAEB
Clt. Patton
Ex. 71172

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DDO MTS
8 Dec. 20 June 1975
by HW/PA S/C. Date 8-23-76

MEMORANDUM FOR CHIEF OF NAVAL OPERATIONS:

SUBJECT: Navy Requirements for Aircraft Produced Under Army Cognizance.

References: Serial 002005
Serial 002405

1. This is in reply to your memorandum of 29 June 1945 and paragraph 5 of your memorandum of 2 July 1945 with reference to L-4 and L-6 type aircraft.

2. The Army Air Forces have programmed for the U.S. Navy the following aircraft for the year 1946:

Type	1 Jan - 30 Jun 1946	1 Jul - 31 Dec 1946	Total
OT (L-6)	20	20	40
ME (L-4)*	60	60	120

*Note: As the L-4 goes out of production in 1946 and is to be replaced by the L-16, the aircraft programmed by the Army for the Navy will be of the L-16 type if production on the L-4 is not continued.

3. Thirty (30) L-4's aircraft can be made available to the U.S. Navy from production as follows:

Type	1946			Total
	July	Aug	Sept	
L-4's	10	10	10	30

4. It is requested that at the appropriate time the Navy submit a case requesting formal allocation of the aircraft listed in paragraph 3 above, and that a case be presented for formal allocation of the aircraft as set forth in paragraph 3 above as soon as practicable.

For the Commanding General, Army Air Forces:

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DD Form 129
1 Jan. & 22 June 1974
by HW/PAC: Date 8-23-76

Date Initials

Mission Type Aircraft

Chief of Air Staff

25 Jun 1945

Asst C/AS, Operations, Commitments, and Requirements

1
GWR/hm/2467

1. Forwarded herewith for signature is Comment No. 2 on a Disposition Form from WBS, C-3, subject as above.

2. The policy set forth in the recommended reply to the Commanding General, Army Ground Force, is the policy recommended by the Ad Hoc Committee on Organic Assignment of Aircraft to Other Than Air Force Organizations. This committee met on 20 June 1945 in compliance with a directive from the Deputy Chief of Air Staff.

1 Encl
Proposed Comment 2 to C-3,
w/1 Encl

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

SAS 452-1 Vandenberg Reply (2)

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By: []
Date: []

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DDO ltr.
8 Jan. & 30 June 1974
By: HU/PAC/DC Date: 6-23-74

Lt Col. []/ []/ []
AFOSR 4 Jun 45
MEMPHIS:
Maj. Stebbins/ []/ []/ []
AFOSR 5 June 45

7 JUN 1945

MEMORANDUM FOR THE CHIEF OF STAFF

Subject: Liaison Aircraft

1. Established requirements for L-5 liaison aircraft through June 1946 total 1998. These requirements include 811 for the Air Force, 178 for Ground Forces, 97 for U.S. Navy, and 10 for Louisiana. The Navy has informally indicated a requirement for an additional 100, making a gross total of 1998.

2. Scheduled production for the same period, together with 1 June availability, totals 1976, for an ultimate average of at least 122. I propose to adjust production demand accordingly.

3. Established requirements for L-4/L-16 liaison aircraft through June 1946 total 1976, all for organic assignment to Field Artillery Units. In addition, the Commanding General Army Ground Forces has requested that authorization be given for 5 such aircraft per Division and 2 per Cavalry Reconnaissance Squadron (Mechanized). If approved, this would require 498 additional L-4/L-16's during the same period for a total of 2074.

4. Scheduled production for the same period, together with 1 June availability, totals 1998. Without the additional aircraft requested by the Ground Forces, this production would yield an ultimate average of 277. If the Ground Forces request is approved, scheduled production would ultimately fall short of requirements by 215.

5. We are completing a study on the Ground Forces request and will shortly forward it to the War Department General Staff for decision. Production will be adjusted upward or downward, depending on that decision.

Signed

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

COPY FOR AFCS

545 452.1 Liaison Aircraft

AFOSR ARMS AFM-40

JUN 24 1945
AFSA

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452.1 Liaison Aircraft (C)

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DOO WTS
8 Jan. & 20 June 1974
By HAH/PAC Lt. Dan 9-23-76

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SECRET	
By Author	General
The SECRET General	
Army SECRET Forces	
29 May 45	CB
Date	INTIM

Mission Aviation Program

AS/AS, GCM

AS/AS, GCM (Requirements Division)

Maj Greenleaf/oa/0428

Attached herewith is letter to Commanding General, Army Ground Force, subject, "Mission Aviation Program," initiated in reply to comments contained in paragraph 2, Page 14, "Minutes, Meeting of General Council," 1945 Series No. 21, dated 21 May 1945 is forwarded for signature.

1 Incl
Ltr to CG AGF, subj as above,
w/1 Incl.

LESLIE G. PETERSON
Colonel, Air Corps
Acting Chief

Requirements Division
(Airborne & Mission Br _____)

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By Auth: General
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Major General
Alabama & ...
... ..

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DDO 82
8 Jan. 4 30 June 1974
AFSA/PAC, Date 9-23-74

AIRMAIL

8 JUN 1945

SUBJECT: Modern Aviation Program

**TO: Commanding General,
Army Ground Forces
Army War College
Washington 25, D. C.**

1. With reference to portion of Report of the Army Ground Forces contained in "Minutes, Meeting of the General Council," 1945 Section No. 24, dated 21 May 1945, as quoted below, the following information is offered:

"AGF has no information as to whether or not AAF is also experimenting with the firing of rockets from light airplanes. Army has proven that rockets can be fired from light planes and might be used for night operations along with bombs. AAF is concerned because of the importance to ground forces of 24-hour harassment of the enemy's communications."

2. In the Report of the Army Air Forces in "Minutes, Meeting of the General Council," 1945 Section No. 18, dated 20 April 1945, is indicated a brief summary of "Combat Employment of Modern Aircraft."

3. The Army Air Forces have been investigating the feasibility of installing rockets on L-5 airplanes for some time. A completely satisfactory installation has not yet been made, although technical difficulties have been overcome and it is anticipated that test installations will be completed prior to 10 June 1945. Experiments will then be made available for conduct of tactical suitability tests under a plan generally AAF Ground Project No. 4222, "Combat Employment of Light Aircraft" established on 26 April 1945, as indicated in reference.

4. It is recommended that direct communication be established between the appropriate agency of Army Ground Forces and the President, Army Air Forces Base, Orlando, Florida, for the purpose of expediting completion of AAF Ground Project No. 4222.

For the Commanding General, Army Air Forces:

Signed

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

1 Encl.
Cv. Ltr, 26 Apr 45, "Combat
Employ. of Light AAF" to
AAF HQ

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8 Jan. & 20 June 1974
By NSIP/AS, Date 9-23-76

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30 MAY 1945
Date

Liaison Aviation Program

Chief of the Air Staff

30 May 45

AG/AS OCMR

1

1. The attached letter to the Commanding General, Army Ground Forces is forwarded for signature in the office of the Chief of Air Staff as it involves a question raised by General Arnold concerning the desire of the Ground Forces to put bombs and rockets on liaison type aircraft.

Timed

1 Incl.

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

SAS 45-2.1
Bureau copy
©

DECLASSIFIED
SECRET

file
452.1 Liaison (4)

Liaison Type Aircraft

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DDO WTS
8 Jan 8 30 June 1975
By: Mail/PLC Date: 9-23-76

TO: G-3

Reurtn: AFOCR Gen Vandenberg/br/6770 25 June 45
FROM: AFCS
DATE: 27 JUN 1945
AFFRST Lt Col Earnest/sg/5652 22 June 45
COMMIT NO. 2

1. It is recommended that the memorandum for the Chief of Staff dated 24 May from the Commanding General, Army Ground Forces, be amended substantially as follows:

"1. Reference is made to Memorandum for the Chief of Staff, U.S. Army (Attention G-3 Division), subject: "Liaison Type Aircraft" (File No. 353/246 (VA Air Gen) (S) (6007-15) from the Commanding General, Army Ground Forces.

"2. The following policy is established for organic assignment of aircraft to Army Ground Force organizations:

"a. Aircraft organically assigned to the Army Ground Forces will be designed for and confined to the performance of the Air G.F. function for the Field Artillery.

"b. Such organic assignment will be made in accordance with the following principles:

"(1) Separation of the aircraft from the mass of the air power will not seriously reduce that power.

"(2) Capabilities of the Air Force units and aircraft will not be duplicated without compensating increase in ability to wage war.

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COPY FOR AFCS

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"2. All air liaison missions will be a function of the Army Air Forces. Army Air Force Liaison Squadrons will be furnished to Army Headquarters for each deployment as the military situation requires.

"3. Your recommendation that liaison aircraft be organically assigned to field ground force organizations, in addition to those authorized herein for Field Artillery organizations, is not favorably considered. The Army Air Forces will furnish AAF liaison squadrons in the number required to perform all liaison aviation missions.

"4. You will inform the Commanding General, Army Air Forces, of the number of liaison squadrons required to be furnished for service to ground organizations, and commitment dates desired. It is desired that coordination be effected between your Headquarters and Headquarters, AAF, so that appropriate combined training can be arranged for referenced liaison squadrons before commitment."

FOR THE COMMANDING GENERAL:

Signed

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

1 Incl
n/c

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27 JUN 345
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8 Jun 60 June 1974
By: MJ/PAC JG Date: 8-23-76

CLASSIFICATION (if any)

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THE DEPARTMENT GENERAL STAFF

DISPOSITION FORM

FILE NO. SUBJECT

WHEAT 488.1 (8 Jun 45) Liaison Type Aircraft

TO: CG, AAF FROM: G-3 DATE: 25 May 45 COMMENT NO. 1
Col Arnold/2887/af

BY DIRECTS:

1. Your remarks and recommendations are desired on the recommendations of the Commanding General, Army Ground Forces, contained in the attached correspondence.

/s/ I. E. Edwards

1 Incl
AGF memo for G-3, dtd
24 May 45, w/incls

I. E. EDWARDS
Major General, G3C
Assistant Chief of Staff, G-3

Rewrt: AFOCR/GWR/hm/3487/23 Jun 45

TO: G-3 FROM: AFGAS DATE: COMMENT NO. 2

Lt Col Earnest/ag/5652/APRET/22 Jun 45

1. It is recommended that the memorandum for the Chief of Staff dated 26 May from the Commanding General, Army Ground Forces, be answered substantially as follows:

"1. Reference is made to Memorandum for the Chief of Staff, U.S. Army (Attention G-3 Division), subject: "Liaison Type Aircraft" (File No. 888/160 (PA Air Obs) (S)(SECRET-15)) from the Commanding General, Army Ground Forces.

"2. The following policy is established for organic assignment of aircraft to Army Ground Force organizations:

"a. Aircraft organically assigned to Army Ground Forces will be types suitable for employment for Field Artillery, Air G.F.

"b. Such organic assignment will be made in accordance with the following principles:

- "(1) The aircraft will be put to sustained use which exploits its maximum capabilities.
- "(2) Separation of the aircraft from the mass of the air power will not seriously reduce that power.
- "(3) Capabilities of the Air Force units and aircraft will not be duplicated without compensating increase in ability to wage war.

Chief of Air Staff
AFOCR:GWR:hm

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Revised

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"3. Air liaison missions, as defined by W.P. Circular No. 45 dated 11 July 1944, beyond the capabilities of or supplementing liaison aircraft organic to Ground Forces, will be a function of the Army Air Force. Army Air Force Liaison Squadrons will be furnished to Army Headquarters for such deployment as the military situation requires.

"5. Your recommendation that liaison aircraft be organically assigned to Field Ground Force organizations, in addition to those now authorized for Field Artillery organizations, is not favorably considered. However, the Army Air Force will furnish AAF liaison squadrons in the number required to perform all liaison evasion missions which cannot be performed by presently authorized Field Artillery liaison aircraft.

"4. You will inform the Commanding General, Army Air Force, of the number of liaison squadrons required to be furnished for service to ground organizations, and commitment dates desired. It is desired that coordination be effected between your Headquarters and Headquarters, AAF, so that appropriate combined training can be arranged for referenced liaison squadrons before commitment."

FOR THE COMMANDING GENERAL:

Revised

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n/o

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 4 Feb 80 June 1984
 NAI/PA/IC Doc 9-23-76

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AFCAF

8 AUG 1968

Liaison Type Aircraft

Comment #2

1. a. Concern is the organic assignment of liaison aircraft to Ground Force units, as proposed in paragraph 1a of attached AAF Memorandum, subject: "Liaison Type Aircraft", dated 25 May 1968.

b. The Commanding General, AAF will provide sufficient AAF Liaison Squadron desired for assignment as indicated in paragraph 1b (1), (2), and (3) of subject AAF Memorandum. It is recommended that assignment of one Liaison Squadron per field corps, as proposed in paragraph 1b (1), be reconsidered. The previous requirement for one Liaison Squadron per field corps was predicated upon providing one flight of eight (8) aircraft for use by corps headquarters and three (3) flights of eight (8) aircraft each to provide for division requirements. Because no organic aircraft will be available for division use, it is proposed that flights from the Liaison Squadron attached to the field army be utilized for use of corps headquarters. However, if this proposal does not meet General Suwara's desires, it will be withdrawn for so fully intend to carry out our general overall agreement with him.

2. The requirement for liaison aircraft to provide front line visual and photographic reconnaissance for corps and divisions will be provided by the Commanding General, AAF. In accordance with recommendations of recent reconnaissance conference, action is being taken to organize, train, and equip light reconnaissance squadrons for assignment to the Tactical Reconnaissance Group of the Tactical Air Command. Such assignment will provide a flight of eight (8) aircraft and necessary flight, maintenance personnel, and support personnel for each field army and field corps. The flight of eight (8) aircraft may be further assigned as two (2) aircraft per division. It was agreed that the photographic capabilities of each flight of the light reconnaissance squadron should satisfactorily fulfill all "close-in" photography required by a field army, a field corps, and subordinate divisions.

3. As a matter of policy it is recommended that aircraft organically assigned to Ground Forces be of a type similar to those suitable for Air G.F. use, and assignment be made in accordance with principles set forth in Memorandum to the Commanding General, AAF and Commanding General, AAF, subject: "Organic Assignment of Aircraft other than the Air Force", file HMCRT 158.1 (10 Oct 64), dated 29 October, 1964, I.e.:

"a. The aircraft will be put to sustained use which exploits its maximum capabilities.

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4 Sep 64 20 June 1984
By MJI/VAC/AG, Date 3-23-76

- "b. Separation of the aircraft from the mass of the air power will not seriously reduce that power.
- "c. Capabilities of Air Force units and equipment will not be duplicated without a compensating increase in ability to wage war.
- "d. No necessity for separate and extensive airbases, depot maintenance or training facilities will result," -see

b. In conference with General Dovers the suggestion arose that a group of officers, to be designated by him, be sent to the AAF Proving Ground at Eglin Field, to work in close cooperation with the AAF establishment there to determine the requirements for airplanes of this type. It was also agreed that the AAF would furnish a liaison officer in General Dovers' Headquarters. It is believed that this combination will assure the close cooperation required between the Army Ground Forces and the Army Air Forces to clear this problem to the satisfaction of all concerned.

FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Signed

IRA C. WAKER,
Lt. Genl. U. S. Army,
Deputy Commander, Army Air Forces.

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File

44 52.1 Liaison Aircraft (a) B

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GPO 1974
8 Jan. & 20 June 1974
By AD/PA UC Date 9-22-76

Liaison Type Aircraft

AG/AS - 3

3 August 45

Chief of the Air Staff

000/cwa/5265

1

1. Reference is made to your memorandum to G-3 regarding liaison type aircraft assigned to the Ground Force.

2. You will note by your comeback copy, attached, that General Baker altered your proposed memorandum and reverts same for dispatch to G-3. It is desired that the contents insofar as they pertain to your office be closely followed through now that we have made this commitment.

Signed

G. G. CHANNICKY,
Major General, U. S. Army,
Acting Chief of Air Staff.

1 Incl
Comeback of AF to G-3
above subj and by Gen.
Baker 3 Aug.

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3 AUG 1974
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File
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117 452.1 Liaison AF 43

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DOO WS.
8 Jan. & 20 June 1974
By *Halifax* LC, Date *7-23-76*

SECRET
By Auth: *Major General*
The *Army* **DECLASSIFIED** *Forces*
20 Apr 45 *JNB*
Date *Essentials*

MEMO

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

23 APR 1945

SUBJECT: Combat Employment of Light Aircraft.

1. Attached for your signature are letters to the Army Air Forces Board and the III Tactical Air Command, activating a first priority project to develop fully combat applications of the L-5 and similar light aircraft. The Board directive is indicative of extremely interesting possibilities in this connection.

2. At first blush, the suggested use of L-5's in combat at night would appear a retrogression in air fighting toward the techniques of World War I. Actually, against ineffective Japanese defenses in the combat area at night, slow flying aircraft at very low altitudes can effectively perform functions beyond the capabilities of high performance aircraft, and may satisfy most economically the natural demands of ground elements of close-in air assistance at night.

3. Both the Ground Forces and the Marines are experimenting successfully with the combat use of the L-5. In any phase of air fighting, the Army Air Forces must obviously take the lead and meet need. The AAF must also increase night tactical operations by whatever means is most practicable, and the suggested use of the L-5 would definitely contribute to this end.

- 2 Encls
- 1 - Ltr to AAF Board
- 3 - Ltr to III Tactical Air Command.

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

SAS 452.1 Liaison Dept (5)

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SAS 452.1 Lia (2)

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DDO ltr.
6 Jan & 20 June 1974
by *HW/Phc* JC Date *5-23-76*

26 APR 1945	
The Commanding General Army Air Forces	
20 Apr 45	VED
Date	Initials

ADMIN

SUBJECT: Combat Employment of Light Aircraft

26 APR 1945

TO: Commanding General
Third United Air Command
Wurtsmith Field, Muskegon, Michigan

FROM: Commanding General
Third Air Force
Camp, Florida

1. Attached for your information is a directive to the President, Army Air Forces Board, authorizing a project to conduct tests of light aircraft in a combat capacity.

2. Since the III United Air Command has been designated by the War Department as the specific Air Force organization responsible for the development of employment of light type aircraft, it is desired that you participate in subject tests to the limit of the capabilities of your Command and that you consult necessary liaison with the President, Army Air Forces Board, for this purpose.

BY ORDER OF CHIEF OF STAFF:

Signed

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

1 Encl
Cp of Ltr to AAF Board,
Subj as above.
(*encl 1-2-3*)

DISPATCHED
26 APR 1945
AFSAG

ADMIN AFHQ AFPC AFM AFSA

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452.1 Liaison Staff (3)

COPY FOR AAF

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000 hrs.

8 Jan. & 20 June 1974
by NAID/PAC/IC Data 9-25-74

24 Oct 1944/2000

Air Force - General

Written 21

SECRET
By Auth: _____
Th: _____
Army _____
General _____
Force _____

20 Apr 45
Date Initials

26 APR 1945

AFHQ:

SUBJECT: Combat Employment of Light Aircraft

TO: The President
Army Air Forces Board
Orlando, Florida

1. There is an urgent requirement for increasing the Army Air Forces' capability for isolation of the battlefield and for third phase air-ground cooperation at night and during periods of low visibility. Recent developments point to the fact that light aircraft can be utilized under such conditions to materially increaseAAF capabilities. These developments may be summarized as follows:

- a. Tests recently completed by the Army Ground Force indicate the feasibility of accurate bombing by L-5's at night. (Copy of report attached as Inclosure 1.) Combat evaluation tests are now being carried on by the Ninth Air Force.
- b. Successful tests by the A.T.S.G., Navy, and Army Ground Force (Inclosure 2) prove the capability of the L-5 to carry and accurately fire sixteen (16) 2.35" rockets, or six (6) Mark V Navy 5" rockets, or four (4) Navy 5" HEAR rockets. Maneuverability and ability to land on short strips is not materially reduced.
- c. Successful use has been made of liaison aircraft for "heroic" missions (aircraft acting as forward controller for fighter bombers in close-in air-ground cooperation). Inclosure 3, attached, is a description of this type mission taken from a recent AAF observer report from IIR.

2. Under conditions of low visibility or darkness, or when tactical surprise is obtained, or when ground defenses against low flying aircraft are ineffective, it is believed that the light aircraft can be an effective weapon. Under these conditions it possesses advantages over high performance aircraft in that (1) it can operate at night, fly at relatively slow speed at low altitudes with minimum opportunity for effective observation, (2) it can perform combat flying in rugged terrain and make quick, low altitude, small radius turns, and (3) it can be based well forward on small strips beyond reach of elaborate supply and maintenance facilities. Missions believed practicable under above indicated conditions include:

- a. Interdiction of enemy communications and supply lines.

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Ltr to AAF Head, "Night Employment of Light Aircraft"

- b. Pushing very close to friendly front lines.
- c. Searching out and marking pillboxes, caves, or strong points.
- d. Bombing isolated pockets of resistance, as well as enemy troops attempting to rest at night.
- e. Bombing enemy camps.
- f. As a substitute for heavier aircraft attacks by use of "borefire" technique; by use of smoke rockets to mark targets; or by use of flares to mark or illuminate targets at night.

3. It seems very probable that conditions in the Atlantic and Pacific areas, and possibly in Europe, will be particularly favorable for extensive exploitation of light aircraft offensive capabilities.

4. It is desired that a first priority investigation be authorized to determine the combat capabilities of light aircraft and the limiting conditions for such employment. Particular emphasis should be placed on night operations. Recommendations for organization, equipment, limits of assignment, and tactical techniques should be included in the report. It seems that the simplest and quickest method of initiating such operations would be to assign WAC-equipped, properly modified L-5's to Tactical Air Commands or similar organizations, without extensive personnel increases.

5. Close coordination should be effected with A.F.S.O. development agencies. Direct communication is authorized with the U. S. Army and the Army Ground Force for the furtherance of this project. It is further desired that the facilities and advice of the III Tactical Air Command be utilized for necessary field tests and in formulating recommendations. Copy of letter to the Commanding General, III Tactical Air Command, (Enclosure 4) directing necessary coordination is attached for your information.

BY ORDER OF GENERAL AMEL:

Signed

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

- 4 Encls.
- 1. Rpt "Night Empl. by Lt Acft"
 - 2. Rpt of Night Tests.
 - 3. Rpt of "Borefire" operations.
 - 4. Cpy ltr to CG, III TAC, sub j as above.

DISPATCHED
 26 APR 1945
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GPO Proc.
8 Jan. & 30 June 1975
By NAO/F&A, JC Date 6-23-76

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By Authority of
The Commanding General
Army Air Force
10 April 1945 WHB
Date Initials

Forwarding Letter to Army Ground Forces

Secretary of the Air Staff

12 APR 1945

AS/AS, Operations, Commitments and Requirements

1
Major Baldwin/dl/76600

Attached letter to Commanding General, Army Ground Forces, subject: "Employment of Liaison Type Aircraft", is forwarded for signature.

1 Incl

Ltr to CG, ASF with incl

Signed

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

AS/AS, Plans _____

SAS 452.1 Liaison ①

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File

SAS 452.1 Liaison ①

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AFHQ
Col Griffin/oh/4627
11 April 1945

AFHQ

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DOO #15
8 Apr. & 20 June 1974
By SP1/DC JG Date 2-22-76

14 APR 1945

SUBJECT: Employment of Liaison Type Aircraft

TO: Commanding General, Army Ground Forces
Army War College
Washington 25, D. C.

1. The attached preliminary report of Colonel John G. Bennett and Lt. Colonel R. R. Williams, dispatched by this Headquarters to study theater employment of liaison aircraft in conjunction with Air Force and Ground Force units, is forwarded for your information and consideration. Additional reports will be forwarded as they become available.

2. It is apparent from the attached report that liaison type aircraft can and should be utilized to an increased extent by Ground Force elements in the field. While it is obvious that little action could now be taken to increase the use of liaison type aircraft in the European area, it should be possible, with the redeployment of our forces to the Asiatic area, to effect a considerable increase in the proportional availability of liaison aircraft services. It is the opinion of this Headquarters that sufficient AAF Liaison Squadrons can and should be made available during the period of redeployment to satisfy fully the needs of Ground Force elements for this type of aviation during the remainder of the current war.

SAS 45711
Return

For the Commanding General, Army Air Forces:

Signed

1 Incl
Report dtd 1 April 45

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

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14 APR 1945
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John
0
SAS 45711 R.C.

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AAF/A-2

8 Jan. & 20 June 1954
By NSA/ISS Date 7-23-76

JAN 27 1942

AAF/A-2/12

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Amphibian Plans for Liberia.

I. Discussion.

1. Reference attached communication from the Secretary of State, January 24, 1942, to the Secretary of War (Tab A) telephone conversation with PAA headquarters in New York (Mr. Eshy) developed the following facts:

a. In consideration for rights to land commercial aircraft at Fisherman's Lake, PAA agreed to provide an amphibian for service in Liberia.

b. An amphibian was so provided but was removed from Liberia for General Adier's use.

c. PAA is under obligation to replace the amphibian or to pay the Liberian Government \$2000 a year toward the maintenance of an amphibian by Liberia.

d. A Grumman Amphibian has been purchased and will be forwarded to Liberia by the next boat to replace the one that has been removed.

II. Action recommended.

That the Secretary of War sign and send the attached letter to the Secretary of State, advising him that PAA will provide an amphibian to replace the one removed.

III. Concurrence.

A. C. of S., WPD (LTG)

JAN 27 1942

For the Chief of the Air Staff:

ACTION TAKEN: Ltr. to Sec. of State, Dispatched in A. C. O. 1/27/42, AMW/jag

452.1 Liberia (1-24-42)

OUT

ONE



MARTIN F. SCANLON **SFC** Major
Brigadier General, U.S. Army
Assistant Chief of the Air Staff, A-2

2 Incls.
1 - Ltr fr 3/3 to 3/5,
1/24/42, w/pars. of
memo. fr Harrovia, no. 16,
1/24/42 (Tab A)
2 - Draft of ltr fr 3/3 to
3/5.

olp

85 AGO

JAN 27 1942

Rec'd Bu. **WNSJ NS BN**

CONFIDENTIAL

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PMS/53491-95
air ab 452.1 Liberia

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8 Jan. 20 10:30 AM 1974
By: NIA/AC Doc. # 2374

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AAF/A-2
W MB

(Wts 1/27/42)

AAF/A-2/12

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Amphibian Plans for Liberia.

I. Background.

1. Reference attached communication from the Secretary of State, January 24, 1942, to the Secretary of War (Tab A) telephone conversation with PMA headquarters in New York (Mr. Sisk) developed the following facts:

a. In consideration for rights to land commercial aircraft at Fisherman's Lake, PMA agreed to provide an amphibian for service in Liberia.

b. An amphibian was so provided but was removed from Liberia for General Adler's use.

c. PMA is under obligation to replace the amphibian or to pay the Liberian Government \$2500 a year toward the maintenance of an amphibian by Liberia.

d. A Grumman Amphibian has been purchased and will be forwarded to Liberia by the next boat to replace the one that has been removed.

II. Action recommended:

That the Secretary of War sign and send the attached letter to the Secretary of State, advising him that PMA will provide an amphibian to replace the one removed.

III. Comments.

A. C. of W., WPD (LTG)

For the Chief of the Air Staff:

MARTIN F. SCAMMON
Brigadier General, U.S. Army,
Assistant Chief of the Air Staff, A-2.

2 Incls.

1 - Mr. Sisk to Mr. Sisk
1 - Mr. Sisk to Mr. Sisk

AIR FORCE - COORDINATION							
Chief of Staff	Sec'y Air Staff	Colo. of Service, Staff, A-2	A-4	A-WPD	A-1000	Trainer	Other
		2 - Draft of Mr. Sisk to S/S.					
	WPD						

CONFIDENTIAL

452.1 Liberia ①
Air WPT/1/27/42 ①

DECLASSIFIED
DOD IIR
8 Jan & 30 June 1974
By ML/PN:AC Date 8-23-76

DECLASSIFIED

AAF/A-2

WMB

(Wtn 1/27/42)

~~CONFIDENTIAL~~

The Honorable,
The Secretary of State.

Dear Mr. Secretary:

With reference to your letter of January 24, 1942, and the paraphrased telegram from the American Legation in Monrovia, investigation discloses that the amphibian provided in Liberia was removed some time ago. FAA has stated that they will forward, by the next ship to Monrovia, a German amphibian to replace the one removed.

Sincerely yours,

Secretary of War.

ekp

HEADQUARTERS - ARMY AIR FORCES - COORDINATION									
Chief of Staff	Asst. Chief of Staff	A. A. G.	A-1	A-2	A-3	A-WPD	A-Inspr	Comms	...

M.F.S.
RCL
~~CONFIDENTIAL~~

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000 hrs
9 Aug & 20 June 1978
By: AN/PH/C Date: 9-23-78

~~CONFIDENTIAL~~
~~CLASSIFIED~~

DEPARTMENT OF STATE
Washington

TAB
A

In reply refer to
RF 811.70682/41

January 24, 1942

My dear Mr. Secretary:

I am enclosing herewith a paraphrase of a telegram dated January 23, from the American Legation at Monrovia, regarding a report that an amphibian plane, which Pan American Airways proposed to use in a shuttle service between Monrovia and Fisherman Lake, has been requisitioned by American Army officers stationed on the Gold Coast.

It is understood by this Department that the proposed amphibian service was offered to the Liberian Government by Pan American Airways as an inducement for leasing the land to be used as an airport. Inasmuch as the withdrawal of the offer at this time would undoubtedly have an unfavorable effect on the negotiations for the lease, it is requested that the report as to the requisitioning of the plane be investigated at the earliest possible moment.

Sincerely yours,

/s/ Cordell Hall

Enclosure:

Paraphrase of telegram
from Monrovia, no. 16,
January 23, 1942.
The Honorable,
Henry L. Stimson,

Secretary of War.

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DOO 076
8 Nov. 4, 2010
By: HWT/PLC Date: 9-23-76

PARAPHRASE OF CONFIDENTIAL TELEGRAM RECEIVED FROM
AMERICAN LEGATION, MONROVIA, DATED JANUARY
22, 1948

The establishment of an amphibian plane service by Pan American Airways at the earliest possible date would appear advisable. Popular acceptance has been accorded to the proposal. A report that the plane has been requisitioned by American Army officers stationed on the Gold Coast has created an unfavorable reaction here. It recently took a launch 8- $\frac{1}{2}$ hours in heavy seas to go from Fisherman Lake to Monrovia. Utilization of plan to transport Clipper passengers between Fisherman Lake and Monrovia would afford better transportation facilities.

Will transmission of diplomatic pouch be arranged by Clipper plane in near future?

511.79682/41

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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3348

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

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DOO hrs
8 Jan. 8 20 June 1974
By *MW/PLC* Date *9-23-76*

File No.
Tally No. AAF

SUBJECT: 80 P-400's.

NO.	FROM	TO	DATE	COMMENTS	AAF/A-3 GmcC-da
1	AAF A-3	AAF A-4	1942 1/6	1. 80 P-400's previously allocated to the 49th Pursuit Group at West Palm Beach have been allocated to the 54th Pursuit Group which is to be a part of Task Force 1. It is understood that these airplanes are lacking in necessary radio, armament and other equipment. Instructions have been issued to the Chief of the 54th Pursuit Group to have the necessary equipment installed on the airplanes.	
2	AAF A-4	AAF AAG	1/10 13 1942 AAF 1342	1. It is requested that the information contained in Item 1 above be sent to the OCAC, Air Service Command Liaison for his information.	AAF/A-4 JOS/emi
3	Air AG	AAF/A-4	1-15	Attention is invited to attached copy of letter of January 9, 1942 to the Chief of the Air Corps, on above subject. It appears that the action requested in item #2 above has already been taken. The letter of January 9, 1942 was transmitted at the request of A-3. 1 Incl.- lettr to C-AC fr AAG	

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V-4071, AC, Rev. 8/14/

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Page No. -1-

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OOO (hs)
By Act. & 26 June 1974
By **MM** (P) LIC Date **1-22-74**

80 P-400's.

AMF/pt-4
228/cml

2 **AMF** **AMF** **1/28**
2-4 **228**

1. It is requested that the information contained in item 1 above be sent to the CAG, Air Service Command Liaison for his information.

228 Sr/
8/2-4

3 Air AG **AMF/A-4** 1-15

Attention is invited to attached copy of letter of January 9, 1942 to the Chief of the Air Corps, on above subject. It appears that the action requested in item #2 above has already been taken. The letter of January 9, 1942 was transmitted at the request of A-3.

J.B.C.
Asst. Air A.G.

1 Incl.- letr to C-AC fr AMG

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AMB 482.1 (suppl) (2)

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(Air AG)

000 103

8 Jan. & 20 June 1974

By NW/ABC LC Date 3-22-74

A C 53

January 9, 1942

SUBJECT: P-400's for N.I.

TO : The Chief of the Air Corps.

1. Eighty (80) P-400 airplanes, which were originally allocated to the 49th Pursuit Group, have been reallocated to the 54th Pursuit Group and are to be prepared for overseas shipment with Task Force 1 (N.I.). It is understood that these airplanes at present are not complete with regard to propellers, radio and armament.

2. It is directed that these airplanes be put in commission at the earliest possible date.

By command of Lieutenant General ARNOLD:

JOHN B. COOLEY
Lt. Col., A.G.D.
Assistant Air Adjutant General.

DECLASSIFIED

SECRET

AB 462.1 Magnet ②

~~SECRET~~

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DECLASSIFIED

000 INT

8 Aug. 6, 30 June 1978
By: *MLP/PL* AC Date: *8-23-76*

80 P-400s.

- 1 A-3 to A 4 1-6-42 See directive of 1-9-42 to C-AC on above subject.
- 2 A-4 AAG 1-10 Request information in above (same as directive) be sent to OAC ASC Liaison for his information.

Dispatched
JAN 16 1942
AAG

- 3 Air AG *AAP/A-4* 1-15 Attention is invited to attached copy of letter of January 9, 1942 to the Chief of the Air Corps, on above subject. It appears that the action requested in item #2 above has already been taken. The letter of January 9, 1942 was transmitted at the request of A-3.

~~SECRET~~
JAN 15 1942
AAG

HEADQUARTERS			ARMY AIR FORCES		COORDINATION			
Chief of Staff	Sec y of Staff	AAG	A	Incl. a ltr to C-AG fr	AGWD	A Insp	Budget.	Sec of Staff

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AAP 39

See also 52-1789 sub 2

~~SECRET~~

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DQO lts

8 Aug 6 20 June 1974
By HM/PA-LC Date 6-23-74

(Air AG)

A C 53

January 9, 1942

SUBJECT: P-400's for N.I.

TO : The Chief of the Air Corps.

1. Eighty (80) P-400 airplanes, which were originally allocated to the 49th Pursuit Group, have been reallocated to the 54th Pursuit Group and are to be prepared for overseas shipment with Task Force 1 (N.I.). It is understood that these airplanes at present are not complete with regard to propellers, radio and armament.

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By command of Lieutenant General ARNOLD:

JOHN B. COOLEY
Lt. Col., A.G.D.
Assistant Air Adjutant General.

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Air AG 452 Magnet 2

DECLASSIFIED

DECLASSIFIED
DOO hrs

8 Jan & 20 June 1974
By NALPAC AC Date 3-23-74

(Air AG)

A C 53

January 9, 1942

SUBJECT: P-400's for N.I.

TO : The Chief of the Air Corps

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By Command of Lieutenant General ARNOLD:

JOHN B. COOLEY
Lt. Col., A.G.D.
Assistant Air Adjutant General.

Dispatched
JAN 9 1942
AAG

HEADQUARTERS				ARMY AIR FORCES				COORDINATION			
Chief of Staff	Sec'y Air Staff	A.A.G.	A 1	A 2	A 3	A 4	A WPD	A insp	Budget	Sta	ESTACS
	✓	JBC									

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AAF 39

Dec 20 1962 1 May 1942

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WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

DECLASSIFIED
DDC WTS.

8 Jan. & 20 June 1973
By: AM/PA IC. Date: 3-23-76

January 6, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: P-400's for N.I.

It is requested that a letter substantially as follows be transmitted to the Chief of the Air Corps:

1. 80 P-400 airplanes, which were originally allocated to the 49th Pursuit Group, have been reallocated to the 54th Pursuit Group and are to be prepared for overseas shipment with Task Force 1 (N.I.). It is understood that these airplanes at present are not complete with regard to propellers, radio and armament. It is desired that these airplanes be put in commission at the earliest possible date.

For the Chief of the Air Staff

2.

directed Earl L. Naiden

EARL L. NAIDEN
Colonel, Air Corps

Assistant Chief of the Air Staff, A-3

8 22

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DECLASSIFIED
DDO Hqs.
8 Jan. & 20 June 1974
By MW/PLC LC Date 8-23-76

AAF/A-3
GaicC-da

January 6, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: P-400's for N.I.

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HEADQUARTERS		ARMY AIR FORCES					COORDINATION			
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics

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DECLASSIFIED

DECLASSIFIED
DOD ltr.
8 Jan. & 20 June 1974
By AW/PAL LC Date 23-76

16 May 1945

Lieutenant General John K. Cannon
Hqs. Mediterranean Allied Air Forces
APO #650, c/o Postmaster
New York, N. Y.

Dear Joe:

Regarding the post script to your letter of 12 May on the subject of giving Field Marshal Alexander the C-47 he has been using, the following seem to be the best facts in the case.

There is no authority available to us for giving aircraft other than that which authorizes commanders in the field to give aircraft to individuals and organizations required by the emergencies or exigencies of the service in that theater. If you and General McMarney feel, therefore, that you can under this proviso allow Field Marshal Alexander to remain in continuous use of the airplane in question, you have authorization for the course of action you recommend.

Recently, here, with the close of the war, there has been a general tightening up of making aircraft available to individuals. I doubt if there will be any more such cases authorized from here. It would, of course, obviously be impossible to present the airplane to Field Marshal Alexander, or any other individual, for his personal private use after he leaves the military service. All such presentations, of course, are made on the basis that the individual is given the airplane because of his official position and for use while he occupies that position.

I hope this clears the situation up for you. It certainly furnishes all the facts I have available.

Again, my personal thanks for your grand cooperation in every respect, both while I was there and since I have returned here, and wishing you every success in your new job, I am

Sincerely,

(Sgd)

IRA C. HAKER
Lieutenant General, U.S. Army
Deputy Commander, 2nd AFMAF

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DECLASSIFIED

*File
5/17*

SAS 452.1 MTO (29)

SAS 452.1 MTO (29)

~~SECRET~~
DECLASSIFIED

Secret Authority of
Commanding AAF

Lt. Col. Puckett/vaj/71608
reverts 19 May 45 Date

Initials

22 MAY 1945

Lt. General John K. Cannon
A.A.F. Mediterranean Theatre of Operations
APO #650, c/o Postmaster
New York City, New York

Dear Joe:

Due to Henry Giles' change in assignment, your letter concerning the excellent results obtained in MTO with the B-25 airplanes has come to my attention.

I know your arguments favoring the B-25 as a medium altitude bomber to be deep convictions based on your experience with this airplane and which spring from your desire to insure that the Army Air Forces produce and use effectively the best product available. Your general observations concerning the B-25 are borne out in most respects by reports from other using theaters. It is general opinion that the B-25 is a superb airplane and an excellent bombing platform. Its versatility and dependability have sold it to all of our people as an efficient weapon which produces results. Looking at the record of B-25s, both past and present in this war, it is perhaps difficult for the users of this aircraft to understand why we are evaluating it.

The decision to make the A-26 a standard attack and medium bomber was not an easy one. The Air Forces wanted an airplane with superior performance which would produce as good or even better results than had been obtained by our A-24s, B-24s and B-26s. Problems in man-power and material played a large part in delaying the production of an airplane that would do the job formerly detailed to three (3) separate airplanes. The A-26 was believed to be the answer.

The first test reports were most encouraging. We had an airplane with superior performance characteristics which could be made to pack a terrific wallop. The irrevocable decision was made to standardize it as our combination attack and medium altitude bomber and to produce primarily two versions - a bomber/attack model and a gun nose model. MTO and MTO medium and attack units were given priority in conversion. The Fifth Air Force was skeptical but willing to give the A-26 a trial. The first combat reports, moderately enthusiastic, disclosed several faults which either have been or are being corrected. But more important is the point that, with continuing use of the A-26, they have become more and more enthusiastic and are now sold on the airplane. It must be remembered that they were very fond of the B-25.

DECLASSIFIED
DOD ltr.
8 Jan. & 20 June 1974
By AW/PAL LC Date 8/23/76

~~SECRET~~
DECLASSIFIED

AFSAS

SAS 452.1 MTO (29)

SECRET
DECLASSIFIED

Your own 115th Group, which operated with the 4-22 and later with 4-22 in 1945, has been converted in this country to the 4-22 and is now departing for FRO. This group includes many of your USA combat crew and is commanded by Colonel [Name], who commanded the group in 1945. These people, the largest the combat crew under your guidance, believe that the 4-22 stands out above all other units and flights.

The subject of a cockpit in the 4-22 has always been controversial with opinion being about equally divided. Both the Ninth Air Force and the 115th Group are well satisfied with the single pilot arrangement in this airplane. Nevertheless, a decision was recently made here to go ahead with the installation of cockpit controls in all future production 4-22s. This action was based largely on your objections to the single pilot arrangement and on those of the Fourth Air Force who have always insisted on a cockpit for an airplane of this type.

Yes, we still have some "bugs" in the 4-22, but we are steadily eliminating them. The 4-22 is calling itself just as old as the 4-22, 4-23, 4-24, 4-25 and others. However, in view of your feelings, I am glad that the turn of events permitted you to finish the war with the 4-22.

Sincerely,

Signed

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

DISPATCHED
28 MAY 1945
AFSA 6

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DECLASSIFIED
DOD ltr.
8 Jan. / 20 June 1977
By: [Signature] 8/28/76

DECLASSIFIED
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DECLASSIFIED

8 Jul 6 20 June 1974
by NW/psc LC Date 7-23-76

5 MAY 1945

slm

Mr to Gen. Giles 4th 18 Mar 45 fr Gen Cannon requesting that A-26 airplanes
not be substituted for the B-25

Chief of Air Staff

8 MAY 1945
1

AS/AS, Operations, Commitments and Requirements

Reply to subject letter forwarded for signature and dispatch.

Encl
subj ltr & reply

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

SAS 452.1 NTB
SA

DECLASSIFIED

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AFSAS

~~SECRET~~

452.1 27170 (28)

~~CONFIDENTIAL~~

DECLASSIFIED

DD Form 129

8 Apr. & 20 June 1974

By NAVPERS LC, Date 9-23-76

DECLASSIFIED

15 MAR 1945

Lt. General Ira G. Baker
Commander in Chief Mediterranean Allied Air Forces
APO 650

Dear Ira:

Referring to our letter dated 17 January 1945 and your more recent letter of 19 February 1945 relative to performance of the B-17 primary heat exchanger system, we are pleased to know that the system so far appears to be functionally satisfactory.

Necessary action has been taken to correct unsatisfactory conditions arising from failure of the removable dust sections between the nacelles on future production B-17 aircraft. Fabrication of the ducts from heavier gage material thereby eliminating strengthening grooves, and similar to the modification you are doing, has been suggested to ATSC as a production fix. Serial numbers of the first aircraft incorporating the fix will be forwarded as soon as they are available.

Sincerely,

Signed

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

DISPATCHED

15 MAR 1945

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~~CONFIDENTIAL~~

Copy for General Giles SAs 452.1 M70 (2)

1/2
SAs 452-1 M70 (2)

COPY

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000 005
By: NUT/PA
Date: 9-23-74
1.C. Date: 9-23-74

HEADQUARTERS
MEDITERRANEAN ALLIED AIR FORCES
APO 650

19 February 1945

Lieutenant General Barney M. Giles
Deputy Commander and Chief of Air Staff
Headquarters, Army Air Forces
Washington 25, D. C.

Dear Barney:

You wrote us on 17 January 1945, concerning the B-17 heating system. We have delayed reply pending Twining's comment on the combat performance and suitability of B-17 equipped with two heat exchangers and a thermo fused valve set to dump overboard excessive nacelle heat.

Twining's reports, of course, are still preliminary since the equipment has not been sufficiently tested for conclusive opinions but in the main are favorable. He reports sufficient heat is provided to the cabin during high altitude operations with primary heat exchanger installed. No failure of the thermo fused valve have occurred to date.

The one serious trouble encountered is failure of the removable dust section. These sections are located in the wing between Nos. 1 and 2 nacelles and between Nos. 3 and 4 nacelles, directly above the supercharger access door. Approximately 20 per cent failures have been occurring after 800 hours in operation.

These dust sections are failing within one to two inches of either end of the section where the hydro-pressed strengthening grooves begin and end. It is believed that failure is largely due to the light material (.012" to .018" stainless steel), which permits warping and flexing because of the combination of heat and vibration. This warping and flexing eventually causes breaks to occur adjacent to the strengthening grooves or ribs. It is peculiar that nearly all failures have occurred on the dusts located between the No. 3 and 4 nacelles.

Shortage of replacement parts prompted local fabrication of these sections. They were constructed of .025" stainless steel, which eliminated the need for strengthening grooves and their performance has so far been very satisfactory. It is recommended that this modification be considered for future installations.

Sincerely,

IRA C. BAKER,
Lieutenant General, U. S. A.,
Commanding

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000 000

8 Jan. 4, 20 Jan. 1974

By: ~~CONFIDENTIAL~~ IC: Date: 8-23-76

~~CONFIDENTIAL~~
DECLASSIFIED

14 MAR 1945

MEMORANDUM FOR CHIEF OF THE AIR STAFF

SUBJECT: Letter to General Baker Regarding B-17 Heating System

1. Attached hereto is a proposed reply to General Baker's letter of 19 February 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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~~SECRET~~

DECLASSIFIED
DDO IIR
8 Jan 8 30 June 1974
By: MUI/PAT:LC Date: 8-23-76

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

9 MAR 1945

Major General Ben C. Eaker
Commanding General Mediterranean Allied Air Forces
APO 699

Dear Iraq

Your information regarding the A-26 is appreciated. Co-pilot's controls are not available at present, but engineering is scheduled for completion this month after which extensive testing will be required to check the effect on the control forces caused by the friction of added mechanical parts. The system now planned provides only simple flight controls without brakes for the co-pilot, and a more elaborate installation will require a great deal more design work which, however, will be initiated at once.

The design now underway was undertaken on a small scale as an interim measure for training use in case it was required for student check off. For this reason, together with the critical supply of some parts, it appears that the factory will not be able to furnish any equipment until July.

Previously dual controls have not been considered a combat requirement for the A-26. Information has been requested from General Anderson as to whether his experience with A-26's in the Ninth Bombardment Division indicates a need for co-pilot controls. In view of the fact that the weight of the A-26 is increasing rapidly, we have been very reluctant to add a co-pilot unless the requirement is well established.

Sincerely,

Signed

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

Major Lester/pfu/72225

AFMA-43

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~~SECRET~~
AFSA3

DISPATCHED
9 MAR 1945
AFSA3

SAS 452.1 MTO 26

SAS 452.1 MTO 26

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DECLASSIFIED
By Authority
The Commanding General
Army Air Forces
Date _____ Initials _____

DECLASSIFIED

DDO hrs.

8 Jan. 20 June 1974

By DAI/PHC LC. Date 8-23-76

9 MAR 1945

IA. General Ira G. Baker
Commanding General Mediterranean Allied Air Forces
APO 628

Dear Ira:

Your information regarding the A-26 is appreciated. Co-pilot's controls are not available at present, but engineering is scheduled for completion this month after which extensive testing will be required to check the effect on the control forces caused by the friction of added mechanical parts. The system now planned provides only simple flight controls without brakes for the co-pilot, and a more elaborate installation will require a great deal more design work which, however, will be initiated at once.

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Sincerely,

Signed

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

Major Lester/afg/7225

AFMA-48

DECLASSIFIED
SECRET

Office of Signature

DISPATCHED
9 MAR 1945
AFSAS

SAS 452.1.M70

~~SECRET~~

Office of the Commander-in-Chief
HEADQUARTERS MEDITERRANEAN ALLIED AIR FORCES
A.P.O. 650

DECLASSIFIED
000 873

8 Apr 8 20 June 1974
By: *HW/VAL* LC Data 5-23-76

17 February 1945.

Lt. General Barney M. Giles, USA.,
Chief of the Air Staff,
Hq. Army Air Forces,
WASHINGTON, D.C.

Dear Barney,

I put this to you because I know of your great interest in aircraft modification and your desire to keep it to the minimum in order to prevent factories with production schedules having them upset. Here, however, is something I think you should know about. Joe Cannon told me yesterday that he was putting through an urgent request that the A-26 be modified with dual controls and for a co-pilot. He has eight or nine of these planes now in his combat units and he says it is absolutely impossible to fly the normal medium bombardment formation because the pilot cannot see out of the right side of the ship. He says you are going to find a universal complaint from all users unless this A-26, intended for bombardment, has the co-pilot arrangement. I do not know what this will do the production schedules; I can imagine that it will raise hell with them, but I thought you would want to be appraised of this fact at the earliest possible time.

You will also be interested to know that Cannon tells me that otherwise the A-26 is proving a very fine airplane and the crews especially like it. He told me of one of his tests during the past week where four one-thousand pound bombs were carried and the pilot said it handled like a fighter.

Sincerely,

/s/IRA C. BAKER
Lieutenant General, USA
Commanding.

DECLASSIFIED

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AS 457 1 NTO 001 (26)

DECLASSIFIED
DDO hrs.

8 Jan. & 20 June 1974
By AW/PAC AC, Date 8-23-76

SECRET
DECLASSIFIED

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

2 MAR 1945

MEMORANDUM FOR CHIEF OF THE AIR STAFF

SUBJECT: Reply to General Baker's letter regarding A-26 Airplanes.

1. In accordance with your notation on the attached letter from General Baker dated 17 February 1945, a reply is forwarded herewith for your signature. The installation of dual controls in the A-26 has been opposed by both HHS and CGAR, because of the added weight, but since General Henny urgently desires them also, engineering and adequate tests will be expedited.

(Signed) E. M. Powers

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

DECLASSIFIED
SECRET

DECLASSIFIED
000 hrs
8 Jan 6 20 June 1974
By HW/BJC Date 1-22-76

DECLASSIFIED

SECRET
DECLASSIFIED
By Authority of the General
Liaison Office
AFMPC-30 APT
Date

JAN 1945

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Reconciliation of Statistical Control and NTO Loss Rates per Sortie for Heavy Bombers, December 1944.

1. The difference between the Statistical Control and NTO loss rates per sortie is entirely due to the use in the NTO cable of "operational sorties" instead of sorties as defined in War Department Memo W-650-44 which is attached.

2. The following is a comparison of the 15th Air Force Heavy Bomber loss rate per sortie for December 1944 as indicated by cable CM-EM-4186 dated 7 January from Headquarters, Mediterranean Allied Air Forces and that published by this Headquarters in the Statistical Control Division report SC-68-12 dated 5 January.

Sorties	Total Losses In Theater Encl. 2nd Line Drops	Loss Rate Per Sortie	NTO Reported Loss Rate Per Sortie
9,948	235	2.3%	2.9%

3. The use in the NTO cable of operational sorties as a basis for determining the loss rate will give a higher rate using the same losses than will be obtained in this Headquarters. Operational sorties as defined by NTO apparently relates to aircraft airborne less early returns. Use of this rather than total aircraft airborne as used by this Headquarters (Memo W-650-44) results in a higher loss rate.

4. During December there were approximately 1,900 early returns of Heavy Bombers in NTO. Consideration of these in the calculation of the loss rate per sortie results in a complete reconciliation of the 2.9% rate, as shown below.

Sorties Less Early Returns	Total Losses In Theater Encl. 2nd Line Drops	Loss Rates Per Sortie Less Early Returns	NTO Reported Loss Rate Per Sortie
8,048	235	2.9%	2.9%

1 Encl.
WD Memo 650-44

Signed

BRANDON BARRINGER
Colonel, Air Corps
Acting Chief, Statistical Control Div.
Management Control

545 452.1 MTO (23)

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503 452.1 MTO (23)

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*copy for file
McC.*

DECLASSIFIED
DOO 105
8 MAR 4 20 JUNE 1974
BY *AWIP/SLC* DATE *8-23-74*

2 February 1945

lt. General Ira C. Baker, USA
Mediterranean Allied Air Forces
APO 650, c/o Postmaster
New York, New York

Dear Ira:

Complying with your request, I have ordered two airline C-47s with airline appointments, sound-proofing, plush seats etc., sent over to you. One is for your personal use and one for General McMurtry. These airplanes are not very fast but in my opinion one of the most comfortable airplanes we have.

Sorry the offer of Jan Howard was made to you. In this connection, I fully appreciate your positive answer that you did not want him. We have a large number of general officers who have been returned from combat zones, and some who have not been to combat, that we cannot sell to any theater. We have some very good officers who are holding down key jobs and it would be unwise to release them unless we had suitable replacements which must come from theaters. I was not able to pry loose A. D. Smith, however, I believe Courtland Johnson, who has been running an ATC Wing for the past year and a half, would make you a good man for the Mediterranean transport service. Doc Hornsby would in my opinion fully meet your requirements, and I have just issued instructions to McCormick to send these two names to you.

Have not seen Eddie since his return but talked to him on the phone. He is now on a 21-day leave and will take over G-3, War Department, upon his return. Had Kate out for dinner the other night and he looks fine. Sent him down to Miami for a couple of weeks rest and recuperation. I believe, that Bob Webster, Kate, and Eddie with their families have joined in Florida for their vacation.

General Arnold was very much perturbed that he was unable to make the Conference. His old ticker acted up again and it was decided by the Flight Surgeon that it would be better to send him to Florida to take it easy for about a month. It looked as though I would make the Conference but General Marshall told me to stay here and keep General Arnold out of this office for at least a month.

Upon my return from my visit with you and Tacey, I issued the necessary directive placing the P-80 jet airplanes on a very high priority and I am hoping that we will have real production coming through by September 1. Since you and Tacey agreed to have the same type of modifications on the B-26, I believe we will be able to keep up a more even flow of airplanes to meet your activities.

SECRET

Jule
AW
SAS 452.1.MT (22)

SAS 452.1.MT (22)

~~DECLASSIFIED~~ SECRET

Ire, in case we fail at this end to give you what you want and when you want it - please let us know.

Sincerely,

BANNEY H. GILES,
Lieutenant General, U. S. Army,
Deputy Commander, Army Air Forces.

-2-

~~DECLASSIFIED~~ SECRET

*File
2/8/45
A*

BA 9452-17m 30 (22)

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DECLASSIFIED

ARMS
SER: 2 Feb 45
Lt Col. G. H. H. / (S) / (S)

DECLASSIFIED
DOO Inv.

9 Jan. & 20 June 1974
71017A.C. Date 8-23-76

6 FEB 1945

PROPERTY OF The Adjutant General Army Forces	
Date	Initials
2 Feb 45	M. O. H.

24 General Joe G. Baboy, U S A
Commanding General
Headquarters Allied Air Forces
APO 800 c/o Postmaster
New York, City, New York

Dear Sir:

It is apparent that our letters, dated the 23 January 1945, regarding the schedule by which you are to receive G-45 aircraft, covered in the mail.

As stated in Catalogue WMM 2444 dated 19 January, and by letter to you dated 23 January, ten (10) G-45 aircraft will be assigned to you in March 1945 and each month thereafter, to maintain your Troop Carrier Group. Aircraft production schedules, and our training program for Troop Carrier replacement crews, take these assignments necessary.

General Baboy has been notified of this schedule and is taking action to supply you with a stock of G-45 spare parts.

In addition to the above, a total of 25 G-45 aircraft will be assigned to you during February and March 1945 to meet your miscellaneous requirements for transport aircraft.

Sincerely yours,

Signed

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

WMM 2444

6 FEB 1945

AFRAL
JOS RAN

AFROM

AFAMS-2
Baldwin

AFDBS
DWB

DECLASSIFIED
SECRET

SNS 452.1 MTO (2)

COPI FOR AFAMS
SAS 452.1 MTO

(2)

File
1/2/45
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DECLASSIFIED
HEADQUARTERS NORTHWESTERN ALLIED AIR FORCES

AFPO 650

DECLASSIFIED

DDO ltr.

8 Jan 6 20 June 1974
By: *HW/PA* CC Date: 1-23-74

21 January 1945

Lt. General Barney M. Giles, USA
Chief of the Air Staff
Army Air Forces
WASHINGTON, D. C.

Dear Barney,

In view of our conversations on C-47 aircraft at our last meeting, I am somewhat at a loss to understand the enclosed radiogram. I understood you to say that ample C-47's would be available so that we could continue our Troop Carrier Command with that type. At our meeting I told you of Cannon's keen desire that he retain one type, the C-47, in the Troop Carrier Command if at all possible. I stated in my radiogram that we could use the C-46's in the Transport Service here if it is necessary that we take our quota of them.

Knowing Jamison was away, and in view of the fact that this radiogram seemed at variance with our discussion, I thought it conceivable that it might be an error. If it is correct and we are to get a number of C-46's, we are anxious to know the overall number so that our requisitions for spare parts can be initiated in time.

Sincerely,
/s/ Ira

IRA C. BAKER
Lieutenant General, U. S. A.
Commanding

1 Incl:
Copy Cable WAFX 24028

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~~SECRET~~

0071

DECLASSIFIED

7-23-76

TRAINING MESSAGE
HEADQUARTERS NORTHWESTERN ALLIED AIR FORCE

PRIORITY ROUTINE

DATE 21/1/48

SECURITY: ~~SECRET~~

TO: BAKER

FROM: SSG ARNOLD KEIRAN N-48719 Dated 18 JANUARY

Re: Amusing Cite BAKR 20000

~~SECRET~~ Beginning in March and each month thereafter
it is planned to assign 10 C-46 aircraft to your theater
to maintain your troop carrier units. These airplanes
will be over and above 10 C-47 aircraft in February and
10 in March to meet your miscellaneous requirements.
Necessary to send you C-46 airplanes because of aircraft
production schedules. For your information the training
establishment is scheduled to discontinue to produce C-47
replacement crew in June this annum.

DECLASSIFIED

~~SECRET~~

DECLASSIFIED

DDO 105

8 Dec. & 20 June 1975

by: NS/PAL/AG, Date: 9-22-76

~~SECRET~~

DECLASSIFIED

~~SECRET~~

By Authority of
The Commanding General
Army Air Force

J. H. ...

Date _____ Initials _____

Type G-46 Aircraft for HHO

Secretary of Air Staff

8 FEB 1946

AG/AS, Operations, Commitments, & Requirements

Lt Col O'Donoghue/6109

Attached hereto, for signature of Chief of Air Staff, is letter in reply to General Baker with reference to the G-46 aircraft scheduled for HHO.

2 Incls

- Incl 1. Ltr to Gen Baker
- Incl 2. Ltr to Eq Mgt Allied Air Forces dtd 21 Jan 46

WILLIAM F. McKEE

Colonel, C.S.A.

Acting Chief of Air Staff
Operations, Commitments & Requirements

DECLASSIFIED

~~SECRET~~

~~SECRET~~

DECLASSIFIED
DOO MTS
8 Jan. & 30 June 1974
By: MAJ/PAC SAC, DOD, 7-23-74

G-47's for General Baker

Secretary of the Air Staff

21 January 1948

ADofAS, Operations, Commitments & Requirements

1. In compliance with the request of General Giles there is attached, for his signature, a letter to General Baker regarding G-47 aircraft.
2. It is recommended that this letter be signed and dispatched.

1 Incl
Ltr to Gen Baker

Signed

WILLIAM F. MOHR
Colonel, U.S.A.
Acting Asst. Chief of Air Staff
Operations, Commitments & Requirements

SAS 4521 MTO (87)

DECLASSIFIED

~~SECRET~~ 4521 MTO (87)

File
a

11 Jan
to Gen Echols

CONFIDENTIAL

DECLASSIFIED

DECLASSIFIED
DDO Hqs
8 Jan 4 30 June 1974
By Ms 1745 AC Date 9-23-76

6 January 1945.

File
MMR

Lt. General Barney M. Giles, USA.,
Chief of the Air Staff,
Army Air Forces,
WASHINGTON, D.C.

Dear Barney,

You will recall that I wrote to you recently at Twining's request about the unsatisfactory condition of the B-17 heater and you very promptly replied. I sent your letter to Twining for further comment. His comment to me is as follows:-

"In General Giles' letter of 5 December he gave Materiel and Services' comments on my complaint concerning the heater in the B-17. Amplification of our unsatisfactory report is contained in the ensuing paragraphs.

"The original glycol heater system of the B-17 type aircraft was unsatisfactory because of excessive maintenance requirements and due to its "temperamental" characteristics. Combat crews had a just criticism as did the maintenance personnel. As a result, many Unsatisfactory Reports were rendered on this system. However, when this system was functioning properly, it was a great help and put out a fair degree of heat at altitude. A great deal of enthusiasm met the first exhaust heater system equipped B-17's. When it was found that these heaters actually produced less heat than its predecessor, naturally many complaints were received.

"The B-17 exhaust heater system has been considered unsatisfactory primarily because the installation has been incomplete; i.e. minus the primary heat exchanger. In the absence of the heat exchanger and with merely the tail pipe for primary heat exchange, certainly insufficient primary heat is produced. At altitudes above 20,000 feet, the effect of the heater was practically nil.

"We were advised that a primary heat exchanger of the original design had fallen down in service tests and that an improved and satisfactory exchanger would be furnished at a later date. Experimentation in the field was being conducted in search of ways to increase the amount of heat output.

"From a Boeing Field Service Letter, it was learned that by perforating the exhaust tail pipe, it would be possible to

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SAS 452.1 MTR 0 (16)

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000 000
8 Apr 8 20 June 1978
by *MPAL* ac Date: 8-23-76

increase the primary heat. The Boeing letter further stated that the possibility of introducing exhaust gases into the cabin was remote because of the fact that the secondary air pressure due to duct lengths and cabin pressure is considerably in excess of the primary air and exhaust gas pressure with its outboard low pressure exhaust from the secondary heater.

"The perforating modification was tried and it was found that a considerable increase in the primary heat could be obtained. Some difficulty was experienced, however, in accomplishing this change as a field modification. The supply of stainless steel necessary for the tail pipe shroud was insufficient. To decrease the demand on stainless steel requirements, in some cases the perforations were covered with small individual hat sections. If the heat was too great from leakage through exhaust pipe connections, the thermal pins burned. By careful repacking with Inconel exhaust packing, this condition was avoided. Due to the excessive heat adjacent to the wheel well, main wheel tires were subject to high heat and in some cases caused burning of the tires. Deflector plates at the rear nacelle shroud entrance eliminated this possibility.

"This modification has proved highly successful even at altitudes above 30,000 feet and at temperatures at minus fifty to sixty degrees Centigrade. In the tail gun position at a minus thirty degrees Centigrade outside temperature, approximately forty degrees Fahrenheit is held in that difficult-to-heat position.

"This entire modification program is still considered under a service test basis and is being carefully observed. It provided us a temporary expedient and will be replaced with the approved primary heat exchanger kits that have been on requisition since the introduction of this exhaust heater system."

Believing that this further information may be of some use to your technical people I am forwarding it to you.

Sincerely,

IRA C. BAKER
Lieutenant General, U.S.A.
Commanding.

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CONFIDENTIAL

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452.1m30 (16)

Major S.L. Baird/pfw/3563
13 Jan 45

~~CONFIDENTIAL~~

DECLASSIFIED
DOO IFR
8 Apr. & 30 June 1974
by HSI/PLC, IC, Date 8-23-76

17 JAN 1945

Lt. General de C. Baker
Officer-in-Chief,
Headquarters, Mediterranean Allied Air Forces,
c/o Postmaster, A.F.O. 690,
New York, New York.

Dear Sir:

The specific information contained in your letter of 6 January 1945, regarding B-17 heating systems, will be very helpful in incorporating improvements to this system. Vigorous action is being maintained to expedite the shipment of primary heat exchangers kits to the theatres using B-17 aircraft.

Our cable HARI 72351, dated 2 December 1944, forwarded information relative to the production delivery of B-17 aircraft having two (2) heat exchangers and a thermo fused valve set to dump combustion-excessive nacelle heat. This cable also solicited information as to the combat performance of the heating system in these airplanes. Cable was received from Mediterranean Theatre of Operations stating that B-17 airplane, serial number 44-8401, had been received in the theatre having primary and secondary exchangers, but had not been committed to combat.

It will be very helpful to have such information in order to know if we are on the right track here.

Sincerely,

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

For and in the absence of:
BARNEY M. GILES,
Lieutenant General, U. S. Army,
Deputy Commander, Army Air Forces and
Chief of Air Staff

545
45-21 MTO (16)

DECLASSIFIED

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~~CONFIDENTIAL~~

17 JAN 1945
608

File
copy for a GAO 45-21 MTO (16)

CONFIDENTIAL

DECLASSIFIED
DOD DIR.
E.O. 12958 & 30 June 1974
By: *AVIP/3* LC Date: *8-23-76*

Condition of the B-17 Heater.

Secretary of Air Staff

15 JAN 1945

AC/AS, Material & Services

2
Maj. Baird/Col. Gibbs/est/pfw/3963

1. Transmitted herewith, for signature, is a proposed reply to General Baker's letter, dated 6 January 1945, regarding the above subject.

(Signed) JOHN G. MOORE
Colonel, Air Corps
JOHN G. MOORE
Colonel, Air Corps
Executive, AC/AS, M&S

1 Incl:
Proposed ltr to
Gen Baker.

**DECLASSIFIED
CONFIDENTIAL**

11 Jan
to Gen. Tolson

~~CONFIDENTIAL~~
DECLASSIFIED

DECLASSIFIED
GPO 1975
9 Jan 6 20 Jan 1976
By: FHL/PBL J.C. Date: 8-23-76

C/o Postmaster, New York, N. Y.

5 January 1945.

Lt. General Barney M. Giles, USA.,
Chief of the Air Staff,
Army Air Force,
WASHINGTON, D.C.

*Giles
MAZ*

Dear Barney,

In your letter of December 27, while discussing additional wings for our transport aircraft made necessary by corrosion, you asked if we could use wings with the 24-volt system. Whitton advises me that we can use these wings and that he has already requisitioned from your supply sources wings of that type in lieu of the 18-volt wired wings when not available. I appreciate tremendously your prompt action in providing these wings for us.

Yesterday Twining came to see me with respect to the loss of the air/sea rescue flights to GRI. He is greatly concerned that a considerable number of our crews will now be lost because we do not have PBY's available to pick them up in the Adriatic. He points out that nearly a hundred crewmen were rescued by this unit. We are sending all our serviceable PBY's with the two flights to GRI. Will you please send us a minimum of three PBY's as soon as possible?

Sincerely,

IRA C. HAKER
Lieutenant General, U.S.A.
Commanding.

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~~CONFIDENTIAL~~

J.H.
①

SAS 452-1 MTD ①

SAS 452-1 MTD ①

~~CONFIDENTIAL~~

DECLASSIFIED
900 075
8 Jan 6 30 June 1975
By: *RJ/PLG* Date: 8-23-76

18 JAN 1945

Lt. General Ira O. Baker, USA
Commanding General
Mediterranean Allied Air Forces
A.P.O. 480, Postmaster
New York, New York

Dear Ira:

With reference to your letter of 5 January, a total of 18 LH and 20 HH wings for 24 volt system C-47 airplanes will be available for shipment to you this month. This will take care of the airplanes grounded due to wing corrosion and cover anticipated future requirements.

Records here indicate that you should have 4 C-104 airplanes on hand after you dispatch 3 to GHI. To augment this number, four C-104 airplanes are being staged, and will depart for your theater this month.

Sincerely yours,

Jr
PATRICK W. TIMBERLAKE,
Brigadier General, U. S. A.,
Deputy Chief of Air Staff,
BANKNEY M. GILES,
Lieutenant General, U. S. Army,
Deputy Commander, Army Air Forces and
Chief of Air Staff

18 JAN 1945

COPY FOR AIR STAFF
SAS 452.1 MTO (15)

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~~CONFIDENTIAL~~

SAS 452.1 MTO (15)

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~~CONFIDENTIAL~~

COPT

HEADQUARTERS MEDITERRANEAN ALLIED AIR FORCES
A.P.O. 680

DECLASSIFIED
DOD 115
8 Dec 4 20 June 1974
By PW/PAIC: Dms P-33-76

§ Postmaster, New York, N. Y.

5 January 1945

Lt. General Barney H. Giles, USA.,
Chief of the Air Staff,
Army Air Forces,
WASHINGTON, D.C.

Dear Barney,

In your letter of December 27, while discussing additional wings for our transport aircraft made necessary by corrosion, you asked if we could use wings with the 24-volt system. Whitten advises me that we can use these wings and that he has already requisitioned from your supply sources wings of that type in lieu of the 12-volt wired wings when not available. I appreciate tremendously your prompt action in providing these wings for us.

Yesterday Twining came to see me with respect to the loss of the air/sea rescue flights to GMI. He is greatly concerned that a considerable number of our crews will now be lost because we do not have FBY's available to pick them up in the Adriatic. He points out that nearly a hundred crewmen were rescued by this unit. We are sending all our serviceable FBY's with the two flights to GMI. Will you please send us a minimum of three FBY's as soon as possible?

Sincerely,

IRA C. BAKER
Lieutenant General, U.S.A.
Commanding.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

DECLASSIFIED
DOO IIR
8 Jan 64 30 June 1974
By: 1772 CAC Date: 8-29-76

Letter for General Eaker

Chief of Air Staff

AS/AS. Operations, Commitments & Requirements

16 JAN 1946

Lt Col O'Donoghue/ASAS

Attached hereto for your signature is letter to General Eaker in reply to his letter of 5 January, also attached.

2 Encls

Encl 1 Ltr to Lt Gen Eaker

dat 5 Jan 46

Encl 2 Ltr to Lt Gen Eaker

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

ASAS _____
ASAS _____
ASAS _____

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~~CONFIDENTIAL~~

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000 000
By: M.J. P.A. Date: 8-23-74

2 January 1945

Handwritten initials

MEMORANDUM FOR GENERAL ARNOLD:

1. Reference is made to cable from General Eaker concerning shortage in assignment of B-24 aircraft and your remark thereon:

"How can figures be so wrong? Yesterday I was told that we had all units up to strength in U.E. and receive today this? Get me answer."

Information given you on 31 December that all units were up to UE strength in airplanes and crews was apparently not based on the very latest reports as the Stat Control report dated 1 January shows a shortage of 160 B-24's in MTO or 61 per group instead of an authorized 72. This shortage is due to three factors:

- a. Combat losses and retirements to second line have materially exceeded replacement planning factors.
- b. Lack of flexibility in shifting overages from the Eighth Air Force to the Fifteenth Air Force.
- c. Bottlenecks in modification centers here caused by each Air Force requiring a different B-24 modification.

2. General Spaatz has been directed to reach an agreement with General Eaker on a standard modification list for the Eighth and Fifteenth Air Forces. He was further directed to investigate practicability of transferring some of the B-24 overage in the Eighth Air Force to the Fifteenth Air Force.

3. Situation on shipment of B-24's from the U.S. to MTO is as follows:

Departed U.S.	Enroute POAE and Staging	Estimated Departures			March Allocation
		Jan	Feb	Mar	
45	35	84	173	101	222

SAS. 452.1 MTO (14)

Handwritten notes:
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14/45

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SECRET

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

SAS 452.1 MTO (14)

JAN/DEC 71583
12-22-44

CONFIDENTIAL

DECLASSIFIED

27 DEC 1944

DECLASSIFIED
DOO RRS
101 2 20 June 1974
by: NUI/PAC LC Date: 8-23-76

of Signaling Office

IA, General Ira C. Baker
Headquarters Allied Air Forces
A/P-2, 628, c/o Postmaster
New York City, N.Y.

Dear Ira,

The serious situation in your theater with respect to wing conversion on C-47 aircraft is being given our prompt consideration. Action taken to date on this problem is outlined hereunder:

Your Air Service Command submitted a cable request on 14 December 1944 for twelve (12) 12 wings and twenty (20) 12 wings to take care of airplanes grounded and to meet anticipated future requirements. The wings requested are for airplanes with 12-volt systems which are no longer available.

Wings for 24-volt system airplanes can be made available for shipment in approximately thirty days. If these wings are sent to you, it will be a minor job to remove the 24-volt wiring (landing light only) and to install the 12-volt wiring from the old wings. Experience has indicated that to attempt to have the manufacturer make the changes in his production line might easily involve an additional thirty days' time. The other alternative to supply you 12-volt wings would be to have the necessary changes made at some depot in the States. The time involved in shipment to a depot, the unrating, re-rating and preparation for shipment overseas would obviously involve a considerable delay. For these reasons it seems most feasible to accomplish the re-wiring in your theater.

The above information was supplied in cable # 9517 dated 28 December addressed to your Air Service Command, and in addition, request was made if component parts of these wings could be utilized in place of complete wing assemblies. Emergency Segment No. 128 2128 AD has been allocated for these wings, and shipment will be made upon answer to above cable and availability of wings.

Technical Order 00-65-19 dated 5 October 1944 provides information on methods to be used in retarding corrosion on airplanes.

The Service Command report and photographs inclosed with your letter have been forwarded to the Air Technical Service Command for their use in securing more complete control over corrosion problems.

Sincerely yours

Signed

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

DECLASSIFIED
27 DEC 1944
608
CONFIDENTIAL

File
for

SAS 452.1 747.0 (13)

8AS 452.1 747.0 (13)

DECLASSIFIED
DOO hrs
8 Jan. & 20 June 1974
By MW/PAC Date 9-23-76

SECRET
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MEMO FOR DEPUTY CHIEF OF AIR STAFF - General Timberlake 12 December 1944

1. Wing corrosion on C-47's sufficient to cause grounding or wing replacement is apparently a local epidemic in WFO only.
2. Adequate inspection and maintenance in accordance with existing tech orders should prevent such wholesale grounding.
3. No requisitions have been received from WFO for wings; however, we have asked the theater for immediate advice if wings are needed.

Signed

R. W. BATCHELDER
Lt. Colonel, Air Corps
Asst. Exec., AC/AS, WFO

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DECLASSIFIED
DOB #12
6 Jan & 20 June 1974
By: NIPAC/IC, Date: 4-27-76

15 NOV 1944

TO: Chief of the Air Staff

DATE:

FROM: AC/AS, Operations, Commitments & Requirements

OPERATION NO. 2
Lt Richard/ops/452

1. Based on a requirement of two (2) G-47 aircraft for each tactical group, including Capt groups, there is a total requirement in HAW for one hundred eighteen (118) G-47's for such assignment. There are now forty-eight (48) second-line G-47's and G-49's in the Theater. An additional seventy (70) aircraft to make a total of one hundred eighteen (118) will be allocated at the rate of ten (10) per month beginning with December.

2. G-45 aircraft are now scheduled for HAW as follows:

November	-	5
December	-	5
January	-	5
February	-	5
March	-	5
Total		25

3. The shortage of L-5's is due to a theater diversion of sixty-eight (68) of this type for field artillery observation. Diversion of L-5's scheduled as below will return the two Liaison Squadrons to full strength:

December	-	5
January	-	5
Total		10

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452.1 MTO (13)

Classification changed to
SECRET by authority of
CS. 147

~~SECRET~~
DECLASSIFIED

Aircraft for the Mediterranean Theater of Operations

15 NOV 1948

Chief of the Air Staff

AS/AS. Operations, Commitments & Requirements

3 (Contd)
Lt Ensbart/cdy/6180

4. The assignments listed above will be accomplished without cost to other theaters or training.

5. General Eaker has been informed by radiogram of the G-45 and L-5 schedule above.

AWAC _____

DONALD WILSON

AWMO _____

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

DECLAS...

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MUNITIONS ASSIGNMENTS COMMITTEE

(AIR)

WASHINGTON

DECLASSIFIED
DDO 100
1 Apr. & 10 June 1955
By (P) A. J. C. Date 3-23-76

*File
MEX*

19 May 1944

MEMORANDUM FOR LIEUTENANT GENERAL B. H. GILES

SUBJECT: Equipping Italian Units with U. S. Aircraft Now in the Theatre.

1. At the 150th meeting of the Combined Chiefs of Staff the following message was authorized and was dispatched on 26 April 1944 to the Supreme Allied Commander, Mediterranean Theatre:

"You may authorize the Air Commander-in-Chief, Mediterranean Allied Air Forces to re-equip during the period of hostilities with Germany such Italian aircraft squadrons as he thinks fit with superseded types of combat-worthy aircraft no longer required by the Allied Air Forces.

"Such re-equipment is only to be undertaken if it is in the interest of the war against Germany and you should make it quite clear to Italian Government that such action is wholly without prejudice to any ultimate decision about the status of the Italian Air Force during the post-war period.

"This supersedes instructions contained in PAN 338 only to the extent that superseded types of U. S. or British aircraft which are available in your theatre and which are no longer required by Allied Air Forces will be supplied.

"No commitment can be accepted to maintain these aircraft nor to supply spare parts beyond the stocks currently available in your theatre."

2. The Joint Chiefs of Staff estimated that the following U. S. superseded aircraft could be furnished the Italian forces from the Mediterranean resources:

- 200 P-39's
- 300 P-40's
- 200 A-20's

87 J 45-2.1 Mediterranean Theatre

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(9)

87 J 45-2.1 Mediterranean Theatre

~~SECRET~~

3. All transfers should be reported to the Commanding General, Army Air Forces, by model, serial number, date, and place of transfer. This information will be transmitted to the Munitions Assignments Board for necessary action.

4. A report should be made to the Combined Chiefs of Staff through the Supreme Allied Commander, Mediterranean Theatre, of the type and strength of forces re-equipped.

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

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257-144*

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file notes
[Signature]

SECRET

DECLASSIFIED

DECLASSIFIED
DDI/DS
16 June 1984
By: HQ USAF
IC Doc: 9-27-74

SECRET
By Authority of
The Commanding General
Army Air Force
[Signature] *[Signature]*
Date Initial

MEMORANDUM FOR MAJOR GENERAL DENNIS H. GILES:

Subject: Fighter Group Conversions in HTO.

1. In accordance with your directive at the Staff Meeting this morning, the following information is furnished regarding reassignment of fighter groups in HTO. Scheduled flow of aircraft will permit conversions as indicated:

Model	Actual Gps As of 4/30	Gps Planned As of 5/31	Gps Planned As of 6/30 (b)
F-38	3	3	3
F-38 (a)	2	3	4
F-47	4	5	4 (c)
F-36	1	-	-
F-49	2	2	-
F-39 (old)	1	1	-
TOTAL Gps	13	13	13

- (a) Includes 1 Gp in process of conversion from Spitfires.
- (b) Includes composition including 7 long-range gps for 19th AF.
- (c) Includes 1 colored gp.

2. The shipping situation, which impeded the delivery of long-range fighters to HTO in February and March, was considerably improved during April, when 594 fighters (P-38's, P-51's, and P-47's) were shipped to HTO.

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

4521 [unclear]

(8)

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SECRET

4521 [unclear]

SECRET
DECLASSIFIED

AFRSL
FR/HLG/72864
8 April 1944

DECLASSIFIED
DDI/RS

8 Apr & 20 June 1978
By NAI/PHL/LC Date 4-23-76

10 APR 1944

Lieutenant General Ira C. Haber,
Commander in Chief, Mediterranean Allied Air Forces,
c/o Postmaster, New York, New York.

Dear Ira:

I have recently sent General Spaatz some information on the projected flow of aircraft and crew, and I thought you might be interested in that is set up for you. It is impossible to make a firm promise, but the figures shown on the attached tab represent our best guess of what will be available for shipment during the next four months. A few changes have occurred since the original figures were given to Spaatz and these changes are reflected here.

The crew figures represent a considerable increase and the training establishments are doing everything possible to meet their accelerated program.

There have been and may be some delays in getting airplanes to you by water transportation due to the shortage of shipping space. Every effort is being made here to secure additional space. I urge that you take any possible steps to adjust your unloading and erection facilities in order to permit the use of all space available to ports in your theater. The possibility of ferrying fighter aircraft over the South Atlantic route has been investigated and found impractical at this time due to a critical shortage of certain required radio equipment, a shortage of available experienced ferry pilots, as well as the normal difficulties involved in flying single-seat aircraft across long over-water legs. However, if you consider it necessary and desirable to ferry fighter aircraft by this route, please advise us and we will reopen the question and attempt to overcome the present objections. We are anxious to have your aircraft to you as expeditiously as possible and any comments or suggestions that you have in this regard will be appreciated.

Sincerely yours,
Signed

H. A. CRAIG
Major General, U. S. A.
Acting Chief of Air Staff

1 Incl.
Tab

DISPATCHED
5 APR 1944
AAG

DECLASSIFIED
SECRET

AFSL 452.1 72864
OF FOR-GEN FILES
SECRET

AFSL 452.1 72864

DECLASSIFIED
SECRET

SECRET
By Authority of
The Secretary of Defense
Army Air Force
Date: _____ Initials: _____

DECLASSIFIED **ESTIMATED AVAILABILITY OF A DRAFT AND GROUND FOR THE MONTH OF _____**

DDO USE
8 Feb. 50 Issue 1942
By **MA/PA** JC. Date: **8-22-76**

TYPE	SUBTYPE	STATUS	ESTIMATED AVAILABILITY							
			A/3	Ground	A/3	Ground	A/3	Ground	A/3	Ground
M/B	B-37	Walt	-	-	-	-	-	-	-	-
		Replacement	147	148	81	80	79	80	81	80
	B-36	Walt	-	1	-	-	-	-	-	-
		Replacement	641	548	55	103	150	220	150	650
M/B	B-42	Replacement	140	130	104	84	80	80	80	87
	B-43	Replacement	4	4	4	4	4	4	4	4
	B-44	Replacement	-	10	10	1	11	11	10	14
F/B	F-40	Replacement	100	80	87	81	87	85	80	86
	F-41	Replacement	-	20	-	-	-	10	-	-
	F-42 (M-42)	Replacement	-	10	-	10	-	10	-	10
	F-43	Replacement	-	-	-	10	-	10	-	10
	F-44	Replacement	100	100	100	100	100	100	100	100
	F-45	Replacement	100	-	100	-	100	-	100	-
ST. F/B	F-46/70	Replacement	-	17	-	0	-	10	-	10
M/B	F-47 (F-50)	Walt	10	10	-	-	-	-	-	-
		Replacement	10	7	-	10	-	10	1	10
	F-48 (F-51)	Replacement	10	10	0	10	0	10	0	10
		Replacement	1	-	-	-	-	-	-	-
F-49 (M-49)	Replacement	10	-	10	-	10	-	7	-	
TRANS.	C-47	Replacement	10	87	10	10	10	10	10	89

NOTE: Figures represent availability in U. S. for shipment to theater.

• F-48 often included in F-50 flow.

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APRAL/ 6 Apr 1944

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DDO DIS.
9 Jan. & 20 June 1989
By AW/PAL/MC/Don 8-22-7b

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DECLASSIFIED

(written 2-1-44)
AFTR-5 71075
L. W. HARTMAN/JFB/7/44

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

Speculated
2/14/44

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Aircraft Shipment.

1. The following is information on status of P-38 airplane shipments to Italy:

a. The 102 planes which are enroute, were shipped assembled except for removal of wing tips, tail assembly and propeller. These planes were processed for protection from the elements.

(1) 39 were shipped on 5 tankers which sailed 2 February and are due to reach Mediterranean destination approximately 27 February.

(2) 69 were shipped on 9 tankers which sailed 13 February and are due to reach destination approximately 9 March.

b. In addition 5 were loaded onto one tanker which has not sailed and will probably go forward on 23 February, due to reach destination approximately 20 March.

c. The Navy has not yet agreed to risk routing carrier or auxiliary carrier vessels, when transporting AAF planes, into the Mediterranean. However the planes transported on tankers are assembled with the exception indicated in 1 a above.

d. There are now 36 P-38 airplanes at Beirut and 116 more enroute which are expected to reach Beirut by the end of the month. It is expected that these 152 planes will also be shipped on tankers as space becomes available. Sufficient deck space is in sight to assure that no appreciable shipping delay will be encountered.

2. P-38's to Australia:

a. 50 P-38 and 1 P-47 aircraft were shipped from San Francisco on auxiliary carrier vessel "FANSHAW BAY" on 16 January 1944, which arrived at Townsville, Australia, on 1 February.

GENERAL FILES

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Memorandum for The Chief of Staff, Subject: Aircraft Shipment.

b. In case of P-38's, wing panels, propellers and part of stabilizer are removed prior to landing. The 1 P-47 loaded on same vessel had wing tips, tail assembly and propeller removed.

a. Regular carriers are not now used in ferrying aircraft for Army Air Forces. The "SAMBER" was so employed in the North African Operations and carried between 90 and 100 fighter type aircraft. The small carrier (Carrier Vessel Escort) carries 50 to 70, depending upon type of aircraft, viz, 50 P-47's or P-38's and up to 70 P-51's.

a. In order to be able to load maximum number of aircraft on carrier or auxiliary carrier vessels, it is the practice to remove

(1) from single engine planes - wing tips, propellers, and tail assembly.

(2) from P-38 or P-5 planes - wing panels, propellers, and part of stabilizer.

b. In addition to the P-38's recently delivered to Australia, an auxiliary carrier vessel is expected to load 48 P-38 and 2 or 3 P-47 planes, for delivery to Australia, at San Francisco on or about 20 February.

For the Commanding General, Army Air Forces:

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

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ODD INT.
9 Jan 4 30 June 1974
By AW/Phc LC Date 2-23-74 2/24/74

Aircraft Shipment

General Ferris

General Giles

1.

1. Prepare a memorandum to General Marshall for my signature, giving the answers to the following questions:

a. Of the 102 P-38's now enroute to Italy, how were they shipped - by Carrier or Freighter?

b. If shipped by Carrier, will they be available for use immediately or were they torn down and will have to be reassembled? If part of them were loaded on the Carrier, disassembled, how many, and how many not crated or pickled?

c. Of the 120 now scheduled to go, what is the proposed method of shipment and will they be disassembled or shipped over on Carriers already assembled?

2. I want this same information covering shipment of the P-38's that went by Carrier to Australia:

a. Have they arrived - if not, when will they arrive?

b. How many disassembled, if any? Also, additional pursuit aircraft that went on this particular Carrier.

c. What is the normal pursuit aircraft load for a large Carrier and a small Carrier?

d. How many planes are normally disassembled when sent by Carrier?

3. Let me have any other general information on this subject that might be of interest to General Marshall.

4. Have this information on my desk by 3 o'clock this afternoon.

B. H. G.

add

it

Rec'd.

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DOD USE
8 Jan & 20 June 1994
By: N41/P2/IC Date: 9-23-74

Aircraft Shipment

General Perrin -

General Giles

2/14/44

1.

1. Prepare a memorandum to General Marshall for my signature, giving the answers to the following questions:

a. Of the 102 P-38's now enroute to Italy, how were they shipped - by Carrier or Freighter?

b. If shipped by Carrier, will they be available for use immediately or were they torn down and will have to be reassembled? If part of them were loaded on the Carrier, disassembled, how many, and how many not crated or pickled?

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4. Have this information on my desk by 3 o'clock this afternoon.

B. M. G.

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DDO No.

Subject: Reequipping of Spitfire Groups with New Type Airplanes.

By MAJ/PAC AC 3-23-74

See Ch 458.1 (b)

To: Chief of the Air Staff

14 Feb 1944

From: Assistant Chief of Air Staff, Plans

Comment No. 4
100/100/74005

To note and file.

S. C. JENSON
Brigadier General, U.S.A.
Chief, Logistical Plans

*File
GK
2/15/44*

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See Ch 458.1 (b) (3)

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DOD 5010
By: [Signature] 4-20-94
Date: 8-22-78

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AFAPF LP
WBR/lmh/74055
Wtn 4-Feb-44

Medium Bomber Aircraft for the Strategic Air Force in Italy.

AG/AS, Operations, Commitments and Requirements THRU AG/AS, 4 Feb 44
Plans, Operational Plans Division.
Secretary, Air Staff. 1.
WBR/lmh/74055

1. In a conference with General Twining on General Giles' recent trip to Italy, the subject of B-29 airplanes for the Strategic Air Force was discussed. General Twining recommended that no more B-29 airplanes be shipped to the 15th Air Force. He recommended that approximately 64 B-29's be returned to the U. S. from the 15th Air Force if B-29H airplanes can be furnished as a replacement. War weary crews are available in the theater to return these airplanes.
2. This subject was discussed with General Baker at a later date and General Baker concurred in the recommendations made by General Twining.
4. It is desired that the necessary action to meet the theater's needs, subject to the availability of aircraft, be accomplished.

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

Dispatched
4 FEB 1944
AMB

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W.L. (2)

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COPY FOR COL. LIBBY

*File 452117
W.L. (2)*

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DOD Hqs.
8 Jan. 80 Under 13526
By: WJ/IDC LC Date: 8-23-76

Report Concerning Land-Lease Aeronautical Equipment Items Transferred to Mexico

Serial 452-1 copy (17)

TO: The Air Inspector
FROM: Deputy Chief of Air Staff

DATE 15 Feb 44

COMMENTED: 2
NSF/ova/6371

1. Noted
2. What is the present status of this mess.

Dispatched
15 Feb 44
AAG

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

Incls n/c

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20/6
L. B. G.
as of 452-1 copy (17)*

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9 Jan 6 10 1960
Mr. Tolson, SAC, Room 3-2276

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Report of Mr. Rehals re Mexican Land-Lance

24 Jan 1944

General Arnold

General Jones

1
AFSAI (6A)
JFS:ajl 74864

1. It is understood from various sources that Mr. Rehals is some sort of civilian employee of the Air Service Command in San Antonio and that he entered Mexico on a tourist permit with the apparent intention of discovering as much as possible about the recent improper shipments of the Air Service Command to the Mexican Air Force. This gentleman did not first report to the Military Attache in Mexico City and when he attempted to discover through friends in the Mexican Army as much as possible about the improper material we had shipped to the Mexicans, the Attache, General Morris, required him to report.

2. An analysis of Mr. Rehals' "voluntary" report to the Commanding General, Air Service Command, copy of which he submitted to you for your information, would indicate that there is a very definite purpose behind this report, to wit:

- a. A defense of the Air Service Command and its actions.
- b. A very definite and vicious attack on Major Evans, who is now on temporary duty in Mexico City, attempting to unseat some of this man.
- c. An urgent desire and self-recommendation of Mr. Rehals to take over Major Evans' duties.

3. Major Evans is in no way connected with this office but he was sent down by the Air Service Command to make an inspection and has been temporarily retained in Mexico City at the request of both General Guy V. Henry and this office until he can, with the cooperation of the Mexicans, whom sufficient material for this office to make the investigation we have been directed to make. Major Evans has already submitted a report of the deplorable conditions in regard to our shipments to the Mexican Air Force.

4. In view of these facts and the general tenor of Mr. Rehals' disingenuous report, and the inferred selfish purposes for which it was made, the draft of reply prepared for your signature is not mere cordial.

5. This office is about to make a complete investigation of the entire matter.

JAMES V. JONES,
Brigadier General, U.S.A.,
The Air Inspector

- 2 Incls.
- 1 - Memo to Gen Arnold dtd 24 Jan 44
- 2 - Draft of reply to Mr. Rehals
v/incls.

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432.1 Mex (16)

WAB 452.1 Mex. (16)

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12/1/44

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DDO WFO
10/20/80
by HJ/PB/C. Date 3-29-74

AFTAI (6A)
Col J F R Scott/pdb/74364
Rm 4 E 184 Pentagon

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27 JAN 1944

Mr. Percy L. Echols
Headquarters San Antonio
Air Service Command
Kelly Field, Texas

My dear Mr. Echols:

I am in receipt of your letter of 17 January 1944, enclosing a copy of letter to the Commanding General, Air Service Command, of your observations and recommendations concerning matters affecting the Air Force in Mexico City.

The matters brought out in your letter will be given careful consideration in connection with reports received from other sources.

Your courtesy is appreciated.

Sincerely yours,

Gen. H. H. Arnold

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

copy 452.1 Insp. (16)

Information Copy

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27 JAN 1944
Discovered
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copy 452.1 Insp. (16)

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DDO 800

4 May 80 Date 1984
BY AW/PA Date 9-23-77

HEADQUARTERS
SAN ANTONIO AIR SERVICE COMMAND
OFFICE OF THE COMMANDING GENERAL
FELLY FIELD, TEXAS

17 January 1944

General H. H. Arnold, U.S.A.
Commanding General, AAF
War Department
Washington, D.C.

Dear General Arnold:

As the matter in question, that covered in attached copy of the writer's report to the Commanding General, A.S.C., concerns your personal friend, General Gustavo A. Salinas Casina, Director of Military Aviation, Mexico City, Mexico, the relations of the A.S.C. with the Mexican Aviation Supply Department (particularly with Kelly Field), and an officer of the Air Inspector's Division, Washington, D.C., the undersigned is taking the liberty of forwarding you direct said copy.

It is believed that sooner or later some part of this question will come to your attention there; hence this effort to place before you a complete record of what actually transpired. Had the forwarding of this report to you been originally anticipated, it would most assuredly have been much shortened. However, it often happens, as you well understand, that a basic report, though voluminous, precludes the possibility of lengthy subsequent communications.

It so happens that the writer is an ex-Cadet, U.S.M.A., West Point, N.Y. Class of 1910, and was there the room-mate of Major General Walter H. Frank. Please do not blame Walter for that or for this letter. He is personally responsible for neither. It also happens that your sister-in-law, Mrs. Mary H. Arnold, who has spent much time in Mexico, is a personal friend here.

For your information, much that is questionable as to the activities of various U. S. Governmental agencies was seen and heard while in Mexico. Should it happen that an investigation of any or all of these agencies by the famous Nebraska Senator, the Truman Committee, or any other kindred authority were made, it is hoped that no cause for censure may be found to rest upon the shoulders of the AAF, the A.S.C. or SAASC. Please therefore consider this, in part, as the humble effort of the undersigned to preclude such a possibility.

Very truly yours,

/s/ Percy L. Echols
PERCY L. ECHOLS

(Pen-written note by Gen Arnold)

1/20/44

Gen. Jones

Prepare reply

H.H.A.

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HEADQUARTERS

SAN ANTONIO AIR SERVICE COMMAND
OFFICE OF THE COMMANDING GENERAL
KELLY FIELD, TEXAS

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DDO HVS
8 Jan 4 20 June 1974
By: HAJ/PLC LC 6-23-74

18 January 1944

SUBJECT: Report concerning Deliveries of
Lend-Lease Aeronautical Equipment to Mexico.

TO: Commanding General
Air Service Command
Patterson Field
Fairfield, Ohio
(PERSONAL ATTENTION: Chief, Supply Division)

1. This is a personal letter and the writer assumes full responsibility for the statements made herein. Unfortunately, the undersigned did not return to this Post until after the writing of General Wilkins' letter of 10 January 1944 on the above subject.

2. Reference is made to letter of Colonel James F. Early, dated 3 January 1944, and excerpts from the report attached thereto. Under item 16, sub-division b, second paragraph thereof, mention is made of Capt. Ruiz the Chief of the Mexican Supply Division, and his visit to the field; which visit was made on or about 23 November 1943, in company with Major Herman W. Braun of the U.S.A. Air Inspector's Department. These visitors came from Mexico City on an official mission and I was detailed by General Wilkins to aid them.

3. Before proceeding further, it should be explained that Capt. Ruiz stated to me upon the occasion of my visit since Christmas to Mexico City, a visit which will be described later, that he had been advised by the Mexican War Department that he was soon to be promoted to a much higher rank--probably a high-ranking Colonel or a General. He also stated that he had then just been put in charge of the Aeronautical Supply Division for all of Mexico and that he then had under his direction at least three Colonels in the Mexican Army. It appears that under Mexican military law where an officer has been out of the Regular Army Service for a period of six years or more, as was the case with Capt. Ruiz, he is compelled to begin his climb again and cannot take the rank held by his contemporaries who have seen continuous service. For this reason, though he now ranks as only a Captain, he will (as above explained) soon receive much higher rank. It is therefore obvious that he is an officer with considerable authority.

4. Major Braun had in his possession many old shipping tickets from this and other Depots. Most of said shipping tickets were from six months

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to a year old, or older. It was explained to Capt. Ruiz that we offered no alibi for these errors which had occurred, though investigation revealed that far fewer of them were real errors than was assumed by Major Brann. It was further explained that the Air Service Command, born in the turbulence of war, had faced a tremendous task and had only comparatively recently completed and perfected a Special Projects Branch for foreign shipment. No effort was made to conceal these facts from Capt. Ruiz and he thoroughly understood the situation and the history of our efforts. It was pointed out to Capt. Ruiz that where very obvious mistakes of extensions, additions, or other arithmetical errors had been made - as will occur in any business - that whether these were against or in favor of the Mexican Government, they could and would be promptly corrected. This candid statement to Capt. Ruiz seemed to please him immensely, as he so expressed himself to the writer.

5. Capt. Ruiz stated that he appreciated our position, as he faced a similar one in his own organization in Mexico City, where he was going through the throes of building an organization and attempting to bring order out of the chaotic conditions caused by the war.

6. At that time I told Capt. Ruiz that within the next two or three months I expected to take a short vacation and that I planned on going to Mexico City to see my brother, who had been in Mexico almost continuously for the past 38 years. When Capt. Ruiz found that I had been in Mexico City previously, and that such a trip was contemplated, he extended to me a very cordial invitation to call on him at his office, and gave me the name, the description, and the location of his Headquarters there.

7. Accordingly, I arrived in Mexico City on the above-mentioned vacation trip on or about 27 December. Some two or three days later I contacted Capt. Ruiz by phone, who extended to me a very cordial invitation to come out to his Depot Supply Headquarters. This I did, presenting myself at the gate and requesting permission to enter the premises, of the Guard on duty, who immediately phoned Capt. Ruiz, and I was presently shown to his office. He was most cordial, and after a few minutes pleasant conversation he said he would like to show me through his Supply Building. I stated to him that I was down there purely as a tourist, not as an official visitor, and had only meant to visit him personally. Nevertheless he insisted that I go with him, which I did. He explained his various problems and asked me to help. I again stated that I was there unofficially, but he insisted upon telling me of his difficulties and asked my help. I again stated that I was there unofficially but he insisted upon telling me of his difficulties and asked my help and suggestions as to how best to coordinate various Supply problems between his Depot and the Air Service Command. Meanwhile he stated that he would like to present me to General Salinas Camina. I demurred and stated that the General was probably very busy and could not spare the time for unofficial visitors. Capt. Ruiz stated that General Salinas was an old

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personal friend and a pupil of his in airplane flying. Shortly thereafter a messenger came from General Salinas, saying that he would receive us. He immediately proceeded to the outer office of General Salinas, where a wait of some three or four minutes was entailed. During this wait Major Herman Brann came in, in company with some young Mexican officers. Capt. Ruiz called him over, and asked him if he remembered me. He spoke a few words and stepped back among his associates. The door to General Salinas' private office opened and all in the ante-room were advised that General Salinas was ready to receive us. Capt. Ruiz took me by the arm as we entered. Major Brann, with his Mexican associates, followed. General Salinas beckoned to Capt. Ruiz, who led me to the former's desk. Major Brann and his Mexican associates walked to the far corner of General Salinas' spacious office and waited. After Capt. Ruiz had presented me to General Salinas in Spanish, he remarked that the General speaks English. In passing, it may be stated that Capt. Ruiz speaks only broken English. I found that General Salinas speaks excellent English, and he advised me that he was a personal friend of General Arnold. I apologized to General Salinas for the intrusion and stated that it was not at my request and that I was there unofficially and purely on a vacation trip. I further stated that my visit was at the request of Capt. Ruiz, whom we had previously had as our guest at Kelly Field. Capt. Ruiz explained to General Salinas that he had received most courteous treatment from me and this Command at Kelly Field and that he had been telling me of some of his problems, he felt that I could help them. General Salinas asked me if I could. I told him that I was there unofficially; that from what I had seen, I believed his major problems were almost entirely those of Supply as handled by the Air Service Command in my own country. General Salinas then requested me to listen to Capt. Ruiz and offer all the help I could, "even if it takes a part out of two or three days of your vacation trip, as we need your help and as it will be greatly appreciated." After a further short visit, General Salinas expressed his warm admiration for the officers and personnel at Kelly Field and asked me to convey to General Wilkins and several other officers here, his warmest personal regards and compliments. Capt. Ruiz and I then went back to his office in the Depot Supply Building, where Capt. Ruiz again told me of other conditions which he faced and asked my help. I reminded him of the fact that Major Brann was there as the official representative of the U. S. Army Air Forces, to which Capt. Ruiz replied that "during the first four weeks of Major Brann's stay here, he has not spent more than two hours with me. He has taken a few pictures of shipping crates. When his original leave was about to expire, he went to General Salinas and beseeched the General to write a personal letter to General Arnold, requesting that the latter extend his, Major Brann's, stay in Mexico."

8. Capt. Ruiz reminding me of what General Salinas had just requested, asked me if I would come and see him again. Under such conditions I was placed in a very embarrassing position. However, I explained that I would return the following Monday and listen sympathetically to what further he might have to say. This pleased him very much, and he so expressed himself.

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9. That same afternoon, when I returned to my apartment I was handed a phone message from a Capt. Miller at the American Embassy. I promptly contacted this Captain, who rather peremptorily demanded that I report to the Embassy to see his Chief, General Harris. I explained that I was on a vacation and not interested in making any official calls, whereupon Capt. Miller assumed almost a bullying attitude and demanded that I report to the Embassy at the Office of the Military Attache. The following morning I phoned General Harris and asked him why I had been called. He stated that he wanted to see me personally and insisted that I call at his office, which I did shortly thereafter. General Harris opened the conversation by saying that many persons came down on investigating missions of various kinds and did not report to him, which they should do. I was bewildered at this reprimand, even though it was a diplomatic one, and asked him to what he referred. He stated that I had come into Mexico City and gone to work out at the Aeronautical Depot Supply without reporting to him. I stated that such was not the fact; whereupon he called to his secretary outside, who brought in the copy of a letter written the previous day by Major Brann, to a Colonel Scott of the Army Air Inspector's Department at Washington, D. C. which stated that I, a civilian employee of Kelly Field, had reported to General Salinas and asked permission to come in and work. After reading the copy of said letter, I passed it back to the General with the simple statement that it was a lie; that Major Brann was a dirty heel and had, in effect, been kicked off of this Post. I further stated that I resented such a false statement and could not understand why he would believe same without investigation prior to accusation. After considerable talk, in which I went over my visit of the day previous with Capt. Ruiz and General Salinas, General Harris stated he would ask General Salinas whether or not I had asked permission to come out there and work. This he promised to do the following Monday. I made it expressly plain that I resented Major Brann's false statement of facts and I felt it was a slur upon me personally; that it was also a slur upon the Air Service Command, General Walter Frank, and General Wilkins of this Field.

10. When I told General Harris that I had agreed to visit Capt. Ruiz the following Monday, at the urgent request of both Ruiz and General Salinas, he strongly objected to my doing so and advised me not to do so. I stated that my not going, after having made an appointment, would put me in a most embarrassing position. General Harris stated that that mattered little; that the object of his being there was to coordinate the various U. S. governmental activities, and that I should not go, as he must stand behind Major Brann. I then stated to General Harris that under those conditions I would not return to Capt. Ruiz' office as scheduled. This promise I kept.

11. However, that afternoon - as Capt. Ruiz had given me his personal card with both his office and home phone number on it - I called the Captain and asked him to come and see me, which he did shortly after my call. At that time the Captain stated to me very confidentially that immediately after our departure from General Salinas' office in the meeting heretofore referred to, Major Brann - who was in the far corner of the General's office during my interview - told General Salinas that Mr. Nehals, whom the General had just interviewed, was a spy and should be watched. Putting it mildly, that

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statement did not please Capt. Ruiz. He further stated to me that he could see no reason for Major Brann's staying there unless it was simply to "passer", or, translated, visit around and have a good time.

12. Early last week I phoned General Harris from my apartments and asked him if he had seen General Salinas. This he had not done. A day or so later I called at his office at the Embassy and he said that he had asked General Salinas whether or not I had asked permission to come into their organization, or their place of business, or something of that nature. He stated that General Salinas thought for a moment and stated that he was of the impression that I had made such a request. I explained to General Harris that in his efforts to "wash our dirty linen among ourselves", as he expressed it, he had not laid the matter clearly before General Salinas and undoubtedly the latter had not fully realized the import of the question which General Harris asked. I explained to General Harris that if anything came to this Command from Major Brann or from the War Department, I would use my every effort to defend myself and the Air Service Command against any of Brann's false accusations.

13. It is interesting to note that on last Saturday, before I returned here that night, General Salinas - who flew to Del Rio, Texas, to witness the graduation of Mexican Aviation Cadets, with General Harris as his guest - made a call on the Commanding Officer at Kelly Field. Just an hour or so before he left here, General Wilkins advised me that General Salinas and General Harris had visited him on Saturday and that General Salinas was most cordial. He also stated that General Harris was not apologetic for something which he could not understand at that time, as he had not heard from me, due to the fact that I reported nothing to him until my return here for duty Monday morning.

14. Sifting this whole matter down to its salient features, the outstanding facts are not difficult to comprehend. In Colonel Early's letter of 9 January, the quotation from the Asst. Chief of Air Staff HMBB, as shown in the second paragraph of the former's letter, which begins "in checking" and ends with "at any time with the Mexicans", there is really little which is of actual concern. Major Brann has washed our dirty linen with the Mexicans, with the obvious personal gain to himself of a longer stay in Mexico for his own personal enjoyment. There is not now, nor has there ever been any discussion of any nature which was at all controversial, as apparently, in the mind of the Asst. Chief of Air Staff, might occur; nor will such ever be true here.

15. The Mexican officers discussed herein are men of high type, men who are worldly-wise, men who realize that each Nation has its share of unfit individuals. This Command and the Air Service, as far as I can see, have always had (prior to the advent of Major Brann in the picture in Mexico) the most cordial relations; and each group has assumed the attitude that a frank statement of matters under discussion was the best means of reaching a perfect understanding. This information should certainly be relayed to the Chief of Air Staff.

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16. While in Capt. Ruiz' Depot Supply Building I saw several cartons of unopened boxes and crates of airplane parts, etc. which have yet to be processed by Capt. Ruiz' staff. Capt. Ruiz thoroughly understands now that many of these older shipments and shipping tickets will have errors of some nature and is prepared to deal with them accordingly. He stated to me that there were errors in favor of the Mexican Government and against it, but that he knew that we could reach an equitable solution of all of our problems. As long as Major Braun stays in Mexico it is quite obvious that he will continue to do what he has done in the past: simply to visit around and have a good time, rush easily in and find a few of these old shipping tickets every week or two, then write the Asst. Chief of the Air Staff as though he were uncovering something new and something important. As previously explained, Capt. Ruiz understands that he will find them and is not in the least perturbed. The only perturbation apparently existing seems to be in the mind of Major Braun, with the idea that his finding fault with us will convince the Air Inspector's Department in Washington that he is on the job. Anyone can find fault! Both the Mexicans and this Post know what the fault is, and if given the opportunity we could in a very short time work these matters out to our mutual satisfaction.

17. As one officer so aptly expressed it here: if Major Braun is left down there long enough, we will soon be at war with Mexico. This remark, made in a facetious vein, emphasizes the lack of service rendered by Major Braun to either the Mexican Government or to the Army Air Forces.

18. Attached hereto is copy of a memorandum written by me to the Commanding General here, the day after Major Braun's visit with Capt. Ruiz here in November. This was one of several exhibits attached to a rather lengthy letter sent by the Commanding Officer, thru military channels, to the Headquarters of the Air Service Command, regarding Major Braun. My memorandum shows that Major Braun has swallowed Nazi propaganda and is preaching it everywhere he goes. He seems to feel that if he can belittle Americans while he is in Mexico, the Mexicans will think more of him. From and acquaintance of some 25 years time with Mexico, I can assure anyone that such is not the case and that the propaganda he is disseminating, as quoted in this memorandum, is certainly most un-American and obviously the last thing in the world which an official representative of the U. S. Army should do in Mexico.

19. That Major Braun has not been of any real help to the Mexican Air Force is strongly evidenced by the fact that they so earnestly requested the help of Kelly Field in their problems. That all of his foreign propaganda and his knowing of me personally and the Air Service Command has made no impression upon the Mexican officials in question, is evidenced by the recent call of General Salinas here last Saturday and the one which Capt. Ruiz stated he would probably make within another week or so to us here at Kelly Field. These Mexicans need help and they know the kind of help they need and where they can get it, so they are coming to us for that help. Regardless of all of Major Braun's boorish conduct, Capt. Ruiz intimated to me that General Salinas never would have written the letter requesting an extension of Major Braun's stay in Mexico, had he (General Salinas) not

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presumed that Major Brann was a personal friend of General Arnold's. Major Brann has sought to leave that impression here and in Mexico. I explained to Capt. Luis that he must not judge General Arnold of the AAF by Major Brann; that it was extremely doubtful whether General Arnold even knew Major Brann personally.

20. During my stay in Mexico I talked with many Mexican Army officers, employees and officers of the Mexican civil government, and business men there. From all of these I gained the impression that there is a growing feeling in Mexico that their country will soon have its armed forces side by side with our own on the battlefields of the world. General Salinas and Capt. Luis definitely desired the help of this Command, as they know us personally and respect us. The problems they face, as explained to me, are purely Depot Supply problems; and they need about three or four of us civilians who are familiar with Depot Supply work, have a working knowledge of Spanish, and a sympathetic understanding of the Mexican people and their problems. My personal assay of this situation is that they could use three or four of us to help them for the coming ninety days or more. By that time I believe world events will have so shaped themselves that it will become evident to our War Department that a permanent Depot Supply Liaison should be not only maintained but enlarged, with what will apparently be another active ally on our fighting front. Whether or not this latter assumption materializes, it is certain that they need our help for at least a period of ninety days, and they would welcome such a demonstration of this truly good-neighbor policy toward them.

FERGY L. BOWLES

P.5.-I saw not the slightest evidence whatsoever to confirm Major Brann's statement made under subdivision 6, paragraph g, on the envelope from report attached to Colonel Early's letter, which reads: "the fact that prices favoring the Mexican Government were so isolated, led several high-ranking officials of the Mexican Air Force to believe that this part of Lend-Lease was only a means for graft among the United States Air Force officers detailed to this project." What is most probable is that this idea was purely a figment of the Major's own perverted imagination.

It should be borne in mind that only comparatively recently was much attention given by the Mexican Government to prices charged, as no previous idea had been entertained that payment in whole or in part was to be made by them, until long after the war closed, if ever.

F.L.D.

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DDO Hqs

4 Apr 8 20 June 1974
By: AV/PLN LC Data 922271

~~SECRET~~

Headquarters
SAN ANTONIO AIR SERVICE COMMAND
Office of the Commanding General
Kelly Field, Texas

24 November 1943

MEMORANDUM TO: Brigadier General Paul C. Wilkins,
San Antonio Air Service Command,
Kelly Field, Texas.

1. In conversation with Major Herman W. Braun yesterday here at Depot Supply Building #171 said major made the following statements to the undersigned:

- 1. That the Mexican people were very much angered at the American people and justifiably so because the Americans were responsible for the present high prices of foods and living conditions in Mexico.
- 2. That the Americans owned everything in the way of a large business organization in Mexico and that they, the Americans, were making the money in Mexico and not the Mexicans.
- 3. Therefore, that the Mexicans hated the Americans and were justified in so doing.
- 4. That the Germans and the Russians were much better liked in Mexico than the Americans were because these two races did try to cheat the Mexicans as the Americans did, also that Mexico was now a Communist state and a beautiful example of how perfectly communism works."

2. This major clearly demonstrated to the undersigned that he did not thoroughly understand the Spanish language, although it must be said the undersigned does not consider himself a thorough-going Spanish scholar, however, his knowledge of business Spanish is sufficient to enable him to gauge the capabilities of another American such as Major Braun in the conversation which transpired with the representatives of the Mexican Government here.

3. Furthermore, after the considerable period of time when Major Braun has previously spent on this Field, he displayed an extremely poor knowledge of fundamental business procedures of the Depot Supply.

FRED L. ECKLES
Jr. Administrative Officer

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DECLASSIFIED
DDO 182
8 Jan. & 20 June 1973
By PHI/PA/SC Date 9-23-76

Support of a Mexican Fighter Squadron.

AC/AS, Plans.

21 Jan '44

Deputy Chief of Air Staff.

1

ESP/omo/6371

1. General Arnold concurs in principle in the suggestions outlined in the attached memorandum. It is requested that Major McHugh take action as indicated in the recommendations.

Incl: Secret Memo for Gen. Arnold
from ACAS, Plans, 1-10-44,
Subj. as above, w/E incls,
Tab I and Tab II.

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

Dispatched
21 JAN 1944
AMS

452.1 Draft (15)

*File in 452.1
on 21 Jan 44*

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air 452.1 Jan 44 (15)

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~~DECLASSIFIED~~

Assignment of Major Herman W. Brann

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DDO 103

8 Jan. 4 20 June 1982

By PN/PA/AC Date 5-22-78 28 Dec 1943

Chief of the Air Staff

The Air Inspector

1
(6A)pdh/74374

1. I do not believe the enclosed requires a reply.
2. As you know, Major Brann went back to Mexico to continue his mission of ascertaining the exact situation in regard to the Lend-Lease material and equipment which we have shipped to the Republic of Mexico.

3. Incidentally a meeting was today held of the Airplane Sub-Committee of the Munitions Assignment Committee (Air) presided over by Brigadier General Hedison. At this meeting was Major General Henry, Chief of the Mexican Division, OFD, who stated that he had been primarily responsible for the assignment of Major Brann and that he considered it desirable for this officer to remain in his present capacity for the purpose of facilitating the investigation inasmuch as he had familiarized himself with the general conditions which now obtain in the Mexican Air Force.

J. F. R. SCOTT,
Colonel, J.A.G.D.,
Chief, Spec. Inv. Division.

Att.

Ltr to Gen Giles fr
Gen Frank dtd Dec 21 1943.

TO: Asst. Chief of Air Staff, Plans.

DATE 4 January 44

FROM: Chief of the Air Staff.

COMMENT NO. 2
MAIL/sgu/3373

1. Note the attached letter from General Frank.
2. Your recommendation as to whether or not such a letter deserves a reply is desired. If a reply is indicated please prepare same and return to this office for signature.

Dispatched
5 JAN 1944
AMS

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

Incl. n/s

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Handwritten: Dec 21 1943
1-5
161
1943 452-1 Dec 19

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000 Rts.
9 Aug. 8-20 June 1974
By: DA/PA LC Data 8-23-74

Lend-Lease Aircraft to Mexico
AC/AS, WMB
ATTN: General Meyers
Deputy Chief of Air Staff

31 Dec 43

1
EW/ova/6371

General Oiles agrees that two C-60's need not be given to the Mexicans and desires that you prepare the necessary case for M.A.C. (Air).

1 Incl
CHMF memo for CAS from
WMB dtd 28 Dec 43
this subj w/1 incl.

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

Dispatched
1 JAN 1944
EW

Handwritten: 452.1 mem. (13)

Handwritten: File in Jan 44

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Handwritten: Act 452.1 Air Staff 13

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DDO Ref.
4 Apr. 6 20 Jan 1974
By: BAU/AT J.C. Date: 8-22-74

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Report of ABC Liaison Officer on Maintenance and Supply Situation in Mexico
Air Inspector
Deputy Chief of the Air Staff (General Hall)

28 Dec 43

JRB/ee/75691 1

For consideration in connection with your investigation of this case.

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

Dispatched
29 DEC 1943
AAG

Old 452.1 Mex. (11)

*File
air 2/29/43*

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Air 28 452.1 Mex. (11)

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Report Concerning Lend-Lease Aeronautical Equipment Items Transferred to Mexico

AQ/AS, INAD

31 Dec 43

Attn: General Nichols

Deputy Chief of Air Staff

2
ESP/ava/6371

1. It is desired that your International Section take the necessary action to assure that requests for lend-lease equipment from the Mexican Government originate from the proper agencies in Mexico and are screened through competent personnel prior to final action.

2. It is desired that this office be advised of the action taken and the procedure as set up or recommended by your International Section.

4 Incls n/c

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

11/25/43
2 JAN 1944
AMG

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*File
cc 3 Jan 44*

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Air AS*

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DOO WTS

8 Jan 4 30 June 1974
by MAN/Ph/c Date: 8-23-74

August 15, 1942

MEMORANDUM FOR THE REVISIONS ASSIGNMENT COMMITTEE (AIR):
Attention: Colonel Langford.

1. Attached hereto are six comments reference the allocation of airplanes to Mexico.

2. It is believed that our Committee has already taken care of this matter, however to make the record clear, in view of Comment No. 1 signed by General Arnold, the enclosed papers are forwarded to the Committee for action and file.

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

Incl:
R/R re Airplanes for
Mexico with encls.

DDV

*File
28/15/42*

Dispatched
AUG 15 1942
AAG

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Air DC 452. Pmp 20 2

Airplanes for Mexico

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DOO B2
9 Nov 4, 20 June 1974
Br. H. J. [unclear] 8-23-76

452.1 Mexico ⑦

Dispatched
JUL 26 1942
AAG

File
ci 7/26/42

ROWB/hr

- 3. CAS 1- ENR 7/25 For comment and recommendation.
- 2- A-3 (in turn)

Inclt a/c

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H.O.V.R.
S/AS

UNLAWYERS - ARMY AIR - COORDINATION

Chief of Staff	Chief of Air Staff	A-1	A-2	A-3	A-4	A-5	A-6	A-7	A-8	A-9	A-10	A-11	A-12

ci AD 452.1 Mexico ⑦

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DECLASSIFIED
DDO ITR
8 Jan & 20 June 1974
by IA/AC, Date 9-23-76

JUN 29 1942

MEMORANDUM FOR COMMANDING GENERAL, ARMY AIR FORCE:

Subject: Transfer of 6 A3-OB Airplanes to Mexico.

2. Information contained in the attached memorandum was referred to the Military Intelligence Service, W.D.C., for comment. That office recommends that no further action be taken in regard to the temporary advisory mission and states that the Operations Division, W.D.C., concurs in this recommendation.

WALTER P. SCHMIDT,
Colonel, A. A. F.,
Assistant Chief of the Air Staff, A-2.

1 Incl.
Memo for CG, AAF,
by AFAMP, subj.
above.

4521 *Walter P. Schmidt*

File
Carl Hays
7/1/42

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Cy for General Harmon
4521

~~SECRET~~

2
COPY

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

DECLASSIFIED
DOO HRS
8 Dec 8 30 June 1974
By: *RW/DF* SAC Date: 3-23-76

DECLASSIFIED

MEMORANDUM FOR GENERAL ARNOLD:

Subject: Transfer of 6 AT-6B Airplanes
to Mexico.

Reference the transfer of 6 AT-6B airplanes to Mexico, the six Mexican pilots who will take delivery arrived at Duncan Field, May 31, and are now undergoing transition instructions. Six mechanics are expected shortly. Although a temporary advisory mission was included in the request for the airplanes, Major Noriega, who is in charge of the Mexican pilots, stated that he had no instructions from his government relative to such a mission. Major Noriega is Squadron Commander of the unit receiving the AT-6's and is apparently a "gringo" hater. In view of his attitude, all personnel in contact with the six Mexican pilots have been instructed to make no further mention of the advisory mission until the matter is again brought up officially by Mexico. It is expected that the airplanes will depart for Mexico within ten days.

/s/

H. A. CRAIG
Colonel, G. S. C.,
Assistant Chief of the Air Staff, Plans.

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DECLASSIFIED **SECRET**

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

DECLASSIFIED
DDO BR.
2 Jan 8 30 June 1984
By: EM/17A LC Data 3-23-76

OFFICE OF
THE ASST. CHIEF OF THE AIR STAFF, A-2

JUN 29 1942

MEMORANDUM FOR COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Transfer of 6 AT-6B Airplanes to Mexico.

1. Information contained in the attached memorandum was referred to the Military Intelligence Service, W.D.G.S., for comment. That office recommends that no further action be taken in regard to the temporary advisory mission and states that the Operations Division, W.D.G.S., concurs in this recommendation.

Edward P. Sorenson

EDWARD P. SORENSON,
Colonel, A. A. F.,
Assistant Chief of the Air Staff, A-2.

1 Incl.
Memo for CG,AAF,
fr AFAEP, subj.
above.

(Handwritten initials)

45-21 Mexico (C)

6/20/42 file. gac

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*air file 432-1 max. (C)
45-21 Mexico*

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

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WAR DEPARTMENT
Headquarters Army Air Forces

WASHINGTON

DECLASSIFIED
DOO No.
Jul 2 20 June 1974
By: ALJ/PFC LC Data 7-23-74

MEMORANDUM FOR GENERAL ARNOLD:

Subject: Transfer of 6 AT-6B airplanes to Mexico.

Reference the transfer of 6 AT-6B airplanes to Mexico, the six Mexican pilots who will take delivery arrived at Duncan Field, May 31, and are now undergoing transition instructions. Six mechanics are expected shortly. Although a temporary advisory mission was included in the request for the airplanes, Major Noriega, who is in charge of the Mexican pilots, stated that he had no instructions from his government relative to such a mission. Major Noriega is Squadron Commander of the unit receiving the AT-6's and is apparently a "gringo" hater. In view of his attitude, all personnel in contact with the six Mexican pilots have been instructed to make no further mention of the advisory mission until the matter is again brought up officially by Mexico. It is expected that the airplanes will depart for Mexico within ten days.

H. A. Craig

H. A. Craig
Colonel, G. S. C.
Assistant Chief of the Air Staff, Plans

6/10/42
A-2
Note +
recommendations
W. S. ...



A-109

Office, C. G., A. A. P.
JUN 8 1942
Received

Air 26432-19 ser. C

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GPO 1974
6 Jan. 8, 80 Form 1034
By: AV/TH, AC, Date 3-23-76

JUN 29 1942

MEMORANDUM FOR COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Transfer of 6 AD-42 Airplanes to Mexico.

1. Information contained in the attached memorandum was referred to the Military Intelligence Service, U.S.A.F., for comment. That office recommends that no further action be taken in regard to the temporary advisory mission and states that the Operations Division, U.S.A.F., concurs in this recommendation.

EDGAR F. SCHMIDT,
Colonel, U. S. Army,
Assistant Chief of the Air Staff, A-2.

1 Incl.
Memo for CG,AAF,
re AFAPF, subj.
above.

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DDO MS,

8 Dec 6 30 June 1974

by *WJH/...* 8-23-76

JUN 29 1942

MEMORANDUM FOR COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Transfer of 6 A2-G8 Airplanes to Mexico.

1. Information contained in the attached memorandum was referred to the Military Intelligence Service, U.S.O.S., for comment. That office recommends that no further action be taken in regard to the temporary advisory mission and states that the Operations Division, U.S.O.S., concurs in this recommendation.

EDGAR F. SCHMIDT,
Colonel, A. A. F.,
Assistant Chief of the Air Staff, A-2.

1 Incl.
Memo for CG, AAF,
fr AFAS, subj.
above.

Cy for General Arnold

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COPY

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

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ODD NOS.
9 May 8 20 1974
Dr. NUT/PA/AC Doc. 9-23-76

MEMORANDUM FOR GENERAL ARNOLD:

Subject: Transfer of 6 AT-6B Airplanes
to Mexico.

Reference the transfer of 6 AT-6B airplanes to Mexico, the six Mexican pilots who will take delivery arrived at Duncan Field, May 31, and are now undergoing transition instructions. Six mechanics are expected shortly. Although a temporary advisory mission was included in the request for the airplanes, Major Noriega, who is in charge of the Mexican pilots, stated that he had no instructions from his government relative to such a mission. Major Noriega is Squadron Commander of the unit receiving the AT-6's and is apparently a "gringo" hater. In view of his attitude, all personnel in contact with the six Mexican pilots have been instructed to make no further mention of the advisory mission until the matter is again brought up officially by Mexico. It is expected that the airplanes will depart for Mexico within ten days.

/s/

H. A. CRAIG
Colonel, G. S. C.,
Assistant Chief of the Air Staff, Plans.

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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

DECLASSIFIED
 DOD Int
 8 Jan & 20 June 1974
 by *AW/PH* SAC Date *8-23-76*

File No. _____
 Tally No. AAF _____

SUBJECT: Transfer of 6 AT-6B airplanes to Mexico.

NO.	FROM	TO	DATE	COMMENTS
1	AFAPF	AFDAS	1942 6/6	1. For your information. 1. Incl- Memo fr Col Glantzberg to Col Craig - 6/5/42.
2.	AFDAS	AFMAG	1942 6/12	Noted - for AFMAG to file Incl: n/c

AFAPF
HAC-dmn

Ms for
W.S.C.
AFAPF

AFDAS
LSK:cmc

[Signature]
L.S.K.
AFDAS

125
 03/17/76
 (5)

(Do not use reverse side)

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

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air AB 452.1 Mexico (5)

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

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WAR DEPARTMENT
Headquarters Army Air Forces
OFFICE OF THE CHIEF OF STAFF

WASHINGTON

DECLASSIFIED
DOD 105
8 Jan & 20 June 1974
By: *AW/PA* MC Dec 9 '23-74

June 5, 1942.

MEMORANDUM FOR COLONEL CRAIG:

Subject: Transfer of 6 AT-6B airplanes to Mexico.

Reference the transfer of 6 AT-6B airplanes to Mexico, the six Mexican pilots who will take delivery arrived at Duncan Field, May 31, and are now undergoing transition instructions. Six mechanics are expected shortly. Although a temporary advisory mission was included in the request for the airplanes, Major Noriega, who is in charge of the Mexican pilots, stated that he had no instructions from his government relative to such a mission. Major Noriega is Squadron Commander of the unit receiving the AT-6's and is apparently a "gringo" hater. In view of his attitude, all personnel in contact with the six Mexican pilots have been instructed to make no further mention of the advisory mission until the matter is again brought up officially by Mexico. It is expected that the airplanes will depart for Mexico within ten days.

Captain Ray M. Lowe reported to Duncan Field to take charge of the transition training and to accompany the flight to Mexico if the advisory mission goes. It was found, however, that Captain Lowe does not speak Spanish and consequently he is being replaced by Lieutenant Frank L. Davis, O-312408, who is fluent in Spanish. Filling in until Lt. Davis relieves Captain Lowe is a Lt. Braun of Duncan Field Engineering Department who speaks Spanish fairly well.

[Signature]
W. E. GLANTZBERG,
Lieut. Colonel, Army Air Forces.



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air 00 452.1 Mexico (5)

HEADQUARTERS
SECRET
ROUTING AND RECORD SHEET

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By: *Mal P...* M. Date: *8-23-76*

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

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File No. _____

Tally No. AAF _____

SUBJECT: Transfer of 6 AT-6B airplanes to the Mexican Government

NO.	FROM	TO	DATE	COMMENTS	AFAAP WGB:mdg
1	AFAAP sq. Army Air Force MAY 20 1942 AAG Received	AFCAS	1942 5-20	It is reported that Directive Memo, dated May 20, to A-1, Subject: Transfer of 6 AT-6B Airplanes to the Mexican Government, has been referred to the Director of Personnel for necessary action on the procurement of personnel.	<i>452.1 Mexico (3) B</i>
<i>noted - file. WJT</i>					

WGB
Exec. A-1

(Do Not Classify)
SECRET

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

air 484 52-1 trac (3)

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DDO PHS
8 Dec 8 20 1994
By: AIP/PHC/MS-5-23-7V

Transfer of 6 AT-6B airplanes to the Mexican Government

AFAAP
WGB:mdg

1 AFAAP AFGAS 1942
5-20

It is reported that Directive Memo, dated May 20, to A-1, Subjects Transfer of 6 AT-6B Airplanes to the Mexican Government, has been referred to the Director of Personnel for necessary action on the procurement of personnel.

WGB
Exec. A-1

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SECRET

in Ais ab 452-1 Mex (3) 13

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DDO lra.

8 Jan. & 20 June 1974
by RW/PC UC, Date 1-23-74

SECRET

AFAMP
FM/1a

Written 5/18/42

MAY 20 1942

DIRECTIVE MEMORANDUM FOR ASSISTANT CHIEF OF STAFF, A-1
ASSISTANT CHIEF OF STAFF, A-3
ASSISTANT CHIEF OF STAFF, A-4
ASSISTANT CHIEF OF STAFF, Plans

Subject: Transfer of 6 A9-42 airplanes to the Mexican Government.

1. The Assistant Chiefs of Staff, A-1, A-3, A-4 and Plans are hereby directed to take the necessary action to accomplish the following:

a. Transfer of 6 A9-42 airplanes from the Army Air Force allocations to the Mexican Government on loan, with final transfer anticipated later under loan-lease, in order that the Mexican Government may perform anti-submarine patrol on the Caribbean and Gulf Coast of Mexico. The airplanes are to be made available at Duncans Field, Texas, with the least practicable delay. Each airplane is to be completely equipped, including machine guns and bomb racks. Necessary spare parts, tools and six hundred (600) 100-lb. demolition bombs are to be shipped to the Mexican base stations of these aircraft. No ammunition is to be supplied at this time.

b. Assignment of the following personnel to act as instructors and advisers in the use of the above equipment:

(1) One Air Corps officer, pilot, with at least two years military flying experience since graduation from Air Corps Flying School. He must be familiar with the employment of airplanes in anti-submarine operations. He must be able to speak Spanish.

(2) One airplane and engine mechanic to act as crew chief for the above airplanes. It is desirable but not necessary that he speak Spanish.

(3) One radio mechanic qualified on the radio equipment of the above airplanes. It is desirable but not necessary that he speak Spanish.

(4) One airplane mechanic to act as mechanic for the above airplanes.

Chief of Staff	Chief of Air Staff	A. A. G.	A-1	A-3	A-4	Plans	Headquarters	Headquarters	Headquarters

2. Appropriate for the above personnel to give a course of instruction in the operation and maintenance of the A9-42 airplanes and equipment to Mexican pilots and mechanics who will report to Duncans Field for this purpose. The program of instruction to be...

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452.1 Mexico (3)

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AFAMF
FRG/ls

Written 5/18/42

be prepared and supervised by the Operations Officer of Duncan Field. Flying instruction given to Mexican pilots at Duncan Field will be restricted to transition flying only and will not include tactical operations. Upon determination by the Operations Officer that the Mexican pilots are qualified to fly this equipment, said airplanes will be released to be flown by Mexican personnel to Mexico.

1. The provision of funds to defray the necessary expenses of the Mexican crews while in the United States on this training mission.

2. The issuing to Mexican crews of the necessary appropriate flying clothing and individual equipment.

3. Assigning the above mentioned Air Corps personnel to special duty in Mexico to continue the training of Mexican crews and to act as advisors to the Mexican Government as to the training and employment of Mexican crews in the tactical use of the above aircraft. No expense of this assignment is to be borne by the Mexican government. The duration of the assignment in Mexico is not to exceed a period of 3 months.

4. This project will be monitored by Plans Division of the Army Air Forces.

5. The necessary coordination with the Mexican Government will be handled through the Plans Division with the Joint Mexican-United States Defense Commission.

6. It is directed that a report of the action taken be made to the Chief of the Air Staff.

By command of Lieutenant General ARNOLD:

*File
in 5/20/42*

Dispatched
MAY 20 1942
AAG

E. P. CURTIS
Lt. Col., Air Corps,
Secretary of the Air Staff

HEADQUARTERS—ARMY AIR FORCES—COORDINATION										
Chief of Staff	No. of AF	A-1	A-2	A-3	A-4	A-5	A-6	A-7	A-8	A-9

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8 Jan. & 30 June 1974
By: HM/PR-UC Date: 9-23-76

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FMR/1a

MAY 20 1946 written 5/18/42

**DIRECTIVE MEMORANDUM FOR ASSISTANT CHIEF OF STAFF, A-1
ASSISTANT CHIEF OF STAFF, A-3
ASSISTANT CHIEF OF STAFF, A-4
ASSISTANT CHIEF OF STAFF, Plans**

**Subject: Transfer of 6 A9-68 airplanes to the
Mexican Government.**

1. The Assistant Chiefs of Staff, A-1, A-3, A-4 and
Plans are hereby directed to take the necessary action to accom-
plish the following:

a. Transfer of 6 A9-68 airplanes from the Army Air
Force allocations to the Mexican Government on loan, with
final transfer anticipated later under Lend-Lease, in order
that the Mexican Government may perform anti-submarine
patrol on the Caribbean and Gulf Coast of Mexico. The
airplanes are to be made available at Tuxten Field, Tuxten,
with the least practicable delay. Each airplane is to be
completely equipped, including machine guns and bomb racks.
Necessary spare parts, tools and six hundred (600) 100-lb.
demolition bombs are to be shipped to the Mexican home
stations of these aircraft. No ammunition is to be
supplied at this time.

b. Assignment of the following personnel to act as in-
structors and advisers in the use of the above equipment:

(1) One Air Corps officer, pilot, with at least
two years military flying experience since graduation
from Air Corps Flying School. He must be familiar with
the employment of airplanes in anti-submarine operations.
He must be able to speak Spanish.

(2) One airplane and engine mechanic to act as
Crew Chief for the above airplanes. It is desirable
but not necessary that he speak Spanish.

(3) One radio mechanic qualified on the radio
equipment of the above airplanes. It is desirable
but not necessary that he speak Spanish.

(4) One crewer, qualified on the armament equip-
ment in the airplanes. It is desirable but not
necessary that he speak Spanish.

c. Arrangements for the above personnel to give a
course of instruction in the operation and maintenance of
the A9-68 airplanes and equipment to Mexican pilots and
mechanics who will report to Tuxten Field for this pur-
pose. You will arrange for the program of instruction to

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AFAP
FMA/As

Written 5/18/42

be prepared and supervised by the Operations Officer of Duncan Field. Flying instruction given to Mexican pilots at Duncan Field will be restricted to transition flying only and will not include tactical operations. Upon determination by the Operations Officer that the Mexican pilots are qualified to fly this equipment, said airplanes will be released to be flown by Mexican personnel to Mexico.

1. The provision of funds to defray the necessary expenses of the Mexican crews while in the United States on this training mission.

2. The issuing to Mexican crews of the necessary appropriate flying clothing and individual equipment.

3. Assigning the above mentioned Air Corps personnel to special duty in Mexico to continue the training of Mexican crews and to act as advisors to the Mexican Government as to the training and employment of Mexican crews in the tactical use of the above aircraft. No expense of this assignment is to be borne by the Mexican government. The duration of the assignment in Mexico is not to exceed a period of 3 months.

4. This project will be monitored by Plans Division of the Army Air Force.

5. The necessary coordination with the Mexican Government will be handled through the Plans Division with the Joint Mexican-United States Defense Commission.

6. It is directed that a report of the action taken be made to the Chief of the Air Staff.

By command of Lieutenant General ARNOLD:

Dispatched
MAY 20 1942
AAG

E. P. CURTIS
Lt. Col., Air Corps,
Secretary of the Air Staff

~~SECRET~~
DECLASSIFIED

→ Air 452,1 Mexico (3)

DECLASSIFIED
DDI 103
8 Jul 80 Date 1974
By: HAJ/PN, AC Date 3-29-76

DECLASSIFIED
SECRET

MAR 14 1942

Routes - Exchange of Airplanes for Engines.

X WFO

4521
Meyers
①

X Primary Interest.

AM/STO
M-22

The attached correspondence is forwarded with particular reference to Comment #2 of HQR EUSAAN/h-4.

For the Chief of the Air Staff:

Dispatched
MAR 14 1942
AAG

H. A. GRAB,
Colonel, Air Corps,
Assistant Chief of the Air Staff, Plans.

Encls.
HQR (Comments #1 & #2)
Committee and Route

FOR THE CHIEF OF THE ARMY AIR FORCE		COORDINATION					
Chief of Staff	1-200-273 to 3/10/42 for CGAC	CGAC	A-8	A-7	A-4	A. sup. budget	Sta- tistics
of Staff	CGAC and memo 2/24 to Hqr. dr.						
	STO.						

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AAP-29

SECRET

air 4521 Meyers ②

DECLASSIFIED
DDO BRS
8 Jan. & 20 June 1974
By MA/PAC SAC Date: 8-23-76

(Air AG)

A C 254

January 31, 1942

SECRET
BY ~~DECLASSIFIED~~ OF THE
CHIEF OF THE AIR FORCES
DATE INITIALS

SUBJECT: Mexico - Exchange of airplanes.
TO : The Chief of the Air Corps

1. The Chief of the Air Corps will:

- a. Arrange with the Navy Department for the release of 2 Grumman J2F-1's and 2 Army AT-6's, for the purpose of diversion to the Mexican Government;
- b. Arrange for the immediate delivery of the above aircraft to the Mexican Government, at a place to be designated later;
- c. Arrange for the purchase by the Pratt & Whitney Company, and subsequently by the Army Air Corps, of the 22 (twenty-two) Mexican engines.

2. The Commanding General desires that the Chief of the Air Corps confer, in advance, with Admiral Towers regarding the accomplishment of the above.

By command of Lieutenant General Arnold;

WILLIAM F. DICK
Colonel, A.G.D.
Air Adjutant General.

RECEIVED
FEB 2 1942
AAG

452.1 Mexico (2)

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-Insp.	Budget	Statistics	

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AAF-39

SECRET

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

SECRET
DECLASSIFIED

(To be filed with correspondence)

Note.—A line will be drawn across sheet after action by each office concerned.

SUBJECT: Mexico

DECLASSIFIED
DDO MS
8 Nov 80
By: HUP/AAC Date: 9-23-76

NO.	FROM	TO	DATE	DATA
1	AAF AMPD	AAF AAG	1943 1/29	<p>1. The Mexican Government, through its Military Attache, has proposed to the War Department an exchange of 22 unused twin row Pratt & Whitney, 950 h.p., R-1380SB engines, with propellers, for a suitable number of Grumman J2F-1 amphibians, Republic B-PA's (Seversky), or Vultee V-12D's (attack bombers), or any other suitable aircraft the United States can make available immediately. The Republic and Vultee models requested are no longer in production. The Grumman model is in production. The engines proposed for exchange, although unused, are about three years old and their present usefulness is questionable. The original value of the engines will involve an exchange of about four airplanes of the Grumman type. This matter has already been discussed with Lt. Col. Timberlake (OCAC).</p> <p>2. It is directed that instructions be issued to the Chief of the Air Corps substantially as follows:</p> <p><i>a.</i> The Chief of the Air Corps will arrange with the Navy Department for the release of 2 Grumman J2F-1's and 2 Army AT-6's, for the purpose of diversion to the Mexican Government;</p> <p><i>b.</i> The Chief of the Air Corps will arrange for the immediate delivery of the above aircraft to the Mexican Government, at a place to be designated later;</p> <p><i>c.</i> The Chief of the Air Corps will arrange for the purchase by the Pratt & Whitney Company, and subsequently by the Army Air Corps, of the 22 Mexican engines."</p>

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W-4864, AC

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

(To be filed with correspondence)

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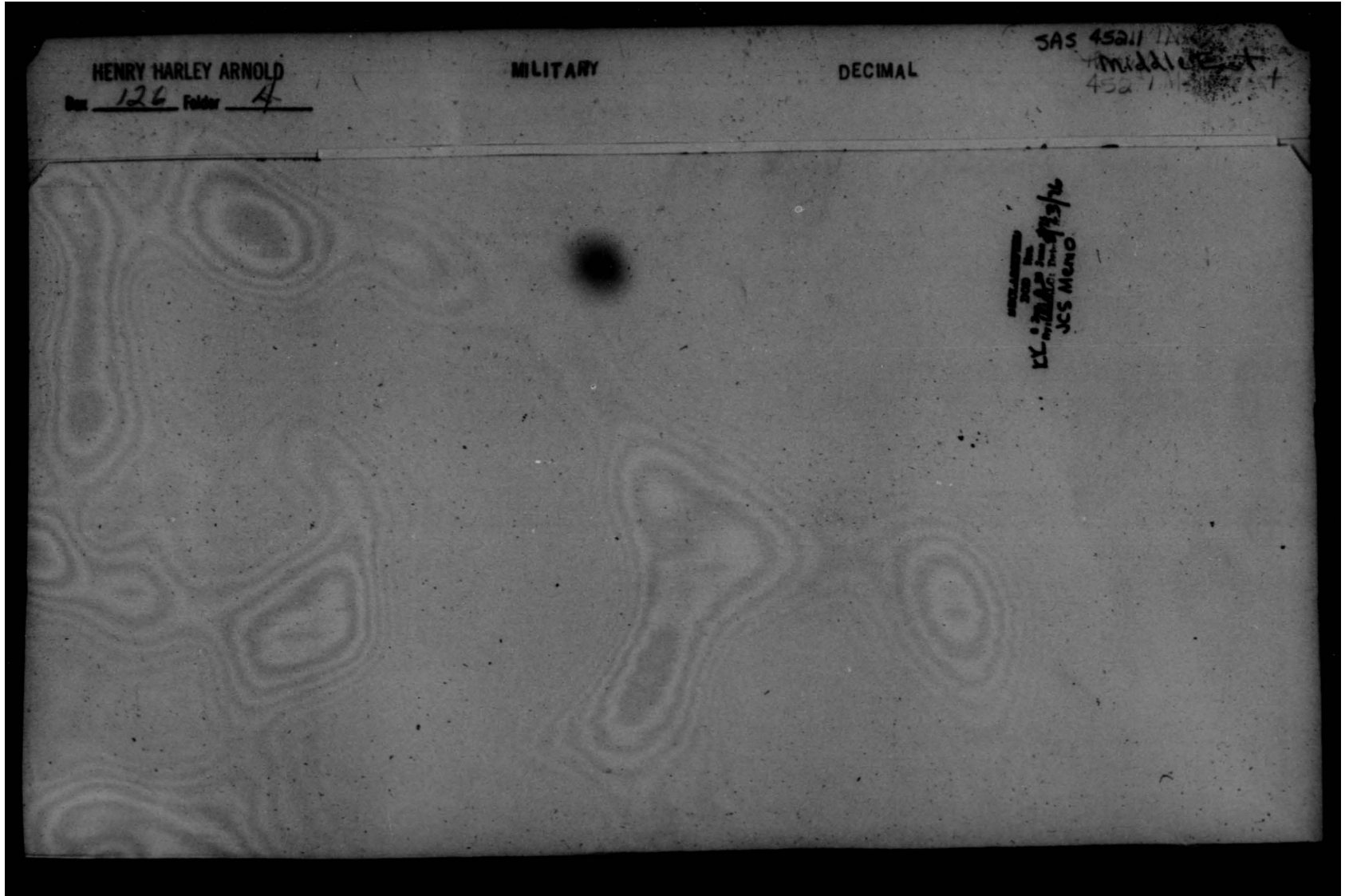
Note.—A line will be drawn across sheet after action by each office concerned.

SUBJECT: Mexico.

NO.	FROM	TO	DATE	DATA
1	AAF AWPD	AAF AAG	1942 1/29	<p><i>2. General Arnold has indicated that the Chief of the Air Corps should confer with Admiral Towers regarding the accomplishment of the above.</i></p> <p><i>H.A.C. SEP</i> <i>AC/AWPD</i></p>

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(Do not remove side)

452 / 10000
N-4884, AC



HENRY HARLEY ARNOLD

Box 126 Folder 4

MILITARY

DECIMAL

SAS 45211
Middle East
45211

12/13/6
JCS Memo

~~SECRET~~

~~SECRET~~
~~DECLASSIFIED~~

CO. 1st AF IN C.

Date: 1 Feb 44

HEADQUARTERS UNITED STATES ARMY FORCES IN THE MIDDLE EAST
OFFICE OF THE COMMANDING GENERAL
CAIRO, EGYPT

RR/jel

462.1

4 February 1944

Major General Barney M. Giles
Chief, Air Staff
U. S. Army Air Forces
Washington, D. C.

valid
SM
No answer required.
File
max

Dear Barney:

I have just received a letter that indicates that General Arnold was displeased with my attitude regarding the transfer of some transport aircraft from this area. Inasmuch as there is a little more to the incident than may have met your eye, I venture to tell you my side of the story.

For some time I had been trying to get the organization of the Headquarters Flight on a proper basis. The number of officers and men finally authorized was not deemed sufficient and I reported to that effect giving a list of all the work that must be done in this area. In return, I was informed that an agreement had been reached with my headquarters so as to reduce the number of transports in this area, and that the airplanes would be transferred. I received that message while at Tunis and talked over the matter with General Meloy who re-asserted that the ATC could not carry the traffic that had been carried here in the past and that his wing urgently needed the airplanes. Together with Meloy, I called on General Horstad and the matter was discussed from all angles. Finally Horstad decided that the airplanes were not needed by the 12th Air Force and practically directed that the airplanes be turned over to ATC at Cairo and that nothing be said further about the matter. On my return I examined all the correspondence and decided that the whole matter had better be placed right with your office so I sent a further message stating the requirements here. It would appear that in an effort to clear up the matter with your office, I only aroused displeasure. On receipt of the second message the transfer was effected not only of the airplanes but also of five trained crew chiefs and radio operators. I hope the above will clarify my actions in that particular incident.

Am A 451 M. P. (51)

I am enclosing herewith a copy of a letter I just received from Air Marshall Parke concerning the movement of their squadron from Payne Field. In my radio concerning this matter, I suggested action

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DOD
A & S
1974
A.I.C. Date: 8/23/70

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Maj. Gen. Giles
2/4/44 contd.

by your office. I think that that is about the only thing that can be done now until something further arises.

I hope that the above incident regarding the transfer of the transport aircraft from this area has not in any way served to block my transfer.

Best personal regards,

Sincerely,

Ralph
RALPH BOYCE
Major General, U. S. Army
Commanding

1 Incl
(1) copy ltr fr Air Marshal Park

DECLASSIFIED
DECLASSIFIED
DOD ltr.
20 June 1974
By *SP2/76*
SECRET

File
JK
2/15/44

air us 452.1mc (37)

WRITING DESK, QUARTERS
UNITED STATES AIR FORCE

(SEAL)

HEADQUARTERS,
ROYAL AIR FORCE
MIDDLE EAST

Reference:-
ME. 68396/ACC.

DECLASSIFIED
JCS Memo
2 Jan. 1978
By: AWJG; Date: 9/27/76

TO: MAJOR GENERAL RALPH ROYCE,
Commanding General,
United States Army Forces in the M.E.

1. As requested in your letter dated 30th January, I have carefully re-examined the question of joint flying operations at PAYNE FIELD.

2. When I was taking over from Air Chief Marshal Douglas, he mentioned that you had requested him to examine the possibility of moving No. 680 Photographic Reconnaissance Squadron (Spitfires) from PAYNE FIELD to make more room for your air transport aircraft. I therefore, made this one of my first tasks, and personally examined this problem with my staff. I found that there had been an isolated incident of a Spitfire taking off across the path of one of your transport aircraft. My first action, therefore, was to issue strict instructions that the Spitfires were rigidly to obey the airfield control in regard to taking off and landing.

3. Further examination showed that No. 680 P.R. Squadron (Spitfires) made so few sorties per day, averaging only 6 flights per day, as not to constitute a hazard to transport aircraft. As I explained to you verbally on the 14th January, it is essential for No. 680 P.R. Squadron to be based at an airfield close to HELIOPOLIS, where the Photographic Interpretation Unit is permanently established. I found, however, that the other airfields near HELIOPOLIS were much more active than PAYNE FIELD.

4. When Major General Giles commented on the joint use of PAYNE FIELD by operational and transport aircraft, he was probably not aware that this has been the normal practice in many airfields in the Eastern and Central Mediterranean throughout the past year. For example, for many months a Group of Spitfires operated from PALESTINE airport along with a Group of Transport aircraft.

(COPY)

2/

- 2 -

The same conditions obtained at the airfields at CATANIA, BORIZZO and in MALTA. My experience has been that, provided there is proper airfield control as now exists at PAYNE FIELD, the hazards to transport aircraft are very small and have been accepted without question in the Western Mediterranean for a long time.

5. Your letter forecasts a great increase in the volume of air transport using PAYNE FIELD. When that occurs I shall re-examine the location of No. 680 P.R. Squadron away from PAYNE FIELD, in spite of the clause in the original agreement giving preference to operational aircraft as compared to transport aircraft. I would willingly do this instead of asking you to move your transport organization to some other airfield, because No. 680 P.R. Squadron is only a small Unit, whose movement would involve a small expenditure of labour and transport as compared to your organization at this airfield. I do not, however, wish to impede the operational duties of this P.R. Squadron by moving it out of PAYNE FIELD unless and until this becomes really necessary.

6. As a copy of your letter was forwarded to the Headquarters of General Arnold, I would appreciate your sending along a copy of this reply in order to acquaint him with the action taken to meet your request.

/s/ K. R. PARK
Air Marshal,
Air Officer Commanding-in-Chief,
Royal Air Force, Middle East.

C
O
P
Y

DECLASSIFIED
JCS Memo
3 Jan. 1978
By: [Signature] Date: 1/2/78

~~SECRET~~
~~DECLASSIFIED~~

Major R. A. Elliott
hl
6109

Allocations

DECLASSIFIED
DDO HHS
8 Jan. 4, 20 June 1978
By MAJ/PA LC Date 8-23-76

31 July 1943

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY SERVICE FORCES

Subject: Assignment of C-47 airplanes to Persian Gulf Command.

Limited availability of medium transport airplanes precludes the allocation of any of these airplanes to the Persian Gulf Service Command within the near future. Expectancies are insufficient in number to meet the requirements for overseas replacements, new Troop Carrier units, and the Air Transport Command. All expectancies within the near future are being allocated to meet the foregoing requirements in order of priority as listed.

For the Commanding General, Army Air Forces:

Signed

DAWNEY M. GILLES,
Major General, U. S. Army,
Chief of the Air Staff.

Encl.
Number CGAAF 7/25/43
In CGAAF subj. Assgmt of 2
BC-3 (C-47) to the PGGC.

Dispatched
7 AUG 1943
AAG

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*File
c. 17 Aug 43*

Am 2045217mc (34)

15/Jan/43

To File
JH

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GDD RES.

~~SECRET~~

8 Apr 6 80 Issue 1978
By: MAJ/PAT/AC Date: 9-23-76

January 11, 1943

MEMORANDUM FOR ASSISTANT CHIEF OF STAFF, OPD:

Subject: Diversion of Nine B-25 Airplanes from 10th Air Force to 9th Air Force.

1. Investigation of the diversion of nine (9) B-25 airplanes from the 10th Air Force in India-China to the 9th Air Force in the Middle East was the result of an error in writing of orders by the Air Transport Command at Morrison Field.
2. It is their custom to keep all movements possible in one order and dispatch the largest number of airplanes available, so that the greatest advantage can be taken of the experience in the flight. In writing up the order they incorrectly showed two movements on one operations order, with all of the airplanes destined for the Middle East.
3. Disciplinary action has been taken against the officer responsible for this error. In addition, an inspector from the Air Transport Command will proceed to Morrison Field to investigate and institute a system which will make repetition impossible.
4. This Headquarters recommends that since the airplanes which were diverted are now in combat, they be not withdrawn, but that nine B-25 airplanes, with crews, be substituted from Middle East allocations. Five airplanes with crews, destined for the Middle East, are now within the continental limits, moving to the departure point. Four additional airplanes and crews, sent to the Middle East, can leave the concentration area by February 6th for India-China.

O/S AS 452.1 Mail-Ext (3)

rc

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

To File
JH
2/24/43

DECLASSIFIED
~~SECRET~~

air no 452.1 Mail-Ext (3)

DECLASSIFIED
DDO 1175
8 Jan & 20 June 1974
By Mr. [unclear] 9-23-76

~~SECRET~~
~~DECLASSIFIED~~

Return of B-24 to Eskisehir.

TJH:ema 6571

1. AFVAB AFATC 1942
(General 12-18
George)

1. Your attention is invited to secret radiograms attached. This airplane is either at Cyprus or Cairo. Exact location can be obtained from Mr. Kirk, our Minister in Cairo. You will arrange to have this B-24 returned to Eskisehir. A civilian crew will be used and all details must remain secret.

2. Visas will be obtained in Cairo through Mr. Kirk for entry into Turkey and return. Speed is most important in the execution of this project. General Andrews is being notified of the contemplated action and will put no obstacles in the way of your picking up this airplane.

Encls: Two secret paraphrases
of radiograms: #1302 - dtd
12-17-42, and #2205 - dtd 12-16.

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

Copy for General Stratemeyer.

all alt 452.1 Thid East (31)

*File
at 12/18/42*

DECLASSIFIED
~~SECRET~~

*Mr. Will
at 452.1 Thid East (31)*

SECRET

DECLASSIFIED
000 1075

By *WAC* / *AC* Date *2-22-76*

November 9, 1942

*To-A-3
To note & then
to file
gds.*

4521 Mid East (30)

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

My dear Eville:

In connection with your request for additional heavy bombers and transport planes for the Middle East, your attention is invited to attached copy of message sent this date to General Andrews, commanding American Troops at Cairo. I think this straightens up the transport matter.

Insofar as the Heavy Group is concerned, you are informed that General Herston was instructed to take his surplus airplanes and personnel and create a new group for the "Velvet" operations. Additional equipment is being sent into Cairo for this purpose.

Sincerely yours,

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

*File
C-11/4/42*

Incl: Copy of message sent 11/9
to Gen. Andrews

vc

NOV 14 42 PM

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RECEIVED
Air Adjutant General

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(Incl 4521 Mid. East (30))

DECLASSIFIED
DDO #3
4 Jan 8 20 June 1974
DECLASSIFIED JC. Date 7-29-74

COPY
~~SECRET~~
OUTGOING DECLASSIFIED MESSAGE

Office Chief of Staff

November 9, 1942

3542 4a

~~SECRET~~

Urgent

Lieut. Gen. Frank M. Andrews, Cairo Egypt

REQUEST HAS BEEN RECEIVED THROUGH BRITISH SOURCES FOR FORTY AMERICAN TRANSPORT AIRCRAFT FOR IMMEDIATE SERVICE WITH BRITISH ARMY NOW OPERATING IN EGYPT stop THE FOLLOWING ACTION HAS BEEN TAKEN TO MEET THIS REQUEST stop AIR TRANSPORT COMMAND HAS DIRECTED GENERAL FITZGERALD TO FURNISH YOU UP TO FORTY AIRPLANES WITH CREWS FOR THIS PURPOSE stop ORDERS HAVE BEEN ISSUED FOR THE THREE HUNDRED AND SIXTEENTH TROOP CARRIER GROUP NOW IN TEXAS TO PROCEED AT ONCE TO CAIRO TO REPORT TO YOUR COMMAND FOR DUTY stop THIS GROUP IS EQUIPPED WITH FIFTY TWO AIRPLANES AND HAS FULL COMPLEMENT OF OPERATING PERSONNEL stop THIS GROUP IS EARMARKED FOR COMBINED BRITISH AMERICAN AIR FORCE FOR CAUCASUS AND THIS MUST BE UNDERSTOOD paragraph FOR YOUR INFORMATION THE TRANSFER OF FORTY AIRPLANES FROM GENERAL FITZGERALD'S WING WILL PRACTICALLY STOP MOVEMENT OF ALL SUPPLIES BETWEEN ACCRA AND CAIRO stop TAKE THIS MATTER UP AT ONCE WITH BRITISH AUTHORITIES TO DETERMINE NUMBER OF AIRPLANES THAT YOU DIRECT FITZGERALD TO FURNISH FOR USE OUT OF CAIRO stop THE AIRPLANES TAKEN FROM GENERAL FITZGERALD'S WING WILL BE RETURNED TO HIM IMMEDIATELY UPON ARRIVAL OF THE THREE HUNDRED AND SIXTEENTH GROUP FOR DUTY stop

MARSHALL

R.N. YOUNG,
Colonel, General Staff,
Secretary, General Staff.

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mkn
cy/vc

all 23452.1 and - 4 Oct 30

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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

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File No. _____

Tally No. AAF _____

8 Dec 4 30 June 1984
 By MAJ P&C LC Date 8-23-76

SUBJECT: Planes for the British Forces in Africa.

452.1 Med Cont 27

NO.	FROM	TO	DATE	COMMENTS
5	AFACT	AFCAS	1942 11-13	<p style="text-align: right;">JJO'Siek 6701</p> <p>1. Reference attached copy of R&R, subject: "Transports for the Middle East," dated November 10, 1942.</p> <p>2. This action was subsequent to the instructions from General Arnold, contained in Item 1 of this R&R.</p> <p>3. In a cablegram from General Andrews, dated November 12, 1942, he stated that the Air Transport Command has not as yet been committed to operations pending decision from the 8th Army Commander as to requirements.</p> <p>4. In view of the fact that the Air Transport Command, through General Fitzgerald, has delivered twenty (20) transports to General Andrews and that ten (10) more of General Fitzgerald's transports are standing by for further instructions from General Andrews, it is believed that the directive issued by General Arnold in item 1 of this R&R and instructions contained in item 1 of the attached R&R from General Stratemeyer have been complied with.</p>
			NOV 4 42 PM	
				<p>RECEIVED Air Adjutant General</p> <p>Incl: Cy R&R, AFCAS to AFACT, 11-10-42</p> <p style="text-align: right;">ROBERT W. HARPER Colonel, G. S. C.</p> <p style="text-align: right;">MAL:af 5265</p>
6.	AFCAS	AFMAG	1942 11/15	<p>1. For files.</p> <p style="text-align: right;">MILLARD A. LIBBY, Lt. Colonel, U. S. C.</p> <p>Incl. n/c.</p>

*Noted
 JWS*

*File
 at 11/15/42*

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7-4071, AF, Rev. 8/10/41

DECLASSIFIED No. **SECRET**

407

as 452.1 Med Cont 27

611
7183
Cable # 1713 Gen Andrews

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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

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DECLASSIFIED

File No. _____

DECLASSIFIED
DDO IWS Tally No. AAF _____

8 Feb 20 June 1974
By *MLP/AM* M: Date *2-23 76*

SUBJECT: Planes for the British Forces in Africa

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	General Stratemeyer	1942 11/9	<p>Action as outlined hereafter will be taken upon the following request from the Commander-in-Chief, British Forces in Africa, "to place at its disposal as many as possible of the 40 odd American transport planes now in the Middle East." <u>The Commanding General, Air Transport Command, will take necessary action at once to turn over to General Andrews for operations with the British Army operating in Egypt up to 40 transport planes.</u></p> <p>The 316th Troop Carrier Group now at Del Valle, Texas will move with the least practicable delay to Cairo, reporting upon arrival to General Andrews for duty and replacing the airplanes taken from the African Middle East Wing.</p> <p style="text-align: right;"><i>(Signature)</i> 3573 GSS-ml</p>
2.	General Stratemeyer	Ass't Ch of Staff, A-3	11-10	<p>1. Take the necessary action without delay.</p> <p style="text-align: right;"><i>(Signature)</i> GEORGE E. STRATEMEYER Major General, U.S.A. Chief of the Air Staff</p>
	cc-Director of Military Requirements cc-Air Transport Command			
3	AFACF	AFCAS	11-10	<p>1. Necessary orders directing the movement of the flight echelon of the 316th Troop Carrier Group have been issued. Orders directing the movement of the ground echelon are now being prepared by AFROM.</p>

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F-0071, AF. Rev. 8/14/61

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 HEADQUARTERS ARMY AIR FORCES
 ROUTING AND RECORD SHEET

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

File No. _____

Tally No. AAF _____

SUBJECT: Planes for the British Forces in Africa.

NO.	FROM	TO	DATE	COMMENTS
3	(Continued)			<p>2. The Air Transport Command instructed General Fitzgerald to make available to General Andrews forty (40) transport airplanes. General Fitzgerald in his reply to the Air Transport Command indicated that General Andrews had asked for only twenty (20) transports which were being made available at Cairo today. General Fitzgerald further stated that he could furnish ten (10) more transports and would have them delivered to General Andrews on Wednesday. General Fitzgerald further indicated that he would make available to General Andrews as many more transports as he was able to furnish.</p> <p style="text-align: right;"><i>RWH</i> ROBERT W. HARPER Colonel, G. S. C.</p> <p style="text-align: right;">WEH:JT 5246</p>
4	APCAS	AFACT	1942 11-12	<p>1. Item #1 directs that 40 airplanes will be turned over to General Andrews.</p> <p>2. Have orders mentioned in second sentence of paragraph 1, Item #2, been issued?</p> <p style="text-align: right;"><i>WHD</i> WILLIAM H. HALL</p>

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(Do not use reverse side)

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

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DECLASSIFIED
DDO Ref.
8 Jan & 20 June 1974
Dr. Am. 1/Phd. 10; Date 5-23-76

COPY

1 AFPCS Ass't 11-10
Ch of
Staff
A-3

3373
GES:nl

1. General Arnold informed me this date that he has issued instructions for the Air Transport Command to move to the Cairo Area, as a result of a request from Lt. General Frank M. Andrews, twenty (20) transports. General Andrews has been informed that these twenty (20) transports are enroute to his theater and that ten (10) more are standing by.

2. It is to be clearly understood that upon the arrival of the 316th Troop Carrier Group in the Middle East theater, the transports taken from the Air Transport Command will be returned to the Air Transport Command.

cc-Ass't Ch of Staff, Plans
cc-Ass't Ch of Staff, A-4
cc-Air Transport Command
cc-Director of Military Requirements
cc-General Hanley

/s/ G. E. S.
GEORGE F. STRATEMEYER
Major General, U. S. A.
Chief of the Air Staff

COPY

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Incl #1

Am AB 452-1m.869

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SECRET

311.4 (18)

Planes for the British Forces in Africa.

3 (Continued)

NOV 11 42 PM



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Air Adjutant General

2. The Air Transport Command instructed General Fitzgerald to make available to General Andrews forty (40) transport airplanes. General Fitzgerald in his reply to the Air Transport Command indicated that General Andrews had asked for only twenty (20) transports which were being made available at Cairo today. General Fitzgerald further stated that he could furnish ten (10) more transports and would have them delivered to General Andrews on Wednesday. General Fitzgerald further indicated that he would make available to General Andrews as many more transports as he was able to furnish.

ROBERT N. SHEPHERD
Colonel, U. S. A.

WER:JT 5246

- 4 AFCA5 AFACT 1942 1. Item #1 directs that 40 airplanes will be turned over to General Andrews.
- 11-12
- 2. Have orders mentioned in second sentence of paragraph 1, Item #2, been issued?

Dispatched
Nov 12 1942
AAG
File
Ce

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

DECLASSIFIED
SECRET

air ops 4521 Mid East (29)

DECLASSIFIED
DDO No.
8 Dec 2001
By NAV/AFRC JC Date 7-23-78

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3878
4-3-61

Transporte for the Middle East

1. AFMAG Ass'ty 11-10
Ch of Staff
A-3

1. General Arnold informed me this date that he has issued instructions for the Air Transport Command to move to the Cairo area, as a result of a request from Lt. General Frank A. Anderson, twenty (20) transport. General Arnold has been informed that these twenty (20) transports are enroute to his theater and that ten (10) more are standing by.

2. It is to be clearly understood that upon the arrival of the 51st Troop Carrier Group in the Middle East theater, the transports taken from the Air Transport Command will be returned to the Air Transport Command.

co-Asst's Ch of Staff, Plans
co-Asst's Ch of Staff, A-4
co-Asst's Transport Command
co-Director of Military Requirements
co-General Naylor

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

File

452.1 mid East (24)

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Mr. Gray

as of 452.1 mid East (24)

ADDRESS REPLY TO
CHIEF OF THE AIR CORPS
3000 BENTLEY BUILDING
WASHINGTON, D. C.

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SECRET

WAR DEPARTMENT
Headquarters Army Air Forces

~~CONFIDENTIAL - SECURITY INFORMATION~~

WASHINGTON

DECLASSIFIED
GPO USE
8 Dec. 6, 20 June 1974
By: Ms. [unclear] AC. Date: 8-22-76

November 2, 1942.

MEMORANDUM FOR GENERAL STRATEMEYER,
GENERAL HANLEY;

J.H.S.
J.H.N.

4521 M. East (27)

1. Reference radiogram Amms 2189, in which General Maxwell requests the allocation of a squadron of transports for the purpose of transporting engines from the front to the depot for overhaul, a message, substantially as follows, was dispatched by GPD, this date:

"That a squadron of transports was not available at this time; that the Air Transport Command would furnish air transportation from Gura to Cairo and return; and that General Fitzgerald or a responsible representative would be in Cairo in a few days to discuss this matter with General Maxwell and General Brereton. Also, that the overall problem of transports and their allocations was under study by the Army Air Forces at the present time."

Richard H. Ballard
RICHARD H. BALLARD,
Colonel, G. S. C.,
Assistant Chief of the Air Staff, A-4.

File
0 11/4/42



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air 4521 M East (27)

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DOO (R)
8 Aug. & 20 June 1974
By: NLT/Ph:JC, Date: 2-23-76

American Groups to be provided for the Combined Air Force destined for Germany.

3979
GMB/ad

1 AFGAS Assistant 1942
Chief of 10-14
Air Staff
Plans

1. The enclosed letter to General Arnold from Air Marshal Brill is forwarded for your information and return to this office for file. General Anderson will personally note the enclosed.

Disparaged
JUL 14 1942
AAG file

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

Encls:
1cc Lt Air Marshal Brill AAG 10-12

452.1 Mid East (25)

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JM Hagan
452.1 Mid East (25)

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

DECLASSIFIED
000 ltrs.
8 Jan. & 20 June 1975
By NS/IN/IC, Date 8-27-76

AIR STAFF

U. S. AIR FORCE
~~SECRET~~
3 Jan. 1975
By NS/IN/IC, Date 8/27/76

12th October 1942.

My dear Arnold,

I wish to acknowledge the receipt of your letter of October 12th 1942 explaining the arrangements which you propose in respect of the American Groups to be provided for the combined air force destined for the Caucasus. I am transmitting your letter at once to the Chief of Air Staff and he will, I am sure, welcome the arrangements that you propose for the formation of the second Heavy Bomber Group in the Middle East whereby one such Group will remain continuously available in that area.

As soon as the necessary information is available from the Air Ministry I will acquaint you as to the British units destined for the Caucasus and the administrative plans for their transportation and maintenance. In this connection early provision of your Transport Group in the Middle East will be of great assistance. As far as my present information goes, the British force will include 9 Fighter Squadrons, 3 Light Bomber and 3 Medium Bomber Squadrons, but this is subject to later confirmation.

Yours sincerely,

s/ D.C.S. Bill

D.C.S. HILL
Air Marshal

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

DECLASSIFIED
JCS Memo
2 Jan. 1975
By NS/IN/IC, Date 8/27/76

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000 WTS

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OCT 12 1942

6 Nov 6 20 June 1974
by Mr. [unclear] SC Date 1-23-74

Air Marshal D.G.S. Buill,
British Joint Staff Mission,
Office of the Combined Chiefs of Staff,
Washington, D. C.

My dear Buill:

It is the understanding of the War Department that the British Government proposes to place British air units in the Caucasus during the latter part of this year and the early part of next to operate in support of the Russian Armies in that area. The American Government proposes to augment this British air effort by providing one group of Heavy Bombardment and one group of Transport aircraft. These units will be available for operations in the Caucasus by January 1, 1943.

As you will recall, the Prime Minister in his proposal to the President that an Anglo-American Air Force be established in Transcaucasia to assist the Russian land and Air Forces in that area suggested that one American heavy bombardment group be withdrawn from Egypt and assigned to this operation as soon as the situation in the Western Desert would permit. As only one heavy group is committed to the Middle East, this course would leave no heavies available to support the Libyan Campaign which, I know you will agree, would be inadvisable so long as active operations continue in that theater. Delaying the commitment of this heavy group to the Caucasus until ~~it~~ could be justifiably removed from the Libyan front would, in all probability, fail to meet the Russian needs for timely air support.

I, therefore, propose to maintain one heavy group in direct support of the Libyan Campaign and create an additional heavy group within Brereton's Command by utilizing his present surplus in personnel and equipment supplemented by the necessary additional personnel and equipment from the United States to complete this second group. I contemplate that the full operating capacity of the heavy bombardment units now in Egypt will be employed on Brereton's present mission while this new unit is being formed and that this support will continue until it is necessary to move the newly formed group to the Transcaucasia front.

452.1 mid. East (35)

file

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In order to meet the logistical difficulties that will be imposed on air units operating on this new front, I am instructing Brewster that he should exercise every ingenuity in effecting an organization which will be highly mobile and simple to maintain. I firmly believe that this matter of insuring effective logistical support will be our major problem in this new operating area.

One transport group, both air and ground echelon, will be moved to the Caucasus by January 1, 1943. This group should add materially to our capacity for sustained joint air operations.

In the interest of operational and logistical planning for our joint operations in this theater, it is requested that the War Department be furnished with the British plan for air assistance to the Russian Armies in the Caucasus as soon as practicable.

Sincerely yours,

Gen. H. H. Arnold

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

Dispatched

OC: 12 42

AAG

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- 2 -

air 44 452 1 ME 25

● HEADQUARTERS ARMY AIR FORCES ●
ROUTING AND RECORD SHEET

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ST & Inc. _____
 File No. of the Act _____
 Title No. AAF _____
 DATE INT-15-44

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

DECLASSIFIED
 000 hrs
 8 Aug 6 10 June 1974
 by MAJ/PAC AC Date 3-29-76

SUBJECT: Letter to Air Marshal Ewill.

NO.	FROM	TO	DATE	COMMENTS	RPW/jn 5833
1	AFAEP	AFAGG	10/11 1942	<p>In accordance with a verbal directive from the Commanding General, Army Air Forces, there is attached a draft of a letter to Air Marshal D. C. S. Ewill prepared for the signature of General Arnold, together with a copy of a cable dispatched to General Brereton regarding the same subject.</p> <p style="text-align: right; margin-right: 50px;"><i>75 for</i></p> <p style="text-align: right;">O. A. ANDERSON, Brig. General, G.S.C.</p> <p>2 Incls. As above.</p>	

~~SECRET~~ **DECLASSIFIED** (Do not reverse side) E-4071, AF, Rev. 8/14/41

Page No. _____ *Am 2/52/m.E. 25*

DECLASSIFIED
OUTGOING MESSAGE

DECLASSIFIED
DDO Hqs.
8 Jan. & 20 June 1974
By MM/Phc LC. Date: 8-23-74

Assistant Chief of the Air Staff
Plans

O A Anderson
Brig Gen USA

OCTOBER 10, 1942

TO: AHSME
CAIRO

1221

Making use of personnel and aircraft and equipment of your command to the extent available and in conformity with instructions below you will without delay organize an additional Heavy Bombardment Group in your Theater (Numerical designation 376) for proposed Anglo American Air Operations in aid of Russia in Transcaucasia (For Brereton) it is desired that the experience levels of the 98, 376 and 7th Heavy Bombardment Groups be brought to approximate equality. To this end the Heavy Bombardment Personnel presently in the 3 groups plus 15 replacement crews being sent in October to or through your Theater should be equally distributed as to Combat Crew experience. You are charged with effecting this equitable distribution and authorized to retain if necessary thereto part of the combat crews of the 9th Squadron and above mentioned 15 combat replacement crews, dispatching the remainder to the 10th Air Force. In this connection the Army Air Forces are committed to providing the 10th Air Force with 314 engine combat crews by October 31. This commitment must be fulfilled from crews now in the 2 Theaters plus the 15 replacement crews. It is desired that you contact General Bissell in order that he may send a representative to your headquarters to present to you the needs of the 10th Air Force in the aforementioned personnel division. Airplanes of the 9th Squadron now in your Theatre may be retained by you. The 15 B 24 airplanes flown to your theatre by replacement crews are assigned to the 10th Air Force and will be dispatched directly to India. The 376 Group will be utilized by you until required in the new Theatre, expected to be January 1 next. Organization to be designed for maximum mobility and minimum logistical requirements compatible with normal combat operations. Advise this Headquarters as soon as practicable the

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SECRET

Number 1221

Page 2

OCTOBER 10, 1942

detailed requirements in personnel and equipment which you cannot make available there. All possible equipment and personnel needed to complete this organization to be flown from United States as soon as can be made available remainder to be shipped by boat. Squadrons of 376 Heavy Bombardment Group will be numbered 512 to 515 inclusive. It is proposed to equip the 376 Group with B 24 type bombers. After coordination with British Command in the Middle East and in conjunction with any similar steps being taken by the British initiate without delay appropriate survey upon which to base plan for airdromes to be utilized and logistical arrangements to be made to support 1 United States Heavy Bombardment Group and 1 United States Air Transport Group in proposed Transcaucasian operation above referred to, submitting report thereof to this Headquarters as soon as practicable. It is planned to move this transport Group to the Caucasus on or before January 1st.

MARSHALL

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Enc. 1
AW 452.111E 25

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WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

Received from * AIR AG , Headquarters Army Air Forces,
the following document:

Addressed to: Air Marshall D.C.S. Ewill

Subject: British Air units in Caucasus

Type of Corres.: Ltr

Date: Oct 12, 1942

Basic Dated: Oct 12, 1942

Number of Incls.: none

PLEASE ACCOMPLISH AND
RETURN IMMEDIATELY TO:

Commanding General,
Army Air Forces,
Office of Air Adjutant General,
Classified Mail Unit,
Washington, D. C.
Room 2013

DATE RECEIVED 12/10 Oct 1942

BY [Signature]
Name

AAF NO. 452.1 W.E. (25)

[Signature]
Rank Branch

*Insert symbol of office of origin.

OFFICE OF: _____

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W-7236, AF, Rev. 7/20/42.

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DDO WFO

8 Jan. 8 20 June 1971
By: MAL/PAK AC Date: 9-23-71

Pooling P-40 airplanes in Middle East

USA 1 Mid East

WDW:ek 6702

2 AFACT AFGAS 9-26

1. The pooling of P-40's was based on verbal agreements with RAF Delegation in Washington.

2. It was agreed that RAF and AAF forces in the Middle East would, on the whole, receive only such P-40's as were dispatched to each force from the United States. Not to compensate for possible irregularities in transit and production as to models, the RAF and AAF commanders in the theater were to be left free to divide each lot of aircraft as it arrived by the aircraft on hand in the manner they best saw fit - providing that over longer periods the balances were as dispatched from the United States for their respective uses.

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

Incl. n/a

MAL/hk 3253

3. AFGAS AFGAS 9/28

- 1. Note the foregoing.
- 2. For appropriate action.

Dispatched
SEP 28 1946
- AAG yll
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MAL
MILLARD A. LIBBY

Lt. Colonel, A.C.

USA 1 Mid East

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DDO ltr

8 Dec 8 20 June 1974
by NOIPM LC Date 1-23-76

Pooling P-40 Airplanes in Middle East

MAIL:JT 5265

1 AFGLS AFACT 1942
9-25

1. Note the attached memorandum from AFADS.

2. Four comments regarding Cablegram MB #32, apparently prepared in your division on July 8, 1942, are desired, particularly in the matter of the alleged agreement reached with the British providing a pool of the P-40 airplanes in the Middle East.

Dispatch

DEC 25 1942

AAG

*file
cc*

Encl.
Memo fr AAG, 9-24-42
w/ Encl.

HILLARD A. LINDY,
Lt. Colonel, A.C.

MMAR 4521 Mid East (23)

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See 4521 Mid East (23)

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DECLASSIFIED
DDO IWS
8 Jan. & 20 June 1974
By NAIP/DC LC Date 3-23-74

P-40's for Middle East.

OSG:ms
3973

Asst. Chief

1. AFCS Air Staff 9-21
A-3

1. Your attention is invited to the following cablegram sent by the Chief of Staff this date:

To: AMRE
CALNO

September 21, 1942

Number 914

Reference your 12373, for General Brewster, 48 P-40's are now enroute to Tabarakli. 34 departed August 27th and 14 departed September 6th. Combat crews for these airplanes are being sent to Assou to fight these airplanes your Theater. Remainder of movement of 79th Fighter Group to your Theater will be expedited replacing 33rd Group.

Marshall *

2. You will take the necessary action to comply with the information furnished General Brewster by the Chief of Staff.

452.1 Med Cont 22

Copies to:

Mr. of Air Defense
Asst. Chief of Air Staff - A-4
" " " " - Plans
General Huter.

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

Declassified
SEP 22 1942
AAG

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Mr. Gung

all at 452.1 Med Cont 22

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DECLASSIFIED
DD FORM 129
1 JUN 60 EDITION
By: NAI/PA Date: 8-23-76

MEMORANDUM FOR FIELD MARSHAL SIR JOHN DILL:

Dear Dill:

With reference to your note transmitting Portal's letter regarding the 33rd Group and planes for the Middle East, 18 of these planes are enroute to Takoradi for erection. 34 departed August 27th, and 14 September 6th.

I am notifying Brewster that combat crews for fighting these airplanes will be sent to him. These combat crews will come from the 79th Fighter Group. Brewster also is being advised that the remainder of the movement of the 79th Fighter Group will be expedited to the Middle East as soon as shipping can be made available.

I hope this adjustment will somewhat temper the very natural fears of those concerned in the Middle East.

Chief of Staff.

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Att 46 4021 mail C-22 (22)

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DOO WTS
8 Feb 8 40 Issue 1975
By HQ I/PDC AC Date 9-23-76

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Wm 10/1/42

OCT 2 1942

SUBJECT: Letter from Sir John C. Dill re. Aircraft for Middle East.

I. C/S
THRU OPD

x. Draft of Reply attached

AFAEP
AW/sl

1. It is recommended that:

a. Reply be made to the accompanying letter of Sir John C. Dill to General Marshall dated 27 September, 1942, substantially in accordance with the suggested form therefore hereto attached.

Dispatched

OCT 4 1942

AAG

b. Cable be dispatched to General Brereton substantially in accordance with the suggested form therefore hereto attached.

For the Commanding General, Army Air Forces.

O.A. ANDERSON,
Brig. General, U.S.A.
Assistant Chief of the Air Staff, Plans Div.

3 Incls.
Incl. # 1- Ltr frn Sir John C. Dill
to Gen. Marshall d. 9-27-42.
Incl. #2 - Draft of reply
Incl. #3 - Proposed Cable for Gen Brereton

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GROUP FOR USE

100-45321 Middle East (2) B

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DDO 113
8 Jan 8 20 June 1974
By: MAJ/PAC/LCJ Date 9-29-76

(SUMMARY FOR MEMOR: IN Cable # 32, dated July 8, 1942, referred to in attached
Form for cable to Moscow, to be signed "Marshall", was initiated in the ACP Staff,
and stated in substance that for the Middle East a pool of P-40's had been provided
by agreement with the British, and that hereafter P-40's arriving in the Middle
East, either for the ACP or RAF, will be assigned to the pool subject to consultation
according to mutual agreement made in the theatre. No record has been found of the
agreement referred to in IN Cable #32. It was apparently cancelled, has been entirely dis-
regarded by both parties and apparently was never communicated to British
British representatives as indicated by the letter from Sir John G. Hill to General
Marshall herein attached)

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BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF

Washington

MOST SECRET AND PERSONAL.

27th September, 1942.

Dear Marshall:

Many thanks for your note of 21st September regarding the supply of P.40's to Middle East. Portal is most grateful to have your confirmation that 48 P.40's originally intended for the 33rd Group are on the way to the Middle East and that the movement of the 79th Group is being accelerated.

The length of the "pipe-line" to Middle East is so great that it is necessary to maintain a steady flow and to think always in terms of what will be happening several months ahead, and there are still difficulties to be faced which can only be met by action in the immediate future. He has asked me to recall that there was a serious gap in the shipments of P.40's in June, which was made up in July and August. Tedder is now feeling the effects of the June "gap" and his P.40 squadrons are at present seriously below strength in effective aircraft. The large shipments made in July and August should begin to arrive shortly, and the position will improve till about early December, unless battle casualties are very heavy. Tedder's P.40 replacements for his R.A.F. squadrons will then drop to 50 a month, and a fresh gap will arise through the diversion of the 33rd Group and the inevitable delay before the 79th and later Groups are fully fit for operations. The seriousness of this is that it will come at a period when there may still be hard fighting in progress in Libya and when we may be faced simultaneously with the need to meet our promise to form a defensive front in the Caucasus and to prepare for a spring attack in the North of Syria. Portal is particularly anxious lest we may be unable to fulfill the obligations in the Caucasus which the Prime Minister undertook to Stalin on the basis of the estimate of our air strength framed after the Arnold-Portal-Towers Agreement.

All our efforts are, I know, limited by aircraft production, and grave difficulties are inevitable unless the present programme is fulfilled and exceeded. But I know it would comfort Portal if you could

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By: _____ LC: Date _____

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authorize me to assure him that every available P.40 will be sent to the Middle East, either for the U.S.A.A.F. there or for the R.A.F., at the maximum rate practicable once the needs of the Russians and the accepted commitments for other theaters have been met; and that the despatch of the 5 remaining U.S.A.A.F. Groups will be accelerated to the utmost.

Portal has further emphasized that it would be of value if Tedder and Brereton could be instructed that all P.40's in the Middle East should be treated as a common pool for the maintenance of U.S. and British units of the strength already agreed - you will recall that this was the principle adopted in the ABDA area in the early part of the year. In conditions such as prevail in the Western Desert, American and R.A.F. P.40's are bound to be passed through the same repair shops and to be maintained from the same stock of spares, and it is not feasible that an individual aircraft should in such conditions be earmarked as solely for the use of one or other of our respective air forces in the theater. It will, I am certain, make matters much easier for the men on the spot if they are empowered to make mutually satisfactory arrangements for the most effective employment of the available resources to ensure maximum impact on the common enemy.

Yours ever

/s/ J. C. Dill

General G.C. Marshall,
Chief of Staff,
War Department,
Washington, D.C.

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JCS Memo
2 Jan. 1975
By: AW/174; Date: 9-27-76

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GROUP
22-2222
of
the 12/7/42

DECLASSIFIED
DOO IWS
9 Jan. & 20 June 1974
N. ANIPh: LCI Date 2-29-74

Dear Bill:

Your letter of the 27th September has been read by me not only with keen interest, but also with a renewed sense of appreciation of our solidarity of purpose in regard to matters therein discussed.

In view of the continued critical situation in the Middle East and the vital requirements that the position of our combined forces there be maintained and improved, I feel no hesitancy in authorizing you to ensure Ferial that we will continue to send F-50's or better fighter-type aircraft to that theatre at the maximum practicable rate, consistent with our meeting the accepted commitments for other theatres and, to the extent feasible, the needs of Russia.

You may excuse him also that the five Fighter Groups and one Medium Bomber Group committed to the Middle East and not yet dispatched, will be manned, trained, equipped and moved to that theatre with an expedition and under an urgency limited only by our capabilities, and by the practical necessity that such combat units be fully equipped and receive reasonably adequate training prior to commitment. These practical considerations, however, make it now appear unlikely that the movement of the five groups in question can be accelerated to a degree beyond that written into and required by the existing schedule for their movement, with which I believe you are familiar. The 79th and one other Fighter Group are being prepared for movement this month.

We adjust vacancies incident to overseas shipments and field depot overhead production, and to the end that our aggregate allied fighter aircraft equipment in the Middle East may be employed with maximum effectiveness, by units which at the moment meet critically need them, in a manner best calculated to obtain our common objective. I am in accord with Ferial's thought to the extent that discussion should be started in Taddar and

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COPY FOR AFCS

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arrangements for mutually agreeable exchanges, or temporary loans, of fighter aircraft of types with which they are both equipped. Such arrangements made between our respective Air Commanders in the theatre should be on a basis designed to maintain, or, out of the most available aircraft, to restore, the normal operational equipment of RAF and AAF fighter squadrons, respectively, allocated to and represented in the theatre, under existing CDS commitments. Brewster is being so instructed.

I trust that both Portal and yourself will find this to be substantially in accord with the suggestion conveyed by your letter, as I believe it to be. Application of this policy by Toller and Brewster should prove mutually helpful.

Sincerely yours,

Chief of Staff.

Mr John C. Bill
c/o British Joint Staff Mission
Office of Combined Chiefs of Staff
Washington, D. C.

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SECRET

Receipt No. _____

DECLASSIFIED

RECEIPT FOR SECRET OR CONFIDENTIAL DOCUMENT

SUBJECT: Acrt for ME

Receipt is acknowledged of Disp. Form w 3 incls. for
the Chief of Staff, subject _____
as above
dated _____

Officer.

Rank.

Office

NOTE: To be accomplished and returned ~~to the Secretary~~,
~~for the Secretary's Office~~

DECLASSIFIED

AAF-70

DECLASSIFIED
1000 hrs
APAC
4-23-71

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SECRET

rewritten
10/6/42
APAC
AR/ol - 3281

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

Dear Dill:

Your letter of the 27th September has been read by me with keen interest and a renewed sense of appreciation of our solidarity of purpose in regard to matters therein discussed.

You may assure Portal that we intend to continue sending fighter aircraft to the critical Middle East at the maximum rate consistent with our existing accepted commitments for other theatres and, to the extent practicable, the needs of Russia. Also that no effort is being or will be spared in meeting our remaining combat group commitments for that theatre just as rapidly as permitted by our capabilities for equipping them and providing the minimum requisite training. Realization of the utmost urgency is reflected in the present schedule for their movement, however, and that schedule, with which I believe you are familiar, can not likely be accelerated. The 79th and one other fighter group are to move this month. Aircraft for the 79th are en route.

To the end that our combat aircraft in the Middle East may be employed with maximum attainable effectiveness, I am in accord with Portal's thought to the extent that discretion should be vested in Tedder and Brewster for mutually agreeable exchanges, or temporary loans, of fighter aircraft of types with which they are both equipped. Such arrangements made between our respective Air Commanders in the theatre should be on a basis designed to maintain, or, out of the now available aircraft, to restore, the normal operational equipment of RAF and AAF fighter squadrons, respectively, allocated to and represented in the theatre under existing CCE commitments. Brewster is being so instructed.

It is hoped that both Portal and yourself will find this to be substantially in accord with the suggestion conveyed by your letter. I believe it to be. Application of this policy by Tedder and Brewster should prove mutually helpful.

OCT 7 - 1942

NOTED: Ass't Sec. War/Air
RICHARD T. COINER, JR.
Lieut. Colonel, Air Corps
Executive

Faithfully yours,

Chief of Staff.

Sir John G. Hill
c/o British Joint Staff Mission
Office of Combined Chiefs of Staff
Washington, D.C.

g.g.
C.A.S.

our 1452 Middle East 21

~~SECRET~~

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

DECLASSIFIED

DDO WPS

8 Jan. 9 30 June 1974

By *ADITYA* AC Case # *23-76*

*revised
15-6-72*

Dear Bill:

Your letter of the 27th September has been read by me not only with keen interest, but also with a renewed sense of appreciation of our solidarity of purpose in regard to matters therein discussed.

In view of the continued critical situation in the Middle East and the vital requirement that the position of our combined forces there be maintained and improved, I feel no hesitancy in authorizing you to assure Portal that we will continue to send P-40's or better fighter-type aircraft to that theatre at the maximum practicable rate, consistent with our meeting the accepted commitments for other theatres and, to the extent feasible, the needs of Russia.

You may assure him also that the five Fighter Groups and one Medium Bomber Group committed to the Middle East and not yet dispatched, will be manned, trained, equipped and moved to that theatre with an expedition and under an urgency limited only by our capabilities, and by the practical necessity that such combat units be fully equipped and receive reasonably adequate training prior to embarkation. These practical prerequisites, however, make it now appear unlikely that the movement of the five groups in question can be accelerated to a degree beyond that written into and required by the existing schedule for their movement, with which I believe you are familiar. The 79th and one other Fighter Group are being prepared for movement this month.

To adjust vagaries incident to overseas shipments and field depot overhaul production, and to the end that our aggregate allied fighter aircraft equipment in the Middle East may be employed with maximum effectiveness, by units which at the moment most critically need them, in a manner best calculated to attain our common objective, I am in accord with Portal's thought to the extent that discretion should be vested in Tedder and

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Brereton for mutually agreeable exchanges, or temporary loans, of fighter aircraft of types with which they are both equipped. Such arrangements made between our respective Air Commanders in the theatre should be on a basis designed to maintain, or, out of the next available aircraft, to restore, the normal operational equipment of RAF and AAF fighter squadrons, respectively, allocated to and represented in the theatre under existing CCS commitments. Brereton is being so instructed.

I trust that both Portal and yourself will find this to be substantially in accord with the suggestion conveyed by your letter, as I believe it to be. Application of this policy by Tedder and Brereton should prove mutually helpful.

Faithfully yours,

Chief of Staff.

Sir John C. Dill
c/o British Joint Staff Mission
Offices of Combined Chiefs of Staff
Washington, D. C.

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DDO 175
8 Dec 8 20 June 1974

AVIPALIC. Date 2-23-76

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APARP
AN-3281
21
vtn 10/1/42

Dear Bill:

Your letter of the 27th September has been read by me not only with keen interest, but also with a renewed sense of appreciation of our solidarity of purpose in regard to matters therein discussed.

In view of the continued critical situation in the Middle East and the vital requirement that the position of our combined forces there be maintained and improved, I feel no hesitancy in authorizing you to assure Portal that we will continue to send P-40's or other fighter-type aircraft to that theatre at the maximum practicable rate, consistent with our meeting the accepted commitments for other theatres and, to the extent feasible, the needs of Russia.

You may assure him also that the five Fighter Groups and one Medium Bomber Group committed to the Middle East and not yet dispatched, will be manned, trained, equipped and moved to that theatre with an expedition and under an urgency limited only by our capabilities, and by the practical necessity that such combat units be fully equipped and receive reasonably adequate training prior to embarkation. These practical prerequisites, however, make it now appear unlikely that the movement of the five groups in question can be accelerated to a degree beyond that written into and required by the existing schedule for that movement, with which I believe you are familiar. The 79th and one other Fighter Group are being prepared for movement this month.

To adjust vagaries incident to overseas shipments and field depot overhaul production, and to the end that our aggregate allied fighter aircraft equipment in the Middle East may be employed with maximum effectiveness, by units which at the moment meet our critically need them, in a manner best calculated to attain our common objective, I am in accord with Portal's thought to the extent that discussion should be vested in Tedder and

Re-written 10/6
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*J.S.
C.A.S*

AWAY 452.1 M.E. (2) B

- A-1/AS
- A-2/AS
- Instal. 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.

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Erzeron for mutually agreeable exchanges, or temporary loans, of fighter aircraft of types with which they are both equipped. Such arrangements made between our respective Air Commanders in the theatre should be on a basis designed to maintain, or, out of the most available aircraft, to restore, the normal operational equipment of RAF and AAF fighter squadrons, respectively, allocated to and represented in the theatre under existing CCS commitments. Erzeron is being so instructed.

I trust that both Portal and yourself will find this to be substantially in accord with the suggestion conveyed by your letter, as I believe it to be. Application of this policy by Tedder and Erzeron should prove mutually helpful.

Faithfully yours,

Chief of Staff.

Sir John C. Dill
c/o British Joint Staff Mission
Office of Combined Chiefs of Staff
Washington, D. C.

OCT 4 - 1942

NOTED: Ass't Sec. War/Air
RICHARD T. COLNER, JR.
Lieut. Colonel, Air Corps
Executive

Re-written 10/6

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SECRET

- A-1/AS
- A-2/AS
- Instal. S.
- A-3/AS
- A-4/AS
- Plans/AS
- Insp/AS
- Mil. Req.
- A. Def.
- Bomb.
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- Civ. Pers.
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- J. Advoc.
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- Org. Pl.
- Stat. Pl.
- Leg. Pl.
- Mat. C.
- A. S. C.
- F. C.

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
DOD WBS
8 Jul & 20 June 1974
By AN/PAC J.C. Date 8-23-76

TALLY NO.		FILE NO.	

SUBJECT: Aircraft for Middle East

ITEM NO.	FROM	TO	DATE	COMMENTS
1	APCAS	AFAEP	1942 9-28	<p style="text-align: right;">MAL:JT 5265</p> <p>1. Note the attached.</p> <p>2. General Kuter directs that you take the necessary action indicated therein fully coordinating same with AFACT and AFADS.</p> <p style="text-align: right;"><i>MAR.</i> MILLARD A. LIBBY Lt. Colonel, A.C.</p> <p>1 Incl. Ltr 9-27-42 to C/S fr Sir J.C. Dill</p>
2.	AFAEP	APCAS	10/1	<p style="text-align: right;">AM/al - 3281</p> <p>1. Action has been taken on the foregoing directive as indicated by the attached Disposition Form prepared for forwarding to the Chief of Staff through OPD.</p> <p>2. This action has been coordinated with AFACT and AFADS.</p> <p style="text-align: right;"><i>O. A. Anderson</i> O. A. ANDERSON, Brig. General, U.S.A.</p> <p>1 Incl. removed 1. AAF Disp. Form to C/S thru OED, subj. "Letter from Sir John C. Dill re. Aircraft for Middle East". w/3 incls.</p>
3	CAS	MAG	10-4	<p style="text-align: right;">RHH: rhh 73691</p> <p style="text-align: center;">X</p> <p style="text-align: center;"><i>MAR.</i> Millard A. Libby, Lt. Col. G. S. C. Asst. Sec'y. Air Staff.</p>

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2-94 *Acc 4521 Middle E. 10/9*

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DECLASSIFIED
DOO HS
8 Jan & 20 June 1974
By *HN/PNC/UC* Ltr 8-23-76

AM/AM - 3301

2. AM/AM AFMAG 26/1

1. Action has been taken on the foregoing directive as indicated by the attached Disposition Form prepared for forwarding to the Chief of Staff through USA.
2. This action has been coordinated with AFMAG and AM/AM.

G. A. ANDERSON,
Brig. General, U.S.A.

1 Incl. removed
AM/AM Map. Form to
G/A thru OAD, subd.
"Letter from Sir John G. Hill
re. Aircraft for Middle East".
w/3 incls.

3 CAS MAG 10-4 For Dispatch.

MMH: rhh
73691

Millard A. Libby, Lt. Col. G. S. C.
Asst. Sec'y. Air Staff.

~~SECRET~~

Copy of 482-1 Middle East (2) B

OCS AAF
GCM Gen.
Strat- Meyer

~~SECRET~~

WDCSA 452.1 Middle East.
(9-20-42)

September 21, 1942.

DECLASSIFIED
DOO HS
8 Jan & 20 June 1974
By *HN/PNC/UC* Ltr 8-23-76

MEMORANDUM FOR FIELD MARSHAL SIR JOHN HILL:

Dear Hill:

With reference to your note transmitting Ferial's letter regarding the 13rd Group and planes for the Middle East, 48 of these planes are en route to Takoradi for erection. 34 departed August 27th, and 14 September 6th.

I am notifying Brereton that combat crews for fighting these airplanes will be sent to him. These combat crews will come from the 79th Fighter Group. Brereton also is being advised that the remainder of the movement of the 79th Fighter Group will be expedited to the Middle East as soon as shipping can be made available.

I hope this adjustment will somewhat temper the very natural fears of those concerned in the Middle East.

(Sgd) G. C. MARSHALL

Chief of Staff.

452.1 Middle East (2)

File WMM

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*Copy for Gen. Stratemeyer
AAF
WDCSA 452.1 Middle East (2)*

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COO ltr.

100. 4. 20 June 1979
By AN/PAL LC Date 8-23-76

Letter from Major General L. H. Brewster

452. 1 M.d. East (20)

HR:JF 505

3 AFCS ADAP 1942
9-22

1. The original of the letter prepared by your office was changed slightly, reclassified as "Secret" and forwarded by Officer Courier.

2. All copies except one for General Stutzman's file have been destroyed. Request that any copies now in your files be destroyed also.

Dispatched
SEP 22 1942
AAG *File*

Incls.
2/5

WILLIAM H. MILL
Colonel, G. S. C.

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CONFIDENTIAL

ai ab 4524 middle East (20)

DECLASSIFIED
DDO No.
8 Jan. & 20 June 1974
By: M/P/AL UC Date 9-29-74

CONFIDENTIAL
DECLASSIFIED

Letter from Major General L. H. Brewster.

3373
GEB/hd

1 AFMAG Assistant 1942
Chief of 9-17
Air Staff
Plans

1. Enclosed is a letter received this date from Major General L. H. Brewster. It is desired that you prepare a reply for my signature.

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

Encls
Ltr to Gen. Brewster
AG 9-2-42

Dispatched
18 1942
AAG

452 Middle East (20)

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By Mr. [unclear] on Date 8-23-77

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: Reclamation of Damaged Planes in the Middle East Theater.

ITEM NO.	FROM	TO	DATE	COMMENTS	OSP:ymc 6110
6	AFACF	APCAS	9/25	<p>1. Directive issued by OPD transferred Halpro to 9th Air Force.</p> <p>2. Staff Study now in OPD to transfer 9th Squadron with eleven (11) B-17E back to India. Informal information indicates OPD will concur.</p> <p>3. This action is necessary to accomplish formation of Heavy Group in India by October.</p> <p>Incl. n/c</p>	<p><i>Robert W. Harper</i> ROBERT W. HARPER Colonel, G. S. C.</p>
7	APCAS	File	1942 9-30	<p>Noted.</p> <p>Incl. n/c</p>	<p>WEH:JT 5246</p> <p><i>W. E. Hall</i> WILLIAM E. HALL Colonel, G. S. C.</p>

452.1 Middle East (19)

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PAGE TWO

452.1 Middle East (19)

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8 Jan & 20 June 1974
By: *DPB/IC/CS/523-76*

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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

File No. _____
Tally No. AAF _____

SUBJECT: Reclamation of Damaged Planes in the Middle East Theater.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	General Stratemeyer	1942 9/9	<p>1. The attached cable was written with a view of securing a statement as to status of the airplanes which Brereton has in his command which were taken from the Indian theater. It is necessary to know definitely the physical status of each plane so as to be able to direct, by number, certain ones to go to Karachi for repair, certain others to be returned to India, and certain others to be retained for disassembly to be used for spare parts.</p> <p>2. A-4 should carry on with the above in mind.</p> <p style="text-align: center;">1 - <i>WAW</i> 2 - <i>Reallocation</i> 3 - <i>None</i></p> <p style="text-align: right;"><i>[Signature]</i></p>
	<p>Incls: 2 Cable, No. 608, from Marshall, 8/30, to Amsme, Cairo, re above. Cable, No. 1084, 9/3/42, from Maxwell to AGWAR, re above. Memo. for WD Message Center, 9/5/42, from Col. Shelmire, transmitting above two cables.</p>			<p><i>Incls. ret'd to Cable section</i></p>
2.	AFCAS	Ass't Ch. of Staff A-4	1942 9-9	<p>3373 GES:nl</p> <p>1. You will comply with General Arnold's directive in comment #1. Keep this office advised of the action you are taking.</p> <p style="text-align: right;"><i>[Signature]</i> GEORGE E. STRATEMEYER Major General, U.S.A. Chief of the Air Staff</p> <p>Incls: n/c</p> <p style="text-align: right;">T-14 ✓</p>

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Page No. _____

1715
Att. 452 Middle East (19)

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ROUTING AND RECORD SHEET

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

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8 Jan & 20 June 1974
by *AW/PA* LC. DC. 823 74

File No. _____

Tally No. AAF _____

SUBJECT: Reclamation of Damaged Planes in the Middle East Theater.

NO.	FROM	TO	DATE	COMMENTS	ECL:mc 71172
3.	AFADS	AFCAS thru <u>AFASC</u>	1942 9-16	<p>1. A-3, Air Staff, advises that O.P.D., General Staff, are issuing a directive to the Army Air Forces to leave all airplanes in the Middle East where they are, and return none to India.</p> <p>2. Air Service Command advises that 52 engines for the B-17's arrived at Takoradi on about August 20th and are being flown to Cairo for installation.</p> <p>3. It is expected that installations will be completed and the B-17's will be ready for service by September 22nd.</p> <p>Incl n/c</p> <p><i>eg</i> <i>AP</i> T. J. HANLEY, Jr., Major General, U.S. Army</p>	
4.	AFASC Mq. Army Air Forces SEP 23 1942 AAG Received	AFCAS	9/19	<p>1. Fifty-two (52) R-1820-65 engines arrived in Takoradi for B-17E aircraft on August 20, 1942, and are being flown to Cairo for installation.</p> <p>Incls: n/c</p> <p><i>H. J. F. MILLER</i> H. J. F. MILLER, Major General, U.S. Army</p>	
5	AFCAS	AFACF	1942 9-24	<p>Was directive referred to in paragraph 1, Item #3, issued by OPD?</p> <p>Incls. n/c</p> <p><i>WMA</i> WILLIAM E. HALL Colonel, G. S. C.</p>	WEH:JT 5265

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

Page No. 3

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air ab 452.1 Middle East (19)

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8 Sept. & 30 June 1975
By AVI/AL LC Data 9-73-76

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Subject: Reclamation of Damaged Planes in the Middle East Theater.

- | | | | | |
|---|-------------------|-----------------------------|-------------|--|
| 1 | General
Arnold | General
Strate-
meyer | 1942
9/9 | <p>1. The attached cable was written with a view of securing a statement as to status of the airplanes which Erereton has in his command which were taken from the Indian theater. It is necessary to know definitely the physical status of each plane so as to be able to direct, by number, certain ones to go to Karachi for repair, certain others to be returned to India, and certain others to be retained for disassembly to be used for spare parts.</p> <p>2. A-4 should carry on with the above in mind.</p> |
|---|-------------------|-----------------------------|-------------|--|

Incl:

Cable No. 608 frm Marshall, 8/30
to Amse, Cairo, re above.
Cable No. 1084, 9/3/42, frm Maxwell,
to AGWAR, re above.
Memo. for WD Message Center, 9/5/42,
frm Col. Shel mire, transmitting
above two cables.

/s/ H. H. A.

- | | | | | |
|----|-------|-----------------------|--------------------|---|
| 2. | AFCAS | Ass't Ch.
of Staff | 1942
9-9
A-4 | <p>1. You will comply with General Arnold's directive in comment fl. Keep this office advised of the action you are taking.</p> |
|----|-------|-----------------------|--------------------|---|

3075 General

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

Incls: n/c

NOTES FEB 11 1942
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DOO INF.
8 Nov. 4 20 June 1993
By HP/DAL Date 8-23-76

Reclamation of 'Damaged Planes in the Middle East Theater

WER:JT 5246

7 AFMAG File 1942 Noted.
9-30

Incl. WILLIAM E. HALL
n/c Colonel, G. S. C.

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GPO Use
9 Nov 84 (Rev 1078)
E.O. 12958, Sec. 1.2 - 23-74

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Explanation of Damaged Planes in the Middle East Theater.

452.1 Mid East (19)

REF: JT 5865

5 AFMAG AFMAG 1982
9-24

See directive referred to in paragraph 1, Item #3,
issued by GFDI

dispatched
SEP 24 1982
AAG

Incls.
n/c

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

*fill
cc*

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See also 452.1 Mid-East (19)

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DDO 800
8 Jan 4 30 June 1973
No. 10/PAC 10. Dec. 6-23-76

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Subject: Reclamation of Damaged Planes in the Middle East Theater.

452.1 Middle East (B)

2. AFCS Ass't Ch. 1942
of Staff 8-8
A-4

1. You will comply with General Arnold's directive
in comment #4. Keep this office advised of the action you
are taking.

3375 GUS:al

Dispatched

SEP 10 1942

AGG
Jill
15

Incls: n/c

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

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~~1988~~

Handwritten signature

452.1 Middle East (B)

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000 hrs
8 JAN 6 30 1999
BY *MP/PAK* SAC Date *8-28-74*

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

SECRET
BY AUTHORITY OF THE
CHIEF OF THE ARMY AIR FORCES
7/5/42 *apd*
DATE INITIALS

July 5, 1942

MEMORANDUM FOR GENERAL STRATEGHER

Subject: Ten (10) B-24's for the Middle East

1. On the morning of July 4, 1942 this division received the answer to our cable to General Maxwell which requested a list of spare parts for the Balpro airplanes. His answer referred us to earlier cables from him.
2. The Air Service Command has ^{are} already spotted at Morrison Field some of the supplies and the remainder ~~is~~ being shipped. They advise that ten (10) B-24's will be required to be cannibalized and that the additional parts required can be carried in the airplanes without displacing any combat crews.
3. On the afternoon of July 4, 1942 the Third Air Force was directed to furnish ten (10) replacement crews immediately to Morrison Field. The crews will arrive at Morrison Monday July 6.
4. This morning, July 5, information was received from Morrison Field that the B-24's would be ready to depart with in 24 to 36 hours after the gasoline tanks were received. The tanks will arrive at Morrison some time during the night of July 5. This will make the departure date of the ten (10) B-24's about July 7, 1942.

airlab 4521 Middle E (10) B

H. H. A

H. S. Vandenberg
H. S. VANDENBERG
Colonel, G. S. C.
Assistant Chief of the Air Staff, A-3



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File cc 5/26/43

airlab 4521 Middle E (10) B

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000 hrs
8 Jan 8 20 June 1974
By: M2/PAC/AC Date: 8-23-76

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AFAPG
4 1942

July 24, 1942

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Aircraft's Status and Commitments in the Middle East.

1. Attached on last is and consists to the Middle East are as follows:

Unit	Status	Remarks
1st Army	100	
2nd Army	100	
3rd Army	100	
4th Army	100	
5th Army	100	
6th Army	100	
7th Army	100	
8th Army	100	
9th Army	100	
10th Army	100	

also (2) additional Army Air Corps (1) in last, and (3) aircraft and military stores, for they are to be committed and for spare parts at central.

2. To have last also (2) out of a total of 100-1000 (all) Army Air Corps to the theater. These last two are to be used in other types of aircraft in the.

3. In addition to the one (1) Army and one (1) military Air Corps and one (1) fighter group in last and aircraft, the following movements are planned:

Summary:

Unit	Status	Remarks
1st Army	100	
2nd Army	100	
3rd Army	100	
4th Army	100	
5th Army	100	
6th Army	100	
7th Army	100	
8th Army	100	
9th Army	100	
10th Army	100	

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On AD 452.1 Middle East (18)

452.1 Middle East (18)

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8 Jan 8 20 June 1974
By: M2/PAC/AC Date: 8-23-76

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Summary (Continued)

Unit	Status	Remarks
1st Army	100	
2nd Army	100	
3rd Army	100	
4th Army	100	
5th Army	100	
6th Army	100	
7th Army	100	
8th Army	100	
9th Army	100	
10th Army	100	

Dispatched
AUG 6 1942
AAG

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

File of 7/14/42

~~Copy for [unclear]~~

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On AD 452.1 Middle East (18)

DECLASSIFIED

DDO 1875

8 Jan 4 20 1974

AV 17600 6-23-76

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Air Marshal Ewill's Letter of July 21, 1942.

WED:vmc

1 AFACT AFAOG 1942 7/25

1. Attached proposed reply to Air Marshal Ewill's letter (also attached) is submitted as directed.

Incls.

- #1 ltr to Gen Arnold fm Air Marshal Ewill 7/21/42
- #2 ltr to Air Marshal Ewill d. 7/25/42

H. S. V. C/AFACT

Handwritten initials

U.S. Army Air Forces
JUL 25 1942
TAG Received

452.1 Middle East (17) B

HEADQUARTERS			ARMY AIR FORCES				COORDINATION				
Chief of Staff	Sec'y Air Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A in.sp	Budget	St. & F. I. S.	

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AAF 39
Av 452.1 Middle East (17) B

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SECRET
DECLASSIFIED

A-3
WRB

8 Jan 6 20 June 1972
MILP/Doc/Sec 2-23-78

July 25, 1942

My dear Hill:

Your information regarding the relative support to be given our bomber units in the Middle East is correct. In general, it will follow the pattern previously sent you regarding fighters with appropriate changes to compensate for the ability to fly the airplanes to the theater and the desire to keep the number of bombers tied up as reserves in any theater at a minimum.

Brewster is familiar with approved War Department mission and attrition rates and the Army Air Forces reserve policies and, now that he is in the Middle East, no doubt he will keep Tedder advised as to the operational effort to expect from the Army Air Forces units in and enroute to that theater.

In general and where possible, I intend to hold the Army Air Forces units to the equivalent of your "sustained" rates of operation for the balance of 1942 for, in that fashion, I shall be more readily able to bring the full weight of the accelerated production expected late in 1942 and early in 1943 to bear against the enemy. Obviously, this policy will be subject to modification in critical circumstances.

Very truly yours,

Dispatched

JUL 23 1942
AAG

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

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 Latics
		M.A.								

SECRET

AAF 39

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BRITISH JOINT STAFF MISSION
OFFICES OF THE CHIEFS OF STAFF
WASHINGTON

DECLASSIFIED

000 hrs

EX-100
7/20/74

July 21, 1942

My dear Arnold,

I am very much obliged for your letter of July 17th setting out your maintenance policy as regards the U. S. Fighter Groups in the Middle East. This has enabled me to inform Tedder as to what reserves and replacements you intend to despatch, subject to any unforeseen limitations. I am told that these figures apply also to bombers with a possible qualification in the size of the attrition increment reserve. Can this be confirmed?

I note that you do not intend to apply arbitrarily the 20% attrition increment but to adjust it in proportion to losses. British experience in the Middle East leads one to believe that this 20% will, in fact, prove to be too small. You will remember that I quoted Tedder in my last letter to you of July 13th as reporting that Kittyhawk wastage in his Command has varied from 60% to 100% per month, according to the intensity of operations. Similarly the ready reserve and depot reserve behind the fighter and bomber squadrons in the Middle East has for a long while run at something in the nature of 90%, as against the 45% which I understand from your letter you plan to provide.

Please do not think that I am underestimating problems which confront you in the immediate future in regard to the maintenance of the Groups which you are now despatching to Middle East, nor undervalue the efforts being made to provide for them. On the contrary we all of us sincerely appreciate what you and your staff are doing to afford us this urgently needed assistance. But I feel bound at the same time to point out that our experience in that very difficult theater leads us to the conclusion that you will find it necessary to increase your present planned provision, if the full strength of your Groups is, as we urgently hope, to be kept in operation.

Yours sincerely,

D.C.S. Ewill
Air Marshal.

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

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

DECLASSIFIED
DDO #15
8 Jan. & 30 June 1974
By: *M. J. P. / J. C.* Date: *8-23-76*

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

File No. _____
Tally No. AAF _____

SUBJECT: Air Marshal Evill's Letter of July 21, 1942.

NO.	FROM	TO	DATE	COMMENTS	WRB:vmc
1	AFACT	AFAFG	1942 7/25	<p>1. Attached proposed reply to Air Marshal Evill's letter (also attached) is submitted as directed.</p> <p>Incls. #1 ltr to Gen Arnold fm Air Marshal Evill 7/21/42 #2 ltr to Air Marshal Evill d. 7/25/42</p> <p style="text-align: right;"><i>V. S. V.</i> <i>H. S. V.</i> <i>C/AFACT</i></p> <p style="text-align: right;"><i>not done, phone Mr. Burt when Evill letter is ready - H.S.V. 25/7/42</i></p>	

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

DECLASSIFIED **SECRET**

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

DECLASSIFIED
DDO 875
8 Dec 4 30 June 1974
By ALP/1 LC Doc. 8-23-74

AIR STAFF

DECLASSIFIED
For JCS memo to you re
the H.C. The
[Handwritten initials]

21st July, 1942.

My dear Arnold,

I am very much obliged for your letter of July 17th setting out your maintenance policy as regards the U.S. Fighter Groups in the Middle East. This has enabled me to inform Tedder as to what reserves and replacements you intend to despatch, subject to any unforeseen limitations. I am told that these figures apply also to bombers with a possible qualification in the size of the attrition increment reserve. (Can this be confirmed?)

I note that you do not intend to apply arbitrarily the 20% attrition increment but to adjust it in proportion to losses. British experience in the Middle East leads one to believe that this 20% will, in fact, prove to be too small. You will remember that I quoted Tedder in my last letter to you of July 13th as reporting that Kittyhawk wastage in his Command has varied from 60% to 100% per month, according to the intensity of operations. Similarly the ready reserve and depot reserve behind the fighter and bomber squadrons in the Middle East has for a long while run at something in the nature of 90%, as against the 45% which I understand from your letter you plan to provide.

Please do not think that I am underestimating problems which confront you in the immediate future in regard to the maintenance of the Groups which you are now despatching to Middle East, nor undervalue the efforts being made to provide for them. On the contrary we all of us sincerely appreciate what you and your staff are doing to afford us this urgently needed assistance. But I feel bound at the same time to point out that our experience in that very difficult theatre leads us to the conclusion that you will find it necessary to increase your present planned provision, if the full strength of your Groups is, as we urgently hope, to be kept in operation.

Yours sincerely,

H. C. E. E. E.

D.C.S. E. E. E.
Air Marshal.

A-3
Prepare reply

DECLASSIFIED
JCS Memo
1975
SECRET

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

2-948

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DOO lrs

8 Jan & 20 June 1952
w. h. l. f. a. c. 8-22-74

SECRET

June 30, 1942

Air Marshall D. G. S. Ewell,
British Joint Staff Mission,
Office of the Combined Chiefs of Staff,
Washington, D. C.

My dear Air Marshall Ewell:

Reference is made to your letter of June 28, 1942, in which you outline the comments of the Air Ministry and the A. C. C. - in C. Middle East, concerning the reinforcement of the Middle East by Army Air Force units.

It is understood that ability to maintain the squadrons in that area depends largely on the adequacy of spares provided, and the supply of these spares to the Middle East has been given the highest priority for air transportation.

In connection with advice you have received concerning the need for all specialist vehicles, the Heavy and Medium Bombardment Groups, the Fighter Group and the Service Group are moving with the full complement of transportation included in their organization equipment. This equipment will leave New York shortly before the personnel ship departs.

This same shipment will carry sixty (60) cal. .50 and sixty (60) cal. .30 anti-aircraft machine guns, and 750,000 rounds of ammunition of each caliber over and above the quantities of cal. .50 and cal. .30 ammunition being sent for use by the airplanes being sent to this area. In the reduction of personnel to meet the limitations of shipping, however, the Air Base Security Battalion was eliminated, and the Army Air Forces will not be able to furnish personnel specially trained as ground gunners.

Sincerely yours,

sgt. H. H. Arnold

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

452.1 Middle East 17

Link 6/30
file
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DOD IAW
E.O. 13526

By: *HAL/AC*; Date: 2-23-76

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DECLASSIFIED

~~U. S. CONFIDENTIAL - Equals British SECRET~~

AAF/A-WPD
FLF/rof

Wrtm/2/28/42

Air Chief Marshal Sir Charles Portal
Air Ministry
King Charles Street
Whitehall, S.W.1.
London, England

Dear Portal,

The suggestion contained in your letter of January 14, 1942
reference the establishment of heavy bombardment units in Egypt at an
early date, is believed to be timely.

We are considering the augmentation of our plans for Task
Force Cairo with heavy bombardment. Movement of this Task Force is
dependent upon studies now being made which take the availability of
shipping into consideration. Our present commitments and availability
of forces will not permit dispatch of this force prior to June 1.

The diversion of heavy bombardment units from the planned
Task Force BR to the Cairo area in advance of the establishment of a
balanced force in that area would not be desirable.

Sincerely yours,

458, Middle East 15

Jan 5 1942
AAD
MAR 5 1942
AAD

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>JWD</i>					<i>IMG</i>			

DECLASSIFIED
DOD IAW
E.O. 13526
By: *HAL/AC*; Date: 2-23-76

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Middle East 15

~~U. S. CONFIDENTIAL - Equals British SECRET~~

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~~BRITISH SECRET~~
~~AMERICAN CONFIDENTIAL~~

BRITISH EMBASSY
Washington, D. C.
14th January, 1942

The British Chiefs of Staff have telegraphed pointing out the great advantages that would result from the presence of American Heavy Bombardment Units in the Middle Eastern theatre.

2. Medium and heavy bomber reinforcements from the U.K. are dependent upon and limited by the capacity of the air route U.K. - Gibraltar - Malta, which route also has to take all other air reinforcements except pursuits and such light bombers as can be shipped to Takoradi. Moreover the route itself is liable to interruption at Gibraltar at any moment.

3. Therefore the advantage in establishing Heavy Bombardment Units which can be maintained from United States by a secure air route is evident, and I should be most grateful if you would consider the establishment of such a force in Egypt as early as possible.

4. I know that you have put in train the arrangements for the establishment of 2 Heavy Bombardment Groups in England

Lieutenant General H. H. Arnold,
War Department,
Washington, D. C.

/and I realise

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JCS Memo

2 Jan 1975

By *cmw* LC; Date *1/2/75*

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-2-

and I realise that any change in these arrangements might be most inconvenient. Perhaps you would therefore consider as an alternative to altering the destination of one of these Groups, the possibility of despatching a third Group to Egypt as soon as it becomes available.

Yours sincerely,

C. Portal

DECLASSIFIED
JCS Memo
2 Jan 1975
By: AS/ALC; Date 5-23-76

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CONFIDENTIAL

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DDO MS

8 Dec 6 20 June 1974

By *Handwritten initials* 6-23-74

WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES

WASHINGTON

FEB 7 1942

MEMORANDUM FOR: General Arnold

Subject: Review of strategic considerations as a basis for reply to Air Chief Marshal Portal's letter of January 14, 1942 for assignment of U. S. heavy bombardment units to the Near East.

I. In view of the changing situation in the Far East and of the possibility of the situation in the Near East becoming critical, consideration should be given to the early establishment of U. S. Army Air Force units in Egypt. It is not believed advisable to weaken Task Force Br nor that heavy bombardment units be dispatched to Egypt in advance of pursuit units.

II. Recommendations:

1. That no diversion of heavy bombardment units from Task Force Br be made.
2. That Task Force Cairo be augmented by the addition of one heavy bombardment group initially.
3. That A-WFD be directed to submit a revised plan for the establishment of U. S. Army Air Forces in Egypt at the earliest practicable date.

For the Chief of the Air Staff:

Handwritten signature

H. L. GEORGE

Col, Air Corps

Assistant Chief of the Air Staff, A-WFD

Handwritten initials

1 Incl. Ltr to General Arnold
fr Air Marshal Portal
dated 14 January 1942

Hq: 42
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FEB 23 1974

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air ab 4-21 Middle East (19)

See specy prep work
(770)
↑

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DDO WFO
8 Jan. & 20 June 1974
by AM/PLS... 8-23-74

BRITISH EMBASSY,
WASHINGTON, D.C.

~~BRITISH CONFIDENTIAL~~
~~AMERICAN CONFIDENTIAL~~

CONFIDENTIAL

14th January, 1942.

my dear Arnold,

The British Chiefs of Staff have telegraphed pointing out the great advantages that would result from the presence of American Heavy Bombardment Units in the Middle Eastern theatre.

2. Medium and heavy bomber reinforcements from the U.K. are dependent upon and limited by the capacity of the air route U.K. - Gibraltar - Malta, which route also has to take all other air reinforcements except pursuits and such light bombers as can be shipped to Takoradi. Moreover the route itself is liable to interruption at Gibraltar at any moment.

3. Therefore the advantage in establishing Heavy Bombardment Units which can be maintained from United States by a secure air route is evident, and I should be most grateful if you would consider the establishment of such a force in Egypt as early as possible.

4. I know that you have put in train the arrangements for the establishment of 2 Heavy Bombardment Groups in England

Lieutenant General H. H. Arnold,
War Department,
WASHINGTON, D.C.

/ and I realise

CONFIDENTIAL

air 452 Middle East 15/15

-2-

and I realise that any change in these arrangements might be most inconvenient. Perhaps you would therefore consider, as an alternative to altering the destination of one of these Groups, the possibility of despatching a third Group to Egypt as soon as it becomes available.

Yours sincerely
C. P. M.

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SCS Memo
2 Jan 1978
By: [] Date: []

AIR WAR PLANS DM.

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JAN 20 12 AM

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DDO 1123

8 Dec. 8 20 June 1974

By ADJ14ALC Doc# 2-2-71

COPY

~~CONFIDENTIAL~~

WAR DEPARTMENT
War Department General Staff
Military Intelligence Division, G-2
Washington, D.C.

October 14, 1941

MEMORANDUM FOR THE CHIEF OF THE ARMY AIR FORCES:

Subject: Recommendations.

1. Final Report, Lt. W. W. Momyer, Air Corps, subject, "Final Report of Lt. W.W. Momyer, Air Corps, on trip to Egypt," a copy of which is inclosed, prepared by Lt. Momyer, contains recommendations as on pages 7 and 8 of the inclosed report.
2. Under the provisions of AG 350.05 (12-2-40) M-B-W, December 3, 1940, subject, Initiation of action on Recommendations from Military Attaches, this recommendation is referred to your Division for action.

/s/ Sherman Miles

SHERMAN MILES
Brigadier General, U.S. Army
Acting Assistant Chief of Staff, G-2.

1 Inclosure

CG: Deputy Chief of Staff
Assistant Chief of Staff, G-3
Surgeon General

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CONFIDENTIAL

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

SECRET **DECLASSIFIED**

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

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DOO WTS.
8 Jan. & 20 June 1978
By: *MLP/AC* Date: 6-23-76

File No.
Tally No. AAF:

SUBJECT: Status of Takoradi-Cairo Route.

NO.	FROM	TO	DATE	COMMENTS	AAF/A-WFD HSN-hlg
4.	AAF A-WFD	General Arnold	1942 1/9	<p>1. Action is being undertaken to provide protection for the vital terminal facilities of the Trans-African Air Route.</p> <p>2. An effort will be made to reach an agreement with the British whereby they will provide air and ground protection for terminal points.</p> <p>3. It is probable that we must accept responsibility for providing defense of the airdrome in Liberia. This is being forwarded to War Plans Division for action.</p> <p style="text-align: right;"><i>A. L. G.</i> <i>C/A-WFD</i></p>	452.1
5.	<i>Gen. Arnold</i>	<i>A. G. G.</i>	<i>1/14/42</i>	<p>OK WFD</p>	middle part (13)

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W-4071, AC, Rev. 8/14/41
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A-612

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DOO REF.
8 Jan 60 10:00 AM '74
W-AM/PC: 9-23-74

Status of Tabora-Gairo Route.

AM/A-WF9
MM-31g

4. AMF General 1962
A-WF9 Arnold 1/9

1. Action is being undertaken to provide protection for the vital terminal facilities of the Trans-African Air Route.

2. An effort will be made to reach an agreement with the British whereby they will provide air and ground protection for terminal points.

3. It is probable that we must accept responsibility for providing defense of the airbases in Liberia. This is being forwarded to War Plans Division for action.

H. L. G.
G/A-WF9

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6126 401 Michel Case (13)

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

SER 2/26/6
5012/27/1

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

CONFIDENTIAL SECRET

SUBJECT: Status of Takoradi-Cairo Route.

File No.
Tally No. AAF

DECLASSIFIED
DOD NS
8 Jan & 20 June 1974
By: *ML/PM* SC 2-257

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	Colonel Olds	1941 12/26	<p>1. It is desired that you furnish me <u>at once</u> with a complete status of the Takoradi-Cairo Route covering the following points:</p> <p>a. What is the schedule now in effect for planes flying over the route?</p> <p>b. What planes are being used?</p> <p>c. How many planes are available?</p> <p>d. How many pilots are available?</p> <p>e. Who is protecting the airports?</p> <p>f. With what?</p>
2.	ACFC	General Arnold	1941 12/26	<p>1. Pan American African, Inc. is authorized under contract to operate a scheduled route between Takoradi and Khartoum. The extension to Cairo is expected in approximately two weeks. In answer to questions listed above:</p> <p>a. Five to Seven round trips per week ✓</p> <p>b. Douglas DC-3's ✓</p> <p>c. Twelve planes ✓</p> <p>d. Approximately 50 assigned to this operation</p> <p>e. Proportionally RAF F. Pan American Airways advised this protection not entirely apparent</p> <p>f. Fighter Squadrons.</p>

3. *See attached*
to *A. W. P.*
What about this
A-612 *AKA*

DEC 28 41 AM

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AIR WAR PLANS DIV.
R/O,
CO, ACFC

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 DOD No.
 8 Aug 80 Jans 1978
 By AN/PAC/DC Date 2-23-78

Substitution of B-25 from AFCC for B-25B

AAF/a-3
 HSV-ds

1 AAF APCC 1941
 C/AS 12/3

1. This is to confirm telephone conversation reference the substitution of a B-25 from the AFCC for the B-25B originally set up for Egypt.

2. It is desired that the AFCC make available to the Ferry Command one of the B-25's now assigned to the Combat Command. The Ferry Command should be allowed to select the airplanes for this purpose and they have been so directed.

CS
 C/AS

45201
 7/11/41
 C/AS
 (12)

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 DOD 9-1941
 A/S

HEADQUARTERS		ARMY AIR FORCES - COORDINATION								
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WFD	A-Insps.	Budget	Statistics
	PC									

AAF-39

DECLASSIFIED

OFFICE OF THE CHIEF OF THE AIR CORPS
ROUTING RECORD SHEET

1529

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

File No. _____

Tally No. AAF/ _____

Subject: Forced Landing of B-17's

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- 000 000
8 Jan 60 1000 1074
By: 178/AC Date: 9-22-76

NO.	FROM	TO	DATE	COMMENTS
1	Mat. Div. (4-B-4)	Air Staff	12/1	<p>1. The attached radiogram is the answer to an inquiry on the reasons for the forced landing of B-17's from England to the Middle East. The answers will be transmitted to the proper personnel so that an investigation and correction, if necessary, to the fuel tanks can be made.</p> <p>2. No reply is necessary.</p> <p style="text-align: right;"><i>FPO</i> O. P. E. Chief, Mat. Div.</p> <p>Incl. Cy paraphrased Radio No. 237.</p>
		<i>A-4</i>		<p><i>No need for No.</i></p> <p style="text-align: center; font-size: 2em;"><i>File</i></p>

452.1 Middle East (10)

(Do not use routing guide)

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Y-0091, AC, Rev. 8/11/44
middle East

Re-226

any other 452.1 (10)

T-21

COPY OF A COPY

SECRET
DECLASSIFIED

RADIOGRAM

DECLASSIFIED
DDO MTS
R No. 6 20 June 1974
By: M.J.P.R.S.C. Doc. 8-23-76

Received at the War Department 9 :59 AM

Nov. 19, 1941.

From: M/A Cairo, Egypt

Nov. 18, 1941

No. 237

To: MILID

Would ask that this message please be repeated to Dunn. Hang of bombs due to improper design of British bomb racks for British bombs. There is an arrangement now in process being built to fasten an adaptation to British bombs and use American racks. When available description and results will be cabled. Running out of fuel was entire cause of forced landing of B 17's. At same base both planes on raid serviced with 1,400 gallons, planes which returned used total of 172 gallons an hour, distance of 1197 miles, head winds out landed with 240 gallons; the other plane returning crashed at 160 miles from same base. On the flight from England to Malta crashed plane used 1605 gallons compared to 1295 gallons used on other planes

An analysis of gum seat substance, which was the cause of engine failure on another B-17, revealed the substance to be selfsealing compound from fuel tank. Visual inspection substantiated analysis as self sealing layer in tank was missing. In the inside lining of tank a crack was found, thereby allowing gasoline to come into contact with self sealing layer which in gasoline is evidently soluble.

This is from Atkinson with regard to our cable No. 234.

FELLERS

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middle East
Ant 2045216 (10)

LC 26

DECLASSIFIED
DOO IIR
8 Dec 4 20 June 1974
MILPDC Doc 9-2376

DECLASSIFIED

AAF/ANFD

The Honorable,
The Secretary of State.
Dear Mr. Secretary:

Reference is made to your letter dated November 18, 1941 (NY 641.241/1043) which states that you have been advised by the American Legation at Cairo that the Defense Aid representative at Cairo has given to the Minister copies of certain documents with reference to the Army service in the Middle East being established for American military aircraft, which you described by number, date and name of contracting entities.

The War Department takes pleasure in complying with your request that copies of these documents be furnished the Department of State for reference and these is transmitted herewith the following documents:

Contract No. W-485 Aa-11897, dated August 14, 1941, between Pan American Airways Company and the Department.

Contract No. W-485 Aa-415, dated August 14, 1941, between Pan American Airways, Inc., and Pan American Airways-Africa, Limited, and the Department.

Contract No. W-485 Aa-424, dated August 14, 1941, between Pan American Airways, Inc., Pan American Airways-Africa, Limited, Pan American Air Service, Inc., and the Department.

Agreement dated August 12, 1941 between Pan American Air Service, Inc., and the Government of Great Britain.

Agreement dated August 12, 1941, between Pan American Airways-Africa, Limited, and the Government of Great Britain.

Sincerely,

(Sgd.) HENRY L. STIMSON

Secretary of War.

OUT

OUT



DECLASSIFIED

OFFICE OF CHIEF OF STAFF

3 Encls.
(as described above)

COPY FOR GENERAL ARNOLD

05/21221-24

air 204521 Middle East ①

SAS 4521 Middle East ①

WD 590.81 (11-18-41)WG-9

DECLASSIFIED

DEC 22 11 AM

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DOO IIS

1 Jan 6 20 June 1974
by HUI/PAC JC Date 8-23-76



RECEIVED
AIR FORCE PLANS
DEC 3 1941

The Honorable,
The Secretary of State,
Dear Mr. Secretary:

Reference is made to your letter dated November 10, 1941 (HR 941.202/1040) which states that you have been advised by the American Legation at Cairo that the Defense Aid Representative at Cairo has given to the Minister copies of certain documents with reference to the ferry service to the Middle East being established for American military aircraft, which you described by number, date and name of contracting entities.

The War Department takes pleasure in complying with your request that copies of these documents be furnished the Department of State for reference and there is transmitted herewith the following documents:

Contract No. W-225 Aa-21507, dated August 14, 1941, between Pan American Airways Company and War Department.

Contract No. W-1025 Aa-415, dated August 14, 1941, between Pan American Airways, Inc., and Pan American Airways-Africa, Limited, and War Department.

Contract No. W-1025 Aa-415, dated August 14, 1941, between Pan American Airways, Inc., Pan American Airways-Africa, Limited, Pan American Air Ferries, Inc., and War Department.

Agreement dated August 12, 1941 between Pan American Air Ferries, Inc., and the Government of Great Britain.

Agreement dated August 12, 1941, between Pan American Airways-Africa, Limited, and the Government of Great Britain.

Sincerely,

DEC 1 1941

21220-24

(Sgd.) HENRY L. STIMPSON

DISPATCHED

DEC 4 1941

FROM A. G. O.

OUT

OUT



5 Incls.
(as described above)

OFFICE OF CHIEF OF STAFF

Secretary of State

DEPARTMENT OF STATE

WD 590.81 (11-18-41)WG-9
in file 452.1 Middle East 9

in 452.1 Middle East 9

DECLASSIFIED
DOO HRS
8 Jan. & 20 June 1974
By: HVL/PRL/UC Date: 5-23-76

DECLASSIFIED

11/28/41 DEC 1 1941

Letter, Sec. of State to Secretary of War reference War Dept. - Pan American Ferrying Contracts.

x Sec. 6/8

x Draft of reply attached

45 2.1 Middle East (C)

AAF/ANFP
HVS-202

For the Chief of the Army Air Forces:

Incls. B/V 11/22/41 fr. VDSS
to Air Staff w/incls. -
OCS DS #21230-34 - 11/21/41
Ltr. fm. Dept. of State to
S/V 11/18/41 w/proposed
reply to Sec. of State.

EDWARD P. CURTIS,
Major, Air Corps,
Secretary of The Air Staff

Dispatched
DEC 1 1941
AAG

MEMORANDUM FOR RECORD: Letter from the Department of State dated Nov. 18, 1941 requested copies of certain documents pertaining to ferry service in the Middle East. A summary was submitted to the Department of State on 11/21/41.

Checked of Staff (ANFP)	Sec. of State	For signature of Sec. of War	A WED	A insp	Budget	Statistics
	EPD		DECLASSIFIED	11/24/41		

AAF 39

DECLASSIFIED

Letter, Secretary of State to Secretary of War Reference War Department -
Pan American Ferrying Contracts.

To: Air Staff

For: Primary interest

Incls.
OCS DS #21220-24, 11/31/41
Ltr. fm. Dept. of State to
Sec. of War 11/18/41

S. J. CHAMBERLIN,
Colonel, General Staff,
Acting Assistant Chief of Staff.

/s/ A. L. HANBLIN,
Col., General Staff,
Executive, Constr. & Real Estate Br.

DECLASSIFIED

DECLASSIFIED
DOD Hist.
17 Jan. & 20 June 1984
By AM/AN LC Data S-23-74

DECLASSIFIED
DEPARTMENT OF STATE
WASHINGTON

In reply refer to
IN 841.248/1048

November 18, 1941

My dear Mr. Secretary:

The Department has been advised by the American Legation at Cairo that the Defense Aid representative at Cairo has given to the Minister copies of certain documents with reference to the ferry service to the Middle East being established for American military aircraft. These documents are described:

Contract no. W-535 Ac-21207, dated August 14, 1941, between Pan American Airways Company and War Department.

Contract no. Da-W535 Ac-415, dated August 14, 1941, between Pan American Airways Inc. and Pan American Airways--Africa Limited and War Department.

Contract no. Da-W535 Ac-416, dated August 14, 1941, between Pan American Airways Inc., Pan American Airways--Africa Limited, Pan American Air Ferries Inc. and War Department.

Agreement dated August 12, 1941 between Pan American Air Ferries Inc. and the Government of Great Britain.

Agreement, undated, between Pan American Airways--Africa Limited and the Government of Great Britain.

It would be appreciated if copies of these documents could be furnished to the Department for its files and for use in the event any question might arise which would necessitate referring to these agreements.

Sincerely yours,

For the Secretary of State:

/s/ Adolf A. Berle, Jr.
Assistant Secretary

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DECLASSIFIED
 DOD Hqs.
 8 Jan. & 20 June 1984
 by AN 191 (S) (C) (U) 9-1371

SECRET
 DECLASSIFIED

AAZ/ANPS
 228

The Honorable,
 The Secretary of State.

Dear Mr. Secretary:

Reference is made to your letter dated November 18, 1941 (IN 841.808/1048) which states that you have been advised by the American Legation at Cairo that the Defense Aid Representative at Cairo has given to the Minister copies of certain documents with reference to the ferry service to the Middle East being established for American military aircraft, which you described by number, date and name of contracting entities.

The War Department takes pleasure in complying with your request that copies of these documents be furnished the Department of State for reference and there is transmitted herewith the following documents:

Contract No. W-335 Ae-21207, dated August 14, 1941, between Pan American Airways Company and War Department.

Contract No. Dc-W335 Ae-416, dated August 14, 1941, between Pan American Airways, Inc., and Pan American Airways-Africa, Limited, and War Department.

Contract No. Dc-W335 Ae-416, dated August 14, 1941, between Pan American Airways, Inc., Pan American Airways-Africa, Limited, Pan American Air Ferries, Inc., and War Department.

Agreement dated August 12, 1941 between Pan American Air Ferries, Inc., and the Government of Great Britain.

Agreement dated August 12, 1941, between Pan American Airways-Africa, Limited, and the Government of Great Britain.

Sincerely,

HEADQUARTERS				ARMY AIR FORCES				COORDINATION			
Chief of Staff	Sec. of Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A insp	Budget	Sta. Affairs	
	Incls. (as described above)										Secretary of War.

608

AAF 39

SECRET

DECLASSIFIED
 DOD lrs
 8 Jan & 20 June 1974
 by MV/DJC UC Date 5-23-76

DECLASSIFIED

Airplanes for Operation of Pan-American Lines from Scharadie to Cairo, Sharotou to Baghdad, and from Baza up in to Russia.

AAF/A-4
 HMA/vja

1. AAF 1941
 O/AS O/AS 12/17

1. There are attached hereto two pieces of correspondence relating to the need for transport airplanes in Africa:

- a- by Pan-American
- b- by the Douglas Depot.

Both basic memoranda were written prior to the beginning of actual hostilities.

2. It is requested that the requirement for these transport airplanes be reviewed in the light of current conditions.

3. If the decision be that these airplanes (or some greater number) be required to meet the present situation, it is requested that the matter be referred to the Special Committee consisting of Col. Olds (U.S. Army) and Capt. Harrison (U.S. Navy) which was appointed by the Chief of the Air Corps on December 18, 1941 to study the availability of transport airplanes now being operated by U.S. domestic airlines and other commercial operators. An analysis of deliveries scheduled by Douglas-Santa Monica and Douglas-Los Angeles indicates that there is very little prospect of meeting the needs for Pan-American-Africa and Douglas-Africa from new production during the months of January, February, and March of 1942.

457-1 Mueller's Conf (8)

Dispatched
 DEC 24 1941
 AAG

- Incls.:
- (1) MMR fr. Gen. Arnold to Gen. Spangis dtd. 11/24
 - (2) Memo fr. Ray Dunn, dtd. 11/8/41 to Chief of Air Staff

OS
 O/AS

HEADQUARTERS		JOINT AIR FORCES				COORDINATION				
Chief of Staff	Sec'y of Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A Insp	Budg.	S & C
	JPC					804 WVW				

DECLASSIFIED
 DOD
 1974

AAF 19

DECLASSIFIED
DOO 103
8 Nov 80 Issue 1974
by AW/PP Date 8-23-76

COPY
DECLASSIFIED

1327

SUBJECT: Airplanes for Operation of Pan-American Lines from Takoradi to Cairo, Khartoum to Baghdad, and from Basra up in to Russia.

No.	From	To	Date	Date
1.	Gen. Arnold	Gen. Spaatz	1941 11/24	

1. We have already given Pan-American the job of operating the airline from Takoradi to Cairo. Later on we gave them the job of operating a line from Khartoum to Baghdad and Basra, with an extension from Basra or Baghdad up in to Russia. We haven't as yet provided any airplanes for the operation of these lines. Pan-American said that they would have four-engine airplanes for the purpose sometime next year.

2. Have somebody make a study to determine from what source we can get airplanes for this service. The Takoradi-Cairo run will have to be increased by about 15 to 20 airplanes. Probably 8 to 10 airplanes will be needed for the Khartoum to Baghdad run and probably 8 to 10 from Basra up into Russia.

3. I do not know what source is available to be tapped for these planes. Is there possibility that we might have some Lend-Lease transports originally intended for the British which we might use, because quite obviously these lines are intended solely to increase the efficiency of the British?

4. Look into this matter and see if you can't get a report on it right away.

HHA

DECLASSIFIED

DECLASSIFIED
DOD USE
8 Jan 4 10 June 1994
By AD/PAK LC Doc 5-23-74

DECLASSIFIED

November 8, 1941

MEMORANDUM FOR: Chief of the Air Staff.

1. It is requested that twelve (12) C-47 type airplanes of those scheduled for delivery during December be allocated to the Douglas Corporation for use in their African Depot. It is imperative if this depot is to function that sufficient air transport be available for the ferrying of equipment, particularly engines, to the front lines. A shortage of spare parts and engines demands that rapid means of delivery be available which is not available by other than air transport.

RAY A. DUMM,
Colonel, Air Corps,
Project Officer, Middle East.

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CONFIDENTIAL

Am 4457.1 (8)

DECLASSIFIED

DDO hrs

8 Oct. & 20 June 1974

HW IPA SAC Date 7-22-76

CONFIDENTIAL

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Airplanes for Operation of Pan-American Lines from Takoradi to Cairo, Khartoum to Baghdad, and from Basra up in to Russia.

AAF/b-4
HRL/nja

1. AAF
C/AS G/AS 1941
12/17

1. There are attached hereto two pieces of correspondence relating to the need for transport airplanes in Africa:

- a. by Pan-American
- b. by the Douglas Depot.

Both basic memoranda were written prior to the beginning of actual hostilities.

2. It is requested that the requirement for these transport airplanes be reviewed in the light of current conditions.

3. If the decision be that these airplanes (or some greater number) be required to meet the present situation, it is requested that the matter be referred to the Special Committee consisting of Col. Olds (U.S. Army) and Capt. Rawson (U.S. Navy) which was appointed by the Chief of the Air Corps on December 15, 1941 to study the availability of transport airplanes now being operated by U.S. domestic airlines and other commercial operators. An analysis of deliveries scheduled by Douglas-Santa Monica and Douglas-Long Beach indicates that there is very little prospect of meeting the needs for Pan-American-Africa and Douglas-Africa from new production during the months of January, February, and March of 1942.

Incls.:

- (1) MAF fr. Gen. Arnold to Gen. Spants dtd. 11/24
- (2) Memo fr. Ray Dana, dtd. 11/8/41 to Chf of Air Staff

CS
C/AS

Central Files completed

CONFIDENTIAL

copy 5/15

SECRET

DECLASSIFIED
DDO hrs
8 Jan 80
by HUI/PAC 5-23 76

Observers to Middle East.

AAF/A-2
OGC/ekp

452.1 Middle East (5)

1 AAF OCAC 1941
C/AS Intall 11/3

1. It is requested that you secure two (2) mechanics and a radio operator either from the Air Forces or from the Air Corps to proceed to Takoradi as requested in the attached radiogram.

2. These mechanics must be qualified for the maintenance of the C-45 or C-45A airplane which is being shipped to Takoradi and will accompany the airplanes from the United States and assemble airplanes at Takoradi. They will report to Major Dawson upon arrival at Takoradi.

3. Six (\$6.00) dollars per diem and \$4.00 maintenance allowance is authorized.

4. Request that Lt. Colonel Ferrin in Cairo be advised.

5. If no shipping facilities are available to Takoradi, plane and personnel will proceed to nearest port available for Cairo.

C.S.
C/AS

1 Incl.
cy para radio 93
9/25/41 fr Cairo.

FOR CY OF RADIO SEE
R & R Wtn 10/31/41
same subject fr C/AS
to OCAC.

HEADQUARTERS ARMY AIR FORCES - COORDINATION										
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A- W/D	A. Insp.	Budget	Sta- tistics
	JPC									

AAF-39

SECRET

CONFIDENTIAL

DECLASSIFIED
DOD INS
8 Jan. & 20 June 1978
by Ms 1178 / 1178 / 8-23-76

Supplies for Liberators during Ferrying Operations.

AAF/A-4
MPS/gsd

1: AAF OCAC 1941
C/AS C/AC 12-3

1. Attached hereto is copy of paraphrase of cablegram from General Brett relating to spare parts for Liberator Air planes during ferrying operations.

2. General Brett's cablegram is considered a recommendation and is approved as such. It is desired that you take necessary action to place it in effect.

Incls.-

Cy. paraphrase cable No. 536, 10/30/41, to Arnold from Brett.

CS
C/AS

BY
1051 7 701
XXXXXXXXXX

452 1 ind
Mills
Gard
(4)

HEADQUARTERS ARMY AIR FORCES - COORDINATION										
Chief of Staff	Secy Air Staff	A.A.S.	A-1	A-2	A-3	X-4	A- W/D	A. insp.	Budget	Sta-tistics

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AAF-29

452 1 ind
Mills
Gard
(4)

DECLASSIFIED
DOD 89
178 & 90 June 1976
100 DocId: 3227

DECLASSIFIED
CONFIDENTIAL
PARACHUTE CARLEGRAM

HRB/bjs-1712

AG 482 (10-30-41)MC

October 30, 1941

From London

To AGWAR

No. 886 October 30th.

For Arnold. Following spare parts for Liberators necessary during ferrying operations, experience indicates: One complete set tires for every 5 airplanes, voltage regulators, accelerator motors for starters, spark plugs, spark plug high tension elbow attachments, lead ins, generators, solenoid switches, fuses, booster coils, engine tool kit, hand tools and special tools. Considerable replacement parts as a result of combat operations not taken into consideration by above.

Brett

Received in Foreign Liaison Sec.
11:05 AM 10-31-41

RRL/rd

ACTION COPY ANPD

Distribution:

Air Forces

Gen. Arnold
Gen. Spaatz
Maj. Lewis
A-3

Air Corps

Material Div.
ACFC

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~~CONFIDENTIAL~~

447

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100-100

DEPARTMENT OF STATE

W. M. DAL...
10-23-76

~~CONFIDENTIAL~~

PARAPHRASE

Telegram No. 1643 Dated: 10-26-41, 9 a.m.
From: Cairo Rec'd. 10-26-41, 11:20 p.m.

FROM PIERRE FOR GENERAL BURNS.
THE FOLLOWING MESSAGE IS FROM PERKIN.

(SECTION ONE)

One. Delivery of transport airplanes to the Middle East, including Lockheed's Electra's, Hudson's, DC-2, DC-3, and C-47 is forecasted by an Air Ministry signal of October 18 as follows: 14 in October, 12 in November, 2 in December, 46 in January, 45 in February, 49 in March, 50 in April, 55 in May, 35 in June, and 35 in July. Confirmation of this anticipated monthly schedule by type, numbers, and method of delivery is requested. If any of the Douglas types have been modified to permit them to carry assembled engines and propellers information on this point would also be appreciated. Since the success of the American depot venture in Eritrea will depend considerably on the ability to transport emergency requirements by air, this modification of Douglas types should be made. Complete overhaul and reconditioning before delivery is essential

452.1 Middle East (2)

all files
JAF

Copy sent to Defense
to Mr. N. Self

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~~CONFIDENTIAL~~

Info copy to A-4
(action to CCAC) mad

452.1 Middle East

~~CONFIDENTIAL~~
DECLASSIFIED

essential for all the above airplanes that have been in use prior to their assignment to this theater. There are not available here any spare parts, overhaul equipment, or personnel.

Two. An amphibian for communication between his flagship, headquarters in Cairo, and other centers is thought essential by the Commander in Chief of the Mediterranean Fleet. If available, it is believed that a Grumman or other suitable amphibian should be sent. Others will be requested for ambulance and sea rescue work if it is satisfactory. The British will utilize the B.A.C. in transmitting the request for this airplane.

(SECTION TWO)

Three. Information regarding the number of North American Harvard and shipping schedule is requested, since two airplanes of this type are en route according to shipping advices.

Four. It is felt by Vines, the Martin representative, that the request for Martin assembly mechanics will indicate to his company lack of ability on his part and that of Saunders. Since both are doing excellent job, it will be appreciated if you would make it clear to Martin that the request for mechanics came for the Defense Aid Office for assistance

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assistance in assembly and for later use in the American
depot.

(END OF MESSAGE)

KIRK

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CONFIDENTIAL

HENRY HARLEY ARNOLD

MILITARY

DECIMAL

SAS 450.1 Military Characteristics
through
452.1 National Records

Box 126 Folder J

ALL INFORMATION
CONTAINED
HEREIN IS UNCLASSIFIED
DATE 1/15/03 BY [illegible]
JKS Memo

~~RESTRICTED~~

007
DECLASSIFIED

DECLASSIFIED
DOD Sys.
8 Dec. 4 30 June 1974
Dr. Phil P. LC. Date 8-23-76

February 13, 1942.

MEMORANDUM FOR THE ADJUTANT GENERAL

Subject: Classification of Aircraft

The Secretary of War directs

I. That the classification of the following aircraft be approved as set forth below, the more specific details of which are contained in the attached Authorities for Change of Status of Equipments

Model	Description	Classification
ED-60	Airplane, Observation (Kellett Autogyro Corp.) One Jacobs 6-LMNA Engine R-915-3	Experimental
ED-61	Airplane, Observation (AGA Aviation Corp.) One Jacobs R-915-3 Engine	Experimental

II. That the attached papers will be returned to the Chief of the Air Corps for necessary action.

ACTION TAKEN: 2-21-42 I - ltr. to ... of the Air Corps.
II - Completed with.
LFL/mef - 1705.

452.1 mil classed - (24)

WEB 14 1942
NOTED-OFFICE CHIEF OF STAFF

For the Chief of the Air Staff:

2 Incls.
S. H. Change Requests, OUT
File Nos. 00-743 and 00-744

WEB 14 1942

John Y. York, Jr.
Colonel, Air Corps.



48 AGO

FEB 14 1942

Received
430P
OFFICE OF CHIEF OF STAFF

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AA G/H

003/10235-86
Air 28452.1 mil. class (24)

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DECLASSIFIED

OSAS
(4-2-4)
HK

DECLASSIFIED
DOO 1174
8 Jan 6, 80 June 1974
By: hw/174 et. Date: 5-23-76

February 13, 1942.

MEMORANDUM FOR THE ADJUTANT GENERAL

Subject: Classification of Aircraft

The Secretary of War directs:

I. That the classification of the following aircraft be approved as set forth below, the more specific details of which are contained in the attached authorities for Change of Status of Equipment:

Model	Description	Classification
HD-40	Airplane, Observation (Kellott Autogyro Corp.) One Jacobs 4-1200 Engine 2-915-3	Experimental
HD-41	Airplane, Observation (ATA Aviation Corp.) One Jacobs 2-915-3 Engine	Experimental

II. That the attached papers will be returned to the Chief of the Air Corps for necessary action.

For the Chief of the Air Staff:

John Y. York, Jr.
Colonel, Air Corps
Secretary of the Air Staff.

2 Incls.
S. H. Change Requests,
File Nos. 60-743 and
60-744

DECLASSIFIED
patched
FEB 13 1942
AAG

1/10 C. J. Whitcomb
Don't forget to...
(10)

A. F. Files

Return to General Arnold
Room 2018

RESTRICTED

Air AS 452.1771 (4)

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

~~RESTRICTED~~
~~DECLASSIFIED~~
WAR DEPARTMENT

DECLASSIFIED
DOD INS.
8 Jan. & 20 June 1974
By: 178 10. Date: 8-25-74

OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

February 7, 1942

SUBJECT: Classification of Aircraft
TO: Chief of the Army Air Forces,
Attention: Secretary, Air Staff

1. Request signature on the attached memorandum for the Adjutant General, above subject.

For the Chief of the Air Corps:

FEB 8 1942
TAG Received

[Handwritten Signature]
Colonel, Air Corps,
Assistant Executive

Incl.
Memo for TAG w/incls

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RESTRICTED

Air AB 452.1 milg. Char (24)

DECLASSIFIED
DOO 1173

10 Jan. & 20 June 1994
By: AW/PLH/AC Date: 5-23-76

~~CONFIDENTIAL~~
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(Wtn 2/2/42)

FEB 5 - 1942

Letters, Military Attache, Ottawa, reference Air Corps Technical Data and other matters.

TO:

~~SECRET~~

AAF/A-2
WMB/ekp

Dispatched
FEB 6 1942
AAG

452.1 mil char (23)

Inclosed herewith for transmittal to U.S. Military Attache, Ottawa, Canada, is one copy of Section VI of the Materiel Division Consolidated Statistical Report for the month of December, 1941, subject: "Monthly Chart of Airplane Characteristics and Performance".

For the Chief of the Air Staff:

Incls.

1-Ltr to C/AAF fr AAC/S, G-2
12/27/41 w/2 incls.

2-See VI Consol. Statist. Rept.

Martin F. Scanlon,
Brigadier General, U.S. Army,
Assistant Chief of the Air Staff, A-2.

Incl 1 - Ltrs No. 915 JSQ:Gem, 22/16/41
and MID 452.1 (12-16-41) fr MA Canada

FOR THE CHIEF OF THE AIR STAFF
HEADQUARTERS, CANADIAN AIR FORCE - COORDINATION

Incl. 2 - Forwarded	AA-1	A-1	A-2	A-3	A-4	A-5	A-6	A-7	A-8	A-9	A-10	A-11	A-12

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AAG/167

CONFIDENTIAL 452.1 mil char (23)

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

~~CONFIDENTIAL~~
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DECLASSIFIED
DD Form 129
1 Jul 50 June 1974
By: MLP/PC LC Date 3-23-76

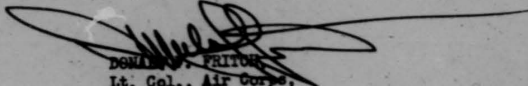
WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

SUBJECT: Letters, Military Attache, Ottawa, reference Air Corps Technical Data and other Matters.

TO: Chief of the Army Air Forces.

1. Reference the attached Routing & Record Sheet from the Army Air Forces, A-2, attached hereto is one copy of Section VI of the Materiel Division Consolidated Statistical Report for the month of December, 1941, subject "Monthly Chart of Airplane Characteristics and Performance" for transmission to Colonel Gullet, Air Corps, Military Attache, Ottawa, Canada.

For the Chief of the Air Corps:


DONALD W. FRITZER
Lt. Col., Air Corps,
Assistant Executive
Office, Assistant for
Procurement Services

- Incls.:
- 1 - R&R fr A-2 1/9 w/incls.
 - 2. - Sec VI Consl. Statis.Rept.

JAN 27 1942
AAG Received

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A-131 Canada - AFM/107
AirB 452.1/mily Char (23)

CO-380

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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

File No.

Tally No. AAF

SUBJECT: Letters, Military Attache, Ottawa, reference Air Corps Technical Data
and other matters.

NO.	FROM	TO	DATE	COMMENTS
1	AAF A-2	OCAC Mat	1942 1/9	<p style="text-align: right;">AAF/A-2 TJK/ekp</p> <p>1. Attention is invited to attached letters from the Military Attache, Ottawa, Canada.</p> <p>2. It is requested that this office be furnished with the specifications and performance data on the latest Army aircraft built and building to be forwarded to Colonel Gullet. It is not desired to have the quantity of airplanes on hand or on order, as it is not believed that this information is essential to the performance of his duties.</p> <p style="text-align: right;"><i>[Signature]</i> M.F.S. C/A-2</p> <p>Incl. Ltr to C/AAF fr AAC/S, G-2, above subj., 12/27/41 w/ltr fr M.A. to A.C/S, G-2, 12/16 and ltr to Col. Kroner fr. M.A.- Ottawa, 12/16.</p>

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119

(Do not use reverse side)

F-4071, AC. Rev. 8/16/41

Page No. _____ *AC/107*
452-1

DECLASSIFIED
DDO 1875

8 Jan & 20 June 1974
by JVA/PA: LC Date 9-22-74

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CONFIDENTIAL

MAP/AS
EPC

written 3/9/42

MEMORANDUM FOR THE COMMANDING GENERAL, MATRIEL COMMAND:

Subject: Military Characteristics of Aircraft.

Two papers covering the military characteristics of aircraft, high and low altitude pursuit night fighters, are returned herewith. General Harmon feels that the need for a high altitude night fighter is not sufficiently urgent to warrant a high priority for its development.

For the Chief of the Air Staff:

E. F. CURTIS,
Lt. Col., Air Corps,
Asst. Executive of the Air Staff

3 Encls.
2 ltrs dated 2/28/42
subj. same as above
1st and 2d ltr. dated
2/27/42 and 3/2/42 re-
spectively
Room 4148

*Delivered to
Col Phillips
by Miss Maher*

*1 Mrd
clan
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22*

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HEADQUARTERS—ARMY AIR FORCE—COORDINATION											
1	2	3	4	5	6	7	8	9	10	11	12
1-1	1-2	1-3	1-4	1-5	1-6	1-7	1-8	1-9	1-10	1-11	1-12

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9 Jan 4 2010 100
by: H. J. G. / S. 13 76

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AAF/A-4
JFW/mrb

Wmt 2/18/42

SUBJECT: Military Characteristics for Night Fighter Airplanes.

1st Ind.

War Department, Headquarters Army Air Forces, Washington, D. C.
Feb. 27, 1942. To The Chief of the Air Corps.

1. Attached hereto are military characteristics for the pursuit night fighter, low altitude and pursuit night fighter, high altitude, which are approved subject to inclusion in paragraph 4 a. in each case the following:

"and to include AI, IFF and 8 channels or more of VHF transmission and reception."

2. It is understood that this equipment shall be AI-10, IFF/III G and eight channels of VHF transmission and reception as currently developed and available.

3. After change in accordance with the foregoing military characteristics will be approved by the Air Adjutant General on page 2.

For the Chief of the Army Air Forces:

4 Incls. a/c

E. P. Curtis,
Lieut. Col., Air Corps,
Secretary of the Air Staff.

Hq. Army Air Forces

FEB 27 1942
MAG RECEIVED

Dispersed
FEB 27 1942
AM

Air Defense

452.1 mil char (21)

HEADQUARTERS		ARMY AIR FORCES			COORDINATION					
Chief of Staff	Sec'y of Staff	A.A.G.	A-1	A-2	A-4	A-WPD	A-Insp.	Budget	Statistics	

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DDO 763
8 Jan 8 10 June 1974
by ML/PA/LC Date 9-21-74

JAN 28 1942

Military Characteristics for Night Fighter Airplanes

Chief of Air Staff

1. Reference is made to Item No. 4, dated December 20, 1941 and Item No. 5, dated January 6, 1942, of Routing and Record Sheet, subject: Minimum Fire Power for Night Fighters, copies of which are attached. There are forwarded herewith, recommending approval, Military Characteristics for Night Fighter, as follows:

- a. Pursuit, Night Fighter, Low Altitude
- b. Pursuit, Night Fighter, High Altitude

2. In general, these characteristics are similar to the Military Characteristics dated January 14, 1941. Changes have been made to bring these Military Characteristics in accordance with the recommendations of the Pursuit Board. In several instances the requirements have been broadened.

3. In the case of guns, this office feels that both fixed cannon and flexible machine guns should be installed on all night fighting aircraft. However, it may be possible on future Night Fighters to install flexible guns which can be fixed in the forward position and fired by the pilot. If such a Night Fighter is procured, it is desired to have the Military Characteristics broad enough to cover this type installation. Furthermore, it may be desired in the light of possible AGL results, to procure a light weight fast climbing, high altitude night fighter, with only one installation of a four (4) .50 caliber gun turret, which can be located in the forward firing position or used flexibly. To cover this contingency, the armament on the attached Characteristics for Night Fighters has been covered by the phrase, "Forward fixed * * and/or * * flexible * *."

4. In regard to the crew, this has been changed to two or three. Recent developments indicate the possibility of building Night Fighters around AI-3 and AGL equipment. If AGL equipment is satisfactory, one man can be eliminated from the crew. It is desired that this requirement be left broad in order that the airplane may be designed around the latest developments without the necessity of further revision of the Military Characteristics.

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5. It will also be noted that the term "combat ceiling" is used in lieu of "service ceiling." This will insure that the airplanes have sufficient maneuverability for effective operation at these altitudes.

6. If approval is given to the attached characteristics, it is requested that it be so indicated on Page 3 of the original of each of the Military Characteristics, in order to facilitate reproduction.

For the Chief of the Air Corps

Oliver P. Sencis,
Brig. Gen. Air Corps,
Chief Material Division.

- 4 Attachments
 - Military Characteristics of Aircraft—Pursuit, Night Fighter, Low Altitude.
 - Military Characteristics of Aircraft—Pursuit, Night Fighter, High Altitude.
 - Cy MMR, No. 4, 12/28, C/AS to C/AC
 - Cy MMR, No. 5, 1/6/28, C/AS to C/AC

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~~CONFIDENTIAL~~ *see 4571 mil. chart. (21)*

DECLASSIFIED
DDO #15
9 Dec 8 20 June 1974
by: MAF/ALIC Date: 2-23-76

(b-7)

DECLASSIFIED
CONFIDENTIAL

JAN 28 1942

SUBJECT: Military Characteristics of Aircraft.

TO: The Chief of the Army Air Forces

1. The following principal characteristics of Pursuit, Night Fighter, Low Altitude type airplanes are submitted for approval:

PURSUIT, NIGHT FIGHTER, LOW ALTITUDE

A. Class - Multi-engine, land airplanes.

B. Mission - This type of airplane shall be designed for the interception and destruction of hostile aircraft operating during periods of darkness or under conditions of poor visibility.

C. Requirements -

1. Performance -

(a) Maximum speed at design altitude - - - Desired Minimum
300 mph 315 mph

(b) Endurance - Equivalent to two hours at full throttle.
Any additional endurance obtainable should be considered to the maximum of obtaining the maximum offensive command and performance possible.

(c) Combat Ceiling - Not less than 30,000 feet.

2. Armament -

(a) Guns
(1) Forward Fixed Guns, 20 mm. - - - Desired Minimum
4 4

and/or

(2) Flexible Machine Guns, .50 cal.
Upper turret

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12653 JAN 29 42

CENTRAL MAIL SECTION

~~CONFIDENTIAL~~

The Chief of the Army Air Forces
Military Characteristics of Aircraft

(b) Additional Requirements -

- (1) Target installation should permit direct forward fire complementing fixed guns, consistent with airplane design.

3. Crew - Two (2) or three (3)

- One (1) pilot
One (1) radio operator operating special locating and searching apparatus

or

- One (1) pilot
One (1) gunner-observer
One (1) radio operator operating special locating and searching apparatus and capable of acting as rear gunner.

4. Equipment -

- (a) Radio equipment to be minimum consistent with the requirements for the tactical mission.
- (b) Instruments and navigation equipment for effective night operations, including an automatic pilot.
- (c) De-icing and anti-icing equipment.
- (d) Detection equipment.
- (e) Armor plate and fuel and oil tank protection. Coolant tank protection if engines are liquid-cooled.

5. General -

Visibility is of the utmost importance in this type and throughout the design full consideration shall be given to elimination of all factors reducing the visibility of the crew.

~~DECLASSIFIED~~

12653 JAN 29 42

CENTRAL MAIL SECTION A.A.F.

~~CONFIDENTIAL~~

F

The Chief of the Army Air Force
Military Characteristics of Aircraft

DECLASSIFIED

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2. These characteristics, if approved, will be effective for
experimental developments.

DECLASSIFIED

CONFIDENTIAL

+

12653 JAN 29 42

CENTRAL MAIL SECTION A.A.F.

an 452, 1 mil. Co. tes. (22)

DECLASSIFIED
HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
DOO lbs
2 Aug 80 Date 1875
By *AV/PA* AC Date *5-22-76*

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

File No.
Tally No. AAF.....

SUBJECT: Night Fighters.

NO.	FROM	TO	DATE	COMMENTS
1.	AAF/A-4	AAF/A-3	1/4/2 2/4	<p style="text-align: right;">AAF/A-4 JFW/mwb</p> <p>1. Attached hereto are three letters pertaining to pursuit night fighter, low altitude and pursuit night fighter high altitude aircraft. It is requested that comments on or approval of military characteristics in <i>the</i> connection be submitted to the A-4 Division as early as possible.</p> <p>Incls: 1--Ltr to C/AAF, 1/28 "Mil.Char.of Aircraft". 2--Ltr to C/AAF, 1/28 "Mil.Char.of Aircraft". 3--Ltr to C/AS, 1/28 "Mil. Char.for Night Fighter Airplanes w/4 Incls.</p> <p style="text-align: right;"><i>TJH/mw</i> TJH, Jr., C/A-4</p>
2.	AAF A-3	AAF Dir. of Air Def.	2/10	<p style="text-align: right;">AAF/A-3 GmcC/Jg</p> <p>For comment and return to this Division.</p> <p>Incls. n/c</p> <p style="text-align: right;"><i>HSV</i> C/A-3</p>
3.	AAF Dir. of Air Def.	AAF A-3	2/12	<p style="text-align: right;">AAF/D of A D GPS/bt</p> <p>1. The military characteristics enclosed herewith are concurred in.</p> <p>2. It is suggested that paragraph 4 (a) of each of the two characteristics be amended by adding the following: "and to include AI-10 equipment, IFF/III G and <i>(8)</i> <i>eight</i> channels of VEF transmission and reception."</p> <p style="text-align: right;"><i>(10)</i> Dir Air Def.</p>

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N-4071, AC, Rev. 8/14/41

HEADQUARTERS ARMY AIR FORCES

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

File No.

Tally No. AAF

SUBJECT: Night Fighters

NO.	FROM	TO	DATE	COMMENTS	A-3/A-3 GMcC-da
4	AAF/A-3	AAF/A-4	2/16	<p>This Division approves of military characteristics as outlined in attached communications. Attention is invited to amendment recommended by Director of Air Defense, Item 3, in which A-3 concurs.</p> <p>Incls. n/c</p>	<p>for BSV C/A-3</p>

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Page No.

F-4071,40, Rev. 8/14/47

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DOD 000

Subject: F-3 Airplanes on Contract AC-12967.

6th Ind.

9 Aug 8 30 Issue 1974
No. 11174-101 Date 5-22-76

WD, HQ, ARMY AIR FORCES, Washington, D. C. February 25, 1942. To: The Chief of the Air Corps.
written 2/21/42

For consideration of 5th indorsement.

By command of Lieutenant General ARNOLD:

R. G. LEWIS
Major, Air Corps
Acting Assistant Air Adjutant General

452.1 Military Char. (15)

Dispatched
FEB 25 1942
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION										
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WFD	A-Inspr.	Budget	Statistics
	WJF	PCR			WJF					

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AMP-39

See 452.1 Mil. Char. (15)

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WAR DEPARTMENT
Office of the Chief of the Air Corps
Washington

Nov. 24, 1941

SUBJECT: F-3 Airplanes on Contract AC-12967

TO: Corps of Engineers
Washington, D. C.

DECLASSIFIED
DOO HRS
8 Jan & 20 June 1974
By: MLP/AC/AC/Doc 2-21-74

1. Due to the contractor's inability to provide a satisfactory turbo supercharger installation on this type of airplane it has been necessary to change to R-2600-11 engines and remove the turbo supercharger. This has resulted in a decrease in altitude performance as noted below:

a. Performance originally guaranteed for the F-3 airplanes:
(R-2600-7 engines with turbos)

- | | |
|--|-------------|
| 1. High Speed at 20,000' | 388 mph |
| 2. Operating Speed at 75% rated power at 20,000' | 339 mph |
| 3. Service Ceiling | 31,510 feet |

b. Estimated Performance for the revised F-3 airplanes:
(R-2600-11 engines - no turbos)

- | | |
|---|-------------|
| 1. High Speed at 5,000' (low blower) | 331 mph |
| 2. High Speed at 13,000' (high blower) | 348.5 mph |
| 3. Operating Speed at 75% power and 5,000' (low blower) | 278 mph |
| 4. Service ceiling (4 crew members) | 28,800 feet |

2. It is understood that these three F-3 airplanes, originally designed for high altitude photographic missions, will be assigned to the Corps of Engineers for a special mapping process.

3. In view of the reduced altitude it is requested that the Air Corps be informed whether this airplane will fulfill the mission intended.

For the Chief of the Air Corps

/s/ F. I. Ordway, Jr.
F. I. ORDWAY, JR.,
Major, Air Corps,
Asst. Exec., Mat. Div.

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DDO 103

8 May 6 10 June 1974

BY SP-17/PLC/AC Date 9-23-76

6-B

061.1A - 1295

War Dept., O. C. of E., December 1, 1941 - To Chief of the Air Corps.

1. The specifications originally drawn up by this office in consultation with the First Photo Squadron and the Material Division, Wright Field, were designed to produce a photographic airplane capable of carrying the Tandem T-3A Camera. Two factors have changed the general outlook relative to photographic equipment:

a. The adoption of the single lens camera (T-5) for photographic mapping. This factor does not alter the performance requirements of photographic airplanes, but does eliminate the necessity for fuselage construction to install the T-3A crabbled at 22 1/2°.

b. Reports relative to photomapping during the present war would indicate in general that photography of hostile areas to mapping specifications is not considered practicable. This factor does not change the basic requirements of a photographic airplane as set forth in the original performance guarantee for the F-3. An airplane constructed in accordance with the original specifications, including a pressure cabin, is considered essential for the performance of photo-mapping missions, either in war or peace. Since the original preparation of maps by photographic processes is devoted largely to potential rather than actual theaters of operations, current thought as to the possibility of mapping photography in the face of hostile anti-aircraft defense has no important bearing in the matter.

2. The revised F-3 Airplane is not considered satisfactory. Since this airplane is superior to the F-2, those on order should be accepted and delivered to the First Photo Group. Efforts to procure a photographic airplane meeting the original specifications should be abated. In this connection, however, those features of the design required for the proposed installation of the Tandem T-3A Camera crabbled at 22 1/2° may now be eliminated.

3. It has not been the intention of this office that the F-3 Airplane be assigned to the Corps of Engineers for photographic missions in connection with a special mapping process. The relation between the Air Corps and the Corps of Engineers is fully set forth in pertinent regulations. The First Photo Group and such other aviation units as may be designated for photographic missions in connection with mapping projects should be fully equipped with airplanes suitable for the work.

4. It is recommended that these papers be referred to the Commanding Officer, First Photographic Group, for comment and recommendations.

For the Chief of Engineers:

/s/ C. L. Adcock

C. L. Adcock,

Lt. Col., Corps of Engineers,

Executive Assistant.

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GPO Use
1 Jan 64 10 hours only
W-AR/PAC 10 10-11-74

Mr. [Name], Chief of the Air Corps, Washington, D. C. [Date] DEC 10 1961

Re: [Subject]

For the Chief of the Air Corps

P. L. ORDWAY, JR.
Major, Air Corps,
Asst. Exec., Mat. Div.

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3 Apr 8 20 1984
by *MLP/MLC* Date *8-23-78*

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3rd Ind.

HEADQUARTERS, FIRST PHOTOGRAPHIC GROUP, AFPG, Bolling Field, D.C., December 14, 1941. TO: The Chief of the Air Corps, Washington, D. C.

Sufficient data is not available in paragraph 1b of basic communication to properly evaluate subject airplanes. It is requested that the following information be furnished:

Cruising speed at 25,000 ft. with full power and with 75% power.
Range at 25,000 ft. at most efficient cruising speed.

MINTON W. KAYE,
Major, Air Corps,
Commanding.

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Com-389

DECLASSIFIED
DOO 885
8 Apr 8 10 June 1976
By: MJB/PBR JC Date: 8-23-76

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3rd Ind.

HEADQUARTERS, FIRST PHOTOGRAPHIC GROUP, AFPC, Bolling Field, D.C., December 14, 1941. TO: The Chief of the Air Corps, Washington, D. C.

Sufficient data is not available in paragraph 1b of basic communication to properly evaluate subject airplane. It is requested that the following information be furnished:

Cruising speed at 25,000 ft. with full power and with 75% power.
Range at 25,000 ft. at most efficient cruising speed.

MINTON W. KAYE,
Major, Air Corps,
Commanding.

(4-3-4)

War Dept., Office, Chief of the Air Corps, Washington, D. C., to Headquarters, First Photographic Group, AFPC, Bolling Field, D.C. JAN 6 1942

1. The following estimated P-3 performance is transmitted as requested in 3rd Ind., dated December 14, 1941. This performance is based on A-304 data, corrected for the slight difference in gross weight between the A-304 and the P-3 Airplane.

- 1. Speed at 25,000' at highest continuous permissible power (2300 RPM, 23" H.P. and High Blower) 286 MPH
- 2. Speed at 15,000' (highest altitude at which the engine will develop 75% normal rated power - - 2300 RPM, 23" HP, and high blower) 315 MPH
- 3. Range at 25,000' (at 255 MPH -3050 RPM - 21-1/2" HP - High blower) with present fuel capacity of 400 gallons . . . 850 Miles

2. It is not believed that practical range of the airplane would quite approach the figures given above due to the amount of fuel burned in reaching 25,000 feet. Actual performance of the A-304 airplane substantiated this opinion, and the contractor was therefore requested to submit quotations as follows:

- 1. To increase the present fuel capacity of the P-3 from approximately 400 gallons to 500 gallons by means of 50 gallon tankpouch fuel

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4th Ind.
HQ First Photo. Gr. AFCC

tanks in each engine nacelle. The contractor stated that this is a simple modification which could be made during the engine change on these airplanes. The range at 25,000' (same power conditions) with 500 gallons and reduced bomb load is estimated at 1,050 miles

2. To increase the fuel capacity noted in paragraph 2a. from 500 to 700 gallons by means of one 200 gallon lockhead bomb bay tank to be installed in the forward bomb bay. The contractor stated that this is a more involved change and that such a tank would, at present, have to be furnished surplus activities after delivery of the airplanes. The range at 25,000' (same power conditions) with 700 gallons and no bombs is estimated at 1,450 miles

3. The quotation concerning the above changes has not been received and a follow-up radio has been dispatched this date.

For the Chief of the Air Corps

F. I. ORDWAY, JR.,
Major, Air Corps.
Asst. Exec., Mat. Div.

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DDO 7139 Aug 60 Issue 1974
by 172M LC Date 8-23-76

5th Ind.

HEADQUARTERS, FIRST PHOTOGRAPHIC GROUP, AFPC, Bolling Field, D.C., January 8, 1941. TO: Chief, Army Air Force, Washington, D. C.

1. The P-3 as revised is not a suitable tactical photographic mapping airplane. Since these airplanes are constructed and are the only tactical airplanes in existence that will accommodate the Tandem T-3A Camera, it is requested that they be assigned as soon as possible to Headquarters, First Photographic Group, Bolling Field, D. C. for test and to be allotted as the situation demands to the organizations of this Group.

2. At the present time, this organization must be equipped to perform tactical photographic mapping missions with the T-3A camera. With the delivery of T-5 cameras to this organization and 6" multiplex equipment to the Corps of Engineers, the requirements that mapping airplanes be able to accommodate the T-3A camera will be eliminated. It is requested that an airplane be projected with the following characteristics:

a. Ceiling - Slightly in excess of the enemies' latest production line fighter.

b. Speed - Slightly in excess of the enemies' latest production line fighter.

c. Range - Maximum range without sacrificing qualities a and b.

d. Armor and Armament - None. Security must be obtained by superior performance.

e. Crew - Pilot and combination navigator and photographer. Photographer-navigator to be in such position that he have excellent vision in a forward direction through an arc from the horizon to approximately 20° past the vertical.

f. Camera Mount - Camera to be capable of manual correction for pitch and list to accommodate for attitude of airplane, lateral alignment of airplane due to pilot flying with one wing low. Reliance for the plumb position of the camera must be placed upon the pilot properly aligning the airplane. Provision must be made to accommodate a T-5 or substitute 6" metrogon camera.

g. It is believed that an airplane similar to the P-38 could be so designed with the photographer-navigator in the nose of the airplane immediately in front of the pilot, and that such an airplane could operate above the level of effective anti-aircraft and pursuit fire. The range of this type of airplane need not be great, as the airplane would be used for the obtaining of photographic material for the preparation of large scale maps to be used by our ground forces. The P-38 as now being modified to accommodate the T-7 camera is suitable for charting and small scale map operations in support of Air Force and Armored Force operations.

CONFIDENTIAL

WILTON W. KAYE,
Major, Air Corps,
Commanding.

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EOD 805
8 Jan 6 10 June 1974
By 1294 MC Date 7-29-74

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DEC 12 1944

MEMORANDUM FOR THE ADJUTANT GENERAL

Subject: Classification of Aircraft

The Secretary of War directs:

I. That the classification of the following aircraft be approved as set forth below, the more specific details of which are contained in the attached Authority for Change of Status of Equipment:

File Number	Model	Classification
CG-722	CG-42 Airplane, Transport, Cargo and Personnel, (Name) One (2) Pratt & Whitney R-1830-92 Engines	Service Test

II. That the attached paper will be returned to the Chief of the Air Corps for necessary action.

For the Chief of The Air Staff

E. P. CURTIS
Major, Air Corps
Secretary of the Air Staff

1 Encl.
S. L. Change Request,
File No. CG-722

ACTION TAKEN: By ltr 12-15-44, to
C/Air Corps. RPH/vod-1712.

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DATE 10/15/2003

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DEC 12 1941

MEMORANDUM FOR THE CHIEF OF STAFF

Subject: ~~Classification of Aircraft~~

The Approval of the Aircraft

It is requested that the classification of the aircraft be reviewed
and that the necessary action be taken to correct the
classification of the aircraft in the interest of the
aircraft industry, the safety of the aircraft.

~~It is requested that the classification of the aircraft be reviewed
and that the necessary action be taken to correct the
classification of the aircraft in the interest of the
aircraft industry, the safety of the aircraft.~~

It is requested that the necessary action be taken to correct the
classification of the aircraft in the interest of the
aircraft industry, the safety of the aircraft.

DEC 15 1941

For the Chief of The Air Staff

CHAGO
DEC 14 1941
Received



H. F. CURTIS
Major, Air Corps
Secretary of the Air Staff

RECEIVED
DEC 16 1941
CLASSIFIED BY
DATE 10/15/2003



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AC-61

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8 Jan. 8 10 June 1978
By: (PA) J.C. Date 3-23-76

War Department
Office, Chief of Air Corps
MATERIEL DIVISION
TELETYPE

PROD-T-1867 11-26-41

ENGINEERING SECTION.

PRODUCTION ENGINEERING BRANCH.

RETEL PE-812 DATED NOVEMBER 25, 1941. RADIO EQUIPMENT ON YC-62 AIRPLANE HAS BEEN CHANGED SINCE FORWARDING OF STATUS OF EQUIPMENT CHANGE REQUEST AND NEW LIST OF RADIO EQUIPMENT INCLUDES FOLLOWING: COMMAND SET SCR-274-N, RADIO COMPASS SCR-269-A, MARKER BEACON, RECEIVING EQUIPMENT RC-43-A, LIAISON SET SCR-287, INTERPHONE EQUIPMENT RC-36 AND RECOGNITION DEVICE SCR-515-A. REQUEST CORRECTION BE MADE TO STATUS OF EQUIPMENT CHANGE REQUEST TO INCLUDE THIS LIST OF RADIO EQUIPMENT. PRODUCTION ENGINEERING SECTION.

MB

2:42 PM

Radio Set

(4-B-4)
EBK:als

DECLASSIFIED

NOVEMBER 25, 1941.

F.W. TIMBERLAKE, MAJOR, A. C.

PRODUCTION ENGINEERING SECTION
WRIGHT FIELD

FE-612 WITH REFERENCE TO YOUR INTER-OFFICE MEMORANDUM DATED NOVEMBER 10, 1941, FORWARDING STATUS OF EQUIPMENT CHANGE REQUEST, FILE NUMBER OO-712, COVERING THE MODEL YC-62 TRANSPORT AIRPLANE, IT IS BELIEVED THAT SCR-287 LIAISON SET SHOULD BE INCLUDED FOR THIS AIRPLANE; AND, IF SO, THE RA-10 AUXILIARY RECEIVER MIGHT BE ELIMINATED.

YOUR COMMENT IS REQUESTED.

PRODUCTION ENGINEERING BRANCH

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WDAG-101-WF-6-10-41-2002

RESTRICTED
INTER-OFFICE MEMORANDUM
WAR DEPARTMENT, AIR CORPS
Office, Assistant Chief
Material Division

WHY: hmr-71

DECLASSIFIED
ODD INT
8 Jan 4 20 John 1975
By Mr. P. S. J. C. Date 2-29-76

Wright Field, Dayton, Ohio
Date November 10, 1941

TO: Chief, Materiel Division
Office, Chief of Air Corps
Washington, D. C.

3E4

SUBJECT: Authority for Change of Status of Equipment

1. The following Authority for Change of Status of Equipment is being forwarded for approval in accordance with AR 850-25:

OO-712 - Model TC-62 Airplane, Transport, (WACO)
Cargo & Personnel

K. B. WOLFE
Lt. Col., Air Corps
Chief, Production
Engineering Section

By: *[Signature]*
RALES O. BROWNFIELD
Major, Air Corps
Chief, Specifications
Branch

1 Encl.
Chg. Req.

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WASHINGTON

NOV 15 1941

EX-106

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Signature: *J. A. Sims*

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J. A. SIMS
Major, Air Corps
Asst. Technical Executive

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DDO 888
8 Dec 8 20 June 1994
by SP-1 PA/AC Date 2-23-74

Necessary Characteristics of Bombardment Aircraft.

S. AAF C/AG 1941.
G/AS 12/15

AAF/A-4
JFO/oss

1. Request that subject necessary characteristics of Bombardment Aircraft be incorporated in type specification for attainment in design and production as early as possible consistent with development.

Hq. Army Air Forces
DEC 20 1941
AAO Received

EPC
G/AS

452.1
Military Characteristics (15)

Dispatched
DEC 20 1941
AAO

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-Insps.	Budget	Sec-ristics	
	<i>JK</i>				<i>WV</i> <i>22</i>	<i>W</i>					

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AAF-39

452.1 Military Characteristics (15)

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DECLASSIFIED
800 hrs9 Dec 4 20 June 1974
By: MAJ: PASCIC Date: 8-23-76

Necessary Characteristics of Bombardment Aircraft

	2.	Exec. Maj.	1941	Action.	M.E.G.
		A.C.	9/18		Asst. Exec.

3. (4-E-4) C/AC 1941
10/24

1. Materiel Division's comments on the MUST characteristics are as follows:

a. The development and testing of many individual items such as turbe superchargers, booster pumps for fuel systems, anti-icing of carburetors and induction system and cabin superchargers, is being carried on simultaneously by airplane manufacturer, equipment manufacturer and Materiel Division. On contracts for experimental bombardment airplanes now being procured, performance at critical altitude at 35,000 is required and satisfactory operation is anticipated at altitudes appreciably higher than those obtained in the past.

b. The demand type oxygen system now being developed will automatically vary the amount of oxygen supplied as the altitude changes. This system will be smaller, lighter, more economical less susceptible to malfunctioning at lower temperatures.

c. Numerous conflicting reports have been received from various observers on performance of interphone system in the B-17C airplanes and the changes made thereto. It is not known definitely what changes were made or the manner of employment of the system. Until Major Gilbert Hayden, Signal Corps, returns from England with sufficient data on which to base any changes that are required, the only recommendation that can be offered is that plenty of American headsets and T-30 microphones be sent with each airplane that goes to England with our radio and interphone equipment installed.

d. Present procurement requires provisions to be included for the elimination of ice, frost, or fog

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Necessary Characteristics of Bombardment Aircraft.

3 (Continued)

bombardment type airplanes have been requested to develop equipment suitable for use on airplanes now being delivered. Exhaust system shall be so arranged that no light can be visually observed at night from a distance of 50 yards. In the event that the additional exhaust equipment materially affects the performance of the airplane it is required that this equipment be made quickly detachable for daytime operation. Preliminary tests of the revised exhaust system on the A-30A airplane indicates this system will satisfactorily meet these requirements. Steps are being taken to incorporate the revised exhaust system on all airplanes of this series.

a. Heat shall be supplied to all guns while the airplane is in flight in a sufficient quantity to maintain the guns at a minimum temperature of 40°F. when the outside free air temperature is minus 70°F. Heat shall be supplied to the bombsight at all times in a sufficient quantity to maintain the bombsight at a minimum temperature of 5°F. when the outside free air temperature is minus 70°F. Heat shall be supplied to the A.F.C.E. at all times in a sufficient quantity to maintain the A.F.C.E. at a minimum temperature of 5°F when the outside free air temperature is minus 70°F.

O.P.E.
Chief. Mat. Div.

4 OCAC AAF 10/30
Exec. C/AS

Concur in comments contained in Item 3.

M. E. Gross,
Asst. Exec.

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~~CONFIDENTIAL~~

dir 452.1 Military Characteristics (15)

~~CONFIDENTIAL~~

Necessary Characteristics of Bombardment Aircraft.

3 (Continued)

From all the windshields, windows and gun turrets under all conditions of flight and for such removal to be accomplished without distortion of vision.

g. Controllable heating and ventilating systems for all cockpits and compartments are being required which will maintain the temperature differences of 70° C. between outside and inside air under flight conditions. Air must be free from gas fumes and must operate independently of the airplane engines. Carbon monoxide content no greater than 1 part in 20,000 is also required.

f. Automatic boost control mechanism has been developed to where its application to pursuit aircraft is under way. Application of the same principle of control to bombardment type aircraft should not be difficult.

g. Air Corps specification No. X-28450 covering the requirements for leak-proof oil tanks has been prepared. It is expected that self-sealing oil tanks will be available for installation in production of bombardment airplanes within a relatively short time, and that self-sealing oil tanks will be procured to replace the unprotected tanks now installed in service bombardment airplanes. On experimental bombardment airplanes oil tank protection is being required. A general requirement of 150 lbs. of armor plate for each engine, fire control station and crew member is being specified.

h. A study is being made at the Division of all possible methods of eliminating the glare at night of exhaust stacks, turbo superchargers and exhaust discharge for all airplanes which can possibly be used for night operation. All airplane manufacturers producing

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W. H. 17 Dec 1974 J.C. Date 2-23-76

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OCT 27 1941

MEMORANDUM FOR THE ADJUTANT GENERAL

Subject: Classification of Aircraft

ENT

The Secretary of War directs:

I. That the classification of the following aircraft be approved as set forth below, the more specific details of which are contained in the attached Authority for Change of Status of Equipment:

File Number	Model	Classification	Remarks
OO-705	XP-49 Airplane, Pursuit, Interceptor, (Republic) One 2160-hp Liquid-Cooled Engine. (Wright "Tornado")	Experimental	

II. That the attached paper will be returned to the Chief of the Air Corps for necessary action.

OCT 29 1941

NOTED-OFFICE CHIEF OF STAFF For the Chief of The Air Staff

E. P. CURTIS
Major, Air Corps
Secretary of the Air Staff

1 Encl.
E. E. Change Request,
File No. OO-705

Dispatched
OCT 29 1941
AAG

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OUT
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OFFICE OF CHIEF OF STAFF

Return to General Arnold
Room 2018

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SP 8 4521 Prod Classification (11)

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4 Jan. 20 1978
By: HW/PAC/AC Date: 7-23-74

(Written
October 21, 1941)

OCT 27 1941

MEMORANDUM FOR THE ADJUTANT GENERAL

Subject: Classification of Aircraft

The Secretary of War directs:

I. That the classification of the following aircraft be approved as set forth below, the more specific details of which are contained in the attached Authority for Change of Status of Equipment:

<u>File Number</u>	<u>Model</u>	<u>Classification From To</u>
00-705	XP-69 Airplane, Pursuit, Interceptor, (Republic) One 2160-9 Liquid-Cooled Engine (Wright "Tornado")	-- Experimental

II. That the attached paper will be returned to the Chief of Corps for necessary action.

For the Chief of The Air Staff

E. P. CURTIS
Major, Air Corps
Secretary of the Air Staff

1 Incl.
S. E. Change Request,
File No. 00-705

Coordinated thru - Experimental Engr. Branch
Armament Branch
Radio Liaison Branch

Approved
OCT 25 1941
AAG

als

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452.1 only. Char. [unclear]

TO Mail & Record Room
Date
EXECUTIVE [initials]
ADMINISTRATIVE
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FISCAL
INSPECTION
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REF ID: A66021

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DOO 100

8 Jan & 20 June 1974
by hsl/285/c Date 3-22-76

~~CONFIDENTIAL~~
INTER-OFFICE MEMORANDUM
WAR DEPARTMENT, AIR CORPS
Office, Assistant Chief
Material Division

WHY: hmr-71

Wright Field, Dayton, Ohio

Date October 4, 1941

TO: Chief, Materiel Division
Office, Chief of Air Corps
Washington, D. C.

SUBJECT: Authority for Change of Status of Equipment

1. The following Authority for Change of Status of Equipment is being forwarded for approval in accordance with AR 850-25:

00-705 - Model IP-69 Airplane, Pursuit, Interceptor
(Republic)

[Handwritten Signature]
A. S. WOLFE
Lt. Col., Air Corps
Chief, Production
Engineering Section

1 Encl.
Chg. Req.

~~CONFIDENTIAL~~

[Handwritten Signature]
Signature

ALDEN B. CRAWFORD
Major, Air Corps,
Asst. Technical Executive.

DECLASSIFIED
DDO 805
4 Dec 8 20 Jan 1974
By No. 17 DE SC Dec 7-23-76

CONFIDENTIAL
DECLASSIFIED

OCT 23 1941

MEMORANDUM FOR THE ASSISTANT CHIEF

Subject: Classification of Aircraft

The Secretary of War directs:

I. That the classification of the following aircraft be reviewed as set forth below, the same applying to those of which are mentioned in the attached Memorandum for Change of Status of Aircraft.

No.	Serial	Description	Classification
22-42	22-42	Aircraft, Biplane, Light, (Douglas Model 204) for Truck and Military Transport	- Experimental
22-43	22-43	Aircraft, Biplane, Light, (Douglas Model 204) for Truck and Military Transport	- Experimental
22-44	22-44	Aircraft, Biplane, Light, (Douglas Model 204) for Truck and Military Transport	- Experimental
22-45	22-45	Aircraft, Biplane, Light, (Douglas Model 204) for Truck and Military Transport	- Experimental

II. That the attached papers will be returned to the Chief of the War Staff for necessary action.

47
DL 452
DL 452
10-23-41
Mily. Christie (13)

OCT 23 1941



OCT 23 1941

NOTED-OFFICE CHIEF OF STAFF

For the Chief of The Air Staff

OCT 24 1941

OCT 23 1941

47 AGO

OCT 24 1941

Received



ACTION TAKEN: By ltr. to C/AirCorps
10-27-41. Wad-1712.

CONFIDENTIAL

WAR DEPARTMENT
OFFICE OF CHIEF OF STAFF

an 4521 Mily. Christie (13)

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000 ltr
8 Dec 6 20 June 1974
By: Hb/1704 LC Date: 2-23-76

SUBJECT: Necessary characteristics of bombardment aircraft.

NO. FROM TO DATE DATA

2 Hq AFCC AAF 9-25 to operate at high altitudes has been brought out in the
C/AS tests conducted by the 19th Bombardment Group (H) and
the 36th Reconnaissance Squadron (H) about February 16,
1941, and the recent high altitude tests conducted by
the 2d Air Force. Unsatisfactory Reports and letters
recommending the development and inclusion of these
items in modern bombers have been referred to the Office,
Chief of Air Corps by this headquarters.

2. This headquarters again recommends their
inclusion as "MUSTS" for all modern bombardment aircraft
designed for high altitude operation.

3. Reference paragraph 1 a above, it is not
believed that the raising of the critical altitude
of light bombardment (including dive bombing type) air-
planes to around 35,000 feet is advisable or desirable.
The percentage of missions that this type of aviation
would be called upon to perform at extreme high altitudes
is not considered large enough to justify the redesign
of the airplane and equipment to make it efficient at
such altitude.

4. Paragraph 1 a is concurred in for Medium and
Heavy Bombardment.

CWS
CWR
C of S-AFCC

452.1 Moby. @lastin 10

3 AAF AAF 10/6 The Air Staff concurs in the changes recommended
A-3 A-4 in Item 2. HSV-ds

ELN
ELN
C/A-3

4 See RTR # 470 on this subject

No further action

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guy
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21 044571 Moby @lastin 10

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DECLASSIFIED
E.O. 13526
DATE 02/20/2004
BY: AUSA/TRE/UC/DAW/23-76

Subject: Necessary characteristics of bombardment aircraft.

3 AAF AAF 10/6
A-3 A-4

The Air Staff concurs in the changes recommended in Item 2.

AAF/A-3
RAF-6a

RAF
A-3

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~~CONFIDENTIAL~~

CONFIDENTIAL

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

Classified by authority of the Air Adjutant General, per telephone conversation, 9/22/41 *P.M.*
(To be filed with correspondence)

DECLASSIFIED 000 lrs. 8 Feb & 20 June 1974
By *HP/AC* Date *8-23-71*

Note.—A line will be drawn across sheet after action by each office concerned.

SUBJECT: Necessary characteristics of bombardment aircraft.

NO.	FROM	TO	DATE	DATA
1	AAF C/AS	CG, AFCC	1941 9/17	<p style="text-align: right;"><i>AAF/A-4</i> <i>MFS/ich</i></p> <p>1. Combat experience with B-17C airplanes appear to indicate the following "MUSTS" for all bombardment aircraft:</p> <ul style="list-style-type: none"> a. Raise critical altitude as high as possible (35,000 feet desired). b. Improve oxygen systems. c. Improve interphone systems. d. Provide window defrosting. e. Provide proper cabin heating or electrically heated suits. f. Install automatic boost controls. g. Armor or leakproof oil tanks. h. Flame dampen exhausts. i. Insure against freezing of guns. <p>2. Your comments and recommendations are desired.</p> <p style="text-align: right;"><i>J.P.C.</i> SEP 22 1941 C/AS</p>
2	Hq AFCC	AAF C/AS	9/25	<p style="text-align: right;"><i>AFCC/G-3</i> <i>WLR/mf</i></p> <p>1. The absolute necessity for the incorporation of the items listed in paragraph 1 b to i inclusive, above, in all modern bombardment aircraft designed</p> <p style="text-align: right;">(Do not file reverse side)</p> <p style="text-align: center;">CONFIDENTIAL</p> <p style="text-align: right;">N-4804, AC <i>2nd/4571 Moby Chester</i> (10)</p>

~~CONFIDENTIAL~~

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DECLASSIFIED
DDO HQ
8 Jan 6 20 Jan 1974
By HW/PRC IC Doc. 9-23-76

AG 489.1 (9-11-41)HD-9

WPA/hja - 1713.

September 12, 1941.

SUBJECT: Classification of Aircraft.

TO: Chief of the Air Corps.

1. The classification of the following aircraft is approved as set forth below, the more specific details of which are contained in the attached Authority for Change of Status for Equipment.

File	Serial	Classification
AG-481	29-28	Airplane, Pursuit Fighter, (German) -- Experimental for Wright Engine- Engines

2. It is desired that you take the necessary action.

By order of the Secretary of War

CARL ROBINSON

Adjutant General.

1 Incl.
S. N. Chgo. Request
File No. AG-481.

COPY TO: Chief, Army Air Forces,
ref. his memo to TAG,
9/11/41.

452.1 MW Chrestenka (7)

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DOD Hqs.
8 Feb & 20 June 1974
By RAJ/LG/Doc 2-23 76

DECLASSIFIED

SEP 11 1941

MEMORANDUM FOR THE ADJUTANT GENERAL

Subject: Classification of Aircraft

The Secretary of War directs:

I. That the classification of the following aircraft be approved as set forth below, the more specific details of which are contained in the attached Authority for Change of Status of Equipment:

File Number	Model	Classification
00-691	XP-45 Airplane, Pursuit Fighter, (Grumman) Two Wright R-2600- Engines	Experimental

II. That the attached paper will be returned to the Chief of the Air Corps for necessary action.

For the Chief of the Army Air Forces:

E.P. CURTIS
Major, Air Corps
Secretary of the Air Staff

1 Incl. - S.E. Chgo. Request
File No. 00-691

Dispatched

SEP 11 1941

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air ab 452-1 Miley Characteristics (7)

452-1 Miley Characteristics (7)

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DOB 913
8 Jan 68 20 June 1974
By MAJPAK Date 9-23-76

OGAO
(4-2-4)
RHK

AUG 29 1941

MEMORANDUM FOR THE ASSISTANT CHIEF

Subject: Classification of Aircraft

The Secretary of War directs:

I. That the classification of the following aircraft be approved as set forth below, the more specific details of which are contained in the attached Authorities for Change of Status of Equipment:

File Number	Model	Description	Classification
OO-429	XP-47	Airplane, Pursuit, Interceptor (Subsmall Aircraft, Model B-4) Two Continental XI-1420-1 Engines	Experimental
OO-490	XP-47B	Airplane, Pursuit, Interceptor (Republic) One B-2000-21 Pratt & Whitney Engine	Experimental

II. That the attached papers will be returned to the Chief of the Air Corps for necessary action.

For the Chief of the Army Air Forces:

SEP 2 1941
NOTED - DEPUTY CHIEF OF STAFF

A. W. VANAMAN,
Lt. Col., Air Corps,
Secretary of The Air Staff.

AUG 29 1941
18235-72

SEP 2 1941

2 Incls.
Above S.
Requests



CHIEF OF STAFF

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Return to General Arnold
Room 2018

can MS 452.1 mil Charles

378 452.1 mil Charles

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000 hrs.
8 Jan. & 20 June 1974
By HAL/AL/C LHM 8-23-74

Military Characteristics of Aircraft.

2 AAF 1941
 C/AS C/AC 9/13

AAF/A-4
JTI/lml

1. Decisions requested in paragraph #5, item #1 are contained in a separate paper; subject: "Military Characteristics of Airplanes", dated 9-11-41, which has been forwarded to your office on above date.

- Incls:
- 1-Mil. Char. of A/craft, 8/21/41
 - 2-Memo fr. A/C Exec. 8/15/41
w/1 incl.
 - 3-Mil. Char. of Cheap Transports
(hand written)

CS
C/AS

Coordination by:
A-3 ()
ANPD ()

Central files completed.

*452.1 Milby
Characteristics (4)*

C/AS.

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DDO Hqs
8 Aug & 20 June 1974
By MW/PAL LC. Date 9-23-76

A.A.F./232

JUL 31 1941

MEMORANDUM FOR THE ADJUTANT GENERAL

Subject: Classification of Aircraft

The Secretary of War directs:

I. That the classification of the following aircraft be approved as set forth below, the more specific details of which are contained in the attached Authorities for Change of Status of Equipment:

File Number	Model	Description	Classification	
			From	To
00-664	C-35	Airplane, Transport, Personnel (Curtiss-Wright) Two Wright GR-2400-25 engines	--	Limited Standard
00-665	C-54	Airplane, Transport (Cargo) (Douglas) Four P&W R-2600-208 Engines	--	Limited Procurement
00-666	AT-48	Airplane, Advanced Training, (W. American) One P&W R-3340-1A-1 Engine	--	Standard

II. That the attached papers will be returned to the Chief of the Air Corps for necessary action.

AUG 1 1941

AUG 1 1941

OUT

OUT



APPROVED
By order of the Secretary of War
H. H. ARNOLD,
Deputy Chief of Staff

For the Chief of the Army Air Forces:

CLAUDE E. DUNCAN,
Lt. Col., Air Corps,
Secretary of The Air Staff.

By M. D. TAYLOR
Major, G. S. C., Asst. Sec. W. D. G. S.

OFFICE OF CHIEF OF STAFF
L-1118

NOTED - DEPUTY CHIEF OF STAFF
3 S. E. Change Requests

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Milky Way photo. (2)

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COPY
WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

DECLASSIFIED
000 hrs
E.O. 12958
DATE 11/21/00 BY 60322/UC

June 23, 1941

SUBJECT: Military Characteristics of Aircraft

TO: Deputy Chief of Staff for Air

1. The following principal characteristics of Light Bombardment Airplanes are submitted for approval:

LIGHT BOMBARDMENT AIRPLANES

A. Class - Two engine, high speed, intermediate altitude, land airplane.

B. Mission - The tactical mission to be performed by this airplane is the attack and destruction by bombs of ground or naval personnel and light materiel objectives, in close support of the ground forces.

C. Requirements -

1. Performance -

	Desired Attainment	Minimum Requirement
(a) High speed at design altitude (between 15,000 and 20,000 ft.)...mph	465	370
(b) High speed at 5,000 ft. altitude...mph	375	350
(c) Service ceilingfeet	35,000	25,000
(d) Service ceiling, single engine (with design useful load less bombs)....feet	15,000	12,000
(e) Range at 5,000 feet in still air with design useful bomb load.....miles	600	600
(f) Operating speed at 5,000 feet altitude for above range condition...mph	300	220
(g) Take-off and landing over a 50-foot obstacle.....feet	1,800	2,500

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Memorandum to Major General H. H. Arnold

~~CONFIDENTIAL~~
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2. Armament -

(a) Guns - The defensive armament shall consist of the gun installations and fire control apparatus necessary to protect the airplane during the performance of the mission. This reliance shall be placed on .50 calibre guns in turrets; 20 mm. guns may be used to reinforce the fire in the more vulnerable sections. Calibre .30 guns may be used only as a last resort in limited quantities to protect blind angles not otherwise defended by the heavier calibres.

(b) Bombs -

(1) Normal bomb loading for missions at the tactical radius shall provide for one 1000 lb., or two 500 lb., or four 250 lb., or 12 - 100 lb. bombs, or fragmentation and/or incendiary bombs in clusters.

(2) The ability to carry the maximum number of bombs of all sizes at reduced ranges is an important consideration.

(3) The airplane shall be capable of carrying chemicals as an alternate load, and shall be capable of dispensing these chemicals in a controlled spray without contaminating the crew.

3. Crew - The crew shall consist of one pilot, one bombardier-navigator, and one or more gunners as required to operate the defensive armament. Interchangeability of crew should be considered as a desired attainment.

4. Equipment -

(a) Radio equipment shall be as light and compact as possible. Radio equipment shall be the minimum consistent with requirements for the tactical mission.

(b) Instruments and navigational equipment shall be the minimum consistent with the requirements for effective day-and-night operation of the airplane on military missions under all flying weather conditions.

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Memorandum to Major General H. H. Arnold

5. Structure and Design Features -

- (a) Designs to meet these requirements shall take cognizance of the compromises necessary as a result of technical limitations. Those features that produce maximum speed, flexibility of bomb load and range, and adequate defensive fire power will be the primary considerations in determining the proper compromises.
- (b) Reliability and ease of maintenance under field conditions should be emphasized.
- (c) Simplicity of design and suitability to quantity production should be emphasized.
- (d) Passive defense in the form of armor plate protection for principal defensive members of the crew, the pilot and bombardier, and self-sealing or protected fuel and oil tanks and lines shall be provided.
- (e) The airplane shall be capable of conversion from a light bomber into an observation type airplane to perform visual and photographic reconnaissance missions.
- (f) The airplane shall be capable of conversion from a light bomber into a vehicle for carrying and dropping one or more Navy type torpedoes.

2. These characteristics, if approved, will be effective for the development of improved models of light bombardment airplanes for future procurements.

Approved:

Carl Spaatz,
Brig. Gen., Air Corps,
Chief of The Air Staff.

APPROVED:

Geo. H. Brett,
Major General, Air Corps,
Chief of the Air Corps.

Distribution:

2 - Aircraft Lab.
1 - Power Plant Lab.
1 - Armament Lab.
1 - Equipment Lab.
1 - Propeller Lab.
1 - Materials Lab.
1 - Contract Section
2 - Prod. Eng. Sec.
15 - Chief, Mat. Div., OCAC
1 - Aircraft Radio Lab.

1 - Admin. Staff, Exp. Eng. Sec.
2 - Army War College
1 - C.G., GHQ Air Force, Bolling Field
1 - Commandant, A.C. Tactical School, Maxwell Field,
Montgomery, Ala.
1 - Chief, Exp. Eng. Sec.
6 - Tech. Staff
3 - Tech. Executive
1 - Spec. Branch, Prod. Eng. Sec.
1 - Photographic Lab.
1 - The Air Corps Board, Maxwell Field, Ala.

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100-4-10 (Rev. 1-27-57)
by NIA/AC Date 9-23-76

~~CONFIDENTIAL~~

APPROVED
Capt Flint/col/10408
Written 21 August 1948

21 AUG 1948

MEMORANDUM FOR THE CHIEF OF NAVAL OPERATIONS:

SUBJECT: Air Requirements for G4-B5 Aircraft.

1. The Army Air Force requirements for G4-B5 aircraft subsequent to the defeat of Japan are as follows:
 - a. Ten (10) aircraft monthly for the remainder of 1948.
 - b. Eight (8) aircraft monthly during 1949.
2. It is requested that these aircraft be G4-B5 type (700-04) if possible. In any event, the nature of their duties will require aircraft in the best possible condition. No operating engine time. It is requested that these aircraft have not more than 100 to 150 hours flying time accumulated on the aircraft structure.
3. It is requested that these aircraft be programmed for the Army Air Force, and, upon receipt of your advice as to their availability, the Army Air Force will present monthly requests to Joint Allocation (JAF) for current allocation.

FOR THE COMMANDER GENERAL:

Signed

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

RECORDED
21 AUG 1948

ARAF-48

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21 AUG 1945

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8 Jan 8 20 June 1974
by AW/PAE LC Data 7-22-76

AFANP-40
Lt Col Bargoyns/wa/71172
Wm 17 Aug 45

MEMORANDUM FOR THE CHIEF OF NAVAL OPERATIONS:

SUBJECT: Additional U. S. Navy Requirements for P₂-14 (TUSC-1)
Target Drones for 1946.

Reference: CNO Secret Ltr Ser 0016005 dtd 26 Jul 45

1. One hundred (100) additional P₂-14 (TUSC-1) target drones can be made available for immediate delivery to the U.S. Navy as requested in your letter Serial 0016005 dated 26 July 1945.

2. It is suggested that a case be presented to Joint Allocation (AIR) requesting formal allocation to the U.S. Navy of an additional 100 P₂-14 (TUSC-1) target drones for immediate delivery.

For the Commanding General, Army Air Forces:

Signed

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

0016005
21 AUG 1945
GMB

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1 Jan & 20 June 1974
by PAJ LC Date 8-23-76

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25 AUG 1968

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BY A
CHIEF of
AFAP-40 8/25/45
Lt Col Barysman/TALIA
Wen 10-20-48
INITIALS

MEMORANDUM FOR THE CHIEF OF NAVAL OPERATIONS:

SUBJECT: Request for Allocation of B-17G Type Aircraft.

- References:
- a. CNO Secret ltr Ser C010603 dtd 2 Aug 45.
 - b. CNO Secret ltr Ser C010603 dtd 5 Jul 45.
 - c. JA (Air) Case No. 698, Part 3.

1. Thirty-seven B-17G type aircraft from AAF stocks and storage can be made available now. As the Army Air Forces at the present time have surpluses in B-17 type aircraft, it is believed the matter of allocating these aircraft could best be handled by the U.S. Navy's accepting immediate delivery of the aircraft, as the Army Air Forces are not in a position to guarantee the condition of the airplanes after their having been stored and moved about the country for a period of six months or more.

2. A full range of maintenance spares in accordance with the provisions of JAC Case No. 1650, Revision D, can be delivered concurrently with the aircraft.

For the Commanding General, Army Air Forces:

Signed

G. C. CHAUNCEY
Major General, U. S. Army
Deputy Chief of Air Staff

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8 Jan. & 30 June 1974
C. ANL PA-IC Doc. 5-22-76

61 AUG 1954

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PROPERTY OF THE
U.S. ARMY AIR FORCE
DATE 10 Aug 55
INITIALS

MEMORANDUM FOR THE CHIEF OF BRAL OPERATIONS:

Subject: Aircraft Program for the U. S. Army

1. This Inspector has recently completed a study of AAF, U. S. Army, and land-based requirements for aircraft through December 1960 and has prepared a production program to meet these requirements to the extent of the capabilities of the aircraft industry to produce.
2. The U. S. Army has submitted requirements from time to time and for planning purposes it is desired to consolidate these requirements and present a Army program which is included in the overall AAF program.
3. Attached as Tab "A" is the Army program.
4. It is understood that deliveries are subject to assignment action by the joint assignment committee and that each Service will share proportionately in costs and shortages in production each month.

For the Commanding General, Army Air Forces:

Signed

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

Attach.
Tab "A"

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11 AUG 1945
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DOO HRS.
8 Apr. & 20 June 1974
By Av/PAS LC Date 3-22-76

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BY AUTHORITY OF THE	CHIEF OF THE AIR STAFF
DATE	INITIALS

Aircraft Programmed for the U. S. Navy

Chief of the Air Staff

9 Aug 45

AS/AS-5, Logistics Division

Major Smithsonian 76055

The attached draft of a memorandum to the Chief of Naval Operations on the above subject has been prepared for the signature of the Chief of the Air Staff.

G. C. JAMESON,
Brigadier General, U.S.A.,
Chief, Logistics Division.

Incl -
Draft of Memo for C/NO
as abv w/Tab "A"

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DDO 115

8 Apr 6 20 June 1954

By *MJ/PK* LC Date *5-23-76*

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BY AUTHORITY
CHIEF of the BRANCH
DATE *File* INITIAL *PK*

JUL 1 1 1945

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

SUBJECT: Netherlands East Indies Air Force Aircraft Requirements, July - December 1945.

DISCUSSION

1. Reference is made to attached copy of Staff Study on above subject dated 28 May 1945 which was approved by the Chief of Air Staff 31 May 1945. Subsequent to above Staff Study, the representatives of the N.E.I.A.F. submitted a new request listing higher U.S. and C.V. requirements. The old and new requests are compared below:

Type	Old Request		New Request	
	Squad Unit	Aircraft	Squad Unit	Aircraft
1 B-25 Sq.	24 U.S.	18	22 U.S. & 22 OTW	18
1 P-51 Sq.	24 U.S.	14	29 U.S. & 12 OTW	24
1 C-47 Sq.	9 U.S.	3	24 U.S.	14

2. The Commanding General, Far East Air Forces, in CM-12-5411 of 6 July 1945 concurred in the new request as submitted by N.E.I. The following data compares N.E.I. request with the requirements as computed using U.S.A.A.F. factors:

Type	I	II	III
	Estimated 1 Jul 45 Inventory, including Three Squads	Requirements Computed by AAF	N.E.I. Request
B-25	65	17	18
P-51	39	54	24
C-47	11	25	14

ACTION RECOMMENDED

1. That the N.E.I.A.F. request for aircraft as set forth in Column III be approved for planning purposes to support three squadrons of the N.E.I.A.F. during the period 1 July - 31 December 1945.

O.O.B. 452.1 Netherlands (29)

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452.1 Netherlands (29)

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2. That upon approval by the Joint Chiefs of Staff of H.R.I.A.F. units to be supported, AA/AA, Plans be authorized to advise the H.R.I. representatives of acceptance of their request for planning purposes.

1 Incl
Staff Study
dtd 30 May

LARRY HONZEL
Major General, U.S.A.
Asst Chief of Air Staff, Plans

*Appressed
Ben Hood
13 July*

- 2 -
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8 Jan 60 Issued 1952
By: M31702 LC Date: 3-23-76

JUL 1 1 1948

DECLASSIFIED
BY AUTHORITY
ONLY IN THIS AREA
ARMY-68
Capt. C. B. BILKINSON/MS/Y1157
Date: 9 JUL 88

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

**SUBJECT: Netherlands East Indies Air Force Aircraft Requirements,
July - December 1948.**

DISCUSSION:

1. Reference is made to attached copy of Staff Study on above subject dated 28 May 1948 which was approved by the Chief of Air Staff 28 May 1948. Subsequent to above Staff Study, the representatives of the N.E.I.A.F. submitted a new request listing higher U.S. and G.S. requirements. The old and new requests are compared below:

Type	Old Request		New Request	
	Size Unit	Aircraft	Size Unit	Aircraft
1 B-24 Sq.	24 U.S.	12	22 U.S. & 22 G.S.	22
1 P-51 Sq.	24 U.S.	12	22 U.S. & 12 G.S.	22
1 G-47 Sq.	9 U.S.	5	24 U.S.	12

2. The Commanding General, Far East Air Force, in CG-19-0211 of 6 July 1948 compared in the new request as submitted by N.E.I. The following data compares N.E.I. request with the requirements as accepted using U.S.-A.-F. figures:

Type	I	II	III
	Estimated 1 Jul 48 Inventory, including Spares	Requirements Computed by AAF	N.E.I. Request
B-24	25	17	22
P-51	20	24	24
G-47	11	20	12

ACTION RECOMMENDED:

1. That the N.E.I.A.F. request for aircraft as set forth in Column III be approved for planning purposes to support three squadrons of the N.E.I.A.F. during the period 1 July - 31 December 1948.

5-A/S

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2. That upon approval by the Joint Chiefs of Staff of H.R.I.A.F. units to be supported, AS/AS, Plans be authorized to advise the H.R.I. representatives of acceptance of their request for planning purposes.

1 Incl
Staff Study
dtd 30 May

LARRY BOWMAN
Major General, U.S.A.
Asst Chief of Air Staff, Plans

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DDO Hqs.
8 Aug 60 20 June 1974
By AW/112 LC Data 8-23-74

30 May 1945

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

SUBJECT: Netherlands East Indies Air Force Aircraft Requirements
July - December 1945

DISCUSSION

1. Following is a list of NEIAF units currently being supported together with the NEI aircraft request for July - December 1945, AAF computation of requirements to support this program using AAF planning factors, and the recommendation of the Commanding General of the Far East Air Force.

Type	Units Supported	Estimated Inventory 1 July '45 including these aircraft	Requirements computed by AAF	NEI Request	CG, FEAF Recommendation
B-25	1 Sq. of 24 UC	31 B-25J	22	18	18
P-51	1 " " 24 "	26	23	14	18
C-47	1 " " 8 "	11	4	8	3 C-46

2. The CG, FEAF recommended C-46's be allocated NEI as they are operating in rear areas where airbases and strips are in excellent condition and that the C-47's be projected to the FEAF units that are operating in forward areas. The CG, FEAF also recommended 18 P-51's be allocated the NEIAF instead of 14 as requested.

ACTION RECOMMENDED

That a recommendation be sent Joint Allocations (Air) to set up the allocations for planning purposes to NEI during 1 July - 31 December 1945 as recommended by the CG, FEAF.

LAWRENCE FORSTAD
Brigadier General, U.S.A.
Assistant Chief of Air Staff, Plans.

COPY

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DOO 105

HEADQUARTERS ARMY AIR FORCES

CONFIDENTIAL

ROUTING AND RECORD SHEET

8 Jan & 20 June 1974
By *AM/PA* Date *9-21-76*

TALLY NO.	23409
FILE NO.	

SUBJECT: Request for C-54's by Dutch Government

TO: General Arnold

DATE 30 June 1945

FROM: General Baker

COMMENT NO. 1

ICE/mw/3373

1. This morning Admiral Vanderkune of the Netherlands Legation came to see you with the inclosed paper, requesting fourteen (14) C-54's to be used by the Dutch. I told him quite frankly a few things:

a. That the approval or disapproval of this request did not lie with you but with the Combined Chiefs of Staff upon recommendation of the Munitions Assignment Board.

b. That I could not offer him any hope, however, that the request would be favorably considered because I did know we were short C-54's for our own and the Navy's use in the war against the Japanese.

2. Admiral Vanderkune asked if we could have action by the CCS delayed until a special representative of the Netherlands Government arrives who is better qualified and has more information with which to present their case. I told him I would put this to the Secretary of the Combined Chiefs of Staff. This I have done and General McFarland has agreed to ask the CCS to delay the final consideration until the Netherlands representative arrives. I find that the Munitions Assignment Board has already commented to the CCS against the issue of fourteen (14) C-54's to the Netherlands Government for the purpose stated.

ICE

IRA C. BAKER
Lieutenant General, USA,
Deputy Commander, AAF

Incl:

Cpy ltr to Gen Arnold dated 28 May '45
unsigned, w/incl.

DECLASSIFIED

M

Sec. A/S
File
Q

SAS 4521 Netherlands (28)

SAS 4521 Netherlands (28)

16 Old Bond Street, London, W.1.

28th May 1945

General H.H. Arnold,
Commanding General, A.A.F.
Washington, D.C.

Dear General Arnold,

In 1935 I had the great pleasure of sailing for two days with you on the yacht of Mr. Douglas, to Catalina Island. I enjoyed the time spent in your company very much and I hope that in your very busy and responsible life, you will still remember me.

As you are closely connected with the decisions of the Munitions Assignment Board, and as the enclosed application of the Dutch Government for fourteen G.54-J planes will be submitted to the Combined Chiefs of Staff, I hope that you will be willing to give favourable advice and use your influence in coming to a quick decision.

Captain C.F.C. Meuser of the Dutch Air Force, who is acting as Air Transport Liaison Officer and who has worked for many years in my Company, will be in Washington very shortly and I trust that he will be allowed to pay you a visit. He is especially sent to Washington to encourage a quick and favourable decision and if all is well I intend to join him within five weeks from now, in my function as Adviser of Air Transport to the Dutch Government, in which official function I hope to speed up the delivery of these fourteen machines, although I trust that a decision will have been taken in the positive sense before I arrive.

I believe you will be aware how severe my Home Country and the Dutch East Indies have suffered as a result of the war and how essential it is that the Dutch Commonwealth should be functioning normally as soon as possible, during which process military transport and, later, civil airlines have to play a vital role.

Before I end, I would like to pay you my compliments on the splendid military air services under your Command in all theatres of war, not only on the results obtained but on the spirit in which they have been delivered.

I hope that Mrs. Arnold is in good health and that you will kindly remember me to her.

With my respects and kindest regards,

Yours sincerely,

AP/KS

234

London, May 23rd 1945

MEMORANDUM

1. The formerly well-governed, economically rich and culturally advanced Netherlands East Indies are at the moment badly hit, with their economy disrupted and the whole Government apparatus, which has been carefully built up during past centuries, totally destroyed and the necessary manpower and mental guidance gone. To fill this gap with capable men from Holland is the Netherlands Commonwealth's immediate task. Here shipping will play an important role but more than fifty percent of Dutch shipping has been lost during the war, and as the over-riding demand is for speed, air transportation will be vitally necessary. As it must be considered important, not only to Holland but to America, Britain and the other free nations as well, that the Dutch Commonwealth be speedily restored to something resembling its old status, it is essential that the Dutch Government should have at its disposal at the earliest moment a number of four-engined aircraft to provide a frequent, regular and fast connection between Amsterdam and Batavia; until Batavia is liberated this service could have its terminal at Rangoon, at Singapore, Medan or at any other point in the Far East suitably situated to assist the liberation of the Netherlands East Indies and commence the task of reconstruction. Relief following the overthrow of German tyranny has not for one moment obscured, in the eyes of the Netherlands people, the urgent necessity to prosecute the war against the Japanese with the utmost resource and vigour; on the contrary, the end of the war in Europe has meant that the full weight of the Netherlands Commonwealth is now concentrated in contributing towards the effort to overthrow the Japanese. To this end, the movement of men and material to the main Dutch operational bases in Ceylon and Australia has already been accelerated. No reference to the linking of these areas with the Mother Country has been made in connection with the request for four-engined equipment to operate the air route to Batavia or the nearest possible point, but it will obviously be necessary to divert the aircraft to include these military bases, as priority may demand.
2. A further aspect of the situation must be borne in mind. This relates to the restoration of democratic Government in the Netherlands Commonwealth. The difficulties of assessing political tendencies after many years of enemy occupation are obviously great but it can in any case be said that no Government, however widely supported in terms of electoral votes, will be able to command confidence for long if it fails to achieve results in connection with reconstruction, even when such failure may be due to outside conditions and delays beyond its control. A failure of a succession of democratic Governments speedily to rebuild the fabric of the Dutch Commonwealth might therefore have grave consequences, as it will render the prevention of discontent and political upheavals almost impossible. During the subjugation the gradual cessation of production and the disruption of the national economy has accompanied the harsh treatment of the people. Many of the Commonwealth's finest citizens have died in prison or concentration camps; from Holland alone more than half a million persons have been deported as slaves; the territories have been broken up by inundation, bombardment, destruction of communications and by the absence of political freedom. The daring and resource of the Underground Movement in acting against the Germans and Japanese have achieved important results but the cost in lives has been heavy. Although

-2-

there is a genuine gratitude for everything the Allies have done and are doing to defeat the oppressors, many people are in an over-sensitive state of mind and disappointments may lead to serious trouble. In any case great care must be taken not to create a lack of confidence, power and unity within the Dutch Commonwealth. This can only be done by a democratic Government which is given the means to act; when this action has results, confidence in the Government will grow and the Dutch Commonwealth will gradually assume its appropriate place in the community of free nations. Although it is not the intention here to reiterate details of the war effort and reconstruction of the Dutch Commonwealth, some reference to the wider picture has necessarily had to be made in order to point out to the Authorities, who will have to judge on its merits the request for four-engined transport aircraft to be placed at the disposal of the Netherlands, that quick and decisive action is essential.

3. It is for the above reasons that the Netherlands Government appeals to the Munitions Assignment Board, with a request for an immediate allocation of fourteen, preferably C.54-J aircraft, or failing that, aircraft of a similar capacity, to be operated by a carrier under military contract to the Directorate of Netherlands Air Forces.
4. The fact that Allied Air Transport Commands operate services over routes parallel to that proposed in this memorandum has not been overlooked by the Netherlands Government; but in view of the foregoing paragraphs it is the considered opinion of the Netherlands Authorities that the operation by the Dutch Government itself of this military air transport service, which will enjoy an importance out of proportion to its modest size, will tremendously strengthen its hand as it struggles with the immense tasks of political, economic and social rehabilitation.
5. It is felt by the Netherlands Government that in its military contract-carrier to the Directorate of Netherlands Air Forces, the Commonwealth possesses an instrument particularly suited to this urgent task. This carrier has proved during years of peace and war that it knows how to make the maximum use of available aircraft. During the first part of World War II it operated a service three times weekly to and from Batavia, and later, following the invasion of the Netherlands East Indies, the remnants of its fleet based there, were evacuated to Australia. Arrived there, the American military authorities claimed them for vital transport operations connected with the stemming of the tide of Japanese conquest. This action in itself is felt by the Netherlands Government to provide reasonable grounds for giving careful consideration to the present request.

The majority of the carrier's personnel - technical, flying and administrative - formerly working in the Hague, Rotterdam and the main base at Schiphol Airport, Amsterdam, numbering more than a thousand - were caught by the sudden overthrow of Holland. These men, now again available, constitute a serious problem, as through lack of aircraft they will have for the most part no opportunity to use their skill in furtherance of the Allied Cause; this at a time when Holland vitally needs air transportation, not only for the strenuous prosecution of the war in the Far East but also for the reconstruction of Holland and the Netherlands East Indies. Most of the available crews have experience, extending to many thousands of hours, of four-engined equipment, acquired as a result of the inclusion of such aircraft in the carrier's fleet

-3-

more than ten years ago, whilst the ground staff is highly specialised in the maintenance of American aircraft and engines.

6. The immediate target will be to run seven services a week in both directions between Amsterdam, as western terminal and Rangoon as eastern terminal - this latter to be advanced towards Batavia as and when the front rolls eastwards; this may be called phase I. Later, during what may be called phase II, the frequency will be steadily increased until a target of fourteen services a week in both directions is achieved; when all fourteen machines have been delivered, additional staff checked out on them, and ground facilities expanded to service them adequately. The bulk of the spare parts and stores will be laid out on the terminals and to a certain extent on one intermediate station (Karachi). The technical staff will be stationed on these bases in an equivalent distribution of strength. It would be inappropriate to lay down a fixed operational schedule at this moment, in view of constantly changing conditions and of the desire on the part of the Dutch Government to run the proposed service concurrently with equivalent services, plans for which have still to mature, of the British and American Air Transport Commands, for reasons of mutual assistance and all-round interchangeability. The basic idea however, is to transport by each aircraft 44 high priority Government Officials and Navy, Army and Air Force personnel, their equipment and a considerable weight of troop-mails over distances of 1300 to 1600 miles between stops. During phase I the first stop after leaving Amsterdam will be Athens and subsequently Baghdad (stopover 12 hours), Karachi, Calcutta (stopover 12 hours), Penang and finally Batavia, where the aircraft will remain for 12 hours before returning over the same route and using the same stops. The same crew will take the aircraft all the way from Amsterdam to Batavia and return to Europe after 60 hours' rest at the eastern terminal; the carrier's crews have ten years' experience on this scale of operation. For phase II the schedule will be stepped up to allow a 12-hour stopover at Karachi only, with halts again at Athens, Baghdad, Calcutta and Penang; just as in phase I, the aircraft will be flown by the same crew all the way, the machine returning after 12 hours in Batavia and the crew after 48 hours. During phase I, after returning to Amsterdam, the aircraft will stay 48 hours before leaving again for Batavia; in phase II the target will be reduction of this stay to 24 hours. The schedule will call for one complete overhaul of each aircraft annually; initially thirty days will have to be allowed, to be reduced eventually to fifteen days. Increases in the weight of troop-mails and essential equipment to be carried will necessitate a reduction in the number of seats available per aircraft. This means that even with the anticipated Dutch service in operation the Netherlands Government will have to make constant requests for airlift to the American and British Air Transport Commands. It goes without saying that such cooperation will be fully reciprocal.

The Netherlands Government has made arrangements for the purchase of concentrated food-stuffs and medical supplies. It considers it not only of the highest psychological importance that these supplies should be made available to those requiring them at the earliest possible moment but also of great political importance that this should be done by the Dutch Government itself, as by such action its authority will be strengthened.

-4-

The loads to be transported by air are roughly estimated at monthly:

- a) From Holland to the East Indies 200 tons gradually increasing to 600 tons, consisting of medical supplies, comforts, food-stuffs, troop-mails, military equipment and personnel and Government Officials.
- b) From the East Indies to Holland 150 tons gradually increasing to 300 tons. This load consisting of troop-mails, military personnel, Government Officials, wounded and repatriates.

In view of the distance separating the terminals, and the tropical conditions prevailing over nearly half the route involved, the Netherlands Government anticipates that each of the requested aircraft available during phase I will fly at least 2500 hours annually, rising to 4500 hours when the target schedule for phase II has been attained and all fourteen aircraft are in service.

THE DIRECTORATE OF NETHERLANDS AIR FORCE

J.W. Termijtelen
Vice-Admiral.

DECLASSIFIED
500 hrs
8 May 83 10:00 AM
NAIPAL ac. Sec 3-29-71

~~SECRET~~

APR 6 1943

Major General L. H. van Oyen,
Royal Netherlands Military Flying School,
Jackson, Mississippi.

Dear General van Oyen:

I was delighted to receive your letter of March 16th. My best wishes for a good trip and a speedy return.

In regard to the B-25 airplanes for your operational training, I am pleased to inform you that the Munitions Assignment Board, of which Mr. Harry Hopkins is Chairman, has assigned five B-25 medium bombardment airplanes for use at Jackson. Delivery of these from the factory will be accomplished in April; every effort will be made to provide them as early as possible in that month.

It is not possible for the Munitions Assignment Board to make available at this time the total of ten B-25's requested, in view of the very urgent requirements for this type in various theaters. At a later date, however, the general situation may improve sufficiently to make possible an assignment of additional equipment.

I am very pleased with the success of the Dutch cross in the southwest Pacific and sincerely hope that it may continue. With kindest regards,

Sincerely,

Gen. H. H. Arnold

H. H. ARNOLD,
General, United States Army,
Commanding General, Army Air Force.

Dispersed
Apr 10 1943
AMG

*File 4/16/43
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Copy for Air Adjutant General's office in Act 452.1 Netherlands

DECLASSIFIED
DDO 1025
1 Apr. & 30 June 1974
By: [unclear] Lt. Don [unclear]

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SECRET

Netherlands East Indies Air Force Aircraft Requirements July-December 1945.

Chief of the Air Staff

30 May 1945

AC/AS, Plans, Logistics Division

1
Captain Ratten:fb:74055

1. Attached is a letter to the Netherlands Purchasing Commission prepared for the signature of General Eaker.
2. This letter is to advise the Netherlands Purchasing Commission of the latest status of the NEIAP and of General Ecmey's recommendations.
3. The letter of 14 April 1945 from Captain Loogstra referred to was sent to General Gilco.

Signed

LAURIE NORSTAD
Brigadier General, U.S.A.,
Assistant Chief of Air Staff, Plans.

1 Incl.
ltr. as above.

SAS 452.1 Netherlands (2)

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AFSAS

SAS 452.1 Netherlands (2)

Signers Copy

DECLASSIFIED
 DOD 115
 8 Jan. & 20 June 1974
 w/hw/pha AC Doc# 2371

DECLASSIFIED

AFAEP-40
 Captain Rutten:fb:74055
 vtn. 29 May 1945

2 JUN 1945

Captain T. H. Loegstra
 Army Department
 Netherlands Purchasing Commission
 41 East 42nd Street
 New York, 17, N. Y.

Reference: Army Dept. No. O-10531

Dear Captain Loegstra:

With reference to your letters of 14 April 1945 and 28 March 1945 covering aircraft requirements for the Netherlands East Indies Air Force for the period 1 July - 31 December 1945, recommendations and information from our Army Air Force Commander in that Theater have been received which we pass on to you. A summary of this data follows:

	Inventory as of 15 May 1945	Estimated Aircraft yet to arrive from 1 Jan - 30 June '45 allocations	Allocations recommended to NEI by U.S. Army Air Force Commander in Theater	Your Request
B-25J	28	7	18	18
P-51	12	29	18	14
P-40H	35			
C-47	8	4	3 C-46	3 C-47

The USAAF Commander recommended the NEIAF be allocated C-46 aircraft instead of C-47's in view of the fact that the NEIAF is operating from rear areas where airbases and strips are in excellent condition. These aircraft would give more lift at a less proportionate requirement for personnel and maintenance. It is assumed he recommended allocation of 18 P-51's instead of 14 as you requested to insure sufficient aircraft being available for your units.

Allocations for planning purposes for the period 1 July - 31 December 1945 to support the NEIAF units will be set up in the near future in accordance with the General Kenney's recommendations. Assignments will be made in the usual manner each month by the Munitions Assignments Board.

Sincerely yours,

Signed

IRA C. EAKER
 Lieutenant General, U. S. A.
 Deputy Commander, Army Air Forces

SAS 4521 Netherlands (5)

2 JUN 1945
 AFSA -

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DOO:MS.
8 Jan 6 20 June 1974
By Mal/86 AC Doc 1-13-74

S.A.B-25 Planes for Netherlands Squadron in Great Britain.

1 General General 1942
Arnold Stra- 12/27
meyer

In connection with the attached, it looks as if we have no choice now but to start giving the airplanes to the Dutch. Certainly we should give them enough for the squadron they refer to.

I would like to get a letter off to Admiral Stoeve and a radio to Air Marshal Portal the first thing in the morning.

H.H.A.

Incl: Ltr to Gen. Arnold, 12/26/42
frn Adm. Stoeve /w/ ltr
to Gen. Arnold frn Air
Commodore Strafford both
re above subj.

2 AFCS Assistant 1942
Chief of 12-27
Air Staff
4-3

1. For compliance with General Arnold's directive in comment #1. Have letters and cable prepared and delivered to me by 9:00 A.M. tomorrow morning.
2. Also, prepare for my signature, acknowledgement of the attached letter from Air Commodore Strafford, stating what we intend to do.

3373
GSS/hd

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

Inclt n/c

Dispatched
DEC 27 1942
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DDO MS

8 Jan & 20 June 1974
By HW/PAC LC Date 2-22-76

3773
GSM/nd

48 A-20's for the Dutch.

1 AFMAG Major 1942
Sealfield 10-17

1. Your attention is invited to the enclosed cablegram from General Eisenhower reference 48 A-20 aircraft for the Dutch. Keep this in your files for the purpose of utilizing same when a request comes before our Committee from the Dutch for the 48 A-20 airplanes.

Incls
Cablegram No. 3695

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

DISPATCHED
OCT 19 1942
AAG

*File of 10/18/42
ei*

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452.1 Netherlands (23)

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DDO MS

8 Jan & 20 June 1974
By HW/PAC LC Date 2-22-76

OCT 15 1942

Mr. Donald W. Douglas, President
Douglas Aircraft Company, Inc.
Santa Monica, California

Dear Doug:

I have your letter of October 3, 1942 in regard to the 48 DB-7 airplanes which we took over from the Netherlands' contract.

The replacement of these airplanes has been fully discussed here in Washington with the knowledge that there were certain Dutch pilots in England, and it has been decided that these airplanes cannot be replaced until such time as the deliveries for the U. S. are brought more nearly in line with requirements. These requirements cannot be met until you get some dynamite under your people to bring production of these A-20's up to schedule. I understand that you have a very bad situation in regard to material control and planning. I wish you would look into this with a view of getting this A-20 line rolling again. We have heavy commitments for A-20 airplanes to other Governments and our own light bomber program is being very seriously delayed because of the current A-20 situation. As a matter of fact, the delay in replacement of the 48 A-20's to the Netherlands has been very embarrassing to me, due to the slow down in production.

I have heard lots of alibis and excuses why we are behind on this A-20 schedule and I have sent some of my people out to your place to help straighten out this material control planning. We are about to "up" your schedules and you had better build a fire under some of your people to make them realize that these schedules must be met. We are about to lick the materials problem and your people will have to do a better job in planning and control of component parts and balance production in the plant.

With kindest regards, I am

Sincerely,

Dispatched

OCT 16 1942

AAG

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

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Cir 452.1 Netherlands (22)

452.1 Netherlands (22)

ROYAL NETHERLANDS MILITARY
FLYING SCHOOL

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4 Jan. 4 02 1966 1974

9-11-12 PAC SEC. 1-1-76

No. 77.

Jackson, Mississippi
June 5, 1942

39-40

Lieut. General Henry H. Arnold
Commanding Officer, Army Air Forces
Hemphills Building
Washington, D. C.

*13
13*

Dear General Arnold:

Herewith enclosed you will find a copy of letter, File No. L/ATS, dated June 1, 1942, from Major to Baller of the Netherlands Purchasing Commission to the Hemphills Assignment Committee (Air). With regard to the enclosed letter I would like to bring to your attention the following points:

The head of the Army Aviation Division of the Netherlands Purchasing Commission informed me over the telephone this morning that during his visit on the West Coast he found that the manufacture of M-F51 was to be stopped after a series of Mustangs, destined for the English and equipped with 4 n.g. cal. 20, was supplied. This is being done in order to start construction of another type of aeroplane at the North American plant.

The personnel, now being trained at Jackson and Fort Leavenworth, will provide crews for about two groups of fighters, in addition to two groups of North American B-25's (100 planes), at the end of this year and in the beginning of 1943.

For this reason I should like to have the Netherlands East Indies Air Forces supplied with, if possible in continuation of the English order, one hundred and forty-four (144) Mustangs (N.A. P-51's). This would provide 2 groups of 36 fighters each totalling 72 fighters in all with 100 per cent reserve of material = 144 fighters. In this connection I wish to point out that in planning the training of the personnel, 100 per cent reserve in personnel has also been taken into account.

I would rather not be supplied with the Bell Acrobats, as this plane is not likely to be a good match for the Navy C, especially in regard to climbing rate and ceiling.

Very truly yours,

COMMANDING OFFICER
ROYAL NETHERLANDS MILITARY FLYING SCHOOL

10/4
Major General L. H. van Oyen

HC:NY

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452.1

File No. L/ATS

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000 ltr.

8 Apr. & 30 June 1974

By Mid. IFA/EGC, Date 2-22-76

Army Aviation Division
Request for the assignment of
100 Pursuit Planes and
100 North American Bombers,
Model B25-C.

June 1, 1942.

Exhibitions Assignments Committee (Air)
Room 2214
Exhibitions Building
Washington, D.C.

Gentlemen:

We kindly request for the Netherlands Air Forces at Jackson, Mississippi, the following airplanes:

Com's chief staff

Production stops

1. One hundred (100) pursuit-planes to be delivered on the following schedule:

1942	Sept.	Oct.	Nov.	Dec.	1943	Jan.	Feb.	March	Total.
	10	15	15	15		15	15	15	100

The first ten airplanes, destined for the training of our pilots at the Aviation Training School at Jackson, Mississippi should be delivered there.

- ✓ The remaining airplanes will be sent abroad together with completely trained crews and should therefore be delivered crated dockside.

- 3 We do not know as yet what the ultimate destination of these ships will be. We expect that all our pilots will be sent to Australia.

For these pursuit planes we should like you to make available the NA P-51. If the P-51 is not available, our next preference will be the P-39. All the airplanes should be completely equipped with guns and engines.

Rest for app band

2. One hundred (100) NA bombers B-25-C, according to the following schedule:

1942	Sept.	Oct.	Nov.	Dec.	1943	Jan.	Feb.	March.	Apr.	May.	Total
	5	20	10	10		10	10	10	10	15	100

The first 25 should be delivered ready to fly at Jackson, Mississippi. The remaining planes will have to be delivered at a coastal airport from where our own crews will fly the ships to their destination. All the bombers should be fully equipped with guns, automatic pilots type A-3 and provisions for installation of one 2,000 pound torpedo, while 81 of them will be equipped with the Sperry bombsight, type 81.

DECLASSIFIED
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Air 00-452, Netherlands (21)

DECLASSIFIED

Missions Assignments Committee (Air) -2- June 1, 1942

For your information only 6 B25-C airplanes have been delivered to our Government on our contract of 162 airplanes. We should therefore still receive 156 airplanes, according to the present schedule. As we only request 100 airplanes, your Committee can therefore reassign 56 airplanes.

The Netherlands Purchasing Commission
Army Aviation Division

Major E.J.G. Te Roller.

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

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

July 31, 1942

MEMORANDUM FOR: Colonel Hall
Secretary of Air Staff

1. Attached hereto is a revision
of the reply to General van Oyen's request which
is recommended for signature by the Commanding
General, Army Air Forces.


L. S. S.
A F R I T



Air Ob 452-1 [Signature]

DECLASSIFIED
DOO 303
8 Nov 64
by *Mu/Pu* J.C. Date *8-23-71*

DECLASSIFIED
SECRET

Allocation of planes for the Netherlands Purchasing Commission.

1. AFGAS AFADS 1942
7-27

1. For concurrence on letter to General van *W.H.H.*
tetter as now prepared.

2. Please expedite.

W.H.H.
S/AS

Dispatched
JUL 28 1942
AAG

*File
a 7/28/42*

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air 452.1 Netherlands (21)

A-1/AS
A-2/AS
Intol. S.
A-2/AS
A-4/AS
Plans/AS
Insp/AS
<i>452.1 Netherlands</i>
A. Def.
Bank.
Gr. Sup.
Base S.
War O&M
Ind. Tr.
Tech. S.
Comm.
Weather
Traffic
Photo. M&C
Tech. Insp.
Pub. Rel.
Dir. Pers. (21)
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
DOO RDS
6 Jan 6 20 June 1974
By: HSP/PA/IC Date: 8-29-76

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DECLASSIFIED

AFAMC:dh
BEM:dh
4-23-42

MAY 3 - 1942

MEMORANDUM FOR BRIG. GENERAL W. B. SMITH, Sec'y, Canada

SUBJECT: Aircraft for the Netherlands Government

1. The following comments are in regard to your memorandum of April 20, 1942 enclosing memorandum of April 20, 1942 from the N. E. I.

Douglas DB-7 Airplanes

a. All airplanes of this type now being produced in the United States are being shipped to the U. S. S. R. to satisfy the present protocol. This includes the 46 released by the N. E. I.

b. There will be no DB-7 airplanes available for any other theatre until July. Present plans are that the total estimated production of this model in July (40) will be delivered to Britain. Production in August is estimated at 94; 46 of which are set up for Britain and 48 for repayment to the N. E. I. It may be necessary to revise this schedule in view of the proposed second Russian protocol.

A 1/AS
A 2/AS
Intel S
A 3/AS
A 4/AS
Plans/AS
Insp/AS
Mil. Req
A Det
Bomb.
Gr. Sup.
Base S
War O&M
Ins. Tr.
Tech S
Comm.
Weather
Traffic
Photo. & C
Tech. Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pers.
Surg.
Advoc.
Budget
Fiscal
Ngmt. Cos.
Adj. Gen.
Org. Pl.
Stat. Pl.
Leg. Pl.
Nav. Pl.
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4521
Netherlands
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Avial 4521 Netherlands

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 8 Jan. 4 20 June 1974
 by NAV 1785 Date 3-23-76

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

SECRET

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

File No. _____
 Tally No. AAF _____

SUBJECT: Aircraft for the Netherlands Government.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	General Meyers	1942 4/21	<p>Note the attached. It looks to me as if the fine Italian hand of British diplomacy is becoming apparent in that since they have found out that these planes were not going to Australia they made up their minds that they wouldn't come to the United States either. What are your ideas?</p> <p>Incls: (2) Memo. for Gen. Arnold, 4/20/42, from Sec. J/C of S Mr. W. B. Smith re above. Memo. for CC of S from R. Adm G. W. Stove and Maj. Gen. Dijkhoorn, 4/20/42, re above subj.</p> <div style="text-align: right;"><i>[Handwritten Signature]</i></div>
2.	General Meyers	General Arnold	1942 4-23	<p style="text-align: right;">AFAMC-3 BEM:dh</p> <p>1. Agree with your comments. 2. Memorandum to G.C.S. attached.</p> <p>Incls: 1 & 2 w/c 3 add- Memo to Gen. Smith same sub. for Gen. Arnold's signature.</p> <div style="text-align: right;"><i>[Handwritten Signature]</i> B. E. M.</div>
				<p><i>used file</i></p> <div style="text-align: center;"><i>[Handwritten Signature]</i></div>

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THE JOINT CHIEFS OF STAFF
WASHINGTON

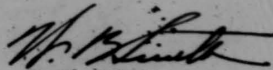
DECLASSIFIED
DDO Hqs
8 Aug & 30 June 1974
By AW 17A LC Date 8-23-76

April 20, 1942

MEMORANDUM FOR LT.GENERAL H. H. ARNOLD

Subject: Aircraft for the Netherlands Government

Referring to the memorandum of April 15, 1942, signed by the Military and Naval Representatives of the Netherlands Government, and conveying instructions from the Netherlands Government with respect to the disposition of aircraft, there is enclosed herewith another memorandum on the same subject, dated April 20, 1942.



W. B. SMITH
SECRETARY

1 Encl.

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THE COMBINED CHIEFS OF STAFF
WASHINGTON

Copy

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DDO 118
8 Jan & 20 June 1974
by *Mu 118* 8-25-76

Memorandum for the Combined Chiefs of Staff.

With reference to memorandum dated April 15, 1942, relating to aircraft, the following is brought to the notice of the Combined Chiefs of Staff:

e. Brewster Divebombers Model 340.
ordered: 162

These planes are now placed at the disposal of the U.S. Government.

g. Douglas D B VII Torpedo Planes.
48 planes.

As advised the Royal Netherlands Government desires these aircraft to be shipped to England. It is requested that 24 of these planes be made available immediately so that prompt shipment may be effected and that thereafter, 6 planes be delivered monthly from September 1942 onwards.

Advice has been received that Brigadier-General Bennet E. Meyers has informed the Netherlands Purchasing Committee in New York that delivery of these aircraft could only be commenced in the beginning of August 1942.

It is urged, however, that delivery is speeded up and that every effort be made to adhere to the schedule of delivery as outlined above.

(Sgd.) G.W. STOVE
Rear-Admiral, R.N.N.
(Sgd.) A.Q.H. Dijkhoorn
Major-General, R.N.A.

April 20, 1942.

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DDO 118
8 Jan & 20 June 1974
by *Mu 118* 8-25-76

PARAPHRASE OF A MESSAGE SECRET sent to CG, Western Defense Command, San Francisco, California. AAF WC 153 May 5, 1942

The detachment of Nei AF arriving today is given authorization to transport from San Francisco Calif to Jackson AB, Jackson Miss. In connection with this movement all papers to be marked "For Travel of Nei Personnel". From AFMAO to CG-WDC. In connection with this movement all expenses to be charged to Travel of the Army. Make report to SOS giving transportation numbers request. Chargeable on form # 1034 extra copy of # 1034 to be forwarded to SOS for meals enroute with RR arranged by GM.

ARNOLD

Prepared by Lt. Magrath:ed

INFORMATION COPY TO: Col. Milner

*File Per Col. Milner
5/17/42
DECLASSIFIED*

lin RB

*Noted
5-6-42*

Air 08457.1 Netherlands (B)

Air 08457.1 Netherlands (B)

ADDRESS REPLY TO
COMMANDING GENERAL
AAF. FLYING TRAINING COMMAND

~~CONFIDENTIAL~~

DECLASSIFIED
DDI #25

8 Jan. & 20 June 1984
By: MS 1 PRC/DC Dan-2-23-78

ARMY AIR FORCES

HEADQUARTERS FLYING TRAINING COMMAND

Washington

May 4, 1942.

MEMORANDUM TO THE ADJUTANT GENERAL, ARMY AIR FORCES:

(Attn: Colonel Dick)

SUBJECT: Movement of N.E.I. Personnel.

1. Attached herewith is a request from the Dutch Military Attache requesting the transfer of certain Dutch personnel from San Francisco to Jackson Air Base, Jackson, Mississippi, as outlined on the attached copy of letter, Inclosure 1, from the Military Attache to Colonel Babbitt, dated April 27, 1942, signed by Colonel F. G. L. Weijerman.

2. Major M. Van Habelen is at present on the West Coast to represent the Dutch Government in this move.

3. Lieut. Farley, Quartermaster Corps, has already started preliminary arrangements for this move with the Quartermaster of the 4th Army of the Presidio of San Francisco, Calif.

Walter F. Kraus

Walter F. Kraus
Brigadier General, U. S. A.
Chief of Staff.

Incls. (2)
1. cy of ltr 4/27/42
2. Memo 5/4/42

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COPY

CONFIDENTIAL

April 27, 1942.

MILITARY AFFAIRS.

No. 112/E

DECLASSIFIED
DOO HRS.

8 Jan. & 22 June 1988
by AP/PA/C LCJ Date 8-23-76

~~Confidential~~

Dear Colonel Rabbitt,

Referring to our telephone conversation of today, I have the honor to request the assistance of the War Department for the following matter.

The detachment of the Netherlands Indies Airforce, now on its way from Australia to the U.S.A. to set up a training center in this country, consists of

- 155 officers
- 232 non-commission officers
- 168 soldiers and marines
- 60 women
- 37 children.

The name of the "speedy ship" that sailed from Australia on April 14, 1942, has not been disclosed; further information about the port and date of arrival has not been given either, but will be forwarded to you as soon as possible.

It seems to be a good solution if the detachment as a whole could be quickly disembarked and - including the baggage - could immediately be transported by train to its destination: the military airfield near Jackson, Miss. However as I do not have the means to organize this, I should highly appreciate it, if the U.S. Army organization could be allowed to help me out.

As far as I see, it will be necessary to make arrangements with the Immigration Service, with the Customs and with one or more

Foreign Liaison Officer
Department
Washington, D. C.

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railroad companies (through the Quartermaster's office); arrangements for meals and facilities for sleeping will also be necessary.

I understand that Major H. van N. Assen, who recently arrived in Washington, D. C., will be at the West Coast during the arrival of the steamer and that Commander W.L.A. van der Graaf of the Netherlands Navy will be at Jackson at the arrival of the train.

Thank you in advance for your kind assistance in this matter.

Yours very sincerely,

(Colonel P.G.L. Heijmans)

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MEMORANDUM

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DOD USE
9 Dec 4 10 1994
by 1182 LC 200 8-22-76

Major M. van Haselen of the Royal Netherlands Indies Air Force has been authorized to represent the Netherlands Government in all matters concerning the moving, etc., of the recently from the Netherlands East Indies arrived Dutch troops from the West Coast to Jackson, Mississippi.

M. van Haselen

Maj. Gen. L. H. van Oyen,

Washington, D. C.
May 4, 1942

C. C. Netherlands Indies
Military Flying Training
Command.

To the Commander of the
United States Army Air Force.

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Quell

Air AD 1521/116

ADDRESS ONLY TO
COMMANDING GENERAL
AAF FLYING TRAINING COMMAND

SECRET

(03-11)

SECRET
By Authority of
the Chief of the Air Corps
gjs/a. ejs
Date

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000 hrs.
8 Dec 8 30 June 1974
BY *AWA* ON Date *5-23-78*

ARMY AIR FORCES

HEADQUARTERS FLYING TRAINING COMMAND

WASHINGTON

May 13, 1942

SUBJECT: Movement of Netherlands East Indies Flying Students.
TO: The Air Adjutant General.

1. It is requested that authority be granted to the Commanding General of the Southeast Air Forces Training Center to order rail transportation for the following Netherlands East Indies personnel from Jackson Air Base, Jackson, Mississippi, to Sherman Field, Fort Leavenworth, Kansas, for the purpose of pursuing flight training:

- 336 individuals including
 - 1 officer
 - 200 enlisted men
 - 137 dependents

2. The transportation required will be:

- 5 coaches for the enlisted men
- 4 tourist pullmans for officers and dependents
- 2 baggage cars

Transportation is to be accomplished beginning May 14, 1942.

3. The United States Government will be reimbursed for the cost of this transportation by the Netherlands East Indies Purchasing Commission.

4. Lack of time has prevented obtaining authority for this transportation through regular channels.

For the Commanding General

A. J. Swann
A. J. Swann
Maj. Gen., Air Corps,
Asst. Adj. General

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THE JOINT CHIEFS OF STAFF
WASHINGTON

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8 Jan 6 20 June 1974
By: PA/FA/108 Dtr. 8-23-76

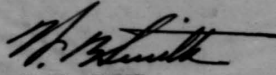
April 28, 1942

MEMORANDUM FOR LT. GENERAL H. H. ARNOLD

Subject: Aircraft for the Netherlands Government.

- 1) Reference is made to the Secretariat's memoranda of April 15 and April 20, 1942 with respect to the disposition of Netherlands aircraft.
- 2) There is enclosed herewith another memorandum on the same subject, dated April 27, 1942, and signed by the Naval and Military Representatives of the Netherlands Government.

4521 Netherlands (19)



W. B. SMITH
Secretary

1 Encl.

REC-6 / 2605
Air Abs 5/2/42 Netherlands (19)

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THE COMBINED CHIEFS OF STAFF
WASHINGTON

MEMORANDUM FOR THE COMBINED CHIEFS OF STAFF.

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JCS Memo
8 Jan 1978
DWH/ADJ/ASST/24/76

During discussions between U.S. Military authorities and Major-General L.H. van Oyen who has been placed in charge of the training of Netherlands flying personnel in the U.S.A., it has been agreed that, in order to train this personnel effectively, the undermentioned aircraft will for the time being be required. In this connection we refer to our memoranda to the Combined Chiefs of Staff of April 1, 15 and 20:

- c. 14 Lockheeds Model 12,
- d. 25 Ryan Trainers,
- f. 24 Beech Craft Twin Engine Trainers,
- g. 3 Douglas D B VII Torpedo Planes.

ad c. Lockheeds Model 12.

With regard to these planes, our memorandum of April 1 contained the following passage:

"The Netherlands Government wishes to use these planes in connection with the training of their pilots and crews at the training center to be opened in the U.S.A. However, should the U.S. urgently require these planes, there is no objection to place these at the disposal of the U.S., provided they will be replaced by new aircraft when the Netherlands Government required such training planes at a future date."

Our memorandum of April 15 contained the following:

"These aircraft are now placed at the disposal of the U.S. Government."

However, these 14 planes are now definitely required by Major-General van Oyen for the training of personnel.

ad d. Ryan Trainers.

In connection with these planes our memorandum of April 1 contained

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the same passage as mentioned under e with regard to the Lockheeds, whilst our memorandum of April 15 made the following reference to the 25 Ryan Trainers:

"These planes are now required by the Netherlands Government for the training of their pilots in the U.S. These aircraft should be available as soon as the training commences."

ad f. Beech Craft Twin Engine Trainers.

With regard to these planes our memorandum of April 1 stated:

"The Netherlands Government wishes to use these planes for the time being for their Naval Air Force. However, should the U.S. urgently require these aircraft, the Netherlands Government is willing to place these planes at the disposal of the U.S., provided they will be replaced by new aircraft as soon as the Netherlands Naval Air Force will require them."

No further information was given in our memorandum of April 15, as the telegram from the Royal Netherlands Government dealing with these planes, was partly mutilated.

It now appears that Major-General van Oyen definitely requires these 24 planes for training purposes.

ad g. Douglas D B VII Torpedo Planes.

Our memorandum of April 1 contained the same passage with regard to these planes as mentioned under f in connection with the Beech Craft Twin Engine Trainers.

Our memorandum of April 15 stated:

"The Royal Netherlands Government requests delivery of these aircraft for immediate shipment to England for use by their Naval Air Force."

whilst we wrote in our memorandum of April 20:

"As advised, the Royal Netherlands Government desires these aircraft to be shipped to England. It is requested that 24 of these planes be made available immediately so that prompt shipment may be effected and that thereafter, 6 planes be delivered monthly from September 1942 onwards. Advice has been received that Brigadier-General Robert E. Myrre has informed the Netherlands Purchasing Commission in New York that delivery

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"of these aircraft could only be commenced in the beginning of August 1942. It is urged, however, that delivery is speeded up and that every effort be made to adhere to the schedule of delivery as outlined above."

Major-General van Oyen now wishes to use 3 (three) of these planes for training purposes in the U.S.A.

Washington D.C., April 27,
1942.

[Signature]
.....
G.W. Stove
Rear-Admiral R.N.N.

[Signature]
.....
A.Q.H. Dijkhoorn
Major-General R.N.A.

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JCS Memo
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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

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DOO BR.
8 Jul 80 June 1974
By: AW/PA LC Data: 8-23-76

April 29, 1942

4521 *Netherland* (17)

MEMORANDUM FOR COLONEL VANDENBERG:

This for your information only and then return to me.

M. F. HARMON,
Major General, U.S.A.,
Chief of the Air Staff.

Encl:
Memo for Gen. Arnold fr
Mr. Smith - 4-28-42, with
memo for the combined Chiefs
of Staff /s/ by Adm. Stove and
Gen. Dijkstra.

FOR DEFENSE



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8 Dec 4 20 June 1974
By NA1741 AC Date 5-23-76

AFPM
FORM
10-2

APR 24 1942

MEMORANDUM FOR MAJOR GENERAL HENRY D. KINGSTON,
Assistant Chief of Staff.

In regard to your memorandum, copy attached,
the Netherlands East Indies did originally intend to re-
tain the IS B-25's and IS P-40's.

The IS P-40's were actually consigned to
the Netherlands East Indies in Australia. However, the
Netherlands East Indies subsequently released them for
United States use in Australia.

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

Dispatched
APR 24 1942
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- A-3/AS
- A-4/AS
- Plan/AS
- Sup/AS
- Mil. Sec.
- A. Del.
- Bank.
- Cr. Sup.
- Man. S.
- War O&M
- Int. Tr.
- Yach. S.
- Comm.
- Weather
- Traffic
- Photo. M&C
- Yach. Sup.
- Pub. Ed.
- Dir. Pers.
- Mil. Eng.
- Ch. Pers.
- Sup.
- J. Advoc.
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- Plan.
- Signal. Co.
- A.S. Com.
- Gen. Pl.
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- I. C.

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By AW/TAS/IC on 23 July 1974

War Department
War Department General Staff
Operating Division
Washington

April 21, 1942

MEMORANDUM FOR LT. GEN. H. H. ARNOLD

Some time ago, you informed me that Dutch Units in Australia were retaining 18 B-25's, and 18 P-40's for their own use.

General Van Oyen informed me today that as far as he knew, the Dutch were retaining only the 18 B-25's.

Could there be any mistake on this point?

DWIGHT D. EISENHOWER
Major-General
Assistant Chief of Staff

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DOO lrs
8 Jan. & 20 June 1974
by MA/AS/C Date 7-23-76

March 31, 1942.

MEMORANDUM FOR THE COMBINED CHIEFS OF STAFF:

1. The minutes of the Combined Chiefs of Staff for the 11th Meeting held on March 10, 1942 contains in paragraph 5 the following:

"GENERAL ARNOLD said that some 500 United States aircraft were scheduled for delivery to the U. S. I. This included medium and light bombers, P-40 fighters and transport planes. A few were already en route to the U. S. I.

"GENERAL KIM said that he felt that the movement of these aircraft towards Australia should be maintained as they could be used in Australia in lieu of aircraft which the British had undertaken to provide for the Australians.

AIR MARSHAL EVILL agreed with this view and pointed out that the Australians had asked for 500 fighters and that they had many transports with good crews but obsolescent aircraft.

THE COMMITTEE:-

Agreed that the United States aircraft scheduled for delivery to the U. S. I. should continue to be moved into Australia and that the timing of these aircraft could be decided on later when it became known what pilots, Australia, Dutch and American, were available to man them."

Dispatched
APR 3 1942
AAG

*H52, 1/10/42
NAG 3/2/42
14*

HEADQUARTERS			ARMY AIR FORCES				COORDINATION			
Chief of Staff	Sec. 3 of Staff	AAG	A 1	A 2	A 3	A 4	A WFO	A r. sp.	B. dgc.	S. a.

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2. The approximately 800 aircraft referred to by General Arnold consist of the following which represent the 1948 airplane commitments to U.S.A.:

Arnold-Portol:	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
B-29	10	45	7	0	0	0	0	0	0	10	10	21	103
A-29-C				0	20								40
B-50A	1	0	0	0	11	10	22	22	22	22	24		103
F-46B						25	44						100
Lockheed 12	4	4	4	2									14
Lockheed 20					0	0							0
Douglas C-47								1	1	1	1	1	5
Totals	15	47	10	22	21	20	75	22	22	23	20	22	500
Other:													
F4U										4	0		10
Douglas C-47			1	1	1								3
Curtiss HW	20												20
Boeing B-11		1	4	10	1								16
Ryan F2-22						20							20
Totals	20	20	5	10	2	21				4	0		113
Grand Total													613

HEADQUARTERS				ARMY AIR FORCES				COORDINATION			
Chief of Staff	Sec. y A- Staff	AAG	A1	A2	A3	A4	A WD	A : op.	B. g. c.	S. w.	

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3. A "Certain" telegram establishes the strength of the Army Air Force units in Australia as follows:

- 2 Groups or 70 Heavy Bombardment Airplanes
- 2 Groups, 114 Medium Bombardment Airplanes
- 1 Group, 57 Light Bombardment Airplanes
- 3 Groups plus 1 Squadron, 625 Bivouac Airplanes

4. Among the 625 airplanes referred to by General Arnold in paragraph 3 are 122 B-25 airplanes which were purchased by U.S.I. from their own funds. These airplanes are not on Lease/Lend. To date 62 of these B-25 airplanes have been released from the inventory. Enough for 16 B-25 airplanes now in Australia or soon to be delivered there and one B-25 airplane which was crashed in Melbourne, U.S.I. has taken the position that they are not relinquishing their rights to these airplanes but only requested deferred deliveries which will be completed in March, 1945 instead of December, 1944.

5. As a result of action by the Operations Assignments Board the following disposition has been made of 62 B-25 airplanes produced to date for the account of the U. S. I.:

- In Australia 18
- To Australia (for disposition by the Theater Commander) 24
- To India (Airplanes en route to Australia of which delivery was not possible) 5
- To Brazil 6
- Crashed and destroyed 1
- Crashed and badly damaged 1

HEADQUARTERS				ARMY AIR FORCES				COORDINATION			
Chief of Staff	Sec. y	AAG	A 1	A 2	A 3	A 4	A WPD	A : sp.	B. dgc	S *	L. J. S.
			Not yet ready for disposition				5				

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6. The diversion of 24 B-25's to Australia in addition to the 16 desired in that theater by the Dutch arises from a strict interpretation of the minutes of the Combined Chiefs of Staff set forth in paragraph 1 above. These B-25 airplanes are of a model which the Army Air Forces did not intend to employ in the air units in Australia. This for the reason that this type of airplane is not fitted to carry aerial torpedoes. The Army Air Force units in Australia are using the B-25 type airplane rather than the B-26 due to the ability of the B-25 carrying torpedoes. From the viewpoint of the Army Air Forces, it is undesirable to dispatch further B-25 airplanes to Australia in view of the fact that it is intended ultimately to bring that theater up to a strength of 116 B-25 airplanes in operating units plus 116 additional to constitute 100% reserve.

7. The tabulation set forth in paragraph 2 contains approximately 100 training type airplanes, which normally should be sent to E.A.S.I. However, due to conditions existing in that country a project has been approved to bring over 200 Dutch students to the United States for flying training. An Army Air Force station in the United States will be turned over to the Dutch to accomplish this training. Therefore, the Dutch desire to retain in the United States those training airplanes to be used in instructing their flying personnel. A strict interpretation of the minutes of the Combined Chiefs of Staff would require that these training airplanes be shipped to Australia in spite of the expressed desire of the U. S. I. Government.

8. In view of the strength of the Army Air Force units to be placed in Australia under the terms of a "certain" telegram in the light of the fact that the B-25 airplane is not considered by the Army Air Forces to be the best type for use in Australia and in consideration of the fact that the Dutch no longer desire to dispatch the total number of airplanes assigned to E.A.S.I. to Australia, it is requested that the entire minute of the March 10th meeting of the Combined Chiefs of Staff be reviewed to determine what changes, if any, should be made in previous arrangements pertaining to these aircraft.

Handwritten: Gm, Harnum, OK, On

HEADQUARTERS ARMY AIR FORCES				COORDINATION							
CHIEF OF STAFF	Sec. 1	Sec. 2	Sec. 3	A 1	A 2	A 3	A 4	A WPD	A 1 st	B. d. g. c.	S. S. I.

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 8 Jan & 20 June 1974
 By: AW/PAJ/LC/Daw 9-23-76

HEADQUARTERS ARMY AIR FORCES
 ROUTING AND RECORD SHEET

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

File No.
 Tally No. IAF

SUBJECT: Paraphrase of Cablegram to General Brett.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	General Harmon	1942 2/10	Note the attached paraphrase of cablegram sent this date to General Brett. See that all concerned are informed so that appropriate action may be taken within the Army Air Force organization.
INCL: Paraphrase of Cablegram sent 3-10-42 to Gen. Brett from Gen. Arnold.				<p><i>[Handwritten signatures]</i></p> <p>A-3 <i>[Handwritten]</i></p> <p>AWPD 1116099.</p> <p>A-4 <i>[Handwritten]</i></p> <p>A-1 <i>[Handwritten]</i> WSP JH + FTD</p> <p>A-2 RLW <i>[Handwritten]</i></p> <p><i>File WJF</i></p> <p>SECRET</p> <p>A-1-451 2-1 A-3/18 Cable 620 V-0071, AF Rev. 8/10/41 1 Enc. Comd 452.1 Nether 13</p>

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8 Jan. 2 20 June 1974
By MU/STAC Date 9-23-78

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PARAPHRASE OF A SECRET cablegram to CG, USAFIA, Melbourne, Australia, March 10, 1942. Sent as Message No. 620.

To Brett from Arnold cite AFAOG. Orders totaling approximately 600 airplanes which are as yet undelivered have been placed by the Netherlands East Indies. By December of this year production and delivery of all of these aircraft will have been accomplished. At present it is contemplated that all will be delivered to Australia. Arrangements have been approved by the combined Chiefs of Staff by which the Dutch will use as many as they are able, with the balance to be used by U. S. Army Air Forces in Australia and the RAAF. Included in the aircraft to be delivered are the following: 3 C-47's, 5 C-53's, 4 Lockheed 12's, 9 C-56's, 140 P-40E, 162 SB2A-1's, 48 A-20's and 129 B-25's. Now enroute are approximately 34 B-25's. Will hold in India those aircraft using the Atlantic route. Delivery of the balance will be made to Australia. There will be no more planes sent by way of the Atlantic route. The fact that the Netherlands East Indies paid cash in purchasing these planes must be borne in mind when they are allocated. It is not known here whether Dutch Combat or Maintenance Crews are available in Australia, but we will advise you as soon as we may receive any additional information.

Arnold

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A-1-951
Enc 1

Arnold/457-11/27/42

3/rv

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
DDO Hqs
8 Jan & 20 June 1974
By: 410/PAM LC. Date: 8-23-74

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after each comment.

File No.

Tally No. AAF

SUBJECT: Flight delivery by R.A.F. Ferry Command crews of 25 B-25C's from West Palm Beach to Bandoeng.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	General Olds	1942 2/9	Is this O.K.? If it is, prepare reply for my signature to Bowhill. <i>(Signature)</i>
Incl:	Ltr to Gen. Arnold, 2/4/42 frm. F.W. Bowhill re above. Cpy of Minutes of Meeting at Dorval, 2/4/42			

(Do not use reverse side)

W-4071, AC, Rev. 8/14/41

Page No.

ROYAL AIR FORCE FERRY COMMAND
BRITISH AIR MINISTRY

TELEPHONE:
WALNUT 7721

MONTREAL AIRPORT,
DORVAL, P. QUE.

FMB-1460

4th February 1942

Dear *General*

You probably know that I have agreed to loan 25 crews to ferry B25's from West Palm Beach to Bendoeng.

So that you will be familiar with the arrangements which we have made between the U. S. Army Air Corps and the Netherlands Government, I attach herewith a copy of the Minutes of a Meeting held in these Headquarters today.

All the points covered in this memorandum have been agreed to by me but I wish to make the point with you that the loan of my personnel is to the U. S. Army Air Corps irrespective of whether we are reimbursed by the Netherlands Government directly or through the U. S. Army Air Corps channels. The present intention is that the reimbursement be direct to us.

I hope that the arrangements which we have made with the U. S. Army Air Corps and the Netherlands Government are quite satisfactory to you.

Yours sincerely,

T. W. Bowler

General Henry H. Arnold,
Chief of the Army Air Forces,
War Department,
Washington, D. C.

copy in 5-3 file

ROYAL AIR FORCE FERRY COMMAND
BRITISH AIR MINISTRY

TELEPHONE:
WALNUT 7721

MONTREAL AIRPORT,
DORVAL P. QUE.

MINUTES OF MEETING HELD AT DORVAL, FEBRUARY 4TH, 1942.

PRESENT: Group Captain G. J. Powell, R.A.F.F.C.
Captain H. Johansen, U.S. Army Air Corps.
Captain L. M. Thomas, U.S. Army Air Corps.
Major E. J. G. te Roller, Netherlands Purchasing Commission.

SUBJECT OF DISCUSSION:

Flight delivery by R.A.F. Ferry Command crews of 25 B25C's from West Palm Beach to Bandoeng.

1. GENERAL:-

The R.A.F. Ferry Command have agreed to provide twenty-five crews consisting of Captain, First Officer and Radio Operator, to ferry twenty-five B25C's over the U.S. Army Air Corps route to Bandoeng on behalf of the Netherlands Government. The operations will commence on or about February 14th.

2. TRAINING:-

To enable our crews to be checked out, Major te Roller advised that three of these aircraft would leave the factory immediately and might be expected in Montreal on February 7th. One North American service engineer will accompany these aircraft.

During the period they are here, the aircraft will be maintained by the Ferry Command but the Netherlands Government will remain responsible for any replacements or damage.

As soon as cruising conditions and technical information have been assembled and the crews checked out, they will proceed to Inglewood or West Palm Beach to collect their aircraft as requisite.

The three aircraft here will be finally delivered by the last of the twenty-five crews to leave Dorval.

3. OPERATIONS:-

At West Palm Beach we will establish an Operations Officer who will be responsible for the discipline and general supervision of all crews. This Officer will work in conjunction with Mr. Hoogeveen of the Netherlands Government, who is also stationed at West Palm Beach.

ROYAL AIR FORCE FERRY COMMAND
BRITISH AIR MINISTRY

TELEPHONE:
WALNUT 7721

- 2 -

MONTREAL AIRPORT.
DORVAL P. QUE.

The route to be followed from West Palm Beach is:-

Trinidad,
Belem,
Acera,
Khartoum,
Aden,
Bangalore,
Bandoeng.

Maps and all route data will be obtained from the U.S. Army Air Corps at West Palm Beach. The whole flight from West Palm Beach will be under the operational control of the U.S. Army Air Corps who will also be responsible for security arrangements.

4. NAVIGATION EQUIPMENT:-

Each crew will go away from here with a fixed scale of navigation equipment and flying clothing which will be their responsibility to return here.

5. MAINTENANCE:-

The ground crew at the various stops en route will be responsible for the maintenance of the aircraft. They will in most cases be U.S. Army Air Corps personnel but one or two stations are manned by Pan American Airways. There are two North American engineers at West Palm Beach.

Arrangements have already been made for the provision of fuel, oil and any necessary spares at all points en route. Each machine in addition will carry 200 lbs. of engine spares made up so that four of these kits will cover all probable requirements. The machines will be despatched from West Palm Beach so that these kits leave in the proper order. The three training aircraft for Dorval will be similarly supplied.

6. MEDICAL:-

Our crews before departure from here will require to be inoculated against -

Small pox
Typhoid
Yellow fever
Anti-tetanus
Typhus
Cholera

ROYAL AIR FORCE FERRY COMMAND
BRITISH AIR MINISTRY

- 3 -

TELEPHONE:
WALNUT 7721

MONTREAL AIRPORT,
DORVAL P. QUE.

7. PASSPORTS:-

Visas are necessary for:-

British West Indies,
Brazil,
British West Africa,
Egypt,
Iraq,
Transjordan,
Arabia,
Aden Protectorate,
India,
Burma,
Straits Settlements.

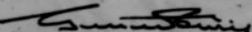
8. FINANCIAL:-

The Netherlands Government will assume responsibility for the basic pay rates of all flight personnel we allot to this duty. They will also be responsible for a daily subsistence rate of \$8.00 U.S. per crew member. This allowance is expected to cover accommodation, meals, transportation and aircraft catering. (At most places en route the U.S. Army Air Corps make provision for accommodation at reduced rates and since \$6.00 a day is the maximum which an U.S. Army Air Corps officer is allowed on this route, the allowance of \$8.00 will make ample provision for the few incidental taxis, plane catering and other details which the U.S. Army Air Corps officers en route will not be able to provide.

It was decided that our crews would leave here provided with sufficient U.S. Funds to provide for their subsistence throughout the trip. Captains will be given an advance of \$500.00 and First Officers and Radio Operators \$300.00. These items were concurred with Mr. Sandford and W/C Deane, who joined the meeting at this stage. They will be confirmed in a separate memorandum to Major te Roller by Mr. Sandford.

9. DURATION OF TRIP:-

It is expected that the journey between West Palm Beach and Bandoeng will take ten days and our crews will be returned here by the U.S. Army Air Corps Ferry Command in about a further three weeks. There is no definite provision at the moment for us delivering more than twenty-five of these aircraft but if our crews are available and the arrangements remain satisfactory, it is possible that we will take on a further commitment.


Group Captain G.J. Powell
Senior Air Staff Officer

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

~~SECRET~~

DECLASSIFIED
DDO WFO
8 Jan 6 20 June 1976
BY: MUNITAC

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

February 27, 1942.

SUBJECT: Delivery of B-25 airplanes to the Netherlands East Indies.
TO : Chief of the Army Air Forces

1. The Air Corps Ferrying Command has coordinated with Major teRoller of the Netherlands East Indies Purchasing Commission the project of delivering the total 162 Dutch B-25C airplanes to the Netherlands East Indies.
2. Sir Frederick Bowhill, RAF, has repeatedly offered, since December, any assistance that he could render in connection with ferrying aircraft for the Ferrying Command.
3. Major teRoller, Sir Frederick Bowhill, and Captain Thomas of the ACFC met in Montreal and it was decided that the RAF would furnish thirty crews for the delivery of thirty airplanes immediately; ten of which are to be delivered over the Pacific Route and twenty over the African Route.
4. Consolidated Aircraft Corporation will deliver eight airplanes this month over the Pacific Route, sixteen airplanes during the month of March, and, as many as thirty-two airplanes a month, according to production, after March.
5. The successful operation of the Trans-Pacific Ferry Route depends entirely upon the availability of transportation for return of crew personnel.
6. Major teRoller and his staff from the Netherlands East Indies Purchasing Commission, who are constantly in touch with the Netherlands East Indies Government, have requested that twenty of the aircraft flown by RAF personnel be sent over the African Route and that the remaining contract aircraft be sent over the Western Route.

Robert Olds
ROBERT OLDS,
Brig. Gen., Air Corps,
Asst. for Ferrying Services.



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SECRET

1st Ind.

(11-4)

War Department, Office, Chief of the Air Corps, Washington, D. C.,
March 4, 1942. To: Chief, Army Air Forces.

W. P. P.

500
Noted Paulson
File: MND
Kearse

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45-211-100-10

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
DD Form 1376

522/243
503/3/4

8 May 50 (Rev. 1947)
GPO: 1948 O-3576

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

SECRET

File No.

Tally No. AAP

SUBJECT: Request that Netherlands East Indies airplanes to Java be expedited.

NO.	FROM	TO	DATE	COMMENTS
1.	General Arnold	General Olds	2/23/42	The Governor General of Netherlands East Indies has requested that the United States take all possible measures to expedite transit of Netherlands East Indies airplanes to Java. Emmons and Barnes have been advised. <i>(Signature)</i>

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(Do not use reverse side)

W-4071, AC, Rev. 8/14/41

Page No. -----

Air 44 452, Netherlands (10)

DECLASSIFIED
DDO WTS
8 Dec 8 30 June 1974
W. H. 170. AC. Date 2-23-74

~~SECRET~~
DECLASSIFIED

AMW/b-2
JTG/nem/UG
2/3/42

5-0-690

FEB 4 1942

Mr. Thomas Dubs, Chief,
Division of International Communications,
Department of State,
Washington, D. C.

Dear Mr. Dubs:

It is requested that a secret message,
substantially as follows, be transmitted to the U. S.
Consul, Calcutta, India:

"REQUEST INFORMATION IF PNT'S HAVE BEEN
DELIVERED TO THE DUROJ."

This confirms conversation between the
British Officer, Mr. A. S. Brown, in the Department of
State, and 1st. Lieutenant G. F. Ford, Air Corps, of
this office, at 3:45 P. M., January 31, 1942.

J. T. CLEMENT,
Major, Air Corps,
Chief, Foreign Liaison Section, 4-3
Air Liaison Officer.

45-1-7076-10-108

HEADQUARTERS				ARMY AIR FORCES				COORDINATION			
Chief of Staff	Sec'y Air Staff	AAG	A1	A2	A3	A4	A WPD	A Insp	Budget	Statistics	

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AAF 39

45-1-7076-10-108

SECRET

501/31/1

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

WAR DEPARTMENT

**OFFICE OF THE CHIEF OF THE AIR CORPS
HEADQUARTERS, AIR CORPS FERRYING COMMAND
WASHINGTON**

DECLASSIFIED
DDO USE
8 Apr. & 20 June 1974
By: DA/ITM J.C.D. 8-22-74

January 30, 1942.

MEMORANDUM FOR LIEUTENANT FORD, A-2

Subject: Transmission of message via
State Department Communications.

In accordance with our telephone conversation, it is requested
that the attached message be dispatched with all possible speed to the
U. S. Consul, Calcutta, India, via State Department Communications.

For the Commanding General:

JAN 31 42 PM



RECEIVED
FOR LIAISON SEC., OCAF

480
Brown

Robert M. Love

ROBERT M. LOVE
1st Lt., Air Corps
Executive, ACFC

*Message delivered to Mr. Brown
Room 480 State Dept. at 3:45 PM 1/31/42
by H. Ford*

*(Request information of PBV's delivered
to the Dutch)*

977



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SECRET

See OS 452126/1-1-42

DECLASSIFIED
DDI REG.
9 Jan. & 20 June 1974
By: *W. P. S. J. C. Date 2-22-76*

SECRET
DECLASSIFIED

AAF/A-2/PL
JTC-jd
(February 4, 1942)

FEB 9 1942

SUBJECT: Cablegram Received Via State Department Facilities
TO: Chief of The Air Corps, War Department, Washington, D. C.
Attention: Assistant for Ferrying Services

1. Attached hereto for your information is a copy of a paraphrase of Telegram No. 42, received by the Secretary of State, Washington, D. C., from the American Consul, Calcutta, India.
2. The above mentioned telegram is a reply to your telegram transmitted through Department of State facilities to the United States Consul, Calcutta, India, reading as follows:

"Request information if PW's have been delivered to the Dutch."

By Command of Lieutenant General Arnold

JOHN B. COOLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

RECEIVED
FEB 10 1942
AAG

452.1 Netherlands (9)

Chief of Staff	HEADQUARTERS				ARMY AIR FORCES				COORDINATION			
	Sec. of Staff	AAG	A1	A2	A3	A4	A WPD	A Insp	Budget	Sta	Statistics	
	Incl. Paraphrase telegram, No. 42, 2/3/42											

SECRET

AAF 39

An AD 452.1 Netherlands (9)

PARAPHRASE OF TELEGRAM RECEIVED.

FROM: AMERICAN CONSUL, Calcutta
TO: SECRETARY OF STATE, Washington
DATED: February 3, 1942 11 a.m.
NUMBER: 62

In reference to the telegram from the Department on the 31st of January, no. 25.

The four PB's have been delivered to the Dutch at Sarabaya, on January 31 as follows:

50 by Brown; 73 by Cordova; 72 by Fricks and 71 by Cleveland.

Brown who has just returned from Sarabaya gives this information.

MERRELL

DECLASSIFIED
000 hrs

6430 June 1984
Mr. [unclear] IC. [unclear] 76
[unclear]

~~CONFIDENTIAL~~

WAR DEPARTMENT
War Department General Staff
Military Intelligence Division G-2
Washington

COPY

G2/CI
RHH

MID 004.4 Brewster Aero Corp.

January 24, 1942.

MEMORANDUM FOR RECORD:

Subject: Brewster Aeronautical Corporation--
Cables to Dutch East Indies.

1. Major Corderman, Chief, Information Control Branch, G-2, telephoned the Counter Intelligence Branch January 23 regarding a commercial cable held up by the cable censorship office at San Francisco, Calif. The message was as follows: From New York.

CDV347 42/42 ZGNYK 22 514P

COMDR ARMY AIR FORCE

A0866 BANDOENG (JAVA NEI) (VIA SAN FRANCISCO & RCA)

RE CABLE 19TH MODEL 339-18 FIGHTER WITH WRIGHT G205A ENGINE FLIGHT TESTED WITH LANDING GEAR UP STOP 24.8 PER CENT MAC TO 28.8 PER CENT MAC STOP AT PRESENT TIME INFORMATION REGARDING DIVE BOMBER NOT AVAILABLE DUE TO PENDING CHANGES. --BREWSTER

2. Major Corderman requested that the C. I. Branch determine whether the message should be sent in the clear by commercial facilities or turned over to the military authorities of the nation concerned, for transmission in code through military channels.

3. Telephone contact with Mr. George F. Chapline, Vice-Pres. of Brewster Aero Corp, Long Island City, NY, revealed that the message was a reply to a cable received from the Dutch Forces in Java. Mr. Chapline stated that he realized the danger to security involved in sending such a message in the clear and stated that he would take the necessary action to have this message and further messages dispatched by Dutch Army authorities through military channels to the proper destination. Mr. Chapline will notify Capt. Harris of this Division if any further information is required.

4. Major Corderman was advised of the action taken and indicated that he would advise the cable censorship office not to release such messages for transmission in the clear.

ROBERT H. HARRIS,
Captain, Infantry,
Counter Intelligence Branch.

~~CONFIDENTIAL~~ COPY

DECLASSIFIED
RESTRICTED

DECLASSIFIED
DOO Hqs.
8 Apr. & 20 June 1974
By MSI/PA UC Div 5-23-74

January 17, 1942

MEMORANDUM FOR THE CHIEF OF THE ARMY AIR FORCES

Subject: Dutch East Indies Aircraft Needs

Dr. Lowden, the Netherlands Minister, phoned me to say that he had discussed with the State Department the possibility of having a Dutch member put on the Joint Aircraft Committee. I explained to him that the effectiveness of this Committee depended in part on its being kept within reasonable limits of size. After discussion, he amended his request and stated that he would like to have a Dutch observer attend, as an interested party, those sessions in which there was to be any allocation of aircraft affecting the needs of the Netherlands East Indies.

I told him that I had no voice in the affairs of the Joint Aircraft Committee, and that it was not an agency of the War Department, but that I would be glad to forward his request to the Chairman of the Committee asking that it be given consideration.

I think it would be a good idea to bring Dutch representatives into the sessions where their interests are concerned. Otherwise, they will probably request a more formal recognition of the important part they play in the Far Eastern situation.

ROBERT A. LOVETT
Assistant Secretary of War for Air

Copy for Sec Staff

No record

See OS 4521 Netherlands

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RESTRICTED

see OS 4521 Netherlands 7

AAF/ANPD
OAA/alm
1/8/42.

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SECRET

DECLASSIFIED
DOD 105
8 MAR 8 10 30 AM 1974
BY AUI/FAK/EE 2-2-76

JAN 10 1942

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Airplanes for the N.E.I.

I. Summary.

1. The strategic importance of the N.E.I. is generally recognized by both British and American military authorities. Its importance has been further increased by the establishment of Hq Far East Forces on Java. The successful defense of this island is, therefore, of prime importance. Timely reinforcement is the essence of this defense. Combat aircraft are the critical items involved.

2. Combat aircraft delivered, without delay, to the N.E.I. Air Force provide an immediate means for the employment of American made combat airplanes against Japan in the furtherance of a common objective. It is questioned that any other allocation can render quicker or more decisive results.

3. The N.E.I. possess the necessary installations, facilities and combat crews to place immediately in combat operations all of the pursuit craft slated for delivery and the bulk of the bombers. They report having now about 400 excess experienced pilots awaiting planes. If planes were made available this augmented N.E.I. Air Force should be able to perform a vital and possibly decisive role in supporting our objectives in the Far East.

4. The following are present allocations for aircraft for the N.E.I.:

*See AS
4/10/42*

*452.1 Middlebrook
CP*

HEADQUARTERS ARMY AIR FORCES - COORDINATION										
Chief of Staff	Deputy Chief of Staff	A.A.G.	A-1	A-2	A-3	A-4	A-W/D	A. Insp.	Budget	Statistics

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AAF-39

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SECRET

January 1942, - 10 airplanes
 February 1942, - 43 airplanes
 March 1942, - 17 airplanes
 April 1942, - 12 airplanes
 May 1942, - 20 airplanes
 June 1942, - 15 airplanes
 July 1942, - 15 airplanes
 August 1942, - 15 airplanes
 September 1942, - 15 airplanes

5. That every effort be made to readjust allocations with the British and the U.S. Navy to the end that a minimum of 20 B-24 type dive bomber will be made available to the R.N.I. at the earliest practicable date.

H.L. GEORGE
 Col., Air Corps
 Assistant Chief of the Air Staff, A-WPD

Incl.
 Ltr to Gen. Spants,
 12/21/41, re above subj.
 from Netherlands Purchasing
 Commission w/Addendum.

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	

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AAF-28

COPY

SECRET
DECLASSIFIED

File

The Netherlands Minister,
Netherlands Legation,
1450 Euclid Street, N. W.,
Washington, D. C.

Attention: The Military Attache.

Sir:

General Arnold desires that his personal congratulations be extended in the most expeditious manner to General Vanoyen on the fine work being done by the aviation forces under his command.

General Arnold also desires that you be informed that arrangements are being made for the transfer to the Netherlands East Indies Government of thirty-two DB-7-B airplanes at the earliest possible date. Instructions have been given for these airplanes to be flown without delay to Long Beach, California, where installation of armament and certain addition of equipment will be completed by the Douglas Company. When final plans for ships and shipping points have been determined, the Douglas Company will prepare at Long Beach such of the airplanes as are to be shipped from the West Coast and will prepare for shipment at Floyd Bennett Field on Long Island in New York, such as are to be shipped from the East Coast. Conversations with respect to these airplanes have been had, particularly with Lieut.-Commander Guillonard.

Arrangements are also being made to furnish you ten medium bombers sometime in January and an additional fifty medium bombers during February of 1942. Consideration is also being given to your request for pursuit type airplanes. Further information with respect to it will be furnished you at the earliest possible date.

452, 1 Netherlands

(51)

DECLASSIFIED
SECRET

112 PM.

Signal Corps, United States Army

War Department Message Center,
Room 3441, Munitions Building,
Washington, D. C.

Received at

WA263 105

WUX NEWYORK NY DEC 20 1941 1219P

MAJOR GENERAL H H ARNOLD

DEPUTY CHIEF OF STATE FOR AIR

WE ARE VERY MUCH PLEASED TO INFORM YOU THAT WE RECEIVED FOLLOWING CABLE FROM GENERAL VANOVEN, COMMANDER OF THE ARMY AIR FORCE IN THE NETHERLANDS EAST INDIES QUOTE YESTERDAY AND TODAY OUR GLENN MARTINS WERE VERY SUCCESSFUL WITH DIRECT HITS ON TWO CRUISER, ONE AIRPLANE CARRIER AND ONE TROOP TRANSPORT SHIP STOP MOREOVER SHOT DOWN TWO JAPANESE PLANES UNQUOTE GENERAL VANOVEN ASKED US TO EXPEDITE SHIPPING OF ALL ORDERS ALREADY PLACED STOP WE SHOULD HIGHLY APPRECIATE YOUR COOPERATION ESPECIALLY AS PRESENT NUMBER PURSUIT PLANES INSUFFICIENT AND ENDANGERING SITUATION STOP MUST DRAW Y XX YOUR ATTENTION TO FACT WE HAVE FOUR HUNDRED WELL TRAINED PILOTS AVAILABLE WITHOUT AIRPLANES

VAN BECK BROEK CHAIRMAN NETHERLANDS PURCHASING COMMISSION.

115 PM.

→ for copy
we need this
when making
committee
of joint PRA
conference start
meeting
DAD

11/2

Signal Corps, United States Army

War Department Message Center,
Room 3441, Munitions Building,
Washington, D. C.

Received at

Gen Spauldy

WAB1 VIA RCA

F BANDOENG 60 NIG PASSF DEC 20 820A

URGENT GENERAL HH ARNOLD

WARDEPARTMENT WASHDC

REFERRING YOUR PERMISSION TO ADDRESS YOU PERSONALLY I
URGENTLY ASK YOU IN NAME OF OUR C IN C TO HURRY UP AS MUCH
AS POSSIBLE OUR AIRPLANE ORDERF BOMBERS KOMMA DIVEBOMBERS
AND IN FIRST PLACE FIGHTERS HURRICANES AND AEROCOBRAS STOP
BY SOONEST DELIVERY MATERIAL STILL CAN ARRIVE IN TIME

MAJOR GENERAL L H VANOYEN

C C AEROCOBRAS

937A.

37-11 B7 for Pacific - done
10 used Bombs in
50 Study was for
Decision in the
Report was communicated later
12/22

~~SECRET~~

DECLASSIFIED
000 hrs.
8 Jan. & 20 June 1976
by AP/17M JC Date 8-23-76

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

The Netherlands Minister,
Netherlands Legation,
1470 Euclid Street, N. W.,
Washington, D. C.

Attention: The Military Attache.

Sir:

General Arnold desires that his personal congratulations be extended in the most expeditious manner to General Vanoyen on the fine work being done by the aviation forces under his command.

General Arnold also desires that you be informed that arrangements are being made for the transfer to the Netherlands East Indies Government of thirty-two DB-7-B airplanes at the earliest possible date. Instructions have been given for these airplanes to be flown without delay to Long Beach, California, where installation of armament and certain addition of equipment will be completed by the Douglas Company. When final plans for ships and shipping points have been determined, the Douglas Company will prepare at Long Beach such of the airplanes as are to be shipped from the West Coast and will prepare for shipment at Floyd Bennett Field on Long Island in New York, such as are to be shipped from the East Coast. Conversations with respect to these airplanes have been had, particularly with Lieut. Commander Guilonard.

Arrangements are also being made to furnish you ten medium bombers sometime in January and an additional fifty medium bombers during February of 1942. Consideration is also being given to your request for pursuit type airplanes. Further information with respect to it will be furnished you at the earliest possible date.

General Arnold further requests that the above information be transmitted to General Vanoyen.

*Advised more
bull*

J. S. [Signature]
~~SECRET~~

~~CARE SPALDE~~
Brigadier General, Air Corps
Chief of the Air Staff.

MANUSCRIPT DIVISION

CLASSIFIED ITEMS REMOVED

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

Series: Declassified
Folder Title: 452.1 Netherlands

Item(s) and Security Classification:

- 1. Memo., Major Gen. L.H. van Oyen to Stinson, 11/15/41, 4p. S.
FCI: Netherlands

PK
mmw
Reviewer

1994
8/24/76
Date

85-57 (rev 4/90)

MANUSCRIPT DIVISION

CLASSIFIED ITEMS REMOVED

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

Series: Declassified
Folder Title: 452.1 Netherlands

Item(s) and Security Classification:

- 1. Letter, Oyen to Arnold, 10/6/41, 1p. S.
FCI: Netherlands

PK
mmw
Reviewer

1994
8/24/76
Date

85-57 (rev 4/90)

DECLASSIFIED
SECRET

DECLASSIFIED
000 000
8 Dec 20 1974
BY: SP-1/RS/... 9-23-76

Request for Distribution.

OCAC#2-B-1
BRS:ma

1. OCAC AAF 1941
Intel. A-2 12/10

1. It is requested that permission be granted to distribute the attached report, subject: "Dispositions of Dutch Naval Aircraft, Netherlands East Indies, as of 6th December, 1941," to the following:

War Room
Air Force Combat Command

4521 12/10/41

1 Incl.
File C. Rpt., subj: Disposition of Dutch Naval Aircraft N.E.I. as of 6th Dec., 1941.

JAMES G. TAYLOR,
Lieut. Colonel, Air Corps,
Chief, Intelligence Division.

(3)

2. AAF OCAC 1941
A-2 Intel. 12/24

1. Permission for proposed distribution granted.

AAF/A-2
JTB:ma

2 Incl. n/e

Lt. Col.
C/A-2

Incl fdwd with original paper

DEC 27 1941
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief	Secy	Staff	A.A.G.	A-1	A-2	A-3	A-4	A- WPD	A. Insp.	Budget	Sta-tistics

DECLASSIFIED
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AAP-39

DECLASSIFIED
000 885
By ML/PA AC Date 8-23-76

DECLASSIFIED
SECRET

~~TOP SECRET~~

DISPOSITIONS OF DUTCH NAVAL AIRCRAFT

NETHERLANDS EAST INDIES

AS OF 6th DECEMBER, 1941.

Dornier Flying Boats. Total 29.

- 3 at Sedanau, N.W. Sarawak.
- 3 " Sambas.
- 3 " Tarakon
- 3 " Ternate, Halma Hera Island.
- 3 " Sorong, New Guinea.
- 14 " Surabiya.

Catalinas (P.B.E.5). Total 12.

- 3 at Priok, Batavia.
- 3 " Ambon, Molucca.
- 6 " Surabiya.
- Plus 20 on the way and 4 at San Diego.

Cruiser Borne Seaplanes. Total 7.

- 2 on Java.
- 2 " De Reute
- 1 " Tromp
- 2 " Surabiya.

GRAND TOTAL 48

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SECRET

COPY

OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND RECORD SHEET

DECLASSIFIED
DDO 88a
8 Dec 80 Form 1074
Replaces AFM 10-11.10 6-23-76

~~CONFIDENTIAL~~

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

File No. _____

Tally No. AAF/ _____

Subject: Bombsights for North American Bombers Model B-25C

NO.	FROM	TO	DATE	COMMENTS
4 (cont)	C/AC	AAF C/AS	10/13	<p>3. It is suggested that the Staff might be relieved of much clerical work if such matters are referred to this office "For appropriate action", rather than "For comment and recommendation".</p> <p style="text-align: right;"><i>mcg.</i> <i>for</i> M. S. F. Executive</p> <p style="text-align: center;">Incl.n/c</p> <p style="text-align: right; font-size: 2em;"><i>A. J. Ellis</i> <i>off</i></p> <p style="text-align: right; font-size: 1.5em;">452.1 <i>McGuland</i> (3)</p>

~~CONFIDENTIAL~~

(Do not use reverse side)

Page No. _____

V-4071, AC, Rev. 8/1/41

KE 773

DECLASSIFIED
 000 875
 8 Jan. & 20 June 1974
 by 17/AS LC Date 8-23-76

~~CONFIDENTIAL~~
 OFFICE OF THE CHIEF OF THE AIR CORP.
 ROUTING AND RECORD SHEET

(To be filled with correspondence)

Note.—A line will be drawn across sheet after action by each office concerned.

SUBJECT: Bombsights for North American Bombers Model B-25C.

NO.	FROM	TO	DATE	DATA
3 (cont)	Material Division (4-E-1)	Chief, Air Staff THRU: COAC	1941 10/6	<p>3. An effort is being made to increase the production of A-3 automatic pilots to provide for all the airplanes which cannot be provided with A-5 pilots. There are no bombsights released for Defense Aid that can be provided to go with A-3 pilots.</p> <p>4. This whole matter of the procurement of 162 B-25 airplanes by the Netherlands East Indies is now being gone into jointly by the Material Division, the North American Aviation Corp. and General van Oyen. There are many complications involved in the diversion of the 162 airplanes as agreed to by the Air Force.</p> <p>5. We have had long conferences with General van Oyen trying to work out the many ramifications involved.</p> <p>6. It is recommended that if it is desired to reply to this letter that it state that this matter is now being studied with a view to determining how these airplanes can be turned over to them with necessary bombsights and automatic pilots, that there are no A-5 automatic pilots and S-1 bombsights available for this purpose.</p> <p style="text-align: right;"><i>G. P. E.</i> G. P. E. Chief, Material Division</p>
4	C/AC	AAF C/AS	10/13	<p>1. The comments and recommendations requested in item 1 are contained in item 3 above.</p> <p>2. This matter is purely material and if it had been referred to this office for appropriate action, a reply would have been prepared and mailed direct from this office, making appropriate reference to the basic letter.</p>

~~CONFIDENTIAL~~
 (Do not use reverse side)

F-0071.0C

61-18-2 25773

215064321

~~CONFIDENTIAL~~
HEADQUARTERS, AIR FORCE
ROUTING AND RECORD SHEET

DECLASSIFIED
DOO 878
8 Dec 8 10:30am 1974
By: MW/PRA AC Date: 8-23-78

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

File No.
Tally No. AAF

SUBJECT: Bombights for North American Bombers Model B-25C.

NO.	FROM	TO	DATE	COMMENTS	AAF/A-4 MPS/mhh
1.	AAF C/AS	C/AC	1941 9/28	<p>1. For comment and recommendation.</p> <p>2. It is requested that your reply be expedited.</p>	
				<p>1 Incl.- Ltr. from Netherlands Pur. Commission dated 9/24/41.</p>	<p><i>JRC</i> CS C/AS</p>

SEP 29 1941
CLASSIFIED MAIL
AND FILE UNIT

3.	Materiel Division (4-E-1)	Chief of Air Staff <u>THRU:</u> COAC	1941 10/6	<p>1. In accordance with second entry on R&R dated September 16, 1941 from Chief of Air Staff to Chief of the Air Corps, subject: "Delivery Schedule of B-25C Airplanes", authority was set forth for the release of Sperry bombsight, type S-1, and automatic pilot, Type A-4, to the Dutch on the same basis as the British.</p> <p>2. At present, reports from the Sperry Gyroscope Company are to the effect that delivery of A-5 automatic pilots and S-1 bombsights will not begin until approximately the first of the year 1942. With the present available facilities, production rates will not be adequate for all Defense Aid airplanes as well as heavy bombardment airplanes for Air Corps use. Present plans contemplate installing this equipment only in heavy bombardment type airplanes, and present production schedules of the bombsight and pilot equipment do not provide sufficient units for all these airplanes.</p>	
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(Do not use reverse side)

~~CONFIDENTIAL~~

4884, AC

KF 773

PHONE: COLUMBUS 5-7960

CABLE ADDRESS: HOLFURCOM, NEW YORK

~~CONFIDENTIAL~~

NETHERLANDS PURCHASING COMMISSION

(Representing the Government of the Kingdom of the Netherlands)

10 ROCKEFELLER PLAZA

NEW YORK, N. Y.

DECLASSIFIED
DOO No.

8 Jan. 6 10 1966
NY/PHC 317376

IN REPLY REFER TO:

1261L/WA

September 24, 1941

Brigadier-General Carl Spaatz
Chief of the Air Staff
Office of the Chief of the
Army Air Forces
War Department
Washington, D. C.

Reference: Your Letter of August 11, 1941.

Subject: Bombsights for North American Bombers Model B-25C.

Dear Sir:

I wish to express the sincere appreciation of my Commanding Officer, Major-General L. H. van Oyen, for the approved delivery schedule of our North American Bombers Model B-25C as mentioned in your letter.

We regret of course that under the existing policy it is not possible for the Army Air Corps to agree to a release of the bombsights and bombing equipment which is installed in the Army B-25C airplanes. We have been considering all kinds of bombsights and we feel that the equipment which will prove to be satisfactory in such a modern and efficient airplane as the B-25C will be the Sperry Bombsight Model S1 with the Sperry A5 Autopilot.

We ask you to consider whether the interest of your Army Air Corps may allow a release of this equipment to my Government. Such a release is asked for a total of eighty-one Sperry S1 Bombsights and one hundred sixty-two Sperry A5 Autopilots. If you could grant such a release, delivery is requested at such times that the installation of the A5 Autopilot in all our airplanes is assured and that half of the monthly delivery of the airplanes can be with the bombsight. Since sub-engineering has to be done by North American Aviation, Inc., it would be highly appreciated if you could make a decision as early as is convenient to you.

Sincerely yours,

NETHERLANDS PURCHASING COMMISSION

Army Aviation Division

Major E. W. TE ROLLER

PLEASE ANSWER IN THIS MANNER

ALL CORRESPONDENCE STRICTLY CONFIDENTIAL

ETR:MM

9797
12 XE-773

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

60

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

DECLASSIFIED
DOO Int.

File No.

9 Jan 6 20 June 1974
by ML/PAC LC Desc 5-23-76

Tally No. AAF

SUBJECT: N.E.I. Contract for North American B-25C Bombers.

NO.	FROM	TO	DATE	COMMENTS
1	AAF A-WPD	AAF C/AS	1941 10/17	<p style="text-align: right;">AAF/A-WPD KNW-dmn</p> <p>1. It is designed to establish not to exceed 15% of Army Production for Defense Aid. Hence, any deliveries prior to July 1, 1942, over and above those covered by A-WPD/2 as modified by the Russian commitments, will exceed this 15%. It is, therefore, recommended that deliveries to the Dutch be not initiated from Army contracts until July 1942.</p> <p style="text-align: right;"><i>1 Me for HLG</i> HLG C/A-WPD</p> <p>1 Incl.- Ltr to Gen Spaatz fr. Major TeRoller, 10/1/41.</p>

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(Do not reverse side)

W-4071, AC, Rev. 8/14/41

Page
CONFIDENTIAL

MANUSCRIPT DIVISION

CLASSIFIED ITEMS REMOVED

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

Series: *Deimed*
Folder Title: *452.1 Netherlands*

Item(s) and Security Classification:

1. Letter, Major E.J.G. Te Roller to Spaatz, 10/1/41, 3p. C. 2 copies
FGI: Netherlands

PK

MMW

Reviewer

1994

Date

8/24/78

85-57 (rev 4/90)

CONFIDENTIAL
DECLASSIFIED

DECLASSIFIED
DOO ltr

8 Jan & 20 June 1974
by NW/PAC UC Date 8-23-76

SEP 11 1941

Netherlands Purchasing Commission,
Army Aviation Department,
10 Rockefeller Plaza,
New York, New York.

Attention: Flight Captain E.J.G. Te Boller

Dear Sirs:

I am in receipt of your letter of August 16, 1941, requesting release of the automatic flight control equipment as now installed in the B-23C airplanes without the bomb approach control.

The two mechanisms referred to are so integrated mechanically that it is not feasible to separate them. Therefore, the policy cited in my letter of August 11, 1941, which precludes the release of bombing equipment likewise precludes the release of the automatic flight control equipment.

The automatic flight control equipment can be removed and the Sperry A-2 or A-3 hydraulic pilot installed. This change would provide the same automatic pilot equipment that is at the present time installed in some earlier types of aircraft now in service.

I sincerely regret that your request cannot be considered more favorably at this time. I will be glad to discuss this matter with you at any time convenient to yourself and, if I can be of service to you otherwise, please feel free to call on me.

Dispatched
SEP 12 1941
AAG

Sincerely yours,

Carl Spaatz,
Brigadier General, Air Corps,
Chief of the Air Staff.

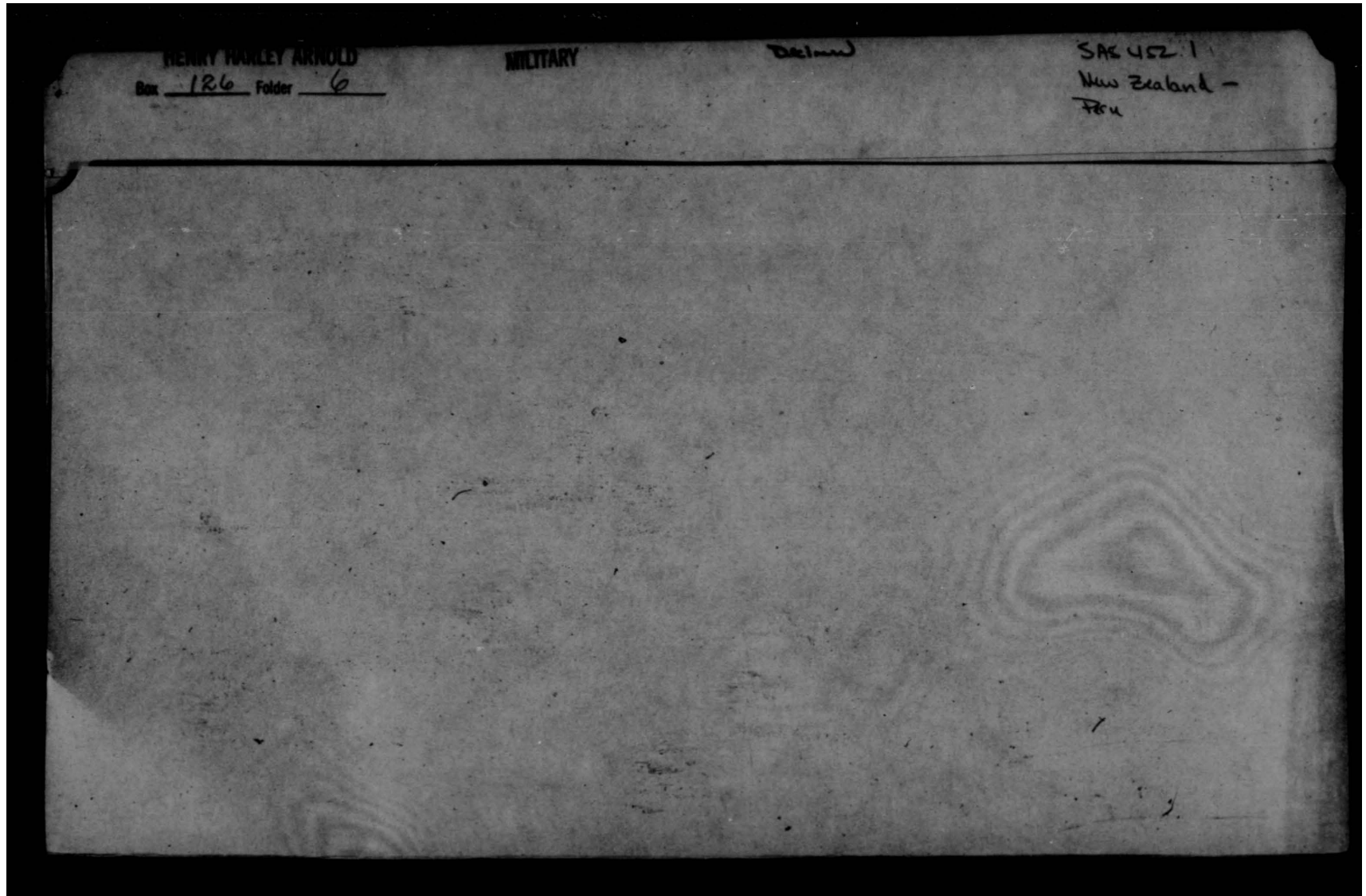
452.1 Nelson (under) (2)

DECLASSIFIED
CONFIDENTIAL

COPY FOR ~~use~~

air call
see also 452.1 nelson (2)

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~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DOO hrs
10 June 1984
Date 2/27/86

SECRET	
AFSAF-10	
PROPERTY OF THE	
ARMY AIR FORCE	
TAGS	
WFO: 2 Jul 45	
DATE	INITIALS

Air Commodore J. L. Findlay
New Zealand Joint Staff Mission
AFSA Building
Washington 25, D. C.

4 JUL 1945

Dear Air Commodore Findlay:

Referring to your letter of 15 June 1945, I can appreciate that any delay in shipment of aircraft from ETO and EPO might seriously impede your program.

Since writing you on 12 June 1945 regarding acceptance of aircraft from U. S. AAF stocks in ETO and EPO, I have found that there will be sufficient aircraft, new or used, in good condition, in storage in the United States to fulfill your requirements. These aircraft can be furnished to implement your rearmament program as scheduled in your letter.

I would appreciate your giving consideration to accepting aircraft from storage in the United States in the same manner as the U. S. AAF.

Yours sincerely,

Signed

IRA C. BAKER,
Lieutenant General, U. S. A.,
Deputy Commander, Army Air Forces.

SAJ 452-1 New Zealand (9)

DISPATCHED
116 JUL 1945
AFSAF

DECLASSIFIED

File

COPY TO SEC/Air Staff

~~SECRET~~

825452-1 New Zealand (9)

COPY

~~SECRET~~
DECLASSIFIED

NEW ZEALAND JOINT STAFF MISSION

4535 Munitions Bldg

Washington 25, DC

DECLASSIFIED
DOD lrs

9/20/80
By: *al/jpc* Date: *8/27/76*

15th June, 1945

Lieutenant General I. C. Eaker,
Deputy Commander, Army Air Forces,
Room 3 E 909, Pentagon Building
Washington, D. C.

Dear General Eaker,

Thank you for your letter of 12th June regarding the possibility of the Royal New Zealand Air Force accepting delivery in the European Theatre of aircraft allocated during the period 1st June 1945 to 31st December 1945. I should like to present our case in some detail in order that you may appreciate the apparently insurmountable difficulties with which we would be faced were we to rely on receiving aircraft delivered to our representative in the European theatre.

As you are probably aware our allocations of Corsairs for the first six months of 1945 were suddenly cancelled by the U. S. Navy and all assignments of this type to the R.N.Z.A.F. ceased in April. We have always endeavoured to reduce our bids for attrition aircraft to the bare minimum nor had we any reserve aircraft to draw from. As a result, therefore, of the cancellation of the anticipated May and June quota of Corsairs, our fighter squadrons are now in a critical position owing to the lack of aircraft.

With the approval of the Theatre Commander an urgent decision was made to endeavour to re-equip at least some of our fighter squadrons with P-51 aircraft. Our bid for One Hundred and Sixty-seven (167) P-51's for the remaining six months of this year was based on the irreducible minimum which was considered necessary in order to re-equip five fighter squadrons plus one O.T.U. In view of the serious shortage of Corsair aircraft it will be appreciated that it is necessary to form the new P-51 squadrons as soon as possible. The following table shows the rate of build-up proposed, together with full particulars regarding deployment of the P-51 aircraft. The rearmament programme has been scheduled to commence on the 1st of September 1945, which is the date shown as "R Day" in the table.

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- 2 -

Unit	A/C Est.	1945 A. Rate \$	1945 Attrition	Total for 1945	Day	Planned Date of Re-Armament
1. F.L.S.	10	5%	2	12	R	1. 9.45
2. F.T.S.	3	Nil	Nil	3	R	1. 9.45
3. No. 4 O.T.U.	37	5%	8	45	R + 30	1.10.45
4. No. 1 S.U.	18	5%	2	20	R + 75	15.11.45
5. No. 1 S.U.	18	20%	7	25	R + 95	4.12.45
6. No. 2 S.U.	18	20%	5	23	R + 115	24.12.45
7. No. 25 S.U.	18	20%	3	21	R + 135	13. 1.45
8. No. 31 S.U.	18	20%	Nil	18	R + 155	2. 2.46
140		+	27 =	167	Total for July-Dec. 1945.	

In order to implement the above programme it is manifest that prompt and regular deliveries of aircraft are essential. It will also be noted that we are endeavouring to operate on a very small margin of attrition and with no reserve aircraft and that, therefore, any delays in delivery would throw our whole programme out of gear; also all our calculations were based on the assumption that all the aircraft would be new.

From the above I am sure you will appreciate that it would be virtually impossible to adhere to this programme if it were subject to the inevitable delays which would arise were we to rely on aircraft handed over from the Mediterranean or European theatres to a R.N.Z.A.F. Representative in England for onward delivery.

I would also point out that the delivery of aircraft ex-factory in this country would be our responsibility and they would be shipped on British Ministry of War transport vessels. Tentative enquiries already made reveal that adequate shipping from this source would be available.

As regards the C-47 aircraft, here again it is our desire to form two new squadrons at the earliest possible date, and these aircraft would be delivered by R.N.Z.A.F. crews direct from the West Coast of United States to their destination in New Zealand or the Forward Areas. The question of economy of shipping would not, therefore, arise.

In view of the above circumstances it would be very much appreciated if the R.N.Z.A.F. allocations could be made from United States sources.

Yours sincerely,
(S) J. L. Findlay
Air Commodore
R.N.Z.A.F. Representative

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DECLASSIFIED

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DECLASSIFIED
GPO Use

On 10 June 1971
by *[Signature]* / LC Data 8/20/72

New Zealand Emergency Request for P-40's.

005 450.1 New Zealand

TO: AC/AS - Material, Maintenance & Distribution
THRU: AC/AS - Plans
FROM: Deputy Chief of the Air Staff (General Vandenberg)

DATE 25 Jan 1944

COMMENT NO. 3
FRM/1a/5458

1. Above allegation approved.
2. Desire expeditious implementation.

Dispatched
27 JAN 1944
ASB

Incl:
a/c

HOYT S. VANDENBERG
Brigadier General, U. S. A.
Deputy Chief of Air Staff

DECLASSIFIED

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File 450.1
25 Jan 44
005 450.1 New Zealand

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
DOD ltrs

15 Dec. & 30 June 1974
By *de/ans* LC Data *1/25/76*

Assignments to New Zealand.

1. AFOS Major ~~IB-4~~
Sealfield

Attached hereto, for presentation to the Munitions
Assignment Committee (MAC) is letter reference the assign-
ment of munitions to New Zealand.

GEORGE K. STRATHEIMER,
Major General, U. S. A.
Chief of the Air Staff.

Let. 10/3/42 fr CCE(MAB) subj: as
above, w/1 incl - Requisition
of material for South Pacific
Area - New Zealand (copy)

452.1 New Zealand

Dispatched
OCT 5 1942
AAG

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M. Gray
air div 452.1 New Zealand

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~~DECLASSIFIED~~

DECLASSIFIED
DDO 102
1984
By *DA/...* Lt. Col. Date *5/23/76*

April 11, 1945.

MEMORANDUM FOR DEPUTY CHIEF OF AIR STAFF (GENERAL HANLEY)

SUBJECT: B-24D ASV-3 Airplanes Enroute Newfoundland

8th A/S Sq.

- 5 At Presque Isle; held by weather.
(3 reported at Newfoundland yesterday through erroneous information received)
- 2 At New Field enroute Presque Isle (*Bangor*)
- 2 Departed Westover today
- 2 Are scheduled to depart Westover 4/12 or 4/13
- 12 Total

F. W. EVANS
Brigadier General, U.S.A.
Chief, Movements & Operations Div.

Cy for Lt. Col. P. G. Crown
AFROM-TSO

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Am ab 4521 new 10

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DECLASSIFIED
DDO #15
10/23/76
10/23/76

"Transfer of Two Bombers from Vermont to Canada"
Number of Airplane and Pilots in Newfoundland

2000/10

1. 200 200 7/3 For appropriate action.

Incl. 1
Air 6/28 fr Maj. Gen. Bradley

2000
2/76

4521 Newfoundland @

Dispatched
JUL 4 1942
AAG
Life

HEADQUARTERS - ARMY SECRET COORDINATION										
Chief of staff	Asst. Chief of staff	A. G. O.	A-1	A-2	A-3	A-4	A-WPD	A-Inspr	Budget	Statistics

DECLASSIFIED

AAF-20

Air 6/28 4521 Newfoundland @

HEADQUARTERS AIR FORCES, EASTERN DEFENSE COMMAND
and
FIRST AIR FORCE
Office of the Commanding General
Mitchel Field, New York

March 30, 1942

Lieut. General H. H. Arnold, U. S. Army
Commanding General, Army Air Forces
Washington, D. C.

Dear General Arnold:

My Liaison Officer, Lieut. Colonel F. B. Valentine, who has just returned from a visit to Newfoundland and Nova Scotia, informs me that approximately thirty Hudsons are at Yarmouth in Canadian hands, but that they have only two or three pilots to fly them.

Our own Air Force in Newfoundland is short of planes and long on pilots. Cannot a transfer of approximately ten Hudsons from Yarmouth to Gander for use by Americans be effected?

Sincerely yours,

Follett Bradley
FOLLETT BRADLEY
Major General, U. S. Army

*Letter
prepare necessary
papers to secure
such a transfer*
MB

Air 01452.1 Newf. 11/11/42

DECLASSIFIED
SECRET

AFDAS
WJF

DECLASSIFIED
DDO Hqs

By *Olaf* on 20 June 1971
Date *8/23/76*

written 5/29/42

MAY 30 1942

Major General Follett Bradley,
First Air Force,
Mitchel Field, New York.

Dear General Bradley:

MAR In General Bradley's absence, I am replying to your letter of May 28 regarding the transfer of ten (10) Hudsons from Yarmouth to Gander, which was based upon a report made to you that Hudsonland was long on pilots and short on planes.

Records in this Headquarters show the following airplanes assigned to Hudsonland:

10 Hudsons
10 Hudsons
10 Hudsons
10 Hudsons
10 Hudsons
10 Hudsons
10 Hudsons
10 Hudsons
10 Hudsons
10 Hudsons

According to the Operations Division, General Staff, there are no more than twenty (20) American pilots in Hudsonland at this time.

In view of this information, it seems that no action should be taken on your request until you have had an opportunity to verify the data available to this Headquarters.

Sincerely yours,

Dispatched

MAY 30 1942

AAG

*into
Hqs*

DECLASSIFIED
SECRET

L. S. HUGHES,
Inspector General, U. S. A.,
Deputy 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-WD	A-Insp.	Budget	Sta-	Statistics

Re 4531 Hudsonland

DECLASSIFIED
DDO Hqs

By *Olaf* on 20 June 1971
Date *8/23/76*

1942

Subject: Requested transfer of 10 Hudsons from Yarmouth to Gander

Received from the Air Staff, Headquarters Army Air Forces,
letter dated _____ above subject.

Officer

Mark

Office

Note: Please accomplish and return to MAG, AAF

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y of Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WD	A-Insp.	Budget	Sta-	Statistics

AAF-39

DECLASSIFIED
000 hrs

By *alc* on 20 June 1974
Date 8/22/74

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

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

File No. _____

Tally No. AAF _____

SUBJECT: Transfer of 10 Hudsons from Yarmouth to Gander for use by Americans.

NO.	FROM	TO	DATE	COMMENTS	AWK:mf
4	AFDOP	AFROM	1942 5/14	<p>1. This correspondence has been delayed in the expectation that the April 30, 1942, report from Newfoundland would be available. It has failed to arrive. A report of March 15, 1942, indicates a total of twenty (20) pilots at that time in Newfoundland.</p> <p>2. Considerable time and effort has been spent attempting to obtain data as to the number of pilots at Gander Lake. This office has insufficient data concerning Gander Lake - its location or the troops comprising that command or activity. Scant information, not believed to be reliable, indicates that the 49th Bombardment Squadron (without either equipment or men) and the 429th Bombardment Squadron are at Gander Lake. There is no record in this office of the number of pilots with the 429th Bombardment Squadron.</p> <p>Incl: n/c</p> <p style="text-align: right;"><i>JMB</i> J.M.B. Director of Personnel <i>mf</i></p>	
	ARMY AIR FORCES W. O. & M.		1942 MAY 15 PM 4 38		
5	AFROM G-5:nf	AFDIAS	5/19	<p>1. Recent information received by the Operations Division, General Staff (Col. Fisher) indicates that the number of pilots in Newfoundland as stated in Comment 4 is approximately correct, and that there are no more than 20 pilots there at this time.</p> <p>2. Airplanes assigned to Newfoundland are as follows: 3 EB-7; 5 B-17B; 1 B-18A; 3 C-64; 2 OA-9; and 1 OA-12. These airplanes would require a total of 21 pilots.</p> <p>3. These figures do not support the statement contained in the attached letter that Newfoundland is short of planes and long on pilots.</p>	

(Do not use reverse side) DECLASSIFIED F-40, 17, Rev. 2/14/41

Page No. _____

452.1 Newfoundland (7)

DECLASSIFIED
DDO HRS

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

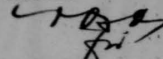
~~SECRET~~

File No. _____

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

Tally No. AAF _____

SUBJECT:

NO.	FROM	TO	DATE	COMMENTS
5.	(CONTINUED)		5/19	<p>4. In compliance with a recent directive, three A-20A airplanes are being transferred to Newfoundland. While records of this Headquarters concerning Newfoundland pilot strength are not definite, these three airplanes should help to relieve the airplane shortage if such exists.</p> <p>5. In view of the above, information is requested as to whether the memorandum for the Chief of Staff, as requested in Comment 1, is still desired.</p> <p style="text-align: right;">  C. C. C. Col., A. C. Agt. Dir., W.O.A.M. <i>to file</i> </p> <p>Incl: n/c</p>

Eq. Army A1 -
MA 22 942
AAG Received

(Do not use reverse side)

F-4071, AF. Rev. 8/18/41

- 3 -

~~SECRET~~

See AAF 452.1 Newfoundland. (7)

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DDO 118

By *clap* SAC, Can *2/23/76*

Incl: n/c

5 AFMOM AFMOM 5/19
S-S:mf

1. Recent information received by the Operations Division, General Staff (Col. Fisher) indicates that the number of pilots in Newfoundland as stated in Comment 4 is approximately correct, and that there are no more than 20 pilots there at this time.

2. Airplane assigned to Newfoundland are as follows: 3 B-7; 5 B-17B; 1 B-18A; 5 G-64; 2 G-9; and 1 G-12. These airplanes would require a total of 21 pilots.

3. These figures do not support the statement contained in the attached letter that Newfoundland is short of planes and long on pilots.

DECLASSIFIED

SECRET *Can 452.1 Newfoundland 7*

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
DD Form 1300
1 Jun 1977

File No. *AFM 5-2999*

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

~~SECRET~~

Tally No. AAF
AFM 5-2999

SUBJECT: Transfer of 10 Hudsons from Yarmouth to Gander for use by Americans.

NO.	FROM	TO	DATE	COMMENTS	AFDAS LINKS
1.	AFDAS	AFROM THRU AFACT	1942 4-3	1. Enclosed herewith is letter to General Arnold from Major General Follott Bradley, dated March 30, 1942. This letter is being forwarded to you for the preparation of a brief memorandum to the Chief of Staff, to be forwarded to A-4, containing a brief statement of the case set forth by General Bradley in his letter, (amplifying the letter by a statement of the strength of the unit at Gander) and to include an action paper by which the Operations Division, War Department General Staff, (Joint America-Canadian Commission) can accomplish the transfer suggested by General Bradley.	
				1 Incl: Ltr. to Gen. Arnold from Gen. Bradley. 3-30-42.	
2.	AFACT	AFROM	4/4	For your information and necessary action.	AAF/A-3 ABO
				Incl: n/c	H.S.V. H.S.V.C C/AFACT
3.	AFROM (E-10:mf)	AFDOP	4/21	To enable this Directorate to prepare the memorandum outlined in comment 1, it is requested that the following information be furnished, if available:	
	O. C. A. C. OPERATIONS	1942 APR 7 AM 8 18		a. The total number of pilots in Newfoundland. b. The number of pilots at Gander Lake.	
				Incl: n/c	O. S. F. Col., Air Corps Dir. M. O. & M.

(Do not use space here)

W-4071, AC, Rev. 8/14/41

Page No.

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DECLASSIFIED
DOO 105
16 Feb. & 20 June 1974

HEADQUARTERS ARMY AIR FORCE
ROUTING AND RECORD SHEET

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By: *ala/aw* J.C. Date: *8/25/76*

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

File No. _____

Tally No. AAF _____

Apr 8-673

SUBJECT: 3 A-20C Airplanes for Transfer to ARGENTIA

NO.	FROM	TO	DATE	COMMENTS
1.	AFROM G-1:jg	AFDAS Att: Genl. Kuter	1942 5/20	<p>1. Attached is a copy of instructions issued in accordance with your memorandum, subject "Air Defense of Argentina".</p> <p>2. Director of Bombardment and Director of Ground Air Support and other activities concerned, have been notified.</p> <p>Incl. Ltr to CG 3d AF subs as abv</p> <p style="text-align: right;">C.A.H. Col., A.C. Actg. Dir. W.O.S.M.</p> <p style="text-align: center;"><i>noted - file WJF</i></p>

4521 Newfudll (6) 8

(Do not use reverse side) R-4071, AF, Rev. 8/14/41

Page No. _____

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4521 Newfudll (6) 8

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10/16/80
Date 1/20/16

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

Director of War Organization + Movement
MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Air Defense of Argentina.

1. You are hereby directed to take the necessary action to have three (3) A-20-C type airplanes now assigned to the 47th Bombardment Group, Will Rogers Field, Oklahoma, assigned and delivered to the U. S. Army, Newfoundland Base Command, with the least practical delay.
2. It is important that these airplanes be equipped with torpedo racks. The customary spare parts should be forwarded for these aircraft.
3. It will not be necessary to assign crews for these aircraft except for the purpose of delivery.

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

Inform AFRDB
AFRGS
AS, C/AS

important
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As 284521 Temp 16B

DECLASSIFIED
000 hrs

for info. & 20 June 1976
by *ala/jc* JG: Date: *7/23/76*

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AFROM 0-4

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

May 22, 1942

SUBJECT: Three A-20C Airplanes for Transfer to ARGENTIA

TO: Commanding General
Third Air Force
National Guard Armory
Tampa, Florida

1. Confirming instructions transmitted by telephone May 19, from Major Fletcher, Headquarters, Army Air Forces, to Colonel Luehman, Assistant G-3, Third Air Force, to have three A-20C type airplanes now assigned to 47th Bomb Group equipped with torpedo-racks and prepared for permanent transfer, the following directive is given:

- a. The three A-20C type airplanes will be equipped with torpedo-racks and delivered to U. S. Army, Newfoundland Base Command, with least practicable delay.
- b. Customary spare parts should be forwarded for these aircraft.
- c. For purpose of delivery of these aircraft, crews under your control will be utilized, these crews to return to home station upon delivery to Newfoundland.
- d. Travel by Rail or Commercial Aircraft as authorized by existing law and regulations. In lieu of subsistence a flat per diem of Six Dollars (\$6.00) per day is authorized for travel by Military and/or Commercial Aircraft.
- e. Costs will be charged as prescribed in Section 2, War Department Circular #117, dated April 22, 1942.

2. For your information, arrangements for return of crews from Newfoundland to Presque Isle, Maine, by commercial airline can be made with Northeast Air Line at Presque Isla.

By command of Lieutenant General ARNOLD:

C. C. CHAUNCEY
Colonel, Air Corps
Acting Director, War Organization & Movement

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See AT 452.1 Newfoundland 6/8

The Commanding General,
Army Air Forces

DECLASSIFIED
SECRET

May 13, 1942

DECLASSIFIED
GDD hrs.
A 20 June 1974
By *ah/ks* 8/23/76
AC Date 8/23/76

X _____

MAY 15 1942

APPROVED
By order of the Commander in Chief
G. C. MARSHALL
Chief of Staff

For signature of the Chief of Staff.

*Papers filed in
AGC, 5/16/42.
JED*

By JOHN R. DEANE
Colonel G.S.C., Secretary W.D.C.S.

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

Memorandum for record. Three A-20-A type airplanes were requested by the
Commander Task Force Twenty-four in Argentina for reinforcement of Argentina.
Three A-20-C type airplanes, advanced model of the A-20-A, are ~~being~~ transferred
from the 47th Bomb, ~~Grp~~, Will Rogers Field, Okla., to Argentina.
This action has been coordinated with General Streett, Operations Division of
the General Staff.



MAY 10 1942
AAG Recd

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Air Defense of Argentina

DECLASSIFIED
SECRET

May 13, 1942

DECLASSIFIED
GDD hrs.
A 20 June 1974
By *ah/ks* 8/23/76
AC Date 8/23/76

X _____

MAY 15 1942

APPROVED
By order of the Commander in Chief
G. C. MARSHALL
Chief of Staff

For signature of the Chief of Staff.

*Papers filed in
AGC, 5/16/42.
JED*

By JOHN R. DEANE
Colonel G.S.C., Secretary W.D.C.S.

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

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from the 47th Bomb, ~~Grp~~, Will Rogers Field, Okla., to Argentina.
This action has been coordinated with General Streett, Operations Division of
the General Staff.



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By *06/15/80* Date *8/25/76*
May 14, 1942

SUBJECT: Air Defense of Argentina.
TO : Commander in Chief, United States Fleet, and
Chief of Naval Operations.
REFERENCE: Command File FF 1/A 4-2 Serial 00038, subject
as above. May 7, 1942.

1. General Arnold has directed the immediate transfer of three (3) A-20-C airplanes to Argentina.
2. These airplanes are equipped with seven .30 cal. guns, bomb racks and torpedo rack for a 2500 pound torpedo.

MAY 15 42 PM

(Sgd.) G. C. MARSHALL
Chief of Staff.

RECEIVED MISC. DIV., AGO.
S. & C. Section

MAY 15 1942



OFFICE OF CHIEF OF STAFF

54 AGO
MAY 16 1942
Received

ORIGINAL DISPATCHED FROM
OFFICE CHIEF OF STAFF

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(D) WACED 452.1 Newportland (5-13-42)
(5-13-42)
(5-13-42)

SECRET

AFAEP
CMT/1a

Written 5/13/42

DECLASSIFIED
DDO hrs.
On Jan. 6 20 June 1975
By: *AB/Dec* LC Date: *5/23/75*

may 16/42

Director of War Organization and Movement
MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Air Defense of Argentina.

1. You are hereby directed to take the necessary action to have three (3) A-26-C type airplanes now assigned to the 47th Bombardment Group, Will Rogers Field, Oklahoma, assigned and delivered to the U. S. Army, Newfoundland Base Command, with the least practical delay.
2. It is important that these airplanes be equipped with torpedo racks. The customary spare parts should be forwarded for these aircraft.
3. It will not be necessary to assign crews for these aircraft except for the purpose of delivery.

452.1 Newfoundland 16

Dispatched
MAY 16 1942
AAG

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

Information copies:
AFRDB
AFRGS

*File
5/16/42*

HEADQUARTERS - ARMY AIR FORCES - COORDINATION										
Chief of Staff	Chief of Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-5	A-6	A-7	A-8

Col. Howard A. Craig
Chief of Staff Air Staff Plans

SECRET

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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

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File No.

DECLASSIFIED Tally No. AAP
DOO hrs.

SUBJECT: Air Defenses of Argentina.

By *da* & *RD* June 1974
LC Date *5/23/76*

NO.	FROM	TO	DATE	COMMENTS
2.	(cont'd)			<p>5. Modifications could be made in the armament to substitute 2-.50 caliber guns for the 4-.30 caliber fixed guns in the nose but would cause several weeks' delay. The fire power could be further increased by substituting for the 4-.30 caliber guns in the nose any of the following:</p> <ul style="list-style-type: none"> (a) 1-37 mm and 2 to 4 .50 caliber guns (b) 2-20 mm and 4-.50 caliber guns or (c) 6-50 caliber guns. <p>Any of these latter changes (a,b,c) would involve the elimination of the bombardier, movement of bombing controls to the pilot's cockpit, and assumption by the pilot of the bombardier's duties. Any of these latter modifications would take from three to four weeks.</p> <p>6. It is recommended that the airplanes be transferred without modification.</p> <p>Incls. Same as above w/2 added: Prpsd, reply to Adm. King frm. Gen. Marshall, & Memo to C/AS</p> <p style="text-align: right;"><i>Mc</i> H.A.C. <i>blues</i> AFARP</p>
				<p><i>4 de</i> <i>C/S</i></p>

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W-4071, AC, Rev. 8/14/41

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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File No. _____

Tally No. AAF _____

SUBJECT: Air Defenses of Argentina.

DECLASSIFIED

DDO REG.

EX. 101 & 102 (June 1974)
1/23/76

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	General Kuter	1942 5/8	Please prepare reply. Expedite action. <i>KMP</i>
Incl:	Ltr to the C/S fr. Adm. King, 5/7/42 re above subj /w/ Ltr to Comm. in Ch., U.S. Fleet fr. Comm. in Ch., U.S. Atlantic Fleet, 4/30/42 /w/ Ltr to Comm. in Ch., U.S. Atlantic Fleet fr. Comm., Task Force TWENTY-FOUR, 4/28/42 /w/ Copy of Ltr to SOPA fr. Gen. Brant 3/31/42 /w/ Radio No. 178 3/30/42 fr. Bradley to Gen. Brant. MAY 19 1942 AAG RECEIVED			
2.	AFAEP	AFACG	1942 5/13	AFAEP CMT/ls 1. Attached is copy of a proposed reply to Admiral King from General Marshall. 2. Attached is a memorandum to the Chief of the Air Staff directing that the three (3) A-20's be delivered to Argentina. 3. This action has been coordinated with General Streett, Operations Division, General Staff. 4. The only airplanes of the A-20 type available with torpedo racks are in the 47th Bombardment Group (L) of the 3d Air Force at Will Rogers Field, Oklahoma City. These planes are equipped with bomb and torpedo racks, 4-.30 caliber fixed front guns, 2-.30 caliber flexible guns in the upper rear position and 1-.30 caliber flexible gun in the lower rear position.

(Do not use reverse side)

FORM 1071, AF. Rev. 8/16/41

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AGC/3737
4521 Newydd (6)

AFGAS
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May 13, 1942

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DDO WTS

By *aka/Sp* 14C Date *1/23/16*

Air Defense of Argentina

X Sec/Gen Staff

452.1 Newell (6)

For signature of the Chief of Staff.

*Carried by Al Smith
File in 87.9/14.7*

Dispatched
MAY 14 1942
AAG

Memorandum for record. Three A-20-A type airplanes were requested by the Commander Task Force Twenty-four in Argentina for reinforcement of Argentina. Three A-20-C type airplanes, advanced model of the A-20-A, are being transferred from the 47th Bomb. Gr. Will Rogers Field, Okla. to Argentina. This action has been coordinated with General Street, Operations Division of the General Staff.

1mm

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-Insps.	Budget	Sec.-Ristics

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452.1 Newell (6)

OFFICE OF THE CHIEF OF THE AIR CORPS
SECRET

2389

DECLASSIFIED
DDO WFO
on 30 June 1975
by *all/...* (S); Date *3/2/86*

ROUTING AND RECORD SHEET

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

File No. -----
Tally No. -----

Subject: **Horsemen Airplanes in Newfoundland Air Base.**

NO.	FROM	TO	DATE	COMMENTS
5.	OCAG Air Sec. Com.	AAF A-4 THRU: AAF A-3	1941 12/20	<p>OCAG (14-M) DAJ:LD</p> <p>1. Necessary action has been initiated to transfer the accountability as requested above.</p> <p style="text-align: right;"><i>[Signature]</i> H. J. F. M. C/ASGX</p> <p style="font-size: 2em; text-align: center;"><i>AFFW noted by A4</i></p>

45201 Newfoundland
(7)

DECLASSIFIED
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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
DDO WTS
10/16/80
By *alps* Date *8/23/86*

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

File No.
Tally No. AAF

SUBJECT: **Norsemen Airplanes in Newfoundland Air Base.**

NO.	FROM	TO	DATE	COMMENTS
1.	AAF A-4	AAF A-3	1941 11/27	<p style="text-align: right;">AAF/A-4 JYI/mwb</p> <p>1. Some time ago three (3) Norsemen airplanes were purchased and shipped to Newfoundland Air Base for the exclusive use of Commander Hubbard, who was designated as the supervisor of the radio and weather stations located in the far north.</p> <p>2. Information at hand indicates that Commander Hubbard has been relieved from this detail and is now on duty with the Ferrying Command. In view of the changed situation, it is believed that the restriction which was placed upon these airplanes, which in effect limited their use to flights made by Commander Hubbard, should be modified and the airplanes should be released to the Commanding General of the Newfoundland Air Base for such use as he wishes to make of these airplanes or that some disposition be made of them.</p> <p style="text-align: right;"><i>QW</i> EPS C/A-4</p>
2	AAF C/AS	OCAC Mat.	12/11	<p style="text-align: right;">AAF/A-3 TAL-ds</p> <p>1. GHQ (Lt. Col. Old) has advised that these airplanes are already being used by the Newfoundland Base Command.</p> <p>2. It is desired that the necessary action be taken to transfer accountability of the three Norsemen airplanes to the Commanding General of the Newfoundland Base Command.</p> <p style="text-align: right;"><i>JCI</i> CS C/AS</p>

RECEIVED
DEC 15 1941
CLASSIFIED MAIL
AND FILE UNIT

RECEIVED
DEC 16 1941
MAINTENANCE SECTION
C.C.A.C.

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DECLASSIFIED
DOD #15
20 June 1916

DECLASSIFIED

Type BT-15 Airplane for Newfoundland Airport.

AAF/A-3
TAL-d

- 1 AAF OGAC 1941 It is desired that necessary action be initiated to effect the immediate shipment of one BT-15 airplane with hood for instrument flying and spare parts to Newfoundland Airport. This airplane should be taken from production.

CS
G/AS

4521 Newfoundland ③

Dispersed
NOV 1 1941
AAG

HEADQUARTERS		ARMY AIR FORCES			COORDINATION					
Chief of Staff	Sec'y of Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insop.	Budget	Statistics

-1- AAF-3

DECLASSIFIED
DOD #15
20 June 1916

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Written 11/19/41

AAF/A-3
MainC-ek

Subject: Airplanes for the 41st Reconnaissance Squadron, Newfoundland.

1st Ind.

War Department, Headquarters Army Air Forces, Washington, D. C.
NOV 22 1941
To: General Headquarters, Army War College, Washington, D. C.

- No squadron has been designated to replace the 41st Reconnaissance Squadron since the latter squadron will remain in Newfoundland until the spring of 1942.
- No additional airplanes or combat crews are available at this time for assignment to the 41st Reconnaissance Squadron.
- Orders have been issued transferring the 49th Bombardment Squadron (H) equipped with nine (9) B-17 type aircraft to Newfoundland, the air movement to be made about December 1st.

For the Chief of the Army Air Forces:

WILLIAM W. BIXBY
Lieutenant General

Dispersed
NOV 24 1941
AAG

Dispatch
NOV 22 1941
AAG

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See 4521 Newfoundland ①

DECLASSIFIED
000 hrs.

11/23/76
by [signature] JC Date

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~~SECRET~~

Auth: C/S, GHQ
Initials: B. H. W
Date: 11-5-41

November 5, 1941

452.1 - HBC - Avn
(11-5-41)

Subject: Airplanes for the 41st Reconnaissance Squadron, Newfoundland.

To: Chief of the Army Air Forces, Washington, D. C.

1. The Commanding General, Newfoundland Base Command, has requested information as to what squadron is to replace the 41st Reconnaissance Squadron at the Newfoundland Airport. He recommends that a well-trained heavy bombardment squadron, with B-24 airplanes, be sent, as current tactical demands require range and fuel for long patrols.

2. Informal information has been received from Colonel E. L. Marden, of your office, that the tactical operating range of the B-17C & D planes and that of the B-24G & D planes are approximately the same, and that no B-24 types can be made available for this assignment. Information to this effect is being forwarded to the Commanding General, Newfoundland Base Command.

3. It is apparent that additional airplanes should be sent to Newfoundland. Recommend that two additional B-17's be sent to the 41st Reconnaissance Squadron at the earliest practicable date. In this connection, your attention is invited to letter, this headquarters, to you on November 1, 1941, subject: Reinforcements for the 41st Reconnaissance Squadron, file 210.31 - HBC - Avn, requesting that four additional combat crews be sent to the Newfoundland Base Command. These crews might be used to ferry the additional airplanes requested.

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

For the CHIEF OF STAFF:

HARRY J. MALONE
Brig. Gen., G. S. C.
Deputy Chief of Staff

DECLASSIFIED
~~SECRET~~

RECEIPT FOR SECRET DOCUMENT

Subject: Airplanes for the 41st Reconnaissance Squadron, Newfoundland

Receipt is acknowledged of first indorsement for
GHQ, subject as above, with basis letter from GHQ to Chief
of the Army Air Forces (11-2-41), dated _____.

Officer

Rank

Office

NOTE: To be accomplished and
returned to the Air
Adjutant General.

AMP-35
CVM/ma/6722
Wtr 26 Jan '48

~~SECRET~~

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DECLASSIFIED
DOO 502
@ No. 6 20 June 1975
L.C. Date 3/22/76

87 JAN 1945

Mr. Charles S. Cheston
Acting Director
Office of Strategic Services
Washington, D. C.

Dear Mr. Cheston:

The proposal outlined in your letter of 22 January 1945 meets with my approval. It is my understanding that actually this project will only interfere with presently authorized operations to the Kirkness area of Norway to the extent of the time involved in the transportation of approximately 20 tons of supplies to other intermediary points. With 10 C-47 airplanes now in Sweden the time involved should be negligible.

I appreciate furthermore the urgency of the proposal, and have therefore dispatched a cable, a copy of which I attach for your information.

Sincerely yours,

Signed

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

Office of Signature

1 Incl.
Copy of cable

SAS 452-1 Norway (7)

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290414Z
27 JAN 1945

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er
SAS 452-1 Norway (7)

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Priority

AG/AS, Plans
Operational Plans Division
Projects Branch
(PARAPHRASED)

6722

Col C. V. Whitney

26 Jan '45

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100-20-1000-1000
100-20-1000-1000
100-20-1000-1000

CG USSTAF ST GERMAINE FRANCE
US MILITARY ATTACHE STOCKHOLM SWEDEN

KNOWN THROUGH OSS TO ME HERE IS THE REQUIREMENT FOR MOVEMENT
TWENTY TONS OF SUPPLIES SEPALS PROJECT INVOLVING UTILIZATION OF
THE NECESSARY CHARLIE FOUR SEVEN AIRCRAFT NOW OPERATING IN
KIRKENESS AREA OF NORWAY PERIOD TO SPAATZ FROM ARNOLD INFO
KESSLER PERIOD BELIEVE KESSLER HAS AUTHORITY NECESSARY AND
BALCHEN IS FAMILIAR WITH DETAILS OF THIS PROJECT WHICH HAS
MY SUPPORT

DECLASSIFIED

~~SECRET~~

52 54 92.1 Norway (7)

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Letter to General Arnold dated 1-22-46 from Charles S. Chorton

JAN 25 1946

Commanding General, AAF
(Winston) Col Fred H. Dean

AG/AS, Plans

1
CWA/MS/STEN

In accordance with your memorandum dated 22 January 1946, and subject, herewith attached are:

- a. Suggested letter for General Arnold's signature to Charles S. Chorton.
- b. Suggested cable Arnold to Sports Information Specialist.

3 Incls.

- Ltr to Gen. S. Chorton fr Gen Arnold
- Cable Arnold to Sports info Specialist
- Ltr to Gen Arnold fr Gen. S. Chorton

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

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By *AK/...* J.C. Date *1/23/76*

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AFAPR - LP
SOL/ADM/7127
W/2-2-43
Reprinted 8-2-43
WH:JT 5246

5 AUG 1943

MEMORANDUM FOR MR. HARRY DOPKINS

**Subject: Transport Airplanes for the England -
Stockholm Norwegian Airline**

1. Pursuant to an oral request which I received from the President, I have investigated the situation with respect to the maintenance of the England - Stockholm service which is being operated by the Norwegian Government-in-Exile. The British Government is also very much interested in this service as it provides the U.S. an additional source of ball bearings.

2. The demands being made on us for the C-47 type by the combat theater command to make it lendable to other Douglas transports to Norway. The Lockheed C-60 is much faster than the C-47 hence the C-60 will probably prove to be not greatly inferior to the C-47 for the England - Stockholm service although the C-60 pay load is at least 1000 lbs. less.

3. A review of our production prospects and commitments for the Lockheed C-60 indicates that no any offer to the Norwegian Government four C-60's in addition to the four which have already been allocated for delivery (two in June and two in September).

4. If the Norwegian Government desires these additional airplanes, favorable consideration could be given a request for four additional standard army type C-60's with delivery scheduled for November and December. A corresponding reduction in U.S.A.A.P. expenditures will be accepted.

Signed

ROBERT H. GILLES,
Major General, U.S.A.A.
Chief of the Air Staff.

CC FOR: Requisitions Assignment Cont. (Air)
COM
HQB

DECLASSIFIED

Handwritten notes and signatures:
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5 AUG 1943
AG
Full copy
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Handwritten note:
Air ab 452-1 Norway C

Copy for AAG

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DDO lrs

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19 May 2, 20 June 1953
100-4521-1
100-4521-1
100-4521-1

May 14, 1953.

**MEMORANDUM FOR HONORABLE GENERAL G. P. STAMMER,
ACTING SECRETARY, MILITARY ASSIGNMENT BOARD.**

Subject: Norwegian Requirements for Transport Aircraft.

1. The following information is offered in response to the telephonic inquiry made by Colonel West of your office, whether it would be possible for the Army Air Force to support before the Military Assignment Board a Norwegian request for June delivery of two C-47 airplanes.

2. As we stated in our letter of May 3, 1953, we are prepared to support before the Military Assignment Board an assignment of two C-47 airplanes to Norway in 1953. In our May 3, 1953 letter we proposed a schedule of two in September and two in February.

3. After reviewing the urgency of the Norwegian requirement and the Army Air Force' requirement, we are prepared to support before the Military Assignment Board the assignment to Norway of two standard Army C-47 airplanes for June delivery, and two for September delivery. A further consideration of alternatives to the Norwegian request is made without adversely affecting the United States Army Air Force Program.

Declass 4521 Norway (S)

EMJ/nia

Carried by hand

**HARRY E. GILES
Major General, U. S. Army
Acting Chief of Air Staff**

DECLASSIFIED

~~SECRET~~

*File 4521/5/3
(S)*

Declass 4521 Norway

DECLASSIFIED
DDO 195
A 00 Form 1274
Date 1/21/76

OPD
L/L
Est. 2273
DECLASSIFIED
Date _____ Initials _____

OPD 370.09 (9-18-42)

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Stockholm Line.

I. Memorandum.

I concur in the recommendations of the Chief of Air Staff, as set forth in the attached letter.

II. Action Recommended.

1. That the attached memorandum to the President, recommending an unfavorable reply to the King of Norway's request, be signed.

2. That the attached memorandum to the Commander-in-Chief, U.S. Fleet, inviting his attention to the President's desire, be signed.

3. That the attached papers, including the Chief of Staff's reply to the President, be forwarded to the Commander-in-Chief, U.S. Fleet, for completion of report desired by the

4. Army ~~President~~.

OCT 18 1942
TAG 6658:750

10/5/42 file
frc

A. Disals.

- 1-Memo to C/S Fr. Chief of Air Staff (9-23-42) Return to the President for sig. of C/S.
- 3-Memo to Gen. Marshall, Adm. King, and Gen. Arnold Fr. Asst. to Military Aide w/inch.
- 1-Memo to CHIEF for sig. C/S, w/inch.

Course # B-1527

THOS. T. HANBY,
Major General,
Assistant Chief of Staff.

OFFICE OF CHIEF OF STAFF

- 1 1942

APPROVED

By order of the Secretary of War
G. C. MARSHALL
Chief of Staff

By GEO. F. SCHULGEN

Col. S.A.C. Asst. Sec. W.D.A.A.

DECLASSIFIED

SECRET

RECEIVED - CHIEF OF STAFF
OCT 2 1942
Route to Chief of Staff

SECTION 5115 COPY

1252365 CAS
Air at 452.1 Norway

452.1 Norway
10/5/42
38.05 (9-18-42)



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1/23/76
LC Date

WDCA 370,106 (9-18-42)

October 1, 1942.

MEMORANDUM FOR THE PRESIDENT:

Subject: The Stockholm Line.

I have made a careful study of the matter of evacuation of Norwegians from Sweden by the Stockholm Line.

Analysis of the Air Transport situation shows that, including the two recently given to them, the Norwegians have four transports. These they feel are inadequate because of their low ceiling (18,000 feet). They desire transports with 25,000 foot ceilings. We have only six of such a type (B-57) at present, with a predicted production of ten per month.

Benefits from evacuation of the Norwegians would not be commensurate with the harmful effect of diverting the necessary transport planes from other operations.

I recommend that the King of Norway be advised that the United States is at this time unable to provide planes to accomplish this operation.

(Sgd) G. C. MARSHALL

Chief of Staff.

UCI -2 1942

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OFFICE CHIEF OF STAFF



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By *clm/aw* MC Date *9/23/76*

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OPD 370.05(9-18-42)

OCT -1 1942

MEMORANDUM FOR THE COMMANDER-IN-CHIEF, U.S. FLEET:

Subject: Stockholm Line,

1. Forwarded herewith are papers relating to investigation of possibility of evacuation of Norwegian citizens from Sweden.

2. Attached hereto is my reply to the President on this matter. Request that you forward it with your reply regarding the proposal for using a submarine or other means which the Navy might possibly furnish.

(Sgd) G. C. MARSHALL

Chief of Staff.

3 Encls.

- #1 - Memo to Gen. Marshall, Adm. King, and Gen. Arnold Sr. Asst. to Military Aide (9-18-42) w/incl.
- #2 - Memo to C/S Fr. Chief of Air Staff (9-19-42)
- #3 - Memo to the President Fr. S/S.

OCT -2 1942

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DDO 107
On 30 June 1983
By *al/...*

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Thanks to the great help of the President of the United States, we got two Lecturers in the summer of 1941, which were placed at the disposal of the British Overseas Airways Corporation in order to increase the frequency of the Stockholm line.

As the number of planes was totally insufficient to cope with the long list of passengers waiting to come over from Sweden, either to join the Fighting Forces or the Norwegian Maritime Navy, the President of the United States of America graciously granted us two more planes a few months ago. Unfortunately these two planes have smaller engines than the first two Lecturers. As the Germans had decided to shoot down the planes, and have already made attempts at doing it, our planes must be able to reach an altitude of at least 25,000 feet. At the moment of writing this, R.L. is not certain that the two last planes will be able to fulfil these requirements. The first is going over to Stockholm probably tonight.

The Halpa planes which the British had on the line were urgently needed for another purpose, which we Norwegians quite well understand was more important for the common cause than bringing over Norwegians from Stockholm.

There are now between 3,000 and 4,000 young men waiting; many have been waiting for more than a year. They have taken whatever work has been offered them, insuburbing and so forth, but still it is wearing very hard on their morale not to be able to get over here. As the situation in our Fighting Forces are very short of men, not to speak of our ~~Maritime Navy~~ which is playing

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- 2 -

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it's very big part. Not one stone can be left unturned in the endeavor to increase the traffic.

R.L. is aware of the fact that Great Britain has ordered 500 large transport planes in the United States, and that we might get a few of these, but that is a long proposition and will not help immediately.

An immediate help is so much more important for the following reasons:-

When all signs indicated at the beginning of April that the Germans had decided to shoot our planes down, we had to very nearly stop the traffic during the light northern summer nights. This was a very great disappointment to the boys, but R.L. promised them that as soon as it became dark again, which is the case now, we would speed up the line and fly with several planes every night. Now when the Hudsons have been taken away, this promise cannot be fulfilled.

We have, as will be seen from copy of secret letter from the Minister of Foreign Affairs to the Minister of Defense dated 5th September 1942, suggested the possibility to be investigated whether Pan American Airways or American Export Lines now working an Atlantic line to Fuzhou, would be in a position to extend that line to Stockholm, but also that is a question the solution of which must take a long time owing to Swedish concessions having to be obtained.

The quickest way to increase the capacity of the line is if a few American transport planes now with the forces in this country could be placed at our disposal.

For the time being we have 5 very well trained crews, but only 2 planes.

The second best would be if suitable American transport 1252565

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planes could be released for our use in the States and flown over here as quickly as possible. For this purpose passenger comfort is no matter of concern.

As stated above, the planes should be able to reach an altitude of at least 25,000 feet.

The distance Lancham/Stockholm is some 500 miles. The prevalent winds are westerly.

The planes should be equipped with automatic gyro-pilot, de-icing equipment, double generators, and oxygen installation.

As for heavy planes, one must take into consideration that the Brum airport is rather small, but the Göttingburg airport has now been extended and the longest runway is 1,200/1,300 metres.

/s/ V Larsson

9th September, 1942.

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Avi AS 452-1 Norway (P)

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By Sp. 6 20 June 1977
JG Date 8/23/76

MEMORANDUM FOR THE PRESIDENT:

Subject: The Stockholm Line.

I have made a careful study of the matter of evacuation of Norwegian Iron Sweden by the Stockholm Line.

Analysis of the Air Transport situation shows that, including the two recently given to them, the Norwegians have four transports. These four are inadequate because of their low ceiling (18,500 feet). They desire transports with 25,000 foot ceilings. Of such a type (C-57), we have only six at present, with a predicted production of ten per month. The U. S. has a most urgent need for part of its air transports in combat theaters, for moving air-borne troops, and for other uses.

Benefits from evacuation of the Norwegians would not be commensurate with the harmful effect of diverting the necessary transport planes from other operations.

I recommend that the King of Norway be advised that the United States is at this time unable to provide planes to accomplish this operation.

Chief of Staff.

COPY FOR Gen. George E. Stratemeyer
Major General, U. S. Army,
Chief of the Air Staff.

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DDO 805

delivered by Cal Smart to O.P.B. 9/23/42

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September 23, 1942.

MEMORANDUM TO THE CHIEF OF STAFF.

SUBJECT: The Stockholm Line

I. Mission

1. The King of Norway, in the attached letter, expresses the desire to transport from Sweden to the United Kingdom 3,000 to 4,000 Norwegian citizens who, upon arrival in England, will presumably enter Norwegian fighting forces or the Norwegian Merchant Navy. In order to accomplish this transfer, he proposes that the United States make available air transportation capable of taking off from an airbase having runways approximately 4,000' long and flying 800 miles at 25,000'. The Norwegians have five crews for the operation of air transports. Ten Lockheed are currently being used for this purpose. Ten additional transport planes given by the President of the United States are thought by the King to be inadequate, in view of the fact that they have low horsepower engines and are incapable of flying at the necessary altitude (the Lockheeds referred to are also incapable of flying at 25,000', having an absolute ceiling of only 18,500').

2. The only U. S. transport airplane capable of flying at an altitude of 25,000' is the C-57. We have currently less than six of these airplanes, and future production is at the rate of only ten per month. The Commanding General, Army Air Forces, recently recommended against the use of this airplane for transporting aviation gasoline into Malta. Since the C-57 airplane was considered not available for this most important mission, it follows that it should not be considered available for transporting Norwegian citizens out of Sweden.

3. The C-57 airplane is capable of carrying 28 passengers at 20,000' at 180 miles per hour. The C-46 transport is capable of carrying 33 passengers at 14,000' at 190 miles per hour. It is believed that either of the above type aircraft could be used for transporting the Norwegians from Sweden to the United Kingdom.

As AB H52.1 Norway (H)

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delivered by Cal Smart to O.P.B. 9/23/42

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4. The United States has urgent need for all of its air transports for use in the combat theaters, for training of air-borne troops, and for other necessary uses. Complying with the request of the King of Norway will have only a political effect and will not contribute materially to winning the war.

II. Action Recommended

1. It is therefore recommended that an unfavorable reply, substantially in the form attached, be sent to the President.

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

1 Encl.
None to the President.

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By: *Alaker* LC Date: *2/11/81*

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September 23, 1942.

MEMORANDUM TO THE PRESIDENT:

SUBJECT: The Stockholm Line

A careful study of the memorandum to you from the King of Norway, relative the evacuation by air of 3,000 to 4,000 Norwegians from Sweden to the United Kingdom, reveals that this project, however worth while it may be, can be accomplished only at the expense of vital military operations. Our total air transport production is currently required for the training of air-borne troops and to conduct and support operations against our enemies. Any diversion, however small, will adversely affect these operations.

It is recommended, therefore, that the King of Norway be advised that the United States is unable, at this time, to provide airplanes to accomplish this operation.

CHIEF OF STAFF.

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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

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8 Jan 4 20 June 1974
J.C. Date 8/23/76

SUBJECT: Problem of Evacuation via the Stockholm Line.

NO.	FROM	TO	DATE	COMMENTS
1	General Stratemeyer	General Kuter	1942 9/19	For necessary action. S. E. S.
Incl:	D/S from Col. Deane to (I) Gen. Arnold (II) A.C. of S., WPD, 9/18/42 /w/ note from Gen. Marshall to AAF and OPD /w/ Memo for Gen. Marshall, Adm. King, and Gen. Arnold in turn, 9/18/42 from Col. Hammond, The White House /w/ Rpt. on "Stockholm Line" 9/9/42 re above subj.			
2	AFDAS	Advisory Council (Colonel Smart)	1942 9-19	LSK:cmc 6371 Please prepare necessary action and, noting General Marshall's instructions, coordinate with Plans and the Director of Military Requirements, present solution to General Stratemeyer. L. S. KUTER Brig.Gen., U.S.A.
3	Advisory Council	AFDAS Council	1942 9-23	As requested in Item 2 above, attached herewith is a proposed reply to the Chief of Staff and to the President. These papers have been coordinated with Plans and the Director of Military Requirements. J. E. SMART Lt. Colonel, Air Corps
				Incls. added: Memo to President Memo to C of S.

(Do not use reverse side)

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

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By *alps* LC Date *1/20/76*

LK:mas 6571

2 AFDA Advisory 1942
Council 9-19
(Colonel
Smart)

Please prepare necessary action and, noting General Marshall's instructions, coordinate with Plans and the Director of Military Requirements, present solution to General Stratemeyer.

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

Incls: n/c

3 AFDA Advisory 1942
Council 9-19
(Colonel
Smart)

As requested in Item 2 above, attached herewith is a proposed reply to the Chief of Staff and to the President. These papers have been coordinated with Plans and the Director of Military Requirements.

J. R. SHAW
Lt. Colonel, Air Corps

Incls. added:
None to President
None to C of S.

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on 08/04/2010
by *AK/...*

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3
Advisory
Council
1942
9-29

As requested in Item 2 above, attached herewith is a proposed reply to the Chief of Staff and to the President. These papers have been coordinated with Plans and the Director of Military Requirements.

Encls. added:
None to President
None to C of S.

J. E. SMAY
Lt. Colonel, Air Corps

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60 Jan 1974
MC Date 4/23/76

Problem of Evacuation via the Stockholm Line.

1 General General 1942
Strate- Kuter 9/13
meyer

Per necessary action.

G. E. S.

Incl: D/S from Col. Deane to
(1) Gen. Arnold (II)
A.C. of S., WFO, 9/18/42
/w/ note from Gen. Marshall
to ASF and ODF /w/ memo
for Gen. Marshall, Adm.
King, and Gen. Arnold in
turn, 9/18/42 from Col.
Hammond, The White House /w/
Rpt. on "Stockholm Line"
9/9/42 re above subj.

452.1 Norway
P

2 AFDAS Advisory 1942
Council 9-19
(Colonel
Smart)

Please prepare necessary action and, noting General
Marshall's instructions, coordinate with Plans and the Director
of Military Requirements, present solution to General Strate-
meyer.

LE:com 8571

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

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Mr. Kuter
On 05-452.1 Norway P

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Handwritten: 10 Dec 8 20 June 1974
By *Handwritten:* [Signature] MC Date *Handwritten:* 1/24/76

Bombers for the Royal Norwegian Air Forces.

- 1 General General 1942
- Arnold Strate- 11-26
- meyer

Note the attached and send on to A-2, A-3 and A-4 for their information.

INCL:

- Memor for Gen. Arnold 11-24
- fr Col. Hammond
- Memor for Col. Hammond 11/3
- fr Gen. Arnold
- Memor for Gen. Arnold 9/18/42
- fr Col. Hammond.
- Report - "Bombers for the
- Royal Norwegian Air Forces.

H.H.A.

- 2 AFGAS Assistant 1942
- Chief of 11-27
- Air Staff
- A-3
- Assistant
- Chief of
- Air Staff
- A-4
- Assistant
- Chief of
- Air Staff
- A-3
- in turn

3373
GEB/ml

1. Note General Arnold's comment #1. A-2 and A-4 will inform themselves of the contents of the attached papers.

2. A-3 will retain these papers for future reference. A-3 will also send a paper to Central Files for record, stating that they have the attached papers in their file.

Dispersed
www 2-3 1942
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Incl: n/a

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

Handwritten: 100 452.1 Norway (3)

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DDO 101
10 A 30 June 1975
By *Ala* / *9/23/96*

October 6, 1942

**MEMORANDUM FOR: Lieutenant Colonel Chester Edmund, U. S. C.,
Assistant to the Military Aide, The White House.**

Subject: Embargo for the Royal Norwegian Air Force.

1. In reply to your memorandum dated September 14, 1942, attaching a memorandum received by the President from the King of Norway relative to the above subject, it is advised that the United States Army Air Force does not desire to undertake the training or operation of Norwegian pilots and air crews as proposed.

2. It is believed that acceptance of the Norwegian proposals will not add to the military effort of the United States Army Air Forces, and would, in fact, create a diversion detracting from the overall American Air Force accomplishment.

3. It is further believed that the most logical solution is for the Norwegians to continue their present training and, if profitable employment is developed, procure suitable operational aircraft from the British, or obtain Norwegian pilots and air crews to British or Canadian units operating from the United Kingdom.

4. The Plans Division of the Air Staff has made a detailed study of this proposal. A copy of that study is attached hereto for your information.

452.1 Norway (3)

1 Incl.
Copy of study on
above subject.

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

Dispatched
OCT 6 1942
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452.1 Norway (3)

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By *Ch. P.* & 20 June 1974
L.C. Date 9/23/76

337/nd

Bombers for the Royal Norwegian Air Forces.

1 AFGAS Assistant 1942
Chief of 9-18
Air Staff
Plans

1. The enclosed paper was sent to General Arnold this date by the President. It is desired that you make a study setting forth what we can do.

2. Coordinate your answer with A-3, the Director of Individual Training, and the Director of Bombardment.

Inc: Same for Gen. Arnold
Fr Col. Hummel 9-18
w/ 3 page memo on above

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

452.1 Norway (3)

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alias 452.1 Norway (3)

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10/16/80

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29 March 1945.

MEMORANDUM FOR GENERAL WALSH:

Subject: Transfer of Trainers from San Antonio to Panama.

1. At a general meeting of the Air Staff this date, General Arnold had before him the following informal account of mine;

"Arrangements are being made with Brazil toward the end that we will move 300 trainers now in storage in San Antonio to storage in Panama. After their arrival in Panama they will be declared surplus. They can then be made available to the Latin American countries from the Theatre without the interminable delays and legal obstacles that exist in the Zone of Exterior. This action is being taken on General Arnold's authority only. This does expose him to possible later attack on the basis of a scheme to avoid legal restrictions; however, the act itself is wholly within the law."

2. General Arnold approved the action indicated.

3. It is understood that you will carry the ball on this subject.

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

Cyc to:
Gen Giles
Gen Nichols
Gen Jamison
Gen Leutenbacher

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SAS 452.1 Panama (15)

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Departure of VI Bomber Command Airplanes from San Antonio Air Depot

MAL/iam 5365

1 AFOS AFAC 1942 10-88

For necessary action and preparation of reply

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5 Incls.

4 copies of ltr to C/AAF
fr Gen. Lyons, VI AF dated
10/23/42, above subj and
incl (or ltr to CG VI
Bomber Comd fr Capt Burns
SMAD re above subject.

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

452.1 Panama (14)

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SAS 452.1 Panama (14)

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APAGE/HR/WR
6 April 1948 Date

MEMORANDUM FOR: Lt. General George H. Brett, Commanding General
Caribbean Defense Command
Quarry Heights, Canal Zone

Subject: Transfer of Trainers from San Antonio to Panama

1. Approval for the transfer of aircraft from the United States to Panama as arranged with you by Colonel Sumner during his recent visit is of such importance, insofar as it may involve difficulties unless it is carefully handled, that instructions have been issued for this office to follow closely and monitor the entire project with your headquarters. The history of the project has been explained to you by Colonel Sumner and it has been written up as a matter of record. It is well understood by all who have been concerned with it and it will work if closely followed. Copy of approved procedure is enclosed.

2. Unless there is absolute necessity, it is preferred to handle this matter by written memoranda between your headquarters and this office. It is requested that the correspondence be addressed to my attention.

3. It is particularly desired that the airplanes not be declared surplus until they arrive in Panama. However, negotiations for the disposition of these aircraft to the various Latin American governments may be carried on prior to the arrival of the airplanes in Panama.

4. The various members of the staff believe that the project, if well handled, will achieve the results desired by everyone concerned. The discussed procedure is perfectly legal. These precautions are being taken in order to avoid any possible criticism.

R. L. WILSH,
Major General, U.S.A.
Special Assistant to the Commanding General
Army Air Forces

- cc: Gen. Gilson
- Gen. Roberts
- Gen. Kuter
- Gen. Sumner
- Gen. Lamborn

Copy also sent to Gen. Timberlake

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DOD Itra.
8 Jan. & 20 June 1974
By *ALC*, Date 8/24/76

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PK*

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24 March 1948

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Disposition of Trainer Aircraft to Latin American Republics.

1. Under date of 16 February 1948, Brigadier General Patrick W. Timberlake wrote to Mr. Lee F. Crowley, Administrator, Foreign Economic Administration, confirming certain informal agreements concerning the distribution and sale of primary and basic training airplanes to Latin American governments arrived at between Major General R. L. Walsh and Mr. William Brinckerhoff of Foreign Economic Administration. A copy of this letter is attached as Exhibit "A".

2. Pursuant to these agreements between AAF and FEA, a letter to the Commanding General, Caribbean Defense Command signed by Brig. General D. E. Hanson, Special Representative of the Under Secretary of War, and dated 18 March 1948, outlining this proposed procedure, was delivered by Colonel Paul H. Sumner to the Chief of Staff, Caribbean Defense Command, on 16 March 1948. A copy of this letter is attached as Exhibit "B".

3. At a series of staff conferences held under the auspices of the Chief of Staff, Caribbean Defense Command and attended by Colonel F. H. Sumner, Major A. E. Hughes and Major A. E. Carpenter of this Headquarters, the following procedures in general were agreed upon, subject to the approval of the Chief of the Air Staff. The following detailed procedures are recommended:

a. The Commanding General, Caribbean Defense Command will immediately recommend to Headquarters, AAF the maximum number of PT and BT aircraft which can be reasonably absorbed by each Latin American republic for use by its Air Force:

- (1) to cover the 100 PT-19's and 100 BT-15's now earmarked for allocation;
- (2) to cover future requirements over and above those 200 trainers already set aside.

b. FEA Washington and Caribbean Defense Command will be advised of the approved maxima by Headquarters, AAF. FEA may then negotiate with the governments of the selected Latin American republics for the purchase of PT-19's and BT-15's within the approved quantities.

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8 Jan. & 20 June 1974
By *ALC*, Date 8/24/76

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- 3. A project will be established by Headquarters, AAF covering the gradual transfer of 125 P-51's and 125 P-51's from ATSS to the 6th Air Force at Albrook Field, C.S.
- 4. In order to facilitate and provide flexibility in the implementation of this project, GSO will request aircraft of each type in quantities determined by its storage capacity to constitute a working pool. GSO will maintain this pool, and when informed by FMA that a sale has been consummated GSO will request transfer of additional aircraft from ATSS under the AAF project from the Base of Interior to Albrook Field, C.S.
- 5. Transfer of all aircraft under this project will be handled by the Ferrying Division, AFM.
- 6. After arrival of the planes, the CG, GSO will report them to Headquarters, AAF as excess to its requirements under AAF Regulation 25-25 and AFM 275. The reported planes will be promptly processed through Conditions Assignment Board (CAB) and when determined by it to be "excess to the Combined military requirements," the CG, GSO will be so advised.
- 7. Primary and basic trainer aircraft in the possession of the 6th Air Force after they have been processed in accordance with 5. above, may be declared surplus to the local representative of FMA, Fusan City, R.P. by the CG, GSO.
- 8. FMA will arrange with the purchasing government for delivery to their pilots at Albrook Field, C.S.
- 9. A complete complement of spare parts will be released concurrently with the deliveries of these trainer aircraft to GSO. These spares will be packed by ATSS for export shipment, and will be shipped to Fusan Air Depot and subsequently deemed to be excess to GSO and reported as surplus to the local representative of FMA for sale by him to the purchasers of airplanes.

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By: [Signature] LC: [Signature] 4/4/74

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6. It is requested that the procedures outlined in paragraph 5 above be approved for immediate implementation.

Signature:
Appointments:
Appointments:

AFM-4
Col. P. H. Banner/abt/0000
Prep: 24 March 1948

Gen. Walsh - AEP-30 AEP-30 AFAM AEP-40

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8 Jan. & 20 June 1974
By: [Signature] LC: [Signature] 2/2/74

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Departure of VI Bomber Command Airplanes from San Antonio Air Depot

450-1 Panama 14

2. AFASG AFAS 1942 get combat airplanes back into their units without delay. While one airplane might have stayed in Brownsville four days, many more airplanes arrived at their home station several days earlier by being required to depart as soon as they were completed.

S Incls.
H.J.F. Miller,
Major General, U.S. Army

MAIL/Imm 5265

3 AFASG AFAS 11-2

1. General Manley approves your recommendation that no change be made in present policy requiring fly away within one hour of completion of work at depots.

2. For preparation of reply to General Lyon along the lines indicated in your item #2 above.

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

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Date 1/24/76

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Departure of VI Bomber Command Airplanes from San Antonio Air Depot

MAL/lsm 5265

1. AFGAS AFASC 1942
10-28

For necessary action and preparation of reply

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

5 Incls.

4 copies of ltr to C/AAF
fr Gen. Lyon, VI AF dated
10/21/42, above subj and
incl (or ltr to CG VI
Bomber Comd fr Capt Burns
SAAD re above subject.

2. AFGAS AFASC 10-29

Chal/cha 4148.

1. Instructions were issued by this office some time ago to the San Antonio Air Depot to require that combat aircraft should leave the San Antonio Air Depot airbase within one hour after completion for several reasons:

a. The airbase there is quite small and is crowded.

b. Very often pilots delayed sometimes as long as forty-eight (48) hours before departing after their airplanes have been completed.

c. In August this Headquarters received two communications from the Commanding General, Army Air Forces, in regard to the length of time it took to service aircraft in the San Antonio Air Depot from Panama.

2. The Air Service Command operates a sub-depot at Earlham, Texas, and operates an Air Depot Training School at New Orleans. At both of these places aircraft are welcome, and there is sufficient personnel available to provide necessary service. There is no reason why aircraft stopping at Earlham, Texas, should be serviced there as well as it could be at San Antonio, or at Sautonsville City. In view of the above, it is not desired by this Headquarters to change the regulations now existing. It is believed that they require that combat pilots should

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September 19, 1942

Brigadier General E. B. Lyon,
Commanding General,
Sixth Bomber Command,
A. P. O. 825.

Dear Eddie:

Your interesting letter of September 9, covering your feelings toward the "inactive" front was received. Your ideas are fine and are certainly supported from my viewpoint, but as you no doubt know, or realize, the situation with respect to airplanes is such as to warrant their assignment at this time only to theaters which are desperately in need thereof or in conformance with our strategic plan. I will bear your problems in mind, and you can be assured that you are not in any way forgotten. Recent developments in Radar equipment seem to hold the possibility of solution against surprise attack along our coasts. We are doing everything to push this to the utmost.

As you know, we are all in this war together, working toward the same common goal, and everyone is required at this time to lend every effort to do their utmost under conditions which are not what we desire. I am appreciative, as well as General Arnold is, of the fact that you are assisting us in training which is one of our vital problems, particularly at this time. Hence, bear with us and do the "hang-up" job I know you can and will with the means at your disposal.

With best wishes to Johnny, General Andrews and yourself, I am

Sincerely,

(Signed)

GEORGE F. STRATHEIMER,
Major General, U. S. A.,
Chief of the Air Staff.

Dispatched
SEP 22 1942
AAG

File
6192247

DECLASSIFIED

DOD Itra

8 Jan. & 20 June 1974

By *21* J.C. Date *8/24/76*

~~SECRET~~

Air 4542.1 Panama (13)

452.1 Panama (13)

DECLASSIFIED

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HEADQUARTERS

VI BOMBER COMMAND, SIXTH AIR FORCE
APO #825

EHL/mst

September 9, 1942.

Major General George E. Strateseyer,
C/O Chief of Army Air Forces,
Washington, D. C.

Dear Strat:

The anxiety of an "inactive" front is so great that we are all devoting most of our waking moments to dreaming dreams of the land of "might be". Know you are terribly busy but this letter won't be long and might just possibly interest you as my personal conception of what this Panama Area could add to the process of winning the War.

Who knows that this front down here is as inactive as it may appear? A successful raid on the Canal would gain the Japs great "face" with our Latin American brothers. (Since Midway, an attack in force seems out for the present). But an abortive raid would be a slap in said "face". How to keep it from being successful? If we could keep up an efficient outer patrol (far limit about 1150 nautical miles from the Canal), the Pursuit and anti-aircraft could almost go home or, at least, spend their days fishing. Fill my Groups (Panama Sea Frontier only) up with their 96 four-engined bombers, talk the Navy into leaving their three Squadrons of PBIs down here, and we will give you a perfect (theoretical but really practical) protection of the Big Ditch in the present state of the War.

You know all the above and just mention it in leading up to the real subject in which we have both been interested; i. e., Training.

Since December 7, we have had to pinch and squeeze for the little bit of unit, gunnery, and bombing training that has been possible; so little that I have actually wondered whether, if we found an enemy carrier force, we could fight our way through his protection and drop our bombs with enough precision to destroy him. However, as General Andrews has said (in substance) - "If you don't find him before he has launched his airplanes, your mission has failed, whether or not you destroy his empty carrier".

You people in Washington have now given us a second mission: To return 5% of our trained (?) combat crews to the States each month. We both know that quantity without quality is, in an Air Force especially, good only as an Italian idea (poor Wops!). Now, our Pacific patrols, operating from far-flung bases, over vast areas of water are, when coordinated with opportunity for squadron training and with a central training school, the best preparation that I can imagine for the use of Heavy Bombardment in an active theatre.

DECLASSIFIED

DOD ltr.

8 Jan. & 20 June 1974

By: [Signature] / Date: 8/24/74

SECRET
DECLASSIFIED

MEMO - Ltr to Maj Gen. George H. Stouteney, 8/9/42.

However, these patrols also do not train combat crews nor do they train the individual members thereof (except possibly the navigator) in most of their duties of fighting their way into and accomplishing their objective. They are of inestimable value in "post-landing" operations. We should have careful attention to these crews even far beyond after patrols are taken care of, thus guarding the ground and towing and excellent combat crews.

This possible leads up to my subject:

A. You now ask us for 40 of our crews. We shall be hard put to comply with this directive with our present 20 plus 5 of 2/0 airplanes.

B. If you give us our 1000 complement of airplanes, I believe that we can take good care of our primary mission of defending the Coast, give you much better trained crews, and let you have 10 instead of 40 per month. (This is absolutely confidential and I have not discussed the matter in this previous form with either Jimmy or Andy; it is my opinion only).

Of course, you know more of the needs of all theatres than I can possibly. Therefore, the above is not a plan but an idea for your consideration; Don's brother to answer. If you think it a practical plan, - O. K. if not, chuck it in the waste-paper basket.

H. H. LINS,
Brigadier General, U. S. Army,
Commanding.

- 2 -

DECLASSIFIED
DDG Hrs
8 Jan. & 20 June 1978
By: *ah/c* Date: *4/78*

SECRET

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DECLASSIFIED

SEP 7 1942

Dear Johnny:

Nothing would please me more than to take a quick run by B-24 down to your place, if only to get away from the constant pressure here, but, as you can well understand, I can give you no definite date for the trip.

I know you must feel like the forgotten man, and that we minimize the danger to the Canal, and, while charging you with defending it, never give you sufficient force to guarantee an adequate defense.

This unhappy situation is the result of having to maintain our battle and ferrying losses in crews and airplanes in the active combat theaters, which are Australia, South Pacific Islands, Alaska, Middle East, India, and England, as well as furnishing appreciable quantity of airplanes and spares to Russia, the RAF, and the RAAF.

These commitments necessarily force us to short-change the Continental United States, Hawaii, and the Caribbean, and have seriously dented our CTR's, 4-engine schools, and combat crew replacement training, through shortage of combat-type airplanes.

We are endeavoring to revise the attrition rates for foreign theaters to procure more airplanes for training.

When General Andrews was here, A-3 gave him the current allocations to your Command. These, as was explained to him, were only the current well-educated guess, and were dependent on meeting production estimates. In addition, unexpected diversions in the medium and light bombardment types come up, which, in effect, means that we will be able to fulfill our pursuit and heavy allocations to you in October, but the medium and lights cannot be expected except in dribbles in November and December.

452.1 Panama (12)

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DECLASSIFIED
DOD ltr.
8 Jan. & 20 June 1974
By: *AK/EC*; Date: *8/24/76*

~~SECRET~~

C.F.
In CD 452.1 Panama (12)

~~SECRET~~
DECLASSIFIED

As for ASV, installation in the B-26 is extremely unsatisfactory, and consists of only one pilot model. The B-25 installation is now made, but the space is limited and decision on whether production will continue has not been made. To date, for the Caribbean Defense Command, 16 B-25's with Mark II, 12 B-18's with ASV-10, and 14 B-17's with Mark II have been completed. The remainder of your B-18's will be equipped, but your hope for B-25's and 26's must be dashed.

I hope this information will not be too discouraging for you, but know you would rather have the truth, than mere eye-wash.

Sincerely,

(Sgd.) Strat

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

Dispatched
SEP 7 1942
AAG

Major General Davenport Johnson,
C.O., 6th Air Force,
A.P.O. #825,
C/o Postmaster,
New Orleans, Louisiana.

*Delivered by
Miss [unclear]*

DECLASSIFIED
DOD ltr.
8 Jan & 20 June 1974
By: *Ala* LC, Date: 8/24/76

~~SECRET~~

air 05 45211 Panama (13)

HEADQUARTERS SIXTH AIR FORCE
Office of the Commanding General

A. P. O. No. 825,
5 Postmaster,
New Orleans, La.

August 25, 1942.

Dear George Edward:

Mary thanks for your nice letter including the letter to Andy. I took it over this morning and he is forwarding it with his approval for release of these officers and you can make your plans accordingly.

George, I realize that from where you people sit you have the over-all needs in mind and I cheerfully abide by your decisions. But, I am going to put it up to you in a few words our needs here so that you can consider them in the over-all needs and I am doing this to be sure that you have a picture of the situation in the Caribbean.

First, the submarines have been raising havoc off the coast and among the islands. This area is under the operational control of the Navy, but if they receive the 67 radar equipped medium bombers--B-25's or B-26's--promised us from time to time, I believe that the sinkings could be materially reduced, if not eliminated.

Second, if you gave the big four-motored bombers that are due, the three other groups, we can guarantee no raid can be made on the Canal and I believe that a raid is very feasible for the Japs in view of the trouble that seems to be building up in the Solomon Islands. If they can stop up the Canal, they would prevent immediate reinforcements, going to the Solomon Islands. Another item is that I will be very hard pressed to train and turn over to you the 5% per month of combat crews due to the shortage of four-motored airplanes, as my paramount mission is the protection of the Canal and training is incidental, and I do not have near enough four-motored aircraft to provide adequate protection for the Canal.

The facts and figures of our needs are on file in your office as I have submitted them many times. I will not go into them. I am asking that you see that this is given due consideration in making your decisions as to allocations.

C.F.

As: DD 452.1 Panama (12)


Page 2 ltr to Gen. G. E. Stratemeyer, 8-25-42.

Our bases are coming along in fine shape and practically all can be operated at the present time. More construction is going on and will continue until they are finished.

Take time off, George, and come down and take a "look-see". It will do your old bones good to get out of a swivel chair for a while and fly a plane.

My very best to all of my friends and my love to Annie.

Yours,


HAVERPORT JOHNSON,
Major General, U. S. Army,
Commanding.

Major General George E. Stratemeyer,
Chief of the Air Staff,
Army Air Forces,
Washington, D. C.

~~SECRET~~
HEADQUARTERS, UNITED AIR FORCES
ROUTING AND RECORD SHEET
DECLASS. ED

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

File No. _____
Tally No. AAF _____

SUBJECT: Letter from General Davenport Johnson.

DECLASSIFIED
DOO WFS
6 Feb. & 20 June 1974
By *[Signature]* Date *8/24/76*

NO.	FROM	TO	DATE	COMMENTS	3373 GES/bd
1	AFCAS	Assistant Chief of Air Staff A-3	1942 9-3	1. Enclosed is a personal letter from Major General Davenport Johnson. It is desired that a reply be prepared for my signature fitting the picture there in Panama into the overall scheme as we see it here.	
Incl: Ltr from General Johnson dated 8-24-42				<i>[Signature]</i> GEORGE E. STRATMEYER, Major General, U.S.A., Chief of the Air Staff.	T-9
2	AFACT	General Stratmeyer Hq. Army Air 4 1942 SAG Received	1942 9-4	Draft of letter attached. Incl. added Drft of ltr to Gen Johnson fm C/AS	OSP:vmo 6110
				<i>[Signature]</i> ROBERT W. HARPER Colonel, Air Corps	

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dis (10) 452,1 Panama (12)

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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

File No. _____

Tally No. AAF _____

SUBJECT: Status of ASV Equipped Planes in Panama.

DECLASSIFIED

DDO MS

18 Nov. & 20 June 1974
by *AK/LSK* Date *9/24/76*

NO.	FROM	TO	DATE	COMMENTS	AFDAS
1.	AFDAS	AFMAG	1942 8/21	To file. Noted by General Arnold who directed that extensive changes be prepared in a subsequent paper.	AFDAS LSK:cmc
<p>Incl: Memo for Gen. Arnold from APTSC, 5/18/42, Subj. as above. (SECRET)</p> <p><i>File per above ci 8/21/42</i></p> <p><i>AFDAS</i></p> <p><i>LSK</i></p> <p><i>AFDAS</i></p> <p><i>452.1 Panama (11)</i></p>					

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

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Page No.

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452.1 Panama (11)

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(RM-1)

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WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

May 18, 1942.

MEMORANDUM FOR GENERAL ARNOLD.

Subject: Status of ASV Equipped Planes in Panama.

1. a. Seventeen (17) ASV equipped LB-30 airplanes have been sent to Panama in accordance with the directive from the Commanding General, Army Air Forces.
- b. One (1) LB-30 equipped with ASV Mark II has been destroyed in a crash.
- c. One (1) LB-30 equipped with ASV Mark II has been returned to the United States and is now at Wright Field undergoing tests to improve performance of side search antennas. These tests indicate that greater ranges are not possible with present antennas. A multi-element antenna is being designed at Wright Field.
- d. A total of fifteen (15) LB-30 airplanes equipped with ASV Mark II are operating in the Caribbean Defense Command.

2. In compliance with the directive from the Director of Military Requirements, B-17E airplanes from Panama are being equipped with ASV Mark II sets, starting May 15th, at the rate of two (2) airplanes every six (6) days until all B-17E airplanes in Panama are equipped.

[Signature]
I. W. MARRINE,
Colonel, Air Corps,
Director of Communications.

Noted *[Signature]*



~~SECRET~~ DECLASSIFIED

Air 4521 Panama (11)

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
000 hrs
18 Feb. & 20 June 1978
By *alr/br* J.C. Date *2/24/80*

March 19, 1942

MEMORANDUM FOR THE DIRECTOR OF TECHNICAL SERVICES:

1. General Arnold, at 10:15 AM today, directed the undersigned to send the next nine (9) LB-30s equipped with ASV and IFF to Panama as quickly as possible.

2. There are now at Panama, six (6) LB-30s and there are enroute two (2) LB-30s equipped as indicated above. The total number when the nine (9) are supplied, will be seventeen (17). General Arnold informed the Secretary of War that there would be in Panama by the first of May, a total of seventeen (17) LB-30s equipped with ASV; that in order to supply these, it was necessary to divert them from other previously made assignments. General Arnold also desires periodic reports by cable, as to the status and operation information on the eight (8) LB-30s now in enroute to Panama. He also desires information as to the use of Navy aircraft at Panama equipped with ASV.

3. This office is taking action to divert LB-30s now equipped although it involves taking planes, the first five (5) of which were set up for Hawaii, the next three for Alaska and the ninth set up for Australia. Lieut. Colonel R. E. Lynn has been instructed by telephone regarding this matter, and action will be taken to coordinate and have issued, the proper orders for this move.

A. W. HARRINER
Colonel, Air Corps
Director of Communication

cc: AFDMR
AFCAS
AFRDE

Noted - file
SPC

As 11-4521 Panama 10

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As 11-4521 Panama 10

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 DECLASSIFIED
 DOD IWS
 10 Nov. & 20 June 1983
 By: *[Signature]* L.C. Date: *[Signature]*

AAF/A-3
 DWB:mld

Written 2/27/42

MAR 2 1942

MEMORANDUM FOR THE CHIEF OF THE AIR CORPS

Subject: Four B-17E's to Panama

1. Four (4) B-17E's will be delivered to the Panama Canal Department with the least possible delay.
2. This confirms telephone conversation with Colonel Hefley, at 4:05 o'clock, February 26, 1942.

By Command of Lieutenant General Arnold

JOHN B. COOLEY
 Lt. Colonel, A. G. D.,
 Assistant Air Adjutant General

452.1 Panama (P)

Dispatched
 MAR 3 1942
 AAG

Hq. Army Air Forces
 FEB 26 1942
 AAG RECEIVED

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	Judge	Sc a	at lcs
	<i>WJF</i>				<i>[Signature]</i>						
					<i>[Signature]</i>						

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AAF 39
 452.1 Panama (P)

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DECLASSIFIED
WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

DECLASSIFIED
000 hrs
on 1st & 20 June 1971
by *ala/ra* L.C. Date *4/24/76*

February 26, 1942

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

General Arnold, at 8:45 AM today, instructed Colonel Marriner and Lieut. Colonel Saville to assign to Panama, the first eight (8) LB-30s (B-24) complete with crews; that every effort will be made to expedite installation of ASV equipment and move the aircraft to Panama. These eight (8) aircraft include the four (4) that were initially allocated to Panama and the four (4) that were initially allocated to Puerto Rico. General Arnold will advise General Andrews that these eight (8) aircraft are being assigned to Panama for its defense:

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

4521 Panama (9)

Hq. Army Air Forces
FEB 26 1942
AG RECEIVED

*Noted in 0-3
488*

FOR DEFENSE



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4521 Panama (9)

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
DD FORM 1300
1 JUN 1973

By *[Signature]* Date *8/24/76*

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after each comment.

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DECLASSIFIED

File No.

Tally No. AAP

SUBJECT: B-17 crews and C-49 transports to Panama.

NO.	FROM	TO	DATE	COMMENTS
1.	General Arnold	General Spaatz	12/12 1941	This information should be relayed to Brownsville at the earliest possible moment.
Incl:	Cy para. No. 637.	radio from Quarry Hqs,		

to Mrs Adkins

[Handwritten signature]

[Handwritten initials]

DEC 12 11 AM



RECEIVED
HQ. AAF., AIR A. G.

4521 Panama

Done the Dec 11 ECU

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V-4071, AC, Rev. 8/14/41

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 HEADQUARTERS ARMY AIR FORCES
 ROUTING AND RECORD SHEET

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File No.

DECLASSIFIED
 000 hrs
 By *dlb* 2/24/76
 100 & 20 June 1975
 1.C. Date

Tally No. AAF

SUBJECT: Transport Airplanes.

NO.	FROM	TO	DATE	COMMENTS	AA-7A-3 USP-ds
1	AAF C-59	ACFC	1941 12/12	1. It is requested that you have the Ferry Command deliver the C-59 to Panama when it is completed at the factory. 2. It is requested you have the Ferry Command deliver to Panama 10 C-61 type airplanes now crated at the factory.	?
2	<i>mac</i>	<i>thru A.S.C.</i>	<i>17/16</i>	<i>A.P.B.</i>	<i>43-21</i>
3.	OCAC Air Ser. Command	ACFC	1941 12/27	1. Information has been received in this Division that the C-59 and 10 C-61 airplanes have been delivered.	OGAC (14-M) DAJ:bjb H. S. M. C/ASC
4.	OCAC ACFC	AAF C/AS	1942 1-2	This is to advise that Air Corps Ferrying Command delivered ten (10) C-61 type aircraft to Panama on December 25, 1941, and one (1) C-59 type aircraft to Panama on January 1, 1942.	GFB:MB R. O. CO/ACFC.

RECEIVED
 DEC 16 1941
 MAINTENANCE SECTION
 G.A.C.

Call
 CS
 C/AS

(4)

~~SECRET~~

DECLASSIFIED

SI 4/1/10
SD 1/3/1

SUBJECT: Transport Airplanes.

DECLASSIFIED
000 Wrs
18 Jan & 20 June 1974
By *alston* LC Date *4/24/76*

	OCAS			OCAS (14-N) RA/133
2.	Air Sup. Command	ACFC	1942	1. Information has been received in this Division 12/27 that the 6-C-59 and 10 C-51 airplanes have been delivered.

R. J. F. H.
C/ASG

4.	OCAS ACFC	AAF C/AS	1942 1-3	<p style="text-align: right;"><i>SEP-52</i></p> <p>This is to advise that Air Corps Ferrying Command delivered ten (10) C-51 type aircraft to Panama on December 28, 1942, and one (1) C-59 type aircraft to Panama on January 1, 1943.</p>
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THRU:
C/AC

R. C.
C/ASG

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afce(m) 1-2-3

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DOO 103
8 Nov 8 20 Jan 1975
by SEA/SA
ACI 1000 5/24/96

Transfer of Aircraft from the U. S. to Panama.

AAF/A-3
MacCosh

1. AAF
C/AS
CG.C. 12/10
CA.F.C.C.1941

1. This confirms telephone conversation of Dec. 10th between Col. Haiden, A-3, and Col. Strahn, A.F.C.S., which was substantially as follows:

a. 9 B-17 type airplanes are to be flown from California to Panama on the night of Dec. 12th, weather permitting.

b. The crews for the B-17 airplanes are to come from Panama by commercial plane and pick up the B-17's at Sacramento Air Depot.

c. The priorities of aircraft will be the flight of 9 airplanes to Hawaii first and then the 9 planes for Panama.

4521 Panama
4

Distributions:

- A-1
- A-2
- A-4
- ANPD
- WPD
- CHQ
- C-3
- C-4

CS
C/AS

DEC 11 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

DECLASSIFIED

AAF-09

DECLASSIFIED

4521 Panama (3)

Subject: Cargo Airplane Requirements for Parachute Battalion and Special Air-borne Infantry Battalion.

AAF/A-3
TAL-ds

2nd Ind.

War Department, Office, Chief of the Army Air Forces, Washington, D. C.
DEC 18 1941 written 12/9/41 To: Chief of Infantry.

1. The interruptions in planned deliveries of transport airplanes for the use of airborne troops and parachute troops in the Panama Canal Department has prevented its completion.

2. Records in this office show the following airplanes, which are suitable for the transportation of airborne and parachute troops, now in the Panama Canal Department:

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-Insps.	Budget	Statistics
			1 C-10B		Van					
			2 C-10C		Van					
			5 C-10D		Van					

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AAF-39

~~SECRET~~
DECLASSIFIED

3. In view of new types of transport airplanes now under construction (Types C-46, C-47 and C-53), it is requested that this Headquarters be furnished an estimate of the additional new airplanes by types, considered necessary for the simultaneous transportation of the 550th Air-borne Battalion and one Parachute Battalion. The characteristics of new types of transport airplanes are shown in the attached table.

1 Incl.
Table - Characteristics of
Transport Airplane Suitable
for Airborne & Parachute
Troops.

For the Chief of the Army Air Forces
WILLIAM H. ...
Colonel ...
Air Adjutant General

Registered
DEC 13 1941
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION										
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insps.	Budget	Statistics

-3-
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DECLASSIFIED
AAF-39

-copy-

CI 452/9951
(8-15-41)

1st Ind.

War Department, Office Chief of Infantry, Washington, D. C., Aug. 28, 1941.
To: The Chief of the Army Air Forces.

1. The following estimate of number of planes necessary to transport a Parachute Infantry Battalion is submitted:

For Personnel	36	C-39
or	18	C-50
For Equipment	12	C-39
or	12	C-50

2. The 550th Airborne Infantry Battalion has been so recently activated that this office has not yet received any report of test loadings therefrom. An estimate is submitted below. If more detailed information is desired, it may be obtained direct from the unit.

For Personnel and Equipment	60	C-39
or	40	C-50.

For and in the absence of the Chief of Infantry:

/s/ Maxon S. Lough
MAXON S. LOUGH,
Colonel, Infantry,
Executive.

DECLASSIFIED

DECLASSIFIED
 DOD 575
 8 Jan. & 30 June 1994
 I.C. Data

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 DECLASSIFIED

**CHARACTERISTICS OF TRANSPORT AIRPLANES
 SUITABLE FOR AIRBORNE AND PARACHUTE TROOPS**

Airplane Type	C-46	C-47	C-53
Quantity on Hand 12/1/41	0	0	20
Quantity on Contract but Undelivered 12/1/41	456	615	88
Delivery Period	June '42 -May '44	Jan. '42 -Mar. '43	Nov. '41 -Jul. '42
Manufacturer	Curtiss	Douglas	Douglas
High Altitude Speed, m.p.h.	242	227	230
Landing Distance over 50-foot Obstruction, feet	2,500	1,900	1,865
Normal Range, miles	1,500	1,190	1,190
Allowable Weight of Personnel and Equipment at Normal Range, pounds	11,651	5,600	5,600
Maximum Number Passengers, excluding crew	40	28	28
Type Cargo	Heavy	Heavy	Light
Type Doors	Large	Large	Smaller

- All airplanes listed are equipped with folding troop benches to accommodate the number of passengers shown.
- Type C-53 airplane is suitable for transporting airborne troops or for training of parachute troops. Small doors make it undesirable for use of parachute troops under tactical conditions.

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Incl 1

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452.1 Panama (3)

Subject: Cargo Airplane Requirements for Parachute Battalion and
Special Air-borne Infantry Battalion.

AAF/A-3
TAL-ds

2nd Ind.

War Department, Office, Chief of the Army Air Forces, Washington, D. C.
Written 12/9/41 To: Chief of Infantry.

DEC 13 1941

1. The interruptions in planned deliveries of transport airplanes for the use of airborne troops and parachute troops in the Panama Canal Department has prevented its completion.
2. Records in this office show the following airplanes, which are suitable for the transportation of airborne and parachute troops, now in the Panama Canal Department:

- 4 C-39
- 1 C-49
- 1 C-49B
- 2 C-49C
- 5 C-49D

DECLASSIFIED

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DECLASSIFIED

3. In view of new types of transport airplanes now under construction (Types C-46, C-47 and C-53), it is requested that this Headquarters be furnished an estimate of the additional new airplanes by types, considered necessary for the simultaneous transportation of the 550th Air-borne Battalion and one Parachute Battalion. The characteristics of new types of transport airplanes are shown in the attached table.

1 Incl.
Table-"Characteristics of
Transport Airpls. Suitable
for Airborne & Parachute
Troops.

For the Chief of the Army Air Forces:

WILLIAM W. DICE
Colonel, U.S.A.
Air Adjutant General

Dispatched
DEC 18 1941
AAG

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GI 452/9951
(8-15-41)

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EX-100
A 20 June 1978
J.C. Davis 8/24/76

War Department, Office Chief of Infantry, Washington, D. C., Aug. 28, 1941.
To: The Chief of the Army Air Forces.

1. The following estimate of number of planes necessary to transport a Parachute Infantry Battalion is submitted:

For Personnel	36	C-39
or	18	C-50
For Equipment	12	C-39
or	12	C-50

2. The 550th Airborne Infantry Battalion has been so recently activated that this office has not yet received any report of test loadings therefrom. An estimate is submitted below. If more detailed information is desired, it may be obtained direct from the unit.

For Personnel and Equipment	60	C-39
or	40	C-50.

For and in the absence of the Chief of Infantry:

/s/ Maxon S. Lough
MAXON S. LOUGH,
Colonel, Infantry,
Executive.

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DECLASSIFIED
DOO 888
14 Dec 8 20 June 1976
By *[Signature]* J.C. Date *4/2/76*

December 9, 1941

**Subject: Cargo Airplane Requirements for Parachute Battalion
and Special Air-borne Infantry Battalion.**

Received from the Office, Chief of the Army Air
Forces, 2nd Indorsement to the Chief of Infantry, dated
with basic letter and 1st Indorsement and Table on Charac-
teristics of Transport Airplanes Suitable for Airborne
and Parachute Troops.

<hr/>	
OFFICER	RANK
<hr/>	
OFFICE	

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~~SECRET~~
WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

Incoming
3:50 p.m.
12/11/41

DECLASSIFIED
DDO 872
8 Jan 4 10 June 1979
S. J. [Signature]

December 11, 1941.

Telephone conversation between General Arnold and General D. Johnston, Panama.

Johnston said he had talked with Mr. Gates. Johnston wanted to know what prospects were of sending down some heavy dive bombers right away, in addition to the nine already promised. General Arnold said he could not send anything right this minute because they are engaged in another mission, but he would take it up with the Chief of Staff right away and see what could be done. The nine are ready to go and will probably take off tomorrow. Arnold asked Johnston to send him a wire as to exactly what Johnston said to Gates, and what Johnston agreed to do.

452.1 Pan. (2)

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Office of Secretary General Staff.
Am 452.1 Pan. (2)
OCS/17846-202

~~CONFIDENTIAL~~

(4-E-4)

DECLASSIFIED

Training Planes for Paraguay.

DECLASSIFIED
DOO hrs

By *al/pe* on 8/24/16
AUG 20 1976
SEC. DATA

*452.11 Paraguay
Phonem*

2 OCAC AAP 10-1
(4-E-4) A-2

1. At the present time the Latin American Advisory Board is gathering together all the aviation requirements of the Latin American countries so that they may be presented to the Joint Aircraft Committee for scheduling as one big approved program. This will permit not only increased production, the order being larger, but cheaper prices for the same reason. Standardized Air Corps types will be the result. It is recommended that these airplanes for Paraguay be included in this Joint-Program and not be considered individually.

2. With reference to Ryan trainers, Ryan is now producing both 125 h.p. and 160 h.p. trainers. However, there is no primary trainer with navigation equipment.

FWT:epc

To Mail & Record Room

Date

EXECUTIVE

ADMINISTRATIVE

PERSONNEL

FINANCIAL

OPERATIONS

TRAINING

INSTRUCTION

RESEARCH & DEVELOPMENT

LEGAL

GENERAL INVESTIGATION

MILITARY PERS.

PLANS

TRAIN. & OPER.

W. COM. AERO. BD.

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(4-E-4)

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Training Planes for Paraguay.

2 OCAC AAF 10-1
en't (6-E-4) A-2

3. The Chief of Air Corps has recently directed that the Ryan production of all aluminum trainers be discontinued after the conclusion of the present contract. It is recommended therefore that consideration be given to the use of the Fairchild PT-19 or the Stearman PT-17, new production of which can be scheduled in 1942.

4. With reference to spare parts, they are being manufactured concurrently with the aircraft, a percentage of spare parts varying between 10 to 20%. These spares will be available for all of these types even after the Ryan is discontinued.

M. S. F.

Incl. n/s

Encl. app

To Mail & Record Room
Date
<i>Mrs.</i> EXECUTIVE
ADMINISTRATIVE
B & G
CIVILIAN PERS.
FISCAL
INSPECTION
INTELLIGENCE
LEGAL
MATERIEL <i>Mr.</i>
MEDICAL
MILITARY PERS.
PLANS <i>J.P.</i>
TRAIN. & OPER.
W. COM. AERO BD.

~~CONFIDENTIAL~~ DECLASSIFIED

Am 241 452.1 Paraguay ①

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CONFIDENTIAL
U.S.A., S.S.

**WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM
WAR PLANS DIVISION**

DECLASSIFIED

Form 400-16
SUBJECT: Inviting Plans for Passage.

Date: 1 1942

<input type="checkbox"/> G-1	<input type="checkbox"/> G-2	<input type="checkbox"/> G-3	<input type="checkbox"/> G-4	<input type="checkbox"/> G-5	<input type="checkbox"/> G-6	<input type="checkbox"/> G-7	<input type="checkbox"/> G-8
<input type="checkbox"/> G-9	<input type="checkbox"/> G-10	<input type="checkbox"/> G-11	<input type="checkbox"/> G-12	<input type="checkbox"/> G-13	<input type="checkbox"/> G-14	<input type="checkbox"/> G-15	<input type="checkbox"/> G-16
<input type="checkbox"/> G-17	<input type="checkbox"/> G-18	<input type="checkbox"/> G-19	<input type="checkbox"/> G-20	<input type="checkbox"/> G-21	<input type="checkbox"/> G-22	<input type="checkbox"/> G-23	<input type="checkbox"/> G-24
<input type="checkbox"/> G-25	<input type="checkbox"/> G-26	<input type="checkbox"/> G-27	<input type="checkbox"/> G-28	<input type="checkbox"/> G-29	<input type="checkbox"/> G-30	<input type="checkbox"/> G-31	<input type="checkbox"/> G-32
<input type="checkbox"/> G-33	<input type="checkbox"/> G-34	<input type="checkbox"/> G-35	<input type="checkbox"/> G-36	<input type="checkbox"/> G-37	<input type="checkbox"/> G-38	<input type="checkbox"/> G-39	<input type="checkbox"/> G-40

<input type="checkbox"/> A/P Direct	<input type="checkbox"/> Comment or endorsement	<input type="checkbox"/> Necessary action
<input type="checkbox"/> Draft of reply	<input type="checkbox"/> Remark and recommendation	<input type="checkbox"/> Information and report
<input type="checkbox"/> Direct reply	<input type="checkbox"/> Inviting attention to	<input type="checkbox"/> See attached
<input type="checkbox"/> Approved	<input type="checkbox"/> See notation of	<input type="checkbox"/> Primary interest
<input type="checkbox"/> Disapproved	<input type="checkbox"/> Information	<input type="checkbox"/> Notation and action
<input type="checkbox"/> Pending	<input type="checkbox"/> Consult	<input type="checkbox"/> Notes

By: Mail Air Letter

For the Acting A. G. of S., W.D.

[Signature]
G. E. BAKER
Major, General Staff,
Executive, War Plans Division

WAR PLANS DIVISION
100-100-100

FORM 400-16 (1-4-42)

CONFIDENTIAL

A-2-411

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W.P.D., G.S.

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DOO WPS

APR 20 1979
AC Date 8/24/76

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WPD
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WPD 4406-16

August 6, 1941.

MEMORANDUM FOR THE A. C. OF S., G-2:

Subject: Training Planes for Paraguay.

1. Colonel Aguilera, Paraguayan Army officer who was sent here as a special representative of his Government to discuss Paraguay's munitions needs under Lend-Lease, left Washington for his country July 27, 1941, it is understood to assume the office of Chief of Staff.

2. Before his departure, Colonel Aguilera discussed with the Under Secretary of State the munitions requirements of his Government during the present fiscal year. Among the items mentioned were training planes.

3. It has been conveyed to the Chief of Staff that Mr. Welles is personally interested in this matter because he is confident that Colonel Aguilera will cooperate fully with the plans of the United States Army.

4. According to information available to War Plans Division, Colonel Aguilera, during his negotiations with the War Department, left no records to indicate the type of training planes desired. It is believed that he is seeking further instructions from his Government prior to submitting a definite list of requirements. If, in his conversation with Mr. Welles, he referred to primary type training planes, there appears a possibility that a few might be furnished in the not too remote future.

5. In view of the special interest which is being shown in this case by the Under Secretary of State, it is believed that the War Department should make a particular effort to ascertain the views of Colonel Aguilera in this connection.

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6. It is therefore requested that a communication substantially as indicated in the inclosure herewith be directed to our Military Attache in Asuncion by the next air mail diplomatic pouch.

L. T. GEROW,
Brigadier General,
Acting Assistant Chief of Staff.

1 Incl.
Instructions to
M.A. in Asuncion.

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- 2 -

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To the Military Attache,
Asuncion, Paraguay.

1. Colonel Aguilera of the Paraguayan Army has recently been in Washington conducting preliminary negotiations for munitions for his country under Lend-Lease. In all of his contacts with War Department authorities, Colonel Aguilera confined himself to a general discussion of matters pertaining to procurement of munitions and submitted no list showing the definite requirements of his country in this respect. In an informal conversation with the Under Secretary of State, prior to his departure, however, he did intimate that he was interested in procuring, among other items, some training planes, type and category not specified.

2. For political reasons, the War Department desires to extend prompt assistance to Colonel Aguilera and the Paraguayan Government, insofar as present resources and other commitments permit. It thus appears likely that a limited number of primary type trainers might be diverted from our own critical needs for supply to Paraguay in the not too remote future, provided they are acceptable.

3. It is therefore desired that, subject to the wishes of our Minister, and without committing the War Department in any way to the delivery of any particular item of equipment by any definite future date, you approach Colonel Aguilera with a view to determining exactly what type of training airplane is desired. Of the primary types which might be available, the choice lies between Hyans, Fairchilds and Stearmans, at an approximate average cost of \$12,000. It should be explained that this information is sought merely in order that all possibilities of future delivery can be explored, pending receipt of the official list of requirements from the Paraguayan Government, and that this query should in no way be interpreted as a definite offer or promise to provide the items under discussion.

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G-2 M/A
WAB/psh

WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM

SUBJECT: Transfer of Nine (9) AT-6B Airplane to Peru. Date March 6, 1942.

Chief of Air Staff.

452.1 Peru (13)

The basic memorandum has the concurrence of G-2 with the exception of paragraph two where it is suggested that a serge uniform should be provided, and paragraphs 2a and 2b where it is suggested that a minimum of six passport photographs be included.

For the A. C. of S., G-2:

RALPH C. SMITH,
Colonel, General Staff,
Executive Officer, G-2.

T. E. RODRICK
Colonel, G. S. C.
Asst. Executive Officer, G-2

Only 452.1 Peru (13)

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as crew chiefs for the AT-68 airplanes and to instruct Peruvian mechanics in the care and maintenance of the airplanes and mechanics.

(2) Two (2) enlisted armovers qualified in the care and maintenance of the armament equipment of the AT-68 airplanes, including bomb racks and to instruct Peruvian personnel in the maintenance thereof.

(3) Two (2) enlisted radio mechanics qualified to maintain and to instruct Peruvian personnel in the maintenance of the radio equipment of the AT-68 airplane.

b. The enlisted men selected should if possible, be eligible for immediate tropical service by having had the following:

(1) Special physical examinations as prescribed in Paragraph 14, AR 40-100 prior to departure from home station.

(2) Revaccination with smallpox vaccine and completed all typhoid inoculation as required by AR 40-215 provided these have not been completed within twelve months prior to departure from continental U. S.

(3) Vaccination with tetanus toxoid as directed in Circular letter, SGO, No. 14, April 16, 1941.

(4) Vaccination with yellow fever vaccine as directed in Circular letter SGO, No. 9, February 12, 1941.

(5) Vaccination with typhus and cholera vaccine.

2. The officers and enlisted personnel will take the necessary clothing for tropical wear, ^{and flying equipment} and parachutes from their home stations. They will also obtain the following prior to departure from home stations for the purpose of obtaining passports in Dallas.

pd

A. For officers

2 X Passport Photos of not less than 2 1/2" x 2 1/2" nor more than 3" x 3" showing head and shoulders on light background. Backs of photos should not be glazed.

sd

Birth Certificates are not necessary for officers.

b. For enlisted men.

2 X Passport Photos (same as required for officers.)

One of the following:

Birth Certificate

Baptismal Certificate

Certificates from the Commanding Officer certifying as to

validity of date and place of birth as shown on PP or DD Form 13.

Chief of Staff	Secy Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-5	A-6	A-7	A-8	A-9	A-10	Public	Statistics

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DECLASSIFIED

AAF-39

~~SECRET~~
DECLASSIFIED

3. The Flight Commander will expedite the preparation of passport applications by having all personnel in the flight appear before the Clerk of the U. S. District Court, Dallas, Texas and complete the forms necessary to obtain a passport. A charge of one dollar is made for which reimbursement is made by submitting form 1012. Arrangements will be made by the Flight Commander with the clerk, U. S. District Court, Dallas, Texas to have all completed passports sent to Duncan Field, San Antonio, Texas.

4. The officers and enlisted men will constitute a flight equipped with nine (9) AT-68 airplanes for the purpose of ferrying these aircraft to Guaymas, Peru and under the direction of the U. S. Military Attaché, to instruct Peruvian crews in the operation and maintenance of the airplanes and equipment. Upon completion of this instruction the accompanying crews will return to the United States by military aircraft, if available, or by commercial aircraft.

5. The flight, upon departure from Hensley Field will proceed to Duncan Field, San Antonio where each airplane will be equipped with a normal load of ammunition. The C. G. Duncan Field will issue the necessary ammunition, tropical equipment, map kits and explicit instructions on clearance procedures in the countries enroute, fuel facilities, radio aids and approach procedures required for entrance into the Canal Zone. Special attention will be paid to the Air Traffic Regulations for the Canal Zone as outlined in Headquarters Caribbean Air Force, Memo #5-15 dated February 15, 1942 Operations-Air Traffic Regulations. Supervision of the flight between Duncan Field and Panama will be under the C. G., Duncan Field. The flight will not depart Duncan Field until all individuals have received passports, proper orientation and such instructions as they may require in the operation and maintenance of the airplanes, armament, and equipment. The C. G. Duncan Field will issue one (1) forty-five (45) calibre automatic pistol to each pilot.

6. The flight will come under the control of the CG, Caribbean Defense Command upon arrival in Panama and remain under his control until arrival in Peru. Appropriate information required for the flight south of Panama will be obtained from the Caribbean Defense Command.

7. Route to be flown will be as follows:

Route
Hensley Field, Texas
Duncan Field, Texas
Brownsville, Texas
Tampico, Mexico
Vera Cruz, Mexico
Tapachula, Mexico
Guatemala City, Guatemala
San Salvador, El Salvador
Managua, Nicaragua
San Jose, Costa Rica

COORDINATION									
TYPE	DATE	INITIALS	A-1	A-2	A-3	A-4	A-5	A-6	A-7
-3-									

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AAP-20

David, Panama
 Albrook Field, Panama
 Turin, Colombia
 Cali, Colombia
 Quito, Ecuador
 Guayaquil, Ecuador
 Talara, Peru
 Chiclayo, Peru

Authority is granted to make such variations and to proceed to such other places as may be necessary. The distance between refueling stops will not be in excess of 450 miles.

8. Upon arrival in Peru the flight will come under the control of the U. S. Military Attache accredited to Peru.

9. The U. S. Military Attache with the approval of the Government of Peru, will determine when Peruvian crews have been sufficiently instructed in the operation and maintenance of the airplanes and equipment. The Flight Commander will advise and consult with the Military Attache and undertake to insure, in so far as he is able, that the Peruvian personnel are competent in the operation and maintenance of the equipment, before the instruction is deemed sufficient.

10. Diplomatic arrangements with countries enroute have been made by the State Department for this flight.

11. In lieu of subsistence the per diem of \$6.00 is authorized for travel by military aircraft and commercial aircraft and for the period of temporary duty outside of the continental limits of the U. S. for both officers and enlisted men in accordance with the existing law and regulations. The duties to be performed in connection with the expedition being exceptional, a delay of not to exceed thirty (30) days in any place enroute is authorized.

12. The Commanding Officer, San Antonio Air Depot, Duncan Field will designate one officer in each plane as Class B Agent officers under the provisions of 9 b AR 35-380.

13. A telegraphic report will be submitted daily to the Chief of the AAF giving pilots name, number of airplane, plane remaining overnight and estimated destination the following night.

14. a. Travel of officers is chargeable to:
 Travel of the Army FD 1402 P5-06 AG 410-2

Travel of enlisted men is chargeable to:
 Travel of the Army FD 1402 P7-06 AG 410-2

HEADQUARTERS - ARMY AIR FORCES - COORDINATION										
Chief of Staff	Sec'y of Staff	A. A. G.	A-1	A-2	A-3	A-4	Asst. Dir. of Plans	Asst. Dir. of Insp.	Asst. Dir. of Mater.	Asst. Dir. of Serv.

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II. It is requested that the following be included in the distribution of the above orders:

- Assistant Chief of the Air Staff, A-1
- Assistant Chief of the Air Staff, A-2
- Assistant Chief of the Air Staff, A-3
- Assistant Chief of the Air Staff, A-4
- Assistant Chief of the Air Staff, A-5FD
- Assistant Chief of Staff, G-3, WDC
- Assistant Chief of Staff, WFO, WDC
- Military Attache, Lima, Peru
- CG, Caribbean Defense Command
- CG, San Antonio Air Depot, Tamm Field
- Air Corps Representative, North American Aviation, Inc., Dallas, Texas
- Commanding General, Air Force Combat Command
- Chief of the Air Corps
- Chief of Finance
- Each officer named in order.

III. Concurrences:

A. C. of S., G-2 ()

For the Chief of the Air Staff,

E. S. VANIKEREN,
Colonel, Air Corps,
Assistant Chief of the Air Staff, A-3

Dispatched
MAR 9 1942
AAG

MEMORANDUM FOR RECORD: This allocation of airplanes to Peru is in accordance with a directive by the President and recommendations of the State Department as outlined in Memorandum from the War Plans Division, WDC dated January 20, 1942 and additional directive from the Secretary, Air Staff to Assistant Chief of the Air Staff, A-3.

noted by air staff

HEADQUARTERS—ARMY AIR FORCES—COORDINATION									
Chief of Staff	Chief of Air Staff	A. A. G.	A-1	A-2	A-3	A-3 (cont.)	Budget	Statistics	

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DD FORM 1
1 OCT 1978

Alaska AC Date 8/24/76

A-3-452.1-7

March 5, 1942

MEMORANDUM FOR THE ADJUTANT GENERAL

Subject: Transfer of Nine (9) AT-6B Airplanes to Peru.

The Secretary of War directs:

I. That the officers listed below proceed by rail or air from their present stations to Hensley Field, Dallas, Texas, reporting to the A. C. Representative, North American Aviation Inc. of Texas, on March 12, 1942, in order to obtain nine (9) AT-6B airplanes allocated to the Peruvian Government.

Rank	Name	Serial Number	Field
Resignated as Flight Commander:			
1st Lt.	Turner, William H.	O-347525	Ellington Field
2nd Lt.	Cootey, Thomas A.	O-437199	Kelly Field
2nd Lt.	Jeman, Russell R., Jr.	O-437200	" "
2nd Lt.	Deonges, Robert W.	O-437390	" "
2nd Lt.	Dunham, Aaron C.	O-437404	" "
2nd Lt.	Evans, James R.	O-437402	" "
2nd Lt.	Forest, Stuart V.	O-437405	" "
2nd Lt.	Freer, Arden S.	O-437398	" "
2nd Lt.	Gaukper, Henry F., Jr.	O-437396	" "

I. The Chief of the Air Corps will designate and transfer nine (9) enlisted men with qualifications as listed below, to the Air Corps Detachment, Bolling Field, D. C. and order them from their present stations, to Hensley Field, Dallas, Texas reporting to Lt. William H. Turner, Flight Commander, March 12, 1942.

a. Qualifications:

(1) Five (5) enlisted airplane mechanics qualified to act

This page rewritten

HEADQUARTERS—ARMY AIR FORCES—COORDINATION

Chief of Staff	Chief of Air Staff	A. A. G.	A-1	A-2	A-3	A-3 (cont.)	Budget	Statistics	

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DD FORM 1
1 OCT 1978
SECRET 56 P

AAF-30

SECRET DECLASSIFIED		Directive No. 2-17	
WAR DEPARTMENT HEADQUARTERS OF THE ARMY AIR FORCES Washington			
DECLASSIFIED DD Form 1 1 & 20 June 1975 By: [Signature] SAC Date: [Signature]		March 5, 1942	
DIRECTIVE MEMO FOR: A-1			

Subject: Transfer of 9 AT-6B Airplanes to Peru.

1. Directives are being issued to A-1 and A-3 to accomplish delivery to the U. S. Military Attache accredited to Peru at Chiclayo, Peru of the 9 AT-6B airplanes which have been allocated to and accepted by Peru. With the airplanes there is to be delivered the necessary spare parts and a 90-day supply of bombs and ammunition. Crews (1 pilot and 1 crew chief or radio mechanic or armorer for each airplane) will accompany the airplanes for the purpose of ferrying them, and, under the direction of the U. S. Military Attache, to instruct Peruvian crews in the operation and maintenance of the airplanes and equipment. When, in the opinion of the U. S. Military Attache, with the concurrence of the Peruvian authorities, Peruvian crews have been sufficiently instructed to enable them to satisfactorily operate and maintain the airplanes, armament and equipment, the ferrying personnel will return to their former stations in the U. S. The AAG has been requested to cause appropriate orders to be issued to the ferrying personnel.

2. A-4 has directed the Air Service Command to ship by the first available water transportation to the U. S. Military Attache at Lima, Peru, the necessary spares for the airplanes. The necessary radio spares, bombs and ammunition have been released for shipment in the same manner. This action was taken prior to receipt of Cable No. 98 from the Military Attache at Lima, dated February 26, 1942 requesting that the airplanes be delivered at Chiclayo, instead of Lima. Through proper channels you will so advise the U. S. Military Attache at Lima, Peru.

3. A-3 is being directed to advise you as to the arrangements made, the personnel selected, and the schedule for the ferrying flight, and to furnish you copies of orders issued by him for the accomplishment of the mission. Upon receipt of this information you will transmit same, or the essential elements thereof, through proper channels, to the U. S. Military Attache at Lima, Peru. The U. S. Military Attache will be informed that he, upon consultation with, and advice from the senior ferrying pilot, and with the approval and concurrence of the government of Peru, will determine when Peruvian crews have been sufficiently instructed in the operation and maintenance of the airplanes and equipment. When Peruvian crews have been sufficiently instructed, the U. S. Military Attache will release the ferrying personnel to return to the U. S. The U. S. Military Attache will be requested to advise the Chief of the Army Air Forces when the crews are released.

4. Directive memoranda are being concurrently issued to A-1 and A-3. ANPD is monitoring this project. You will coordinate with these divisions.

5. Report of action taken is directed.

By direction of Chief of Air Staff:

Nathan F. Twining,
Lieut. Colonel, Air Corps,
Secretary of the Air Staff.

DISTRIBUTION:
A-1 ANPD
A-3 AI
A-4

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AAG

(ANPD)

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ANPD 452.1 [Signature]

452.1
Peru (2)

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Directive No. 1-49

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

DECLASSIFIED
OOO IHS
18 Feb & 20 June 1975
By *John B. ...*

March 3, 1942

DIRECTIVE MEMO FOR: A-1

Subject: Transfer of 9 AT-6B Airplanes to Peru

1. You are directed to select, and to furnish to the AAG, and to A-3, the names, serial numbers and present stations and assignment of the following personnel to ferry 9 airplanes to Peru, and to act as instructors:

a. 9 Air Corps pilots, competent to fly, and to instruct Peruvian pilots in flying, AT-6B airplanes. The senior pilot should have at least two years experience in flying tactical airplanes after completion of his pilot's training at the Air Corps schools.

b. 5 enlisted airplane mechanics qualified to act as crew chiefs for the AT-6B airplanes and to instruct Peruvian mechanics in the care and maintenance of the airplanes and engines.

c. Two enlisted radio mechanics qualified to maintain and to instruct Peruvian personnel in the maintenance of the radio equipment of the AT-6B airplanes.

d. Two enlisted armorers qualified in the care and maintenance of the armament equipment of the AT-6B airplanes including bomb racks and to instruct Peruvian personnel in the maintenance thereof.

2. The personnel selected should be qualified for immediate assignment to foreign duty in a tropical climate.

3. If available, the personnel selected, more particularly the commissioned personnel, should be able to speak Spanish.

4. Concurrently with this memorandum, directive memoranda are being issued in connection with this project, to the A-2 and A-3 Divisions. ANPD is monitoring the project. You will coordinate with these divisions.

5. Report of action taken is directed.

H 5 2.1
Peru (11)

HEADQUARTERS DIVISIONS OF Chief of Air Staff:										
Chief of Staff	Sec'y Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Ins	Inspector	AAG
										John Y. York, Jr., Colonel, Air Corps, Secretary of the Air Staff.
DISTRIBUTION:										
A-2	ANPD									
A-3	A									
A-4										

(ANPD)

AAF-26

DECLASSIFIED
DDO 107
6 20 June 1975
Dr. [Signature] [Signature] C. Date 8/24/76

~~SECRET~~
DECLASSIFIED

DIRECTIVE MEMORANDUM FOR THE ASSISTANT CHIEF OF THE AIR STAFF, A-1.

Subject: Transfer of 9 AT-6B Airplanes to Peru.

1. You are directed to select, and to furnish to the Air Adjutant General and to the Assistant Chief of the Air Staff, A-3, the names, serial numbers and present stations and assignment of the following personnel to ferry nine (9) airplanes to Peru, and to act as instructors:

(a) Nine (9) Air Corps pilots, competent to fly, and to instruct Peruvian pilots in flying, AT-6B airplanes. The senior pilot should have at least two years experience in flying tactical airplanes after completion of his pilot's training at the Air Corps schools.

(b) Five (5) enlisted airplane mechanics qualified to act as crew chiefs for the AT-6B airplanes and to instruct Peruvian mechanics in the care and maintenance of the airplanes and engines.

(c) Two enlisted radio mechanics qualified to maintain, and to instruct Peruvian personnel in the maintenance of the radio equipment of the AT-6B airplanes.

(d) Two enlisted armorers qualified in the care and maintenance of the armament equipment of the AT-6B airplanes, including bomb racks, and to instruct Peruvian personnel in the maintenance thereof.

2. The personnel selected should be qualified for immediate assignment to foreign duty in a tropical climate.

3. If available, the personnel selected, more particularly the commissioned personnel, should be able to speak Spanish.

4. Concurrently with this memorandum, directive memoranda are being issued, in connection with this project, to the Assistant Chiefs of the Air Staff, A-2 and A-3. A-NPD is monitoring the project. You will coordinate with these divisions.

5. Report of action taken is directed.

J. J. YORK,
Colonel, Air Corps,
Secretary, Air Staff.

452.1 Peru (9) file

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452.1 Peru (9)

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500 hrs

By *[Signature]*
A 20 June 1979
SAC, D.C. *[Signature]*

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DIRECTIVE MEMORANDUM FOR THE ASSISTANT CHIEF OF THE AIR STAFF, A-2.

Subject: Transfer of 9 AT-6B Airplanes to Peru.

1. Directives are being issued to the Assistant Chiefs of the Air Staff, A-1 and A-3, to accomplish delivery to the U.S. Military Attache accredited to Peru, at Chiclayo, Peru, of the 9 AT-6B airplanes which have been allocated to, and accepted by Peru. With the airplanes there is to be delivered the necessary spare parts and a ninety day supply of bombs and ammunition. Crews (1 pilot and 1 crew chief or radio mechanic or armorer for each airplane) will accompany the airplanes for the purpose of ferrying them, and, under the direction of the U. S. Military Attache, to instruct Peruvian crews in the operation and maintenance of the airplanes and equipment. When, in the opinion of the U.S. Military Attache, with the concurrence of the Peruvian authorities, Peruvian crews have been sufficiently instructed to enable them to satisfactorily operate and maintain the airplanes, armament and equipment, the ferrying personnel will return to their former stations in the United States. The Air Adjutant General has been requested to cause appropriate orders to be issued to the ferrying personnel.

2. The Assistant Chief of the Air Staff, A-4 has directed the Air Service Command to ship by the first available water transportation to the U. S. Military Attache at Lima, Peru, the necessary spares for the airplanes. The necessary radio spares, bombs and ammunition have been released for shipment in the same manner. This action was taken prior to receipt of cable No. 98 from the Military Attache at Lima, dated February 26, 1942, requesting that the airplanes be delivered at Chiclayo, instead of Lima. Through proper channels you will so advise the U.S. Military Attache at Lima, Peru.

3. The Assistant Chief of the Air Staff, A-3, is being directed to advise you as to the arrangements made, the personnel selected, and the schedule for the ferrying flight, and to furnish you copies of orders issued by him for the accomplishment of the mission. Upon receipt of this information you will transmit same, or the essential elements thereof, through proper channels, to the U.S. Military Attache at Lima, Peru. The U.S. Military Attache will be informed that he, upon consultation with, and advice from the senior ferrying pilot, and with the approval and concurrence of the government of Peru, will determine when Peruvian crews have been sufficiently instructed in the operation and maintenance of the airplanes and equipment. When Peruvian crews have been sufficiently instructed, the U.S. Military Attache will release the ferrying personnel to return

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to the United States. The U. S. Military Attache will be requested to advise the Chief of the Army Air Forces when the crews are released.

4. Directive memoranda are being concurrently issued to the Assistant Chiefs of the Air Staff, A-1 and A-3. A-WPD is monitoring this project. You will coordinate with these division.

5. Report of action taken is directed.

J. J. YORK,
Colonel, Air Corps,
Secretary, Air Staff.

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DDO #12
By *[Signature]* & 20 June 1997
Class. I.C. Date 2/24/76

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DIRECTIVE MEMORANDUM TO THE ASSISTANT CHIEF OF THE AIR STAFF, A-3.

Subject: Transfer of 9 AT-6B Airplanes to Peru.

1. Of the 50 AT-6B airplanes directed by the President to be allocated to South American republics, nine (9) have been allocated to, and accepted by Peru, to be delivered at Chiclayo, Peru, through the U.S. Military Attache accredited to Peru. 3-57

2. Each airplane is to be completely equipped, including guns and bomb racks. With the airplanes there is to be delivered the necessary spare parts and a 90 day supply of bombs and ammunition. Crews (1 pilot and 1 crew chief, or radio mechanic or armorer for each airplane) will accompany the airplanes for the purpose of ferrying, and, under the direction of the U. S. Military Attache, to instruct Peruvian crews in the operation and maintenance of the airplanes and equipment; upon completion of which instruction the accompanying crews will return to the United States.

3. You are directed:

a. With the cooperation and assistance of the Assistant Chief of the Air Staff, A-4, to arrange for the delivery of the airplanes by the manufacturer (North American Aviation Inc. of Texas, of Dallas, Texas) to the ferrying personnel; to have the airplanes fully equipped, including machine guns and bomb racks, and to have each airplane supplied with a normal load of machine gun ammunition.

b. To make the necessary arrangements and prepare or direct the preparation of a schedule and appropriate operations orders and instructions:

(1) For assembling the personnel at the point where they will be directed to receive delivery of the airplanes;

(2) To provide for their proper orientation, and such instructions as they may require in the operation and maintenance of the airplanes, armament, and equipment;

(3) To provide for the issuing to them of appropriate clothing and individual equipment.

(4) To direct the personnel in securing proper passports and visas; and instruct them in regard to regulations which will govern their flight over foreign territory;

(5) To provide for defraying such expenses as will

452.1 Peru (9)

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be incurred, necessarily incident to the flight; and

(6) To accomplish the performance of the mission.

The pilot who will command the flight will be instructed that, for diplomatic reasons, the Military Attache, with the approval and concurrence of the authorized representatives of the Government of Peru, will determine when Peruvian crews have been sufficiently instructed in the operation and maintenance of the airplanes and equipment; but the senior ferrying pilot will advise and consult with the U.S. Military Attache and undertake to insure, in so far as he is able, that the Peruvian personnel are competent in the operation and maintenance of the equipment, before the instruction is deemed sufficient.

g. To furnish the Air Adjutant General with a copy of the schedule for the performance of the Ferrying mission, and any other data he may require for the preparation of necessary orders.

d. To deliver to the Assistant Chief of Staff, G-2, through the Assistant Chief of the Air Staff, A-2, for transmission to the U.S. Military Attache at Lima, Peru, information as to the arrangements made, the personnel selected, the schedule for the ferrying flight, and copies of orders issued for the accomplishment of the mission.

4. Directive memoranda are being concurrently issued to the Assistant Chiefs of the Air Staff, A-1, and A-2. A-NPD is monitoring this project. You will coordinate with these divisions.

5. Report of action taken is directed.

J. J. YORK,
Colonel, Air Corps,
Secretary, Air Staff.

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am 28452,1 Rev 1 ①

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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

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DDO Mrs

By: *alt/ste* LC Date: *8/24/76*

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BY AUTHORITY OF THE
CHIEF OF THE ARMY AIR FORCES
WAB *WAB*
DATE INITIALS

SUBJECT: Transfer of 9 AT-6B Airplanes to Peru.

NO.	FROM	TO	DATE	COMMENTS
1.	A-WPD	AAG	2/23	<p>MEMORANDUM FOR RECORD: Of the 50 AT-6B airplanes directed by the President to be allocated to South American republics, nine (9) have been allocated to, and accepted by, Peru, to be delivered at Chiclayo, Peru, through the U. S. Military Attache accredited to Peru. Each airplane is to be completely equipped, including guns and bomb racks, and the necessary spare parts and a 90 day supply of bombs and ammunition. Crews (1 pilot and 1 crew chief or radio mechanic or armorer for each airplane) will accompany the airplanes for the purpose of ferrying, and, under the direction of the U. S. Military Attache to instruct Peruvian crews in the operation and maintenance of the airplanes and equipment; upon the completion of which instruction the accompanying crews will return to the United States. A-WPD is advised by the A. C. of S., A-4, that the Air Service Command has been directed to ship the necessary spares for the above airplanes, by the first available water transportation, to the U. S. Military Attache, Lima, Peru, and that the necessary radio spares, bombs and ammunition have been released for similar shipment. Cable No. 98 from M/A at Lima to G-2, February 26, 1942, requests change in point of delivery from Lima to Chiclayo.</p>
2.	AAG	S/AS	3-2-42	<p>1. Inviting attention to item #1 above.</p> <p><i>R.C.L.</i> R.C.L.</p>

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DOO hrs.
on 20 June 1974
by *abj/oc* Date *9/24/96*

2. AAG S/AS 3-2-42

1. Inviting attention to item #1 above.

R.C.L.

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DDI No. 1
9 Jan & 20 June 1974
by *ale* LC Date *5/24/96*

2. AAG S/AS 3-3-42

1. Inviting attention to item #1 above.

R.C.L.

HEADQUARTERS ARMY AIR FORCES - COORDINATION										
Chief of Staff	Chief of Staff Air Staff	A & G	A-1	A-2	A-3	A-4	A-WD	A-Insps.	Budget	Res-tactics
		<i>RC</i>								

11F-30

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DDO ltr

By *aha* on 30 June 1974
CC: Date 8/24/76

Transfer of 9 AT-68 Airplanes to Peru.

1. A-WPD AAG 2/23

MEMORANDUM FOR RECORD: Of the 50 AT-68 airplanes directed by the President to be allocated to South American republics, nine (9) have been allocated to, and accepted by, Peru, to be delivered at Chiclayo, Peru, through the U. S. Military Attache accredited to Peru. Each airplane is to be completely equipped, including guns and bomb racks, and the necessary spare parts and a 90 day supply of bombs and ammunition. Crews (1 pilot and 1 crew chief or radio mechanic or armorer for each airplane) will accompany the airplanes for the purpose of ferrying, and, under the direction of the U. S. Military Attache to instruct Peruvian crews in the operation and maintenance of the airplanes and equipment; upon the completion of which instruction the accompanying crews will return to the United States. A-WPD is advised by the A. C. of S., A-4, that the Air Service Command has been directed to ship the necessary spares for the above airplanes, by the first available water transportation, to the U. S. Military Attache, Lima, Peru, and that the necessary radio spares, bombs and ammunition have been released for similar shipment. Cable No. 98 from M/A at Lima to C-2, February 26, 1942, requests change in point of delivery from Lima to Chiclayo.

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copy for A.A.G.

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DOO hrs

By *clb/ks* 8 29 June 1975
100-107000-102476

Transfer of 9 AT-6 B Airplanes to Peru.

AAF/A-WFD
AN/sl

1. AAF AAF 1942
A-WFD AAG 2/23

1. It is requested that directives be issued to the Assistant Chiefs of the Air Staff, A-1, A-2, and A-3, substantially in the suggested forms thereto hereto attached, identified as Tab A, Tab B, and Tab C, respectively.

2. Upon receipt of the necessary data from the Assistant Chiefs of the Air Staff, A-1, and A-3, it is requested that the Air Adjutant General cause to be issued the necessary orders directing the personnel selected by the Assistant Chief of the Air Staff, A-1, to proceed to the point designated by the Assistant Chief of the Air Staff, A-3, from which point they will ferry to Chiclayo, Peru, the 9 AT-6B airplanes which have been allocated to, and accepted by, the Peruvian Government; authorizing the travel involved and providing the appropriate monetary allowances. The personnel will be directed to report, upon arrival at Chiclayo, Peru, to the U.S. Military Attache accredited to Peru; under his direction and control to instruct Peruvian personnel in the operation, care and maintenance of the airplanes and their armament and equipment; and upon the Military Attache determining that the mission has been completed, said personnel will retrace their respective former stations and duties in the United States.

Conurrences:

- A. C. of S., A-1 ()
- A. C. of S., A-2 ()
- A. C. of S., A-3 ()

H. L. G.
C/A-WFD

Incl.

- 1 - Tab A
- 2 - Tab B
- 3 - Tab C

(see next page for name for record)

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WAR DEPARTMENT
Headquarters Army Air Forces
Office, Chief of the Air Staff
Washington, D. C.

Date 3/2/42

TO

FOR:

5435

- General M. F. Scanlon
- Major M. C. Cooper
- Captain J. T. McCall
- All Officers

- Signature
- Initial
- Coordination
- Preparation of reply
- Necessary action
- Note and return
- Confer with
- Recommendation
- File
- Compliance

Operations Section

- Col. T. J. Koenig *wf*
- Major W. M. Burgess *wf*
-
-

2

Note & forward
Return to: _____

Plans Section

- Major J. M. Sterling
- Major W. J. Thompson
-
-

In your information

Administrative Section

- Capt. G. H. Davis
- Miss M. E. Conry
-
-

Mar. 3, 42
Noted in T.S. - A-2
for
MAR 3 1942 AM

War Room Section

- Major L. P. Ordway
- Capt. C. K. Shore
-
-



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FOR LAMSON SEC, OCAC.

Foreign Liaison Section 2
Section

- 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
- Air Communications Section
- Air Public Relations Branch

A-2 Division
AIR STAFF

AAF-550

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G-2/MA
JPC

WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM

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DDO Form

5435

MID 590,81 2-19-42 (2-9-42)
SUBJECT: Forced Landing of U. S. Army B-17 at Chocopee, Peru.

2 Jan 4 29 June 1974
1/24/76

Date Feb. 27, 1942

TO:	C/S	G-1	G-2	G-3	G-4	Air Staff
	TAG	WPD	USW	ASW	ASWA	CG Army
	AC	BLP	BOWD	ExRA	NOB	CG Army Corps
	TNP	FA	CAV	CAO	ENGR	CG CA
	OKD	QMG	CSO	SG	PIN	CG Dept.
	GHQ	JAG	CWS	IG	B/PR	<input checked="" type="checkbox"/> U.S.A.F.

FOR:	S/W directs.	Comment or concurrence	Necessary action
	Draft of reply	Remark and recommendation	Information for reply
	Direct reply	Inviting attention to	Ind. approved
	Approved	See notation of	Primary interest
	Disapproved	Information	Notation and return
	File	Consult	Noted

By: Spcl Msgr Radio Air Mail Immed Action Ltr Letter

The attached copy of a report from the Military Attache, Lima, Peru, is furnished for your information.

MAR 3 42 AM

Hq. Army Air Forces
MAR 2 1942
AAG RECEIVED

For the A. C. of S., G-2:



RECEIVED
FOR LIAISON SEC., OJAG.

Ralph C. Smith
RALPH C. SMITH, *42*
Colonel, General Staff,
Executive Officer, G-2

copy to: WPD

*file - W.M. Burgess -
J.T. Clement
per mee.*

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A-3/7 hgt
AAG/161
an 452.1 Perm (8)

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5435 (14) M.F.D.

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000 WFO
BY *alca* ON 10/20/99
LC Data 1/24/06

DECLASSIFIED

February 19, 1942

WH 4451

SUBJECT: Forced Landing of U.S. Army B-17 at Chocope, Peru.

TO: A. G. of S., G-2, War Department, Washington, D. C.

1. The forced landing of a U.S. Army B-17 at Chocope, Peru, on February 6, 1942, and subsequent take-off on February 19, 1942, were made without damage to aircraft or personnel. Property damage and other expenses incident thereto will be handled by this office.

2. The President of Peru and local civilians rendered every possible assistance to the crew. The undersigned has written letters of thanks on behalf of the U.S. Army, the American Ambassador, and himself to the following for their assistance in this matter:

- *General Fernando Melgar, Jefe de la Casa Militar, Palacio del Gobierno, Lima, Peru.
- *Sr. Dr. Crestes Ferro, Prefect of the Department of La Libertad, Trujillo, Peru.
- *Comandante General de Aeronautica, Avenida Arequipa 129, Miraflores, Lima, Peru.
- *Mr. Juan Gildermeister, Casa Grande, Peru.
- W. R. Grace & Co., Lima, Peru.
- Mr. Jacob Rosnik, American Consular Agent, Salaverry, Peru.
- Mr. J. Stanfield, General Superintendent, The Peruvian Corporation, Trujillo, Peru.

It has been recommended to the Commanding General, Caribbean Air Force, that he write letters to those of the above list marked with an asterisk.

3. This forced landing was made on the Casa Grande Hacienda of Gildermeister & Co., a Peruvian-German sugar company which is rumored to be pro-Axis. No concrete evidence is available against the company, and it is not on the Proclaimed List. The local manager, Mr. Juan Gildermeister, German-born, about 55 years of age, who has been in Peru for twenty years, was very friendly and offered every possible assistance. He speaks English and, as far as can be ascertained, is anti-Nazi. The airplane commander, Captain Cairns, took every possible precaution to safeguard his airplane, and at no time were there less than four members of the crew on duty.

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AAG/1161

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2-19-42
(3-9-42)

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SUBJECT: Forced Landing of U.S. Army B-17 at Chochope, Peru.

4. The skill of Captain Ceira in making such a difficult landing and take-off, and the exemplary conduct of the crew, are to be commended and reflect credit on the military service.

U. G. Ent,
Lt. Colonel, GSC

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By *alw/aw* 6 30 June 1978
S.C. Date: *6/24/76*

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DECLASSIFIED March 4, 1968

SUBJECT: Orders - South American Mission.

TO: Commanding General, Gulf Coast Air Corps Training Center,
Randolph Field, Texas.

1. It is directed that you select nineteen (19) enlisted men, fifth grade or higher, or suitable for immediate promotion to the fifth grade, with the qualifications shown below, from units under your command for detail on special mission to the South American countries indicated:

Brazilian Mission

Airplane Mechanics - 3
Radio Mechanics - 2
Ammunition - 2

Brazilian Mission

Airplane Mechanics - 3
Ammunition - 2
Mechanics - 2
Technical Clerk - 1

Airplane mechanics selected should be qualified to act as crew chiefs of AT-42 airplanes and be competent to instruct South American mechanics in the care and maintenance of this type of airplane and engine. Radio mechanics selected should be qualified to maintain radio equipment of AT-42 airplanes and instruct South American personnel in the maintenance thereof. Ammunition selected should be qualified to maintain ammunition equipment, including tank racks of AT-42 airplanes and instruct South American personnel in the maintenance thereof. Technical clerk selected should be qualified to instruct Brazilian personnel in the preparation and maintenance of Air Corps Engineering and operations records. It is desired that selected men detailed to the Brazilian Mission speak Spanish, if possible, and that selected men detailed to the Brazilian Mission speak Portuguese, if possible. The following named enlisted men with

Air Adjutant General

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The qualifications shown, have been reported to this office by The Adjutant General as Spanish speaking:

Airplane Mechanics

Grade. Name & Serial No.

Unit

Private 1st Class Armando L. Corulla, 1894997	77th School Squadron, Brooks Field, Texas
Private Louis E. Langston, 1899973	49th School Squadron, Brooks Field, Texas
Private Rudy Hurby, 1894934	63rd Air Base Group, Brooks Field, Texas
Private William Frink, 1894998	69th Material Squadron, Brooks Field, Texas
Private 1st Class Joe E. Montano, 1894488	61st School Squadron, Bally Field, Texas
Private 1st Class Manuel A. Morales, 1892998	77th School Squadron, Ellington Field, Texas
Staff Sergeant Thomas H. Johnson, 4898795	77th School Squadron, Ellington Field, Texas

Radio Mechanics

Corporal James O. Conde, 1898415	52nd School Squadron, Randolph Field, Texas
Staff Sergeant Floyd T. Cook, 689414	11th Air Base Group, Randolph Field, Texas
Private Donald A. Reafer, 1899640	69th Air Base Group, Ellington Field, Texas

Automotive

Corporal Jack E. Huchens, 1488664	84th School Squadron, Gunter Field, Alabama
Tech. Sergeant Curtis Mitchell, 638243	86th School Squadron, Gunter Field, Alabama
Private 1st Class Ezra T. Winn, 1894975	499th School Squadron, Brooks Field, Texas
Private Lonnie W. Treat, 1484637	13th Bombardment Gp., Orlando, Florida

The names listed above are submitted merely for your information. Efforts are now being made to compile a similar list of Portuguese speaking enlisted men which will be forwarded to your Headquarters immediately upon receipt from The Adjutant General.

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2. Transfer the enlisted men selected, without loss of grade or rating, to Air Corps Detachment, Helling Field, D. C., for assignment and payment duty, and send them from their present stations by rail or military aircraft if available, to Hensley Field, Dallas, Texas, to await further instructions, reporting as indicated below:

Provide Mission to Lieutenant William H. Turner, Flight Commander, on or before March 12, 1942.

Provide Mission to Commanding Officer, Army Air Base, Hensley Field, Dallas, Texas, on or before March 16, 1942.

3. These enlisted men will be carried on detached service from their new organization, Air Corps Detachment, Helling Field, D. C., while on duty at Hensley Field.

4. Issue the following instructions to station commanders of the enlisted men selected:

a. Forward copies of service records to Commanding Officer, Helling Field, D. C. Originals of service records, immunization registers, and allied papers should accompany these enlisted men to Hensley Field;

b. Furnish these enlisted men full issue of clothing suitable for tropical service. One (1) complete outfit of winter clothing, identification tags, flying equipment, and paraphernalia;

c. Send only enlisted men who shall have completed all smallpox, typhoid, tetanus, yellow fever, and such other immunization as may be required for service in the country of destination or countries en route thereto;

d. That each enlisted man be provided with six (6) prints of registration and passport photographs, and have in his possession birth certificate, naturalization certificate, or certificate from his Commanding Officer stating his place of birth in the United States or show on his service record. In the case of a naturalized citizen, it is essential that the naturalization certificate accompany the enlisted man or be sent by Air Mail direct to the enlisted man *via* of the Commanding Officer, Army Air Base, Hensley Field, Dallas, Texas, or so to arrive thereof not later than the date on which the enlisted man is selected to report. Enlisted men who are unable to comply with the above requirement will not be detailed on this duty.

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2. Report grades, names, and serial numbers of the enlisted men selected to the Chief of the Army Air Force, A-1 Section, Washington, D. C., in triplicate, by Air Mail letter, immediately upon selection.

3. Travel is necessary in the military service. Payment of a flat per diem of \$4.00 in lieu of subsistence while traveling by military aircraft is authorized. Payment of authorized monetary allowances in lieu of rations in accordance with the provisions of Table II, paragraph 2, AR 33-420, as amended by Circular 20, U. S. D. 1941, while traveling by rail is authorized. FD 1428 P 2-04, 17-04, A 0310-2, OR 1428 P 61-07 A 0325-2. Send report of costs and copy of orders issued direct to the Fiscal Division, Office, Chief of the Air Corps.

By command of Lieutenant General ARHOLD:

T. H. HULSE
Captain, Air Corps
Acting Assistant Air Adjutant General

FMI/cms

Copies furnished: Lt. Col. Handy AAF, A-1 Section
OO, Bolling
OO, Hensely

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m.w.

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OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND RECORD SHEET

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1-C, 2-1, 3-1, 4-1, 5-1, 6-1, 7-1, 8-1, 9-1, 10-1, 11-1, 12-1, 13-1, 14-1, 15-1, 16-1, 17-1, 18-1, 19-1, 20-1, 21-1, 22-1, 23-1, 24-1, 25-1, 26-1, 27-1, 28-1, 29-1, 30-1, 31-1, 32-1, 33-1, 34-1, 35-1, 36-1, 37-1, 38-1, 39-1, 40-1, 41-1, 42-1, 43-1, 44-1, 45-1, 46-1, 47-1, 48-1, 49-1, 50-1, 51-1, 52-1, 53-1, 54-1, 55-1, 56-1, 57-1, 58-1, 59-1, 60-1, 61-1, 62-1, 63-1, 64-1, 65-1, 66-1, 67-1, 68-1, 69-1, 70-1, 71-1, 72-1, 73-1, 74-1, 75-1, 76-1, 77-1, 78-1, 79-1, 80-1, 81-1, 82-1, 83-1, 84-1, 85-1, 86-1, 87-1, 88-1, 89-1, 90-1, 91-1, 92-1, 93-1, 94-1, 95-1, 96-1, 97-1, 98-1, 99-1, 100-1

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

File No. _____
Tally No. _____

Subject: Transfer of 9 AT-6B Airplanes to Peru JME/DS

NO.	FROM	TO	DATE	COMMENTS																				
1.	Asst. for Pers. Serv.	Mil. Pers. Div.	1942 2/26	For preparation of reply. Incl. Air AG letter of 2/25/42 <i>J.M.B.</i> J.M.B. Lt. Colonel, Air Corps Assistant for Personnel Services																				
2.	Mil. Pers. Div. (G-1)	Mil. Pers. Div. (Enl. Sec.)	2/28	(1-C) RLW:MEM Request that names be submitted to this office in compliance with sub-paragraphs b, c, and d of basic communication in order that this office may comply with Item 1. Incl. n/c <i>MS</i> for R.E.F., <i>R.S.W.</i> Chief, Military Personnel Division. JWS:eld (1-D)																				
3.	Mil. Pers. Div. (Enl. Sec.)	Mil. Pers. Div. (G-1)	3/4	1. In compliance with the above request and paragraphs 1 b, c, and d of basic communication, the following names are submitted: <u>Airplane Mechanics</u> <table border="1"> <thead> <tr> <th>OSN</th> <th>NAME</th> <th>GRADE</th> <th>UNIT</th> </tr> </thead> <tbody> <tr> <td>006</td> <td>Armando L. Corella, 18043907</td> <td>Pfc</td> <td>77th Sch Sq, Brooks Fld.</td> </tr> <tr> <td>006</td> <td>Louis E. Langston, 18055973</td> <td>Pvt</td> <td>65th Sch Sq, Brooks Fld.</td> </tr> <tr> <td>006</td> <td>Rudy Barbey, 18049324</td> <td>Pvt</td> <td>83rd AB Gp (Sp) Brooks Fld.</td> </tr> <tr> <td>006</td> <td>William Frink, 18015398</td> <td>Pvt.</td> <td>69th Mat Sq, Brooks, Fld.</td> </tr> </tbody> </table> SECRET	OSN	NAME	GRADE	UNIT	006	Armando L. Corella, 18043907	Pfc	77th Sch Sq, Brooks Fld.	006	Louis E. Langston, 18055973	Pvt	65th Sch Sq, Brooks Fld.	006	Rudy Barbey, 18049324	Pvt	83rd AB Gp (Sp) Brooks Fld.	006	William Frink, 18015398	Pvt.	69th Mat Sq, Brooks, Fld.
OSN	NAME	GRADE	UNIT																					
006	Armando L. Corella, 18043907	Pfc	77th Sch Sq, Brooks Fld.																					
006	Louis E. Langston, 18055973	Pvt	65th Sch Sq, Brooks Fld.																					
006	Rudy Barbey, 18049324	Pvt	83rd AB Gp (Sp) Brooks Fld.																					
006	William Frink, 18015398	Pvt.	69th Mat Sq, Brooks, Fld.																					

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Page No. _____ DECLASSIFIED
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F-4071, AC, Rev. 8/1/41

OFFICE OF THE CHIEF OF THE AIR CORPS
~~SECRET~~ DECLASSIFIED
 ROUTING AND RECORD SHEET

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

File No. -----

Tally No. AAF/ -----

Subject: Transfer of 9 AT-6B Airplanes to Peru

NO.	FROM	TO	DATE	COMMENTS																
3. (Cont'd)	Mil. Div. (Enl. Sec.)	Mil. Pers. Div. (G-1)	3/4	<p style="text-align: center;"><u>Airplane Mechanics</u></p> <table border="1"> <thead> <tr> <th>OSN</th> <th>NAME</th> <th>GRADE</th> <th>UNIT</th> </tr> </thead> <tbody> <tr> <td>006</td> <td>Joe R. Montano, 18016010</td> <td>Pfc</td> <td>61st Sch Sq, Kelly Fld.</td> </tr> <tr> <td>006</td> <td>Manuel A. Morales, 18012558</td> <td>Pfc</td> <td>77th Sch Sq, Brooks Fld.</td> </tr> <tr> <td>006</td> <td>Thomas M. Johnson, 6298795</td> <td>S/S</td> <td>77th Sch Sq, Ellington, Fld.</td> </tr> </tbody> </table> <p style="text-align: center;"><u>Radio Mechanics</u></p> <p>James O. Conde, 18024115 Cpl 52nd Sch Sq, Randolph Fld.</p> <p>Floyd T. Cook, 6259414 S/S 11th AB Gp (Sp), Randolph Fld.</p> <p>Donald A. Keefer, 18009640 Pvt. 65th AB Gp (Sp), Ellington Fld.</p> <p style="text-align: center;"><u>Armorer</u></p> <p>Jack E. Houchens, 16026864 Cpl 84th Sch Sq, Gunter Fld.</p> <p>Curtes Mitchell, 6318165 T/S 86th Sch Sq, Gunter Fld. (Trfd to AC Unasgd & Atchd)</p> <p>Ezra T. Winn, 18043935 Pfc 499th Sch Sq, Brooks Fld.</p> <p>Lucium W. Treat, 14046537 Pvt 13th Bomb Gp (M), Orlando, Fla.</p> <p>2. Records of The Adjutant General's Office indicate that the above-named men speak Spanish.</p> <p>Incl. n/c</p> <p style="text-align: right;">A. W. K. Lt. Colonel, Air Corps <i>gwd</i> Asst. Chief, Military Personnel Div. <i>77</i></p>	OSN	NAME	GRADE	UNIT	006	Joe R. Montano, 18016010	Pfc	61st Sch Sq, Kelly Fld.	006	Manuel A. Morales, 18012558	Pfc	77th Sch Sq, Brooks Fld.	006	Thomas M. Johnson, 6298795	S/S	77th Sch Sq, Ellington, Fld.
OSN	NAME	GRADE	UNIT																	
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006	Manuel A. Morales, 18012558	Pfc	77th Sch Sq, Brooks Fld.																	
006	Thomas M. Johnson, 6298795	S/S	77th Sch Sq, Ellington, Fld.																	

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1-3091, AC. Rev. 8/1/41

Page No. _____

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WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

(Air AG)

DECLASSIFIED
000 000
By *Ala* on 12/24/76
S. C. Date

February 25, 1942.

SUBJECT: Transfer of 9 AT-6B Airplanes to Peru.

TO: Chief of the Air Corps.

1. It is directed that you select and furnish, without delay, the Chief of the Army Air Forces with the names, serial numbers and present stations of the following personnel to ferry nine (9) airplanes to Peru, and to act as instructors:

a. Nine (9) Air Corps pilots, competent to fly, and to instruct Peruvian pilots in flying AT-6B airplanes. The senior pilot should have at least two years experience in flying tactical airplanes after completion of his pilot's training at the Air Corps schools.

b. Five (5) enlisted airplane mechanics qualified to act as crew chief of the AT-6B airplanes and to instruct Peruvian mechanics in the care and maintenance of the airplanes and engines.

c. Two (2) enlisted radio mechanics qualified to maintain, and to instruct Peruvian personnel in the maintenance of the radio equipment of the AT-6B airplanes.

d. Two (2) enlisted armorers qualified in the care and maintenance of the armament equipment of the AT-6B airplanes, including bomb racks, and to instruct Peruvian personnel in the maintenance thereof.

By command of Lieutenant General ARNOLD:

Henry B. Rohman
HENRY B. ROHMAN,
Captain, A. G. D.,
Assistant Air Adjutant General.



~~SECRET~~

DECLASSIFIED

Air AG 452-1 Peru (7)

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON
DECLASSIFIED

Received from the Office, Chief of the Air Corps the following
(SECRET, ~~CONFIDENTIAL~~) document:

Addressed to: **Commanding General
Gulf Coast Air Corps Training Center
Randolph Field, Texas**

Subject: **Orders - South American Mission**

Type of Corres: **Ltr from (L-3) sending 19 col men from
Smyley Field thence to Brazil and Peru**

Date: **3/6/43**

Basic Dated:

No. Incls.: **6**

PLEASE ACCOMPLISH AND
RETURN IMMEDIATELY TO:
C/ [REDACTED]
[REDACTED]
[REDACTED]
Office of the Air Adjutant General
Room 2015
Huntress Building.

DATE RECEIVED: _____

BY _____
Name

Rank Branch

DECLASSIFIED OFFICE OF: _____

OCAC NO. _____

W-6553, A.C.

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
000 hrs
on 06/20/2014
by *AL/SSC* LC Date *4/29/76*

HRR/snr
(Air AG)

February 25, 1942.

SUBJECT: Transfer of 9 AT-6B Airplanes to Peru.

TO: Chief of the Air Corps.

1. It is directed that you select and furnish, without delay, the Chief of the Army Air Forces with the names, serial numbers and present stations of the following personnel to ferry nine (9) airplanes to Peru, and to act as instructors:

- a. Nine (9) Air Corps pilots, competent to fly, and to instruct Peruvian pilots in flying AT-6B airplanes. The Senior pilot should have at least two years experience in flying tactical airplanes after completion of his pilot's training at the Air Corps schools.
- b. Five (5) enlisted airplane mechanics qualified to act as crew chief of the AT-6B airplanes and to instruct Peruvian mechanics in the care and maintenance of the airplanes and engines.
- c. Two (2) enlisted radio mechanics qualified to maintain, and to instruct Peruvian personnel in the maintenance of the radio equipment of the AT-6B airplanes.
- d. Two (2) enlisted armorers qualified in the care and maintenance of the armament equipment of the AT-6B airplanes, including bomb racks, and to instruct Peruvian personnel in the maintenance thereof.

452-1 Peru (7)

By command of Lieutenant General ARNOLD:

Dispatched
FEB 25 1942
AAG

HEADQUARTERS		ARMY AIR FORCES				COORDINATION			
Chief of Staff	Sec'y Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-12	ASST. AIR ADJUTANT GENERAL	ASST. AIR ADJUTANT GENERAL
		<i>A.</i>							

AIF-39

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452-1 Peru (7)

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
DOO 015
By *class* IC Date *8/24/76*

~~SECRET~~ **SECRET**

BY AUTHORITY OF THE
CHIEF OF THE ARMY AIR FORCES

2/17/43 *W.E.T.*
DATE INITIALS

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

SUBJECT: Transfer of 9 AT-6B Airplanes to Peru.

NO.	FROM	TO	DATE	COMMENTS	AAF/A-1 RTH/rc
1.	AAF A-1	AAF Air AG	1942 2-24	<p>It is requested that a directive be sent to the Chief of Air Corps substantially as follows:</p> <p>1. "It is directed that the ^{you}Chief of Air Corps select and furnish, without delay, the Chief of the Army Air Forces with the names, serial numbers and present stations of the following personnel to ferry nine (9) airplanes to Peru, and to act as instructors:</p> <p>a. Nine (9) Air Corps pilots, competent to fly, and to instruct Peruvian pilots in flying AT-6B airplanes. The senior pilot should have at least two years experience in flying tactical airplanes after completion of his pilot's training at the Air Corps schools.</p> <p>b. Five (5) enlisted airplane mechanics qualified to act as crew chief for the AT-6B airplanes and to instruct Peruvian mechanics in the care and maintenance of the airplanes and engines.</p> <p>c. Two (2) enlisted radio mechanics qualified to maintain, and to instruct Peruvian personnel in the maintenance of the radio equipment of the AT-6B airplanes.</p> <p>d. Two (2) enlisted armorers qualified in the care and maintenance of the armament equipment of the AT-6B airplanes, including bomb racks, and to instruct Peruvian personnel in the maintenance thereof.</p>	

Hq. Army Air Forces
Feb 24
TAG RECEIVED

W.E.T.
W. E. T.
Exec. A-1.

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(Do not use reverse side)
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Page No. *452.1 Rev 2/1/28*

#-4071, AC, Rev. 8/14/41

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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DOO 015
By *class* IC Date *8/24/76*

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BY AUTHORITY OF THE
CHIEF OF THE ARMY AIR FORCES

2/17/43 *W.E.T.*
DATE INITIALS

2779

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

SUBJECT: Primary Trainers for Peru.

NO.	FROM	TO	DATE	COMMENTS	AAF/A-1 EGL/mja
1.	AAF C/AS	C/AC Mat.Div.	1941 12/27	<p>1. Forwarded for necessary action.</p> <p>Incls: Memo from WPD dated 12/22/41 to C/AS; Certificate of C/S re 18 PT-17; Memo Sec. of War re 18 PT-17 to US/W;</p>	
2.	(A-1) Mat.Div.	AAF C/AC	1941 12/31	<p>1. Necessary action has been initiated, Dec. 30, 1941</p> <p>Incls: R/C</p>	
3	OCAC Exec	AAF A-4	1/1/42	<p>Note Item 2. and file.</p>	

RECEIVED
DEC 30 1941
UNCLASSIFIED MAIL
AND FILE UNIT

RECEIVED
DEC 30 1941
PROD. ENGR. BRG.
O. C. A. C.

J.C.
CS
C/AS

W.E.T.
W. E. T.
Chief, Mat. Div.

M.E.G.
Asst. Exec.

45-2.1 Rev

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SECRET

Page No. *452.1 Rev 2/1/28*

#-4071, AC, Rev. 8/14/41

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DECLASSIFIED

DECLASSIFIED
DOO HRS
& 30 June 1978
By *[Signature]* L.C. Date *12/21/78*

CAB:rhc

12-31-41

2. *(S-1)*
M.C.S.V. ASP
C/SAS 1941
12/31

1. Necessary action has been initiated. Dec. 30, 1941.

Incls:
N/C

O.P.E.
Chief, Eng. Div.

~~SECRET~~ DECLASSIFIED

A-788

DECLASSIFIED

SECRET

BY AUTHORITY OF A. C. OF S., WPD

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
WAR PLANS DIVISION
WASHINGTON

12/20/41

jos

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DDO 107
10/20/80
W. A. [unclear] 9/24/80

2334

WPD 4406-24

December 22, 1941.

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Primary Trainers for Peru.

1. On November 18, 1941, at the request of the Under Secretary of State, the War Department decided to release 18 Stearman PT-17 airplanes for purchase by Peru, delivery at 6 per month in December 1941, January and February 1942. Mr. Welles was so notified by telephone.
2. The Peruvian Government has now indicated its desire to negotiate contracts for and purchase these aircraft.
3. Release of the aircraft in question for purchase by Peru requires accomplishment of the Chief of Staff's certificate attached hereto, and directive of the Secretary of War to Chief of Air Corps to grant the appropriate deferment in delivery.

Action recommended.

1. That the Chief of Staff sign the attached certificate.
2. That the Secretary of War sign attached directive to the Under Secretary of War.

DEC 22 1941

APPROVED

By order of the Secretary of War
G. G. MARSHALL
Chief of Staff

L. T. Gerow

L. T. GEROW
Brigadier General,
Acting Assistant Chief of Staff.

W. A. Young

By **W. A. YOUNG**
2. **Brigadier A.C., Asst. Sec. W.D.G.S.**

Certificate of C/S re-
18 PT-17
Memo, Sec. of War to
Under Sec. of War re-
18 PT-17

NOTED-OFFICE CHIEF OF STAFF

W. A. Young

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Am 1045211 Revic (4)
ocf/17911-19

Y-27 10/23 2-988

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DECLASSIFIED

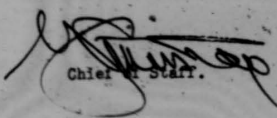
DECLASSIFIED
DDO WFO
PL 86-36, 8-20 June 1974
WALASA, J.C. Date 2/29/76

December 20, 1941.

CERTIFICATE

I find that the deferment of delivery on United States contracts of 18 Stearman airplanes (Army PT-17), which will allow the Peruvian Government to accept delivery of these airplanes at the rate of 6 per month in December 1941, January and February 1942, in return for delivery, at a later date, of an equal number of the same type airplane, will not weaken nor impair the total defense of the United States at this time.

In view of these findings and pursuant to the provisions of Section 14 (a) of the Act of June 28, 1940, (Public 671, 76th Congress), I certify that, in accordance with the opinion of the Attorney General of August 27, 1940, the material described above is not essential to defense of the United States.


Chief of Staff.

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air 20452-1 Form 4

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DECLASSIFIED

DECLASSIFIED
000 000
A 20 June 1983
by *dlp/...* Date *3/24/76*

DEC 22 1941

MEMORANDUM FOR THE UNDER SECRETARY OF WAR:

Subject: Deferment in Delivery of Eighteen (18)
Steerman PZ-17 Airplanes.

1. You are directed to advise the Chief of the Air Corps to grant a deferment in delivery from United States contracts of eighteen (18) Steerman airplanes (Army PZ-17) which will allow the Peruvian Government to accept delivery of these airplanes at the rate of six (6) per month in December 1941, January and February 1942.

2. In return for this deferment, the Peruvian Government is negotiating a contract for eighteen of this same type aircraft which will be delivered to the United States at a later date. Release of the eighteen airplanes in question to the Peruvian Government will be contingent upon satisfactory completion by the Peruvian Government of the contract with the manufacturer.

(Sgd.) HENRY L. STIMSON

Secretary of War.

DEC 22 1941



OFFICE OF CHIEF OF STAFF

~~SECRET~~ DECLASSIFIED

2-958

air 4571/Perm 4
ors/179 11-19

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON
DECLASSIFIED

Received from the Office, Chief of the Air Corps the following
(SECRET, CONFIDENTIAL) document:

Addressed to:
AW 2-6

Subject: Primary Business for Para
Type of Corres.: BR
Date: 1/1
Basic Dated:
No. Incls.:
memo from WPD dated 12/22/41 to C/AS
certificates of C/AS re 18 FD-27
memo Gen of War re 18 FD-27 to W/AS

PLEASE ACCOMPLISH AND
RETURN IMMEDIATELY TO:
Classified Mail & File Unit,
Administrative Division,
Office, Chief of Air Corps.

DATE RECEIVED: _____

BY _____
Name

Rank Branch

OFFICE OF: _____

OCAG NO. _____ DECLASSIFIED

W-4003, AC., Rev. 12/2/41

The Honorable,
The Secretary of State.

Dear Mr. Secretary:

Supplementing our letter of October 16, 1961, relative to the requisitioning of certain airplanes manufactured in the United States for foreign account, now under order of the Peruvian Government, this Department advises that appropriate requisitions covering said airplanes are now being initiated for service by the Administrator of Export Control in accordance with requirements of Executive Order of the President dated October 15, 1960, providing for the administration of the account entitled "Act to Authorize the President to Requisition Certain Articles and Materials for the United States and for Other Purposes". (Act approved October 10, 1960, Pub. 687, 76th Cong.)

Under the provisions of said Executive Order, the Administrator of Export Control shall "hold or cause to be held whatever hearings that may be necessary to determine the fair and just value of such property, at which hearings the owner of the property, his duly authorized agent or representative, or other persons claiming an interest therein, may produce evidence orally or in writing regarding the fair and just value of the article or material requisitioned and taken over. Upon completion of such hearings the Administrator of Export Control shall report to the President his findings and recommendation in regard thereto".

Payment in the amounts thus determined to be due and payable shall be made from funds available for such purposes, appropriation Air Corps Army F.Y. 1962.

Can 02 452.1
Page 2

Based upon information supplied this Department by the Douglas Aircraft Company, the cost of said articles and materials to the Peruvian Government, exclusive of spare parts, inspection, shipping and other incidental expenses is placed at \$1,234,400.00.

Sincerely yours,

Secretary of War.

Dispatched *John G.S.*
OCT 20 1941
AAG

Air 24452.1 Peru (3)

10-15-41

The Executive,
The Secretary of State.

Dear Mr. Secretary:

This Department has determined that it is necessary in the interests of National Defense to regulate and take over for the use or operation by the United States, or in its territories, possessions (in) airplanes, Douglas Model C 4-2, manufactured in the United States for export account and now located at the Port of New York pending shipment to the Russian Government, operations thereof having been denied in accordance with the provisions of section 6 of the Act approved July 2, 1940 (Pub. No. 700-70th Congress).

Accordingly, this will advise that appropriate steps are being taken under the authority of the Act of October 10, 1940 (Pub. No. 800-70th Congress) to regulate the military equipment hereinafter described, in conformity with procedure prescribed by Executive Order of the President, dated October 15, 1940.

Sincerely yours,

Secretary of War.

Dispatched *Lila, DL*
OCT 20 1941
AAG

Am 20451-1-Peru (1)

Am 20451 Peru (1)

CONFIDENTIAL

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10-15-41

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DDO 103

OGAC (6) HHS

in 10/15/41
8/24/76

WD 452.1 (10-15-41)MC-0

October 16, 1941.

The Honorable,

The Secretary of State.

Dear Mr. Secretary:

This Department has determined that it is necessary in the interests of National Defense to requisition and take over for the use or operation by the United States, or in its interests, eighteen (18) airplanes, Douglas Model 8 A-S, manufactured in the United States for foreign account and now located at the Port of New York pending transshipment to the Peruvian Government, exportation thereof having been denied in accordance with the provisions of section 6 of the Act approved July 2, 1940 (Pub. No. 703--76th Congress).

Accordingly, this will advise that appropriate steps are being taken under the authority of the Act of October 10, 1940 (Pub. No. 829--76th Congress) to requisition the military equipment hereinabove described, in conformity with procedure prescribed by Executive Order of the President, dated October 15, 1940.

Sincerely yours,

(Sgd.) HENRY L. STIMSON

Secretary of War.

ccs

COPIES TO: Chief of the Army Air Forces, ref. his Memo, 10/15/41, to Chief of Staff.

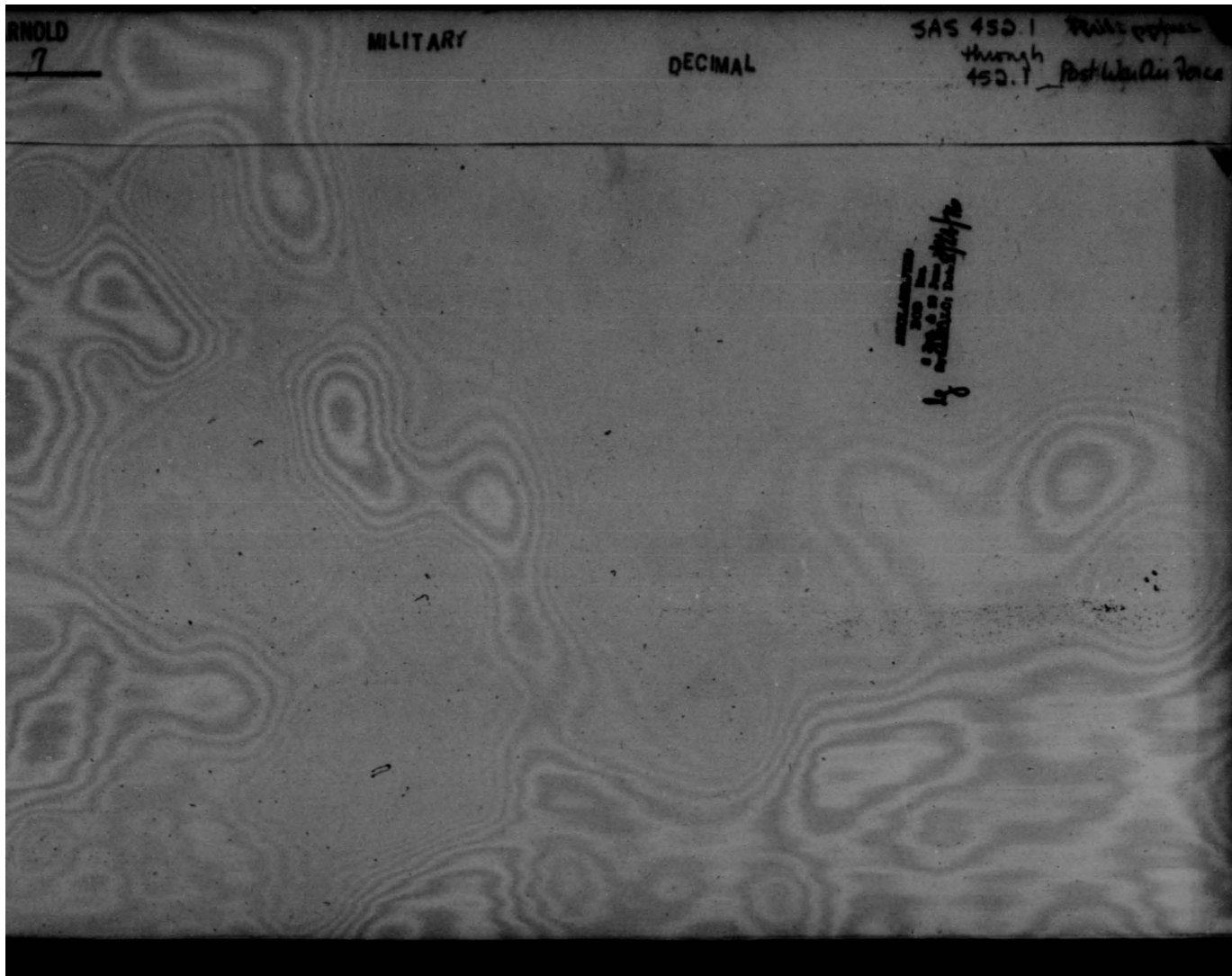
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452.1 Parson

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DECLASSIFIED

Allocation of Aircraft Equipment and Maintenance Parts and Supplies For
Philippine Air Force.

DECLASSIFIED
000 000
10 20 June 1977
D. J. [unclear] [unclear]

TO: AC/AS-5

DATE: 22 October 45

FROM: Deputy Chief of the Air Staff

COMMENT NO. 4
RCE/asm/2571

1. Attention is invited to paragraph 3, comment 2.
2. In view of the imminence of receipt of firm plans for the future PAF, it is requested that requirements after consideration thereof be submitted at the earliest practicable date.

Signed

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

Incl n/c

DISPATCHED
23 OCT 1945
AFAAG

DECLASSIFIED

~~SECRET~~ 408 452.1 Philby (73)
Air Ady [unclear]

WAR DEPARTMENT
A-3 Div., Hq. AAF, W.D.
Washington, D. C.

Office, Operations Section

Date 1-15-42

TO:

- Lt. Col. Twining
- Maj. Atkinson
- Maj. McClosky
- Maj. Jones
- Capt. Provost
- Capt. Patrick
- Capt. Carter
- _____
- _____
- _____
- _____
- _____

FOR:

- Necessary Action
- Note & forward as indicated
- Note & return
- Your copy

REMARKS:

① See AAG & A-3 buckslips.
Indicate other circulation
necessary.
No other circulation
necessary. *JJA*

WAC
Operations Section
A-3 Division
AIR STAFF

AAF-439

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DECLASSIFIED

(2) In event route #2 is followed, upon arrival in Manila, the flight will report to the Commanding General, Hawaiian Department for instructions as to points in the South Pacific where stops are to be made for service and any other special instructions.

(3) The flight plan may be altered so as to proceed to such additional places or countries, including belligerent countries, as may be deemed necessary. Authority is granted to make such variations in this itinerary and to proceed to such other places as may be necessary."

ACTION TAKEN: Memo 117.
Jan. 6, 1942, to: G. G.,
Air Force Combat Command
ACW/hw/nas-1712

Paragraph 6. "Flights following Route #1 will obtain information as to the military situation in Cairo at either El Rasher or Chartom prior to departure for Cairo. In the event this information is not available the American Legation in Cairo will be contacted for this information."

Paragraph 7. "Flights following Route #1 will come under the control of the Commanding General, U. S. Army Forces in the Far East, upon arrival in Bangalore, India. Upon arrival in Bangalore the flight will report by secret means to the Commanding General, U. S. Army Forces in the Far East, in Manila, Philippine Islands, and will await further instructions.

(copy RD)

Paragraph 8. "Flights following Route #2 will report to the Commanding General, U. S. Army Forces in the Far East at Ennsin, Australia, upon arrival at first point in Australia."

47 AGO
JAN 5 1942

Received
JAN 5 1942

JAN 5 1942

Paragraph 11. "The Commanding Officer, MacCall Field, Florida, or Hamilton Field, California, will designate one or more Class B Agent officers under the provisions of paragraph 3 b, AR 30-220."



OUT

For Chief of Air Staff:

APPROVED
By order of the Secretary of War
H. H. ARNOLD
Deputy Chief of Staff

18136-115
DEPUTY CHIEF OF STAFF



R
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R
IN

By JOHN R. DEANE

Lt. Col. G.S.C., Asst. Sec. W.D.G. Assistant Chief of the Air Staff, A-3

EARL L. BACHMANN DEPARTMENT
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

UP CHIEF OF STAFF

MEMORANDUM FOR RECORD: Two - B-17E airplanes and crews out of the sixty-five (65) mentioned in the original order AG 320-21 (12-23-41) HQC-G-4, Subject - "Transfer of Aircraft", were transferred to Manila for permanent change of station. Memorandum for the A.C.O. requesting orders for this transfer was signed and forwarded on January 3, 1942 by the Assistant Chief of the Air Staff-A-3. All changes outlined herein at the direction of the Deputy Chief of Staff for Air.

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AM 25452.1 Rht. (76)

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AAF/A-3
JHA

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DDO RIA

On Jan. 4 20 Jan 1978
By [Signature]

JAN 8 1942

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Change In Orders.

The Secretary of War directs:

1. That Secret letter AD 580.21 (12-23-41)MSG-C-M, Subject-
"Transfer of Aircraft" be changed in part to read as follows:

Paragraph 1. "It is desired that you issue the following instructions to transfer ~~four~~ ⁽⁶⁷⁾ four-engine aircraft from the Sacramento Air Depot, California, to the ~~Philippine Islands~~ ^{Australia} during the period of December 21, 1941 to February 21, 1942."

JPD

Paragraph 4. "Routes to be flown are as follows:

a. Route #1.

- Sacramento
- Thapa
- Trinidad
- Bulan, Brazil
- Etal, Brazil
- Tahouai, Gold Coast, Africa (two alternates -
 - 1-Aoure, Gold Coast, Africa
 - 2-Waterloo Airport, Freetown, Africa)
- Khartoum, Anglo Egyptian Sudan, Africa (alternate
- El Fasher, Anglo Egyptian Sudan, Africa)
- Cairo, Egypt
- Habbaniyah, Iraq
- Karachi, India
- Bangalore, India

Air AD 402.1 (21) (76)

b. Route #2.

- (1) Hamilton Field, California,
- Brazil, thence along best available air route to Darwin, Australia. The points at which stops will be made between Brazil and Australia are approved by

Flc.

HEADQUARTERS		ARMY AIR	HEADQUARTERS				HEADQUARTERS			
Chief of Staff	Sec y of Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Sta t. stics

~~SECRET~~

DECLASSIFIED

AAF 39

WAR DEPARTMENT

Headquarters Army Air Forces
Office of the Air Adjutant General

Date 1/3/42

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~~ *noted JWA*
- ___ Air War Plans Division.
- ___ Budget Section.
- ___ Statistics Section.
- ___ Air Inspector
- ___ A.F. Files

For necessary action

MWA
WM. W. DICK,
Lt. Col., A.G.O.
Air Adjutant General.

A.A.F-10-A.

DECLASSIFIED
DOO lrs

By: *[Signature]* 4/22/76
Date: 4/22/76

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DECLASSIFIED

ACC 452.1 (12-27-41)

1st Ind.

(E-13)

HEADQUARTERS AIR FORCE COMBAT COMMAND, Bolling Field, D. C., JAN 1-1942
TO: Chief of the Army Air Forces, Washington, D. C.

Forwarded as a matter pertaining to the dispatch of airplanes to I, in compliance with basic, Adjutant General directive. Copies have been retained in this headquarters.

For the Commanding General:

[Signature]

C. W. RUSSELL,
Brigadier General, G.S.C.,
Chief of Staff

7 Incls.
No change.

See ACC 452.1 Phil. (75)

~~SECRET~~

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- 2 -

See ACC 452.1 Phil. (75)

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

~~SECRET~~ (15-41)
DECLASSIFIED

DECLASSIFIED
DOD 784
12/27/41
in alt/for [unclear] [unclear]

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

December 24, 1941

5/13

SUBJECT: Transfer of Aircraft

~~SECRET~~
12/27/41 BA

TO: Commanding General, Air Force Combat Command
Bolling Field, D. C.

1. There is attached hereto, for your information, copy of letter to the Chief of the Air Corps from The Adjutant General, subject as above. For your further information, there is attached hereto, copy of directives from the Chief of the Air Corps to various Divisions of this office indicating action to be taken by each of these Divisions and authorizing direct correspondence between such Divisions and the Air Force Combat Command.
2. In the event that this office or any Division thereof can render the Commanding General, Air Force Combat Command assistance other than that specifically indicated by The Adjutant General, it is requested that your office so indicate by informal contact with this office or with any Division thereof concerned.

For the Chief of the Air Corps

George E. Strassmeyer

George E. Strassmeyer,
Brig. General, Air Corps,
Assistant Chief of the Air Corps.

7 Incls.
(Ltr. AG 580.81(12-23-41)MSC-G
w/Incs.)

6 Directives
RECEIVED
DEC 29 1941
HEADQUARTERS
AIR CORPS

AGC 45-211 (12-27-41) Army of Aircraft

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a 12/29(3-6) 929 300

~~SECRET~~

SPD-137

0124521P66

IMMEDIATE ACTION

✓ The Chief of the Air Corps

①

WAR DEPARTMENT
The Adjutant General's Office
Washington

DECLASSIFIED

GROUP ONE
EXCLUDED FROM AUTOMATIC
DOWNGRADING AND
DECLASSIFICATION

AG 580.81 (12-23-41)HSC-G-1 December 23, 1941

~~SECRET~~

SUBJECT: Transfer of Aircraft.

TO: The Commanding General,
Air Force Combat Command.

.....
: ~~SECRET~~ :
: Auth: T. A. G. :
: Initials: *TAG* :
: Date: 12-23-41 :
:.....

1. It is desired that you issue the following instructions to transfer sixty-five (65) four-motored aircraft from the Sacramento Air Depot, California, to the Philippine Islands during the period of December 21, 1941 to February 21, 1942.

2. Each airplane making the flight will be manned by a combat crew consisting of the following:

- 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

In addition to the above personnel, one (1) medical officer will accompany each ninth plane dispatched on this flight. Combat crews will be drawn from stations under your control and will be made available for transfer to the Philippine Islands for permanent change of station.

3. All of the aircraft will come from the production lines. They will be flown to the Sacramento Air Depot where they will be fully equipped, run-in flights completed, and be fully prepared for combat before leaving the United States.

4. Route to be flown is as follows:

- Sacramento
- Tampa
- Trinidad
- Belem, Brazil
- Natal, Brazil
- Accra, Gold Coast, Africa (two alternates -
 - 1-Waterloo Airport, Location 16 miles southeast of Freetown, Sierra Leone,
 - 2-Tekorah, Gold Coast, Africa)

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IMMEDIATE ACTION

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DECLASSIFIED

Khartoum, Anglo Egyptian Sudan, Africa (alternate
El Fasher, Anglo Egyptian Sudan, Africa)
Cairo, Egypt
Baghdad, Iraq
Karachi, India
Bangalore, India

The flight plan may be altered so as to proceed to such additional places or countries, including belligerent countries, as may be deemed necessary. Authority is granted to make such variations in this itinerary and to proceed to such other places as may be necessary.

5. The first echelon of three (3) planes will depart from the Sacramento Air Depot without delay. The succeeding echelons of three (3) planes each will follow as soon as practicable thereafter.

6. The flight commander will obtain information as to the military situation in Cairo at either El Fasher or Khartoum prior to departure for Cairo. In the event this information is not available the American Legation in Cairo will be contacted for this information.

7. This flight will come under the control of the Commanding General, U. S. Army Forces in the Far East, upon arrival in Bangalore, India. Upon arrival in Bangalore the flight will report by secret means to the Commanding General, U. S. Army Forces in the Far East, in Manila, Philippine Islands, and will await further instructions.

8. All personnel will be equipped with both summer and winter clothing.

9. The Chief of the Air Corps has been directed to take the following action:

a. Provide for the supply of all Air Corps technical items to be transferred to this flight.

b. Provide all maps and the United States-British recognition code procedure, including both radio and signal flares to be used on this flight.

c. Direct that the Air Corps Ferrying Command be contacted for any services desired where available along the flight route.

d. Provide route guides and other pertinent route information.

e. Make all diplomatic arrangements for the flight.

10. In lieu of subsistence the flight per diem of \$6.00 is authorized for travel by military aircraft and commercial aircraft for

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DECLASSIFIED

both officers and enlisted men in accordance with existing law and regulations. The duties to be performed in connection with this expedition being exceptional, a delay of not to exceed thirty (30) days in any places enroute is authorized.

11. The Commanding Officer, MacDill Field, Florida, will designate one or more officers in each plane as Class P Agent officers under the provisions of paragraph 3 b, AR 35-320.

12. This is a PERMANENT change of station.

13. The Chief of the Army Air Forces will be notified where practicable, of the arrival and departure of the flights by secret code, using Ferry Command facilities for this purpose until after departure from Natal.

14. After departure from Natal, position reports will be dispatched through facilities of the British Royal Air Force only. The services of personnel of the Air Corps Ferrying Command will aid in dispatching of these messages wherever available.

15. The facilities of Pan American will not be used for transmission of messages after departure from Natal.

16. Secret Code will be used in transmission of all messages.

17. a Personnel involved in this movement may be advised IN THE CLEAR of the following Post Office address which they may furnish to their friends and relatives:

Private Richard Roe, (Army Serial No. if known),

Organization including Co or similar designation.

APO 1101, c/o Postmaster, San Francisco, Calif.

b. Upon arrival at destination personnel will be advised to have their friends and relatives address their mail to them using the mailing address of unit at that station.

18. Obligate the following procurement authorities to the extent necessary:

Travel of the Army

FD 1437 R 1-06, 3-06, 15-06, 17-06 A 0410-2

(For travel of officers, and enlisted men; and for travel of dependents of officers, and enlisted men of the first three grades.)

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Army Transportation--Commercial

QM 1620 P 54-01, 54-02, 54-13, 54-07 A 0525-2 "D"

(For packing, crating, and shipping equipment, impediments, and authorized household goods allowances of officers and enlisted men of the first four grades; and for tolls and ferriages en route.)

19. It is desired that a copy of all travel orders involved in this movement be furnished this office (attention Fiscal Section) with the estimated cost by procurement numbers under procurement authorities listed below.

20. a. All personnel will require physical examinations as prescribed by Paragraph 14 AR 40-100 prior to departure from home station.

b. The following immunization in conformity with current War Department instructions will be initiated and completed if necessary after arrival at destination.

(1) Revaccinate with smallpox vaccine and complete all typhoid inoculations as required by AR 40-215 provided these have not been completed within twelve months prior to departure from continental United States.

(2) Vaccinate with tetanus toxoid as directed in Circular letter, SGO, No. 34, April 16, 1941.

(3) Vaccinate with yellow fever vaccine as directed in Circular letter, SGO, No. 9, February 12, 1941.

21. Dependents will not accompany troops. See letter, June 7, 1941, AG 341.1 (5-26-41)PO-P-M, subject: Transportation of dependents and household goods to overseas stations.

22. Attention is invited to Section II, War Department circular No. 220, October 17, 1941, which directs that extract copies of SECRET orders, without SECRET markings, will be furnished to the unit personnel section or other reporting source in order to permit the preparation of reports of changes (SD AGO Form No. 303) for units of individuals covered by such SECRET orders.

23. The soldiers will be provided with identification tags in accordance with Circular 142, TD, 1941.

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24. Direct communication consistent with the SECRET classification of this directive is authorized by all concerned in effecting the movement referred to herein.

By order of the Secretary of War:

C. H. [Signature]
Adjutant General.

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- 5 -

AmCh 452-1 Phil (S)

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
DDO REC
1 Sept. & 20 June 1971
W. J. C. D. 8/24/76

Transfer of Aircraft

1. Encl. Mat. 12-24
(13-41) Hq. 1941
msj

1. Attention is invited to the attached copy of letter from The Adjutant General to the Chief of the Air Corps, subject as above, with inclosure from The Adjutant General to the Commanding General, AFCC, also on the same subject.

2. It is desired that the Hq. Hq. lend such aid to the CG, AFCC, as may be requested by that Headquarters to effect the expeditious consummation of this project. Appropriate activities in the Hq. Hq. should be advised accordingly.

1 Encl.
Ltr AG 580.51(12-23-41)MHC-G-1
w/Encl.

G.S.F.
Col., A.C.
Project Officer.

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~~SECRET~~

Incl. 2.

AG 580.51 PH 125

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
DDO No.
6 Nov 6, 80 From 1000
AC, Date 8/24/76

Transfer of Aircraft.

1. Exec ACFC 12-24
(15-A1) 1941
mcj

1. Attention is invited to the attached copy of letter from The Adjutant General to the Chief of the Air Corps subject as above, with inclosure from The Adjutant General to the Commanding General, AFCC, also on the same subject. Your particular attention is invited to par. 2 b, c and d of reference letter.

2. It is desired that the ACFC take priority action to accomplish the directive embodied in par 2 b, c and d of reference letter and lend such other aid to The AFCC as may expedite the consummation of this project. To this end, direct correspondence between the ACFC and the CG, AFCC, is authorized.

1 Incl.
(ltr 580.81 (12-23-41)MSC-G
w/incl.)

O.S.F.
Col., A.C.
Project Officer

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~~SECRET~~

Incl 4.

Class-1 Phil 75

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
100 (R)

19 Jan. 4 20 June 1984
By: [Signature] SAC, DDC

Transfer of Aircraft

1. Encl. Mil. 12-24
(15-41) Pers. 1941
no) Inv.

1. Attention is invited to the attached copy of letter from The Adjutant General to the Chief of the Air Corps, subject as above, with inclosure from The Adjutant General to the Commanding General, AFCC, also on the same subject.

2. This information is furnished in connection with records of the personnel involved.

1 Incl.
Ltr AG 580-M(12-23-41)-
580-0-1 w/Incl.

O.S.F.
Col., A.G.
Project Officer.

Incl. 5.

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Am 28482-1 Phil 75

~~SECRET~~

DECLASSIFIED
(DD Form 128)

DECLASSIFIED

Transfer of Aircraft.

1. ~~Spec. Intel.~~ 12-24
(13-41) Div. 1943
maj

1. Attention is invited to the attached copy of letter from The Adjutant General to the Chief of the Air Corps, subject as above, with inclosure from The Adjutant General to the Operations General ~~and also of the same subject with the same letter to the Chief of the Air Corps.~~

2. It is directed that the Intel. Div initiate immediate priority action to effect necessary diplomatic arrangements for the flight over the route to be flown as indicated in par. 3 of the inclosure to reference letter. To this end, direct correspondence between your Div. and other interested agencies of the War Department and with the CG, AFOS, is authorized. The letter office should be kept currently advised of the progress of such arrangements in order that there may be no delay in progress of this flight.

3. It is further desired that the Intel. Div. make available to the CG, AFOS, route guides in such numbers as may be required and such other pertinent route information as may be available as required in par. 3 d, reference letter.

4. It is requested that additional copy of all outgoing correspondence concerning this project be prepared and marked for the attention of the Operations Division of this office.

1 Encl.
(Ltr AG 580.81(12-23-41)MCC-
D-2

O.S.F.
Col., A.C.
Project Officer.

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Incl. 7

See OS 482-1 Phil (75)


WAR DEPARTMENT
Headquarters Army Air Forces
Office Chief of the Air Staff
Washington, D. C.

Date *Dec 10*

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
Public Relations Section
Inspector, Army Air Forces
Adjutant General, Army Air Forces
A.F. Files

*Does this production
appear satisfactory
or should an effort
be made to expedite.*


CARL SPAATZ,
Brig. General, Air Corps,
Chief of the Air Staff.

AAF-141

HEADQUARTERS ~~SECRET~~ AIR FORCE
ROUTING AND RECORD SHEET

DECLASSIFIED
GPO 1954
8/24/76

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

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File No. _____
Tally No. AAP _____

SUBJECT: Flare, Aircraft, Parachute, Bombing and Reconnaissance, M-26.

NO.	FROM	TO	DATE	COMMENTS	AP/AS RCC/mhh
1.	AAF A-4	AAF C/AS	1941 12/17	<p>1. An expenditure rate of one (1) flare per mission per airplane of the following types is authorized:</p> <ul style="list-style-type: none"> a. Heavy Bombardment. b. Medium Bombardment. c. Light Bombardment. d. Air Force Reconnaissance e. Army Reconnaissance f. Observation, Corps or Division g. Amphibian <p>2. Current augmentation of the Air Force in the Philippine Islands will result in the following strength in airplanes:</p> <ul style="list-style-type: none"> a. <u>Modern Types</u> <ul style="list-style-type: none"> 165 Heavy Bombers 240 Pursuit 52 Dive Bombers b. <u>Obsolescent Types</u> <ul style="list-style-type: none"> 53 P-35A Pursuit Interceptors 18 B-18 Medium Bombers 65 Miscellaneous Model Airplanes of which 37 come under Par. #1 with 710 total missions per month. <p>3. Requirements for flare aircraft bombing M-26 follows:</p> <ul style="list-style-type: none"> a. 165 HB x 8 x 5 = 6600 missions b. 52 DB x 15 x 5 = 3900 " c. 18 MB x 15 x 5 = 1350 " d. 37 Misc. 710 x 5 = 3550 missions <p style="text-align: center;">TOTAL 15400 missions or 15,400 flares M-26.</p>	452.1 Phil (73)

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Page No. _____

61071, AC. Rev. 8/14/41
Am 452.1 Phil (73)

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

DECLASSIFIED
 DOD AFS
 10 Apr. & 20 June 1974
 by *DL/...* AC, Date: 8/24/76

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

File No.

Tally No. AAF:

SUBJECT: Flare, Aircraft, Parachute, Bombing and Reconnaissance, M-26.

NO.	FROM	TO	DATE	COMMENTS	RCC/mhh															
1. (cont.)	AAF A-4	AAF C/AS	1941 12/27	<p>4. Status of Production of M-26 flares.</p> <p>a. 50,000 on order with expected production somewhat as follows:</p> <table border="1"> <thead> <tr> <th colspan="5">1942</th> </tr> <tr> <th>Dec. 1941</th> <th>Jan.</th> <th>Feb.</th> <th>March</th> <th>April etc.</th> </tr> </thead> <tbody> <tr> <td>100</td> <td>3250</td> <td>10,000</td> <td>12,500</td> <td>12,500</td> </tr> </tbody> </table> <p>NOTE: Contractors promised delivery of reasonable quantities of M-26 flares on this order in November and December, but failed, due to lack of metal components: a. This project has an AIC priority and this office has been informed by the Office, Chief of Ordnance that the failure to meet promised deliveries was primarily due to this priority rating. b. Bids have been requested on 421,000 M-26 flares. Bids to be opened in approximately ten days; due to the size of this order it is expected that the metal components will not be critical with the contractors involved. However, magnesium or its substitute Barium Nitrate will be critical for so large an order. 5. The Ordnance Department is being requested to make shipment of 15,400 of M-26 flares to Plum, as soon as practicable</p>	1942					Dec. 1941	Jan.	Feb.	March	April etc.	100	3250	10,000	12,500	12,500	
1942																				
Dec. 1941	Jan.	Feb.	March	April etc.																
100	3250	10,000	12,500	12,500																

EPK
AB
 EPS
 C/A-4
...

(Do not use reverse side) DECLASSIFIED V-4071, AC, Rev. 8/14/41

Page No. ~~SECRET~~

WAR DEPARTMENT
Headquarters Army Air Forces
Office Asst. Chief of the Air Staff A-2
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

*See Memo to Gen
Arnold - 12/27/41.
aaB 452.1 Phil. (72)*

MARTIN F. SCANLON
Brig. General, Air Corps
Asst. Chief of Air Staff, A-2
X-233-A, A.C.

DEC 2 - 1941

General Scanlon;
General Arnold
wants to be
sure General
Brett has
been forwarded
this information;

B

airal 452.1 Phil (72)

~~SECRET~~

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WAR DEPARTMENT

HEADQUARTERS OF THE AIR FORCES

WASHINGTON

92 11/24
READ OFF BY
THE GSG
GIBNEY 1080

OFFICE OF
THE ASSISTANT CHIEF OF THE AIR STAFF, A-2

December 21, 1941

MEMORANDUM FOR General Arnold

While the difficulties and dangers incident to ferrying the P-40 have undoubtedly been given consideration, it is thought of such importance that it is again brought to your attention.

After the P-40's leave Australia, they are liable to get into trouble, particularly in the vicinity of Tarakan and the northeast coast of Borneo and from that point on. The Japs are fairly sure to get wise to these flights after they get started and will undoubtedly know before that, in which case they will be lying in wait to knock them off. Therefore our aircraft should go in flights of fairly respectable size and, of course, armed. However, the size of the fields will require that they come down singly so they should have a landing plan arranged, and should disperse themselves as much as is practicable and make what attempts at concealment and camouflage they can at night. Also they should anticipate attack while in flight so that certain ones of them should concentrate on watching for enemy planes while others should concentrate on the route. All this should be arranged definitely by the flight commander before the start. If in some strength and ready for trouble, our pilots can probably give a good account of themselves.

Per AS 4/5/2.1 D.L. (72)

North from Borneo, the eastern alternate of the two routes (via Mindanao Island), is the best from the point of view of airports, but also the most dangerous from the point of view of attack. On the other hand, it may be possible to protect their arrival by aerial and ground defenses, if the approximate time of arrival and the whole plan is coordinated in advance. In any case, if not possible for the first arrivals, it can be worked out as more planes get in and the force on the Islands increases. All that should be considered, if it has not been already.

If the Japs increase their forces in Mindanao, there will be no alternative for P-40's except Iwalig.

A good many of the airports listed on the route indicate telegraph communications, but this does not necessarily mean direct telegraph communication, and wires may have to pass a few thousand miles in a round-about way to communicate a few hundred, and be subject to sabotage. Therefore the telegraph should not be counted on for last minute arrangements of a vital nature.

DECLASSIFIED

MARTIN P. SCANLON, Brig.Gen., U.S.A.
Asst. Chief of Air Staff, A-2.

~~SECRET~~

249 0745 9.1 (72)

~~SECRET~~
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AAF/A-2
HRB-ef

DECLASSIFIED
DDI 105
10 Nov 1989
AAG/ef LC Date 2/24/76

December 27, 1941

MEMORANDUM FOR GENERAL ARNOLD.

Forwarded herewith is copy of paraphrase of
secret cable for Brett, sent to Military Attache, Australia,
in accordance with your instructions. Action on this
matter, notification of which you requested, was completed
December 25.

Hq. Army Air Forces

DE 30 341

AAG Received

MARTIN F. SCANLON
Brigadier General, U.S.A.
Assistant Chief of Air Staff, A-2.

1 Incl. - cy cable

Dispatched (A.F. No. 776)

DEC 30 1941

AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secy of Staff	Air Staff	A.A.G.	A-1	A-2	A-3	X-6	A- W/D	A. Insp.	Budget	Sta- tistics
					MFS						
					AK						
					AK						

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AAF-39

air 452.1 Phil. 72

DECLASSIFIED
DDO hrs

By *M. J. C.* & *W. J. C.* on 12/24/78
Date

COPY

~~SECRET~~

DECLASSIFIED

PARAPHRASE OF SECRET CABLEGRAM to M/A, Sidney, Australia, December 25, 1941.
A.F. No. 776.

Japanese will undoubtedly have means of being forewarned and will be ready to attack after regular flights of P-40s begin leaving Australia. These P-40s will be liable to attack in the vicinity of Tarakan Sandakan and beyond. In view of the above, the flights should be of sufficient size and armed. This from Arnold for Brett. Before the start of flights anticipation of attack during flight and precautions by Flight Commander should be arranged. Telegraph should not be relied on for vital last minute arrangements as communication system is complicated in this area. Most likely to attack, if not already interrupted, north from Borneo eastern alternate route via Mindanao is best from standpoint of airports. Plan for landing singly and for immediate dispersal and reasonable camouflage of planes is required due to size of the fields. Alternate route via Iwalig is necessary for P-40s if Japanese forces are too strong in Mindanao.

Lee.

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DECLASSIFIED
DDI 100
DATE 20 JAN 1978
BY SP-4 JAC/DAW 924/16

DEC 11 1941

4521 Phil. 68

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, WPD:

Subject: Special project.

1. In accordance with verbal request this date from Colonel Allen, WPD, reference the instructions regarding the disposition of 52 A-24's and 38 P-40's, it is suggested that the attached message be sent.

2. It is further suggested that the recommended arrangements be coordinated with the Australian Minister in Washington, D. C.

For the Chief of the Army Air Forces

2 Incls.
Message to CG/Var West
" " CG/AS troops.

GEORGE E. DUNBAR,
Lt. Col., Air Corps,
Secretary of The Air Staff.

DEC 11 1941
AMC

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>via</i>						

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AAF-39

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DECLASSIFIED

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

DECLASSIFIED
DDO Hqs.
9 Dec. 4, 20 June 1989
[Handwritten signature]

December 10, 1941

MEMORANDUM FOR GENERAL SPAATZ:

1. In view of the fact that the convoy headed for the Philippines was closer to Australia than to the Hawaiian Islands, the Joint Board this day, decided that it would continue on to Brisbane and unload in Australia, probably at Brisbane. This means then, that the 52 A-24's and 38 P-40's will probably be set up in Australia. It also means that the 7th Bombardment Group will be landed in Australia.

2. No mention of this is to be made right now, due to the uncertainty of their arrival. General MacArthur, will be notified shortly before they reach their destination, sufficient time being given him so that he can give definite instructions as to what disposition will be made of these airplanes and the Air Corps personnel.

[Handwritten signature: H. H. Arnold]
H. H. ARNOLD,
Major General, U.S.A.
Deputy Chief of Staff for Air.

[Vertical handwritten note: Air 25 452 1 Phil. 67]

~~SECRET~~ DECLASSIFIED

[Handwritten note: Air 25 452 1 Phil. 67]

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DECLASSIFIED

DECLASSIFIED
ODD 415

8 Mar. & 20 June 1977
By: *[Signature]* Date: *5/24/16*

Overhaul of Aircraft Engines.

1. AAF C/AS 1941
C/AS 12/10

AAF/A-4
JFU/oc

1. For remark and recommendations with particular reference to conditions mentioned in paragraph 2. Present plans and ability to augment Philippine Islands depend upon transportation which can be made available, and must conform therewith.

Approved
DEC 14 1941
AAG

Incl:
Cpy ltr fm Far East Air Force CS
Rinal, P.I. to CAAF 12-1-41. C/AS
Above subject.

452.1
P.M.L. (66)

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
						<i>h</i>				

DECLASSIFIED

AAF-39

~~SECRET~~

DECLASSIFIED

DOD ltra

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

~~SECRET~~

DECLASSIFIED

HEADQUARTERS

FAREAST AIR FORCE

Office of the Commanding General
San Pedro Makati, Rizal, P.I.

SECRET BY _____

M

Number 1, 1941.

452.

December 1941 / Orp

Subject: Overhaul of Aircraft Engines.

To: Chief, Army Air Force, Washington, D.C.

1. It is recommended that all of the following listed engine types in the Far East Air Force requiring overhaul be shipped to the United States for accomplishment of that overhaul, until such time as facilities at the Philippine Air Depot can be rendered capable of accomplishing this work:

- R-1820-65 type installed in B-17 airplanes
- V-1710-33 " installed in P-40B "
- V-1710-39 " installed in P-40E "
- R-1820-32 " installed in A-24 "
- R-1830-45 " installed in P-35A "

and all other aircraft engines now in type that may be assigned to the Philippine Air Depot Control Area. In order to preclude any delay in securing replacement engines, it is further recommended that serviceable engines be furnished from the United States to replace those unserviceable being shipped from this Air Force, and that replacement needs be made the subject of periodic radio reports.

2. Conditions which have occasioned the recommendations contained in paragraph 1, above, include:

- a. Increase in overhaul requirements from two (2) to one hundred (100) engines per month.
- b. Depot's present limited overhaul facilities, including space and equipment.
- c. Difficulty in securing replacement parts and their continuous flow from the United States.
- d. Lack of overhaul tools.
- e. Lack of skilled personnel.

Although replacement parts and overhaul tools have been requisitioned, and depot personnel needs made known to the Air Command, Wright Field, it is, and

DECLASSIFIED
DOD ltra
8 Jan & 20 June 1974
By: *[Signature]*

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DECLASSIFIED

BRIEF: SECRET LETTER - OVERHAUL OF AIRCRAFT ENGINES - C

will be absolutely impossible for the Philippine Air Depot to receive the parts and tools now being placed upon it for the overhaul of engines specified in paragraph 1 above, until these parts tools and personnel physically reach the shops and are made operative.

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

DECLASSIFIED

DOD Hqs.

8 Jan. & 20 June 1974

- 2 By *SLC*, LC; Date *1/22/76*

~~SECRET~~

3058

OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND RECORD SHEET
DECLASSIFIED

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

File No. S-E-489

Tally No. _____

Subject: Assembly of Dive Bombers at Townsville, Australia.

NO.	FROM	TO	DATE	COMMENTS
5.	OGAC Intel.	C/AC	JAN 7 1942	<p>(2-C) LWS:em</p> <p>1. Attention is invited to indorsement number 4, above.</p> <p>2. In view of the fact that the Air Service Command Liaison feels that the situation in Manila is now unusual, kindly confirm that the shipment will continue to Manila, as scheduled, as stated in comment 2, dated December 4, 1941.</p> <p style="text-align: right;"><i>H. J. C. / C/AC INTEL.</i></p>
6.	C/AC	AAF C/AS	1942 1/8	<p>1. Forwarded.</p> <p style="text-align: right;">W. F. W. Actg. C/AC</p>

This covers problem has been at purpose of view of fact that the Airplanes have checked a diversion which is known to need is alert to Comment 5 & Comment 5 & the writer should have instructions inactivated 25 days previously Comment 5 to unnecessary

W. F. W. Actg. C/AC

W. F. W. Actg. C/AC

~~SECRET~~ DECLASSIFIED
OFFICE OF THE SECRETARY OF THE AIR CORPS

1434

ROUTING AND RECORD SHEET

DECLASSIFIED
DOO Hqs.

18 Dec 60 Para 1877
SECURITY AG. Date: 8/24/76

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

File No. ----- SF-498

Tally No. -----

Subject: Assembly of Dive Bombers at Townsville, Australia.

NO.	FROM	TO	DATE	COMMENTS
1.	OCAC Intel.	AAF A-4 (Colonel A.P.Sorenson)	DEC 2 1941	<p style="text-align: right;">(2-C) JTC:fmf</p> <p>1. The Australian Minister has just read me over the telephone a cablegram received by him from Australia regarding subject mentioned above, substantially as follows:</p> <p style="padding-left: 40px;">"Although present facilities at Townsville are somewhat limited for the rapid assembly of so large a number of airplanes we would be glad to arrange for such assembly as expeditiously as possible. Transportation could be provided from waterfront to airport. We request urgently the following information:</p> <ol style="list-style-type: none"> (1) Type of Aircraft engine and propeller. (2) Range of Aircraft. (3) Octane rating of gasoline and normal cruising consumption. (4) Whether U.S. Air Corps erection party and crews are accompanying aircraft, and if so the number. (5) If U.S. erection party is not available, we could supplement our R.A.A.F. personnel at Townsville from the South-Melbourne or Sydney. (6) Advise deliveries and let us know if ship is to be diverted at once, in order that we can make necessary arrangements." <p>2. The above cablegram was telephoned to Lieutenant Colonel M. F. Schneider.</p> <p>3. Information is requested upon which to base a reply.</p> <p style="text-align: right;">JTC OC/OCAC Intel.</p>

Dec 112 5-87 1/2 9-11
15-2972 12/22/24

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

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

DECLASSIFIED

File No. S-15-489

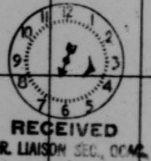
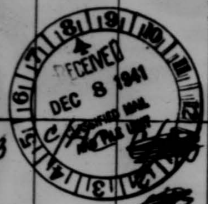
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 DOD Hqs

Tally No. AAP

830 60 June 1974
 Date: 6/24/76

SUBJECT: Assembly of Dive Bombers at Townsville, Australia. (Cont.)

NO.	FROM	TO	DATE	COMMENTS
2.	C/AS	C/AC	1941 12-4	<p>1. No effort will be made to divert the shipment of A-24 airplanes. The shipment will continue on to <u>Manila as now scheduled</u>. The Australian Minister should be notified accordingly.</p> <p>AAF/A-4 EPS/gwd</p> <p><i>CS</i> C/AS <i>EM</i></p>
3			12/8	<p><i>ASB.</i></p> <p><i>MFT Div.</i></p>
4.	OCAC Air Service Command	OCAC Intel.	1941 12-21	<p>1. Noted. L4-E/WTH:ems</p> <p>2. In view of the modified situation, it is possible that Comment No. 2 above is no longer applicable.</p> <p><i>H. F. M.</i> C/ASC</p>



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see 115-2972-12/23/24-2
 2-433-22 (450)
 A12-8(15-a) XN-162-5-89 12(2-4-2) An 224521 BAW (5)

(Do not stamp on this side)
 Page No. 2

N-4071, AC, Rev. 8/14/41

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S.P. 487

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DDO MS
#101 & 20 June 1978
By: *[Signature]* J.C. Data

Assembly of Dive Bombers at Townsville, Australia.

(2-C) JTC:ral

1. OCAC AAF DEC 2 1941
Intel. A-4
(Colonel
A.P. Sorenson)

1. The Australian Minister has just read us over the telephone a cablegram received by him from Australia regarding subject mentioned above; substantially as follows:

"Although present facilities at Townsville are somewhat limited for the rapid assembly of so large a number of airplanes we would be glad to arrange for such assembly as expeditiously as possible. Transportation could be provided from waterfront to airport. We request urgently the following information:

- (1) Type of Aircraft engine and propeller.
- (2) Range of Aircraft.
- (3) Octane rating of gasoline and normal cruising consumption.
- (4) Whether U.S. Air Corps erection party and crews are accompanying aircraft, and if so the number.
- (5) If U.S. erection party is not available, we could supplement our R.A.A.F. personnel at Townsville from the South-Melbourne or Sydney.
- (6) Advise deliveries and let us know if ship is to be diverted at once, in order that we can make necessary arrangements."

2. The above cablegram was telephoned to Lieutenant Colonel M. F. Schneider.

3. Information is requested upon which to base a reply.

JGT
C/OCAC Intel.

J. T. CLEMENT
Major, Air Corps
Chief, Foreign Liaison Section

~~SECRET~~

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DECLASSIFIED
 GPO 1953
 21 Jan. & 20 June 1978
 10/24/80

P-40E's for Plum.

AAF/A-3
 HSV-ds

1. AAF AFCC 1941 25 P-39D's are now being packed and crated for shipment
 G/AS G/AS 11/26 to Plum. This will reduce the number of P-40E's formerly
 scheduled to be shipped from the airplanes allocated to
 the 20th Pursuit Group. Only 55 P-40E's will now be re-
 quired to be packed and crated upon completion of maneuvers.

CS
 G/AS

452.1 Phil. (63)
 8/4/8

DEC 21 1941
 AAG

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HEADQUARTERS		ARMY AIR FORCES			COORDINATION						
Chief of Staff	Secy of Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-5	A Insp.	Budget	Sr. Finance	

AAF 39

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DECLASSIFIED
 GPO 1953
 21 Jan. & 20 June 1978
 10/24/80

AAF/A-3
 HSV-ds

(written 11/24/41)

MEMORANDUM FOR GENERAL ARNOLD:

Subject: Status of Airplanes in the Philippines.

Following is the status of airplanes in the Philippines, present and projected:

Units

On Hand Today

- 24th Purs. Gp.
3 Tactical Sqdns
- 19th Bomb Op (H)
2 Tactical Sqdns
(2 remaining sqdns
sail Dec. 5) (Arrive Dec. 25)
- Units sailed Nov. 1 (arrive Nov. 20)
- 27th Bomb Op (L)
3 Tactical Sqdns
- Units sailed Nov. 21 (arrive Dec. 10)
- 35th Purs. Gp.
3 Tactical Sqdns
(2 remaining sqdns sail
Dec. 5) (Arrive Dec. 25)
- Units sailed Nov. 21 (arrive Dec. 10)
- 7th Bomb Op (H)
4 Tactical Sqdns
- Units sail Dec. 1 (arrive Dec. 20)
- Interceptor Command Units
- Units sail Dec. 5 (arrive Dec. 25)
- 2 Sqdns 19th Bomb Op
- 2 Sqdns 35th Purs Gp

Airplanes

On Hand Today

- 105 P-40 Type
- 52 P-35 Type
- 35 4-engine Type
- 18 B-18 Type

Will Arrive Dec. 6

- 40 P-40E's

Will Arrive Dec. 19

- 52 A-24's

Will Sail Prior to Dec. 6

- 25 P-39D's
- 10 P-40D's

Will Sail about Dec. 24

- 55 P-40E's
- 8 P-40D's

Will Fly Prior to Dec. 6

- 48 4-engine Type

Will Fly Between Dec. 6 & Feb. 15

- 82 4-engine Type

452.1 Phil. (63)

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and signed by
 Capt. Schiller

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DOO 100

On 6-29-82 by 107
C. Date 10/24/86

AAF/L-1
JIT

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NOV 27 1941

AAF/297-2

MEMORANDUM FOR THE AIRCRAFT GENERAL:

Subject: Plan for Supply for Air Units in the Philippine Islands, *see attached.*

The Secretary of War directs that a general letter, substantially as follows be sent to the Commanding General, U. S. Forces in the Far East, Manila, P. I.

1. Upon completion of organization of the Air Force units in the Philippine Islands, the strength in airplanes of this force will be:

a. Modern types:

- 100 Heavy Bombers (1)
- 100 Pursuit Interceptors
- 50 Light Bombers (2)

- (1) Includes 25 B-239's and 75 with no provision for surplus.
- (2) consists of 25 A-24's without landing gear.

b. Outdated types:

- 25 Light pursuit interceptors
- 25 Light bomber
- 25 Outdated multi engine

2. Authority as to possibilities of additional surplus existing in the Philippines after the beginning of hostilities, remains in the hands of the War Department. Plans for Air Force surplus in such instances, including all wartime conversion, which will be authorized for the outmoded surplus type of the airplane involved. The exact size of the airplane to take as first priority which cannot be worked out until this surplus is to be sent from the War Department attention will be the Chief of Operations.

(FOR ACTION TAKEN SEE PAGE 41)

m/b

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D. H. ...
Li B 452, 1 (11-27-41)
D. H. ...
62

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DECLASSIFIED

3. The mission rate is in accordance with the approved War Department policy as contained in AG 100 (1-11-44) para 7, dated January 11, 1944, copy of which is attached (Exhibit 1).

4. The computation for the consumption of gasoline is based upon the assumption that 75% of maximum capacity of the airplane, including auxiliary tanks will be consumed per mission.

(1/40) 5. Consumption of oil is estimated to be one-fourth, of gasoline consumption.

6. The assumption with reference to bombs is that 100% will be dropped during each mission.

7. The weight distribution of bombs is based upon the findings of Subcommittee of the Air Corps Technical Committee on Evaluation of Air Corps Ordnance Requirements dated May 5, 1941, copy of which is attached (Exhibit 2).

8. With reference to chemicals, taking into consideration the Department restrictions, the requirements have been computed as alternate missions using 2000 fragmentation bombs.

9. With reference to ammunition, it is assumed that 25% consumption of total rounds carried per plane per mission will be expended.

10. Available data pertaining to requirements of resources of bombs is set forth in Exhibit C. According to present plans attempts to overcome existing shortages in bombs in the Philippine Islands will be made as follows:

- 2000 bombs by January 15, 1944
- 2000 bombs by March 15, 1944
- 2000 bombs by February 1, 1944
- 200 fragmentation bombs by Dec. 1, 1944
- 200 incendiaries (gasoline filled) by December 1, 1944

11. Action is being taken to speed preparation of component parts of the substitute armor plating bomb which is being made from Great Britain armor plating sheets of 1 1/2" caliber. These bombs will be provided as a stop-gap to compensate for the shortage in 2000 bombs, which will not be overcome prior to March, 1944 and in 2000 bombs, which will not be overcome prior to February 1, 1944.

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12. Detailed requirements for defense reserves which are to be maintained over and above requirements for current operations computed in accordance with noted above stated:

a. Gasoline - 200 cubic *11,952,000 gallon*

There are 2,000,000 gallons stored in the Philippines at this time and there will be 4,000,000 gallons of gasoline, including 3,000,000 gallons released by the British from Canada reserves, available in the Philippines by February 1, 1942. There will be 3,000,000 gallons of gasoline in drums available for shipment from the West Coast by December 31, 1941 and negotiations are pending to add another 1,000,000 gallons from continental U. S. reserves for storage in the Panama area on January 1, 1942.

Production of Canada petroleum has been obligated to the British in accordance with anti-trust trade reserves and indications are that release of Standard-Ocean Company's share of the production, or 1,000,000 gallons per month, will be made by the British to the United States.

Gasoline consumption from October 1, 1941 through March 31, 1942 for peacetime operational missions is estimated at 7,000,000 gallons with an indicated maximum monthly rate of 1,000,000 gallons.

Assuming shipments from the U. S. of 1,000,000 gallons per month from January 1, 1942 and either rapid progress in Canada storage facilities or procurement and use of other drums as necessary, a gain toward defense reserves can be made at the rate of 3,000,000 gallons per month beginning February 1, 1942. This will result in full stocks of defense reserves of 200 cubic gasoline in the Panama area by April 30, 1942. Included in the calculations are quantities monthly released by the British of 1,000,000 gallons from Canada reserves.

Further details concerning gasoline and oil are contained in this exhibit, copy of which was taken directly to Major General L. R. Brewster (Exhibit D).

b. Lubricating Oil - 173,000 gallons.

The lubricating oil required will be supplied in drums and shipped with appropriate quantities of gasoline.

- 3 - DECLASSIFIED

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DECLASSIFIED

2. Ammunition - 300 AF, 300 Incendiary, 300 Tracer.

30 Caliber
Required - 7,500,000 rounds
7,500,000 rounds now on hand.

30 Caliber
Required - 21,000,000 rounds
Shortage will be shipped by March 1, 1942.

37mm 150mm rounds required - available immediately

3. Chemical spray tanks (provided by GMS).
1000 (1000 station, A-4th Airplanes) 2000
1000 (1000 station, A-4th Airplanes) 1000
will be available August, 1942.

4. Tracer Bands, A-4th Airplanes (provided by Ordnance).

1000 for 1000 tanks
2000 for 2000 tanks
Shortage will be overcome February, 1942.

5. Suspension Bands, A-4th Airplanes (provided by Ordnance).

1000 for 1000 tanks
1170 for 1000 incendiary tanks (gasoline filled)
500 for 1000 chemical tanks
Shortage will be overcome February, 1942.

6. Cluster adapters (provided by Ordnance).

1000 cluster adapters for 2000 frag. tanks on 1000 stations.
Shortage will be overcome by March 1, 1942.

13. Plans are underway to strengthen the air depot in the Philippines by one depot group. It is realized that at least two depot groups are needed. An additional depot group will be dispatched to the Philippines as soon as practicable. There is a shortage of personnel and equipment for the activation of this additional mobile air depot.

14. It is planned that the channels of communication pertaining to supply matters will remain as now set up. This involves continued direct

45 A communication between the Air Service Command and the Philippine Air Depot.

For the Chief of The Air Staff

NOV 29 1941 ACTION TAKEN: 11-29-41 by Its.
Rec'd Public Mail to C.O. U.S. Army Pcs.
Encl. 1-Status Tank 647/401712
Encl. 1-Status Tank 17/141.
Encl. 1-Status AS Tanks
Encl. 1-Status Maps for Com. Services.

NOV 29 1941
APPROVED

By order of the Secretary of War
H. H. ARNOLD
Deputy Chief of Staff

C. E. DUNCAN
Lt. Col., Air Corps,
Secretary of the Air Staff
NOV 29 1941



OUT

OUT



DECLASSIFIED

JOHN R. DEANE
Col. U.S.C., Asst. Sec. W. D. G. S.
DEPUTY CHIEF OF STAFF

- 4 -

~~SECRET~~

DECLASSIFIED
DDO 893

By *Ch...* Date *3/24/76*

DECLASSIFIED

MEMORANDUM FOR THE RECORD: The Commanding General, U. S. Forces in the Far East in a Memorandum dated November 1, 1944, HQ, USA, requested data on plans for technical supply for air units in the Philippines. This matter is assigned to give the Commanding General, U. S. Forces in the Far East the information which is available pertaining to the supply of technical supply for air units in the Philippines.

~~SECRET~~
DECLASSIFIED

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500 hrs

del. by J. C. Chen 8/24/76

SUBJECT: Aircraft Status Report

1. AAF Air AG 12-3 This monthly report on airplanes in and out of commission is requested by the Materiel Division and if misdirected to this headquarters, should be routed to them at once and not circulated through the Air Staff.
A-3

2. Another report, which at first glance appears similar, is the T&O report received monthly from all foreign stations. This report lists many other items than airplanes in and out of commission and should be sent to A-3

Incl.

Conf. 1st Ind. frm
AGO to CAAF

11-24-41 subj. Aircraft Status
report w basic letter and 1

Incl. Aircraft status report.

*452.1 Prod
61*

2 Air AG Mat. Div. 12-6 1. Noted.
OGAC

Incl. n-c

W.W.D.
Air A.G.

Dispatched
JUL 3 1941
AAG

HEADQUARTERS		ARMY AIR FORCES			COORDINATION					
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WD	A-Ins.	Budget	Sec-Justice

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AF-39

~~CONFIDENTIAL~~

DECLASSIFIED
DOD IAW
8 Jan & 20 June 1974
By: [Signature], LC; Date: 8/24/76

AAF/A-3
JEM

DECLASSIFIED
DEC 1 - 1941

Major General F. L. Martin
Headquarters Hawaiian Air Force
Hickam Field, T. H.

Dear Fred:

I have your letter of November 17th concerning airway operations to Australia and the Philippines, and I am glad to learn that you feel that the communications problem along this route has been solved.

With reference to your statement that tail wheels and inverters are two items which are in greatest demand on these flights, I have been informed that the latest type B-17's are equipped with rotary converters instead of the old inverters and that no particular trouble with this item is expected in the future. However, the proper authorities will be advised to carry an extra supply of spares as you suggested.

I realize that the use of ferry crews and transfer of nine of your B-17's to the Philippines has greatly curtailed your training activities but, under the circumstances, it was unavoidable as we must get every B-17 available to the Philippines as soon as possible. Every B-17 in the United States which can possibly be spared is being transferred to the Philippine Islands. Return of your pilot ferry personnel by "Clipper" as now provided should be of some help.

I am very glad to learn that favorable progress is being made in establishment of fields and other facilities at the islands along the southern route from Hawaii to Australia, as mentioned in your letter.

Most sincerely,

HENRY H. ARNOLD

45201 Phil. 60

DEC 1 - 1941
AAG

HEADQUARTERS ARMY AIR FORCES		Major General HENRY H. ARNOLD Chief, Army Air Forces									
Chief of Staff	Sec'y of Staff	AAG	A1	A2	A3	A4	A WD	A Insp	Budget	Scatter	...
	rlc				Elw						
	[Signature]										

DECLASSIFIED
DOD IAW
8 Jan & 20 June 1974
By: [Signature], LC; Date: 8/24/76

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AAF 39

45201 Phil. 60

FORM 3877
Rev. 2-18-59

APPLICATION FOR POSTAL REGISTRATION AND CERTIFICATE OF DECLARED VALUE OF MATTER SUBJECT TO POSTAL SURCHARGE

(No collection of surcharge is required on international registered mail)
The undersigned sender hereby applies for the registration of the articles described on this sheet and certifies that the amounts of the declared values set forth on the sheet are the full value of the articles listed, or the known or estimated cost of duplication in the case of nonnegotiable securities and that the amounts of commercial insurance placed on the matter to be registered as stated on this sheet are also correct.

452-1 Phil. 60

E. E. Haverstick
(Signature of sender)

RECEIVED from Walter Hubert J. H. Van Patten the following described
pieces of Reg. mail.

(Insert "Registered" or "Insured C. O. D.")

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)
ITEMS OF MATTER	NAME OF ADDRESSEE, STREET, AND POST OFFICE ADDRESS	CLASS	Percentage of Insurable Value (Maximum 90%)	For and for Insurable Value	Special Insurable Value	Amount Insured (U. S. D. if applicable)	Value of Insurable Matter in U. S. Dollars	Value of Insurable Matter in U. S. Dollars (Total of items 11 and 12)	Total amount of insurance placed on matter	Total charges on matter (Maximum 5%)	Total of items 11 and 12	Total charges on matter (Maximum 5%)	Remarks		
1	08455-77th St. S.W. Rent P. L. Martiny														
2	High Hampton														
3	Hickman, Fidelity T. H.														
4															
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REGISTERED
DEC 1 1941
OFFICE

Number of pieces listed by sender One How base
Number of pieces received at post office _____
Postmaster, per _____

AR 56

MEMORANDUM

FROM

B. G. A. A. F

TO

A-13

Note attached
received by air
mail from Gen. Martin.

Information therein relates
concerns airway operations
to Australia & the Philippines.
Prepare reply for me. (DMA) 11/21

HEADQUARTERS HAWAIIAN AIR FORCE

Office of the Air Force Commander

HICKAM FIELD, T. H.

DECLASSIFIED

17 November 1941

In reply refer to:

~~CONFIDENTIAL~~

My dear "Happy":

We know how dreadfully concerned you were over the lack of information during the transit of the 19th Group to their destination. Your anxiety was mild as compared to ours. The main trouble in this communication setup was at Wake Island where the Navy had but a low powered transmitting set over which all communications concerning the ships of the 19th Group and the Consolidated Ferry Service had to operate. This set was not only weak but insufficiently modulated and messages had to be coded and decoded by this incompetent detachment. This personnel were not only swamped with messages but they were badly garbled in being coded and decoded. Messages transmitting weather information are of necessity long and very important. Prior to this flight being made we had asked the Navy Department for permission to send our personnel to Wake Island which was refused. When the Navy fell down so badly they were very receptive to our added request that we send personnel and equipment to relieve them of this load. We now have in operation at Wake Island one of the new radio trucks with 400 kilowatts of power and have sent five men and one officer to operate this set. We are placing the same installation at Midway.

This morning we dispatched three B-17's with personnel and the stationary radio set to Midway to bolster the communications at that island until the radio truck is received. The radio truck for Midway leaves here by boat on Wednesday, November 19th.

The set on the truck at Wake is sending out strong signals which are easily received here. We are working on a plan whereby our installation at Wake Island can work directly with Fort Mearns. We feel quite confident that the dreadful experience we had in getting information pertaining to the flight of the 19th Group has been overcome and an efficient system of communication is established.

With the transfer of the nine B-17's and accompanying spare parts we have practically exhausted all spares for B-17's at Hickam therefore it is important that future flights have distributed among the planes in each flight such spare parts as experience has dictated may be required for these ships while in transit. Tail wheels and inverters are two items for which there has been the greatest demand.

We are doing our best to provide 12 ferry crews in addition to the 35 which have been ordered to be returned to the mainland to receive

Diody Acker?

- 1 -

DECLASSIFIED

DOD Hqs

6 29 June 1974

DECLASS: Date 1/24/76

11/21

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ships. If we succeed in getting these 12 additional crews it will completely strip the Hawaiian Air Force of competent personnel for this service. We feel that we have made rapid strides in the development of personnel for B-17 crews since the receipt of these ships the middle of last May but the transfer of nine of these ships to the Philippines and the difficulty of getting spare parts for the remaining 12 has been a tremendous handicap in this progress.

*Copy
to
SAC*

Our advanced officers have returned from their survey of the southern route and have made a very encouraging report. From the information received, all landing fields necessary for operations over the southern route will be available to us by January 15th. The District Engineer, Colonel Hyman, has grabbed equipment wherever it was available; chartered a boat for movement of this equipment to Canton Island and expects to have that runway completed by January 1st. The 804th Engineer Battalion are at work preparing the runway and necessary facilities at Christmas Island. The Navy expect to have their runway completed on Palmyra on January 1st. Due to the heavy rains on Palmyra, we feel that Christmas and Canton will offer greater opportunities for continuous operations. The New Zealand government is expediting in every way possible the extension of runways on Suva of the Fiji Islands. The runways at Townsville can be used now but are being extended to 8000 feet. The New Zealand government seems very anxious to do everything possible to give aid to our effort. When our advanced agent, Major Ramsey, arrived at Wellington they had a boat packed with equipment to go to Christmas Island for the building of runways there but changed the orders of this boat to Suva so that the extension of these runways could be completed with dispatch. Everything possible has been done to expedite the completion of facilities at these stations mentioned. Some cannot be used due to the location and length of runways thereon nor can the landing field near Noumea, New Caledonia, be used by large type land planes. It is planned to hop from the landing field at Suva direct to Townsville which is about 1900 miles with a large target at the destination to shoot at.

*Copy
to
Baker
for
J. J.*

Our contribution in personnel for these ferry flights has knocked our bombardment training program into a cocked hat. We will pick it up again as soon as we get new equipment and our personnel is returned to us. It will aid us a great deal if our ferry pilots can be returned to us by "Clipper."

We are all set for the next ferry flights and firmly believe that the steps we have taken will insure our being in communication with them. We will keep you informed as to the progress of these flights.

Most sincerely,

F. L. MARTIN,
Major General, U. S. Army.

Major General H. H. Arnold, U.S.A.,
Chief of the Army Air Forces,
Washington, D. C.

DECLASSIFIED
DOD Hqs
8 Jan. & 20 June 1974
By: *ALC*; Date: *5/24/82*
AW 452 194W (6)

SECRET

DECLASSIFIED

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DDO 1078
8 Jan 6 20 June 1978
S.C. Date: 8/10/76

Transfer of 2 C-53 Airplanes to Philippines.

AAP/A-3
TAL-07b

1. AAP OGAC 1941
G/AS (Nat. Inv.) 11/23
Attn: Maj.
Hefley

1. It is desired that necessary action be initiated to effect the immediate transfer to the Philippines of 2 C-53 airplanes now at McClelland Field.

2. These airplanes should leave for their destination not later than December 8, 1941.

Dispatched
NOV 23 1941
AAG

CS
G/AS

452.1

Phil. (59)

HEADQUARTERS		ARMY AIR FORCES				COORDINATION				
Chief of Staff	Sec'y of Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WD	A-Insp.	Budget	Scenaristics
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DND 578
15 Jan 80
8/24/96

Plan Ferry

152.1 Plan. (S) B

3 AAF CG, 1941
G/AS AFCC 12-12

AAF/a-3
DLP-ek

It is desired that information be furnished as requested in Comment 2, Paragraph 2, for those Weather Officers who have departed from the United States.

C. S.
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-tistics	
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EO 13526
DATE 8/24/96
BY [signature]

Finn Ferry

Item 1 AAF CGAG 12-1-41
 C/AS AG

AAF/A-3
H.F.-ak

2. Chief, C/AS 1941 1. Noted.
Air AFF 12/5
Corps
(15-D1)
js

2. If this office could be informed of the stations from which these officers are taken and the time and approximate period of their absence, it might be possible in some cases to order other Weather officers to these stations for temporary duty for such periods.

H.S.F.
Brig.Gen., A.C.,
Executive.

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8 Jan. 8 00 1999
SEC. Place 1/24/99

Flam Ferry

1 AAF OCAC 1941
 C/AS C/AC 12-1

AAF/A-3
HLP-ak

Authority has been granted the Commanding General, Air Force Combat Command, to take Weather Officers at Air Force Combat Command stations, whether or not they are under control of Air Force Combat Command, for temporary duty with units ferrying aircraft to Flam.

452.1 Flam 58

C. S.
C/AS

Dispatched
DEC 7 1941
AAS

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secy Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A- W/D	A. Insp.	Budget	Sta- tistics	

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A10-73

WAR DEPARTMENT
 Headquarters Army Air Forces
 Office, Chief of the Air Staff
 Washington, D. C.

Date 11-26

FROM: TO:

- Chief, A 3 Division
- Air Defense Section
- Org. & Equip Section
- Training Section
- Current & Misc. Section
- Operations Section
- Civil Aeronautics Section
- Chief Clerk, A-3 Division

- * * * * *
- Chief, A 1 Division
 - Chief, A-2 Division
 - Chief, A-4 Division
 - Chief, AWP Division
 - Air Adjutant General
 - Sec y Air Staff

FOR:

- Information
- Coordination
- Comment
- Necessary Action
- File
- Note and Return
- Prepare Reply
- Primary Interest
- Recommendations

REMARKS:

*↓ noted - action re
 aiglow from factors and
 resignation of AFCC has been
 provided -
 Remainder is for open ser
 Van*

A 3 Division
 AIR STAFF

AAF 279

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DOO 814
Date: 28 June 1994
By: [Signature]

Written 12/1/41

Subject: **FLIN Ferry.**

AAF/A-3
HLP-ok

1st Ind.

War Department, Headquarters Army Air Forces, Washington, D. C.
DEC 4 1941 To: Commanding General, Air Force Combat Command,
Holling Field, D. C.

1. Authority is granted to take Weather Officers at Air Force Combat Command stations, whether or not they are under control of Air Force Combat Command, for temporary duty with units ferrying aircraft to Flin.
2. Confirming the telephone conversation between Colonel Chumsey and Colonel Haiden it is desired that pilots of the 32d Bombardment Squadron ferry their own airplanes. Because of the present situation it is recommended that complete combat units be the first to depart. The 7th Bombardment Group, 32d Bombardment Squadron, 88th and 38th Reconnaissance Squadron should depart prior to the ferry crews.
3. Action is being taken to comply with your recommendations in Paragraphs 1 g and 1 g.

By command of Major General ARNOLD:

WM. W. DINE
Lt. Col., A.S.C.
Air Adjutant General

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-5	A-6	A. Insp.	Budget	Statistics

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air 200-1 Phil

IMMEDIATE ACTION

HEADQUARTERS AIR FORCE COMBAT COMMAND
Bolling Field, D. C.

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DDO 112

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(E-33)

AGO 452.1 (11-24-41)

November 24, 1941.

SUBJECT: PLAN Ferry.

NO. 1700: TAF
INITIALES

TO : Chief of the Army Air Forces, Washington, D. C.

1. Reference ferrying 95 4-engine airplanes to PLAN, the following is urgently recommended:

a. That the factory representatives keep this headquarters constantly advised as to deliveries for every ensuing two weeks so that the necessary ferry crews will be available.

b. That authority be granted to take Weather Officers at Air Force Combat Command stations whether or not they are under control of Air Force Combat Command.

c. That 7 first pilots only be sent to Hamilton Field from Hawaii by January 1, 1942, to ferry 7 airplanes of 32d Bombardment Squadron, and thereafter no more crews from Hawaii be sent to Hamilton Field unless called for by this headquarters.

d. That action be taken to have airplanes that come from the factories be in such shape that work at depots will be unnecessary.

2. For your information present plans are as follows:

36th Reconnaissance Squadron with 6 B-17C's and 2 B-17E's to depart first.

The next 16 airplanes to be ferried by crews from Hawaii, now in this country.

The next 35 airplanes to be ferried by the 7th Bombardment Group and the 88th Reconnaissance Squadron.

The next 6 airplanes to be ferried by the 32d Bombardment Squadron.

Remainder by crews from Hawaii and this country.

For the Commanding General:

C. F. RUSSELL,
Brigadier General, U.S.C.,
Chief of Staff

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NOV 24 1941
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IMMEDIATE ACTION

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on AG 452.1 (Plan) (58)

RECEIPT FOR SECRET DOCUMENT

Subject: Flam Ferry

Receipt is acknowledged for 1st Indorsement for the
Commanding General, Air Force Combat Command, dated _____
with basic letter from Headquarters, Air Force Combat Command
to Chief of the Army Air Forces, subject FLAM Ferry, dated
November 24, 1941.

Officer

Rank

Office

NOTE: To be accomplished
and returned to the
Air Adjutant General.

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1 JUN 64

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Ferry Personnel

AF/4-3

1 AAF CG, 1961
C/AS AFPC 11-21

For your information the following named officers and men sailed from Honolulu, 5:00 P. M., November 12th aboard Army Transport, William A. Hallbeck, in connection with aircraft operations, Hamilton Field, California:

- Lieutenant Colonel Albert F. Regenberger, A. C.
- Major Walter G. Sweeney, Jr. A. C.
- Major Richard E. Cobb, A. C.
- Major Louis P. Turner, A. C.
- Major Clarence F. Nagy, A. C.
- Major Albert Boyd, A. C.
- Captain Lawrence C. Coddington, A. C.
- Captain Marshall R. Gray, A. C.
- Captain Jay D. Rutledge, Jr., A. C.
- Captain John K. Arnold, Jr., A. C.
- Captain Philo C. Rasmussen, A. C.
- First Lt. John J. Thornhill, A. C.
- First Lt. Raymond S. Harves, A. C.
- First Lt. Joe Orr-Hill, Jr., A. C.
- First Lt. Glen H. Kramer, A. C.
- First Lt. Donald E. Riddings, A. C.
- First Lt. John H. Farris, A. C.
- First Lt. Robert B. Sullivan, A. C.
- First Lt. Charles K. Gregory, A. C.
- First Lt. Howard O. Harves, Jr. A. C.
- First Lt. Clarence P. Tokars, A. C.
- First Lt. Walter I. Lucas, A. C.
- Second Lt. Willard G. Woodbury, A. C.
- Second Lt. William B. Adams, A. C.
- Second Lt. Frank E. Whitely, A. C.
- Second Lt. Robert D. Spitzer, A. C.
- Second Lt. Sidney I. Burden, A. C.
- Second Lt. Bert A. Alley, A. C.
- Second Lt. Jack D. Whidden, A. C.

452.1 P.H. 56

NOV 1961
AAF

HEADQUARTERS AAF		AFPC		COORDINATION	
Chief of Staff	Secy AF	Secy AF	Secy AF	Secy AF	Statistics

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*auth. & release 1994
by [signature]*

Ferry Personnel (continued)

AWA-3

1 AAF CG, 1941
cont. C/AS AFPC 11-21

- Second Lt. Robert O. Brann, A. C.
- Second Lt. Sam B. Whitter, A. C.
- Second Lt. Edward A. Steadman, A. C.
- Second Lt. James W. Lancaster, A. C.
- Second Lt. Elery W. Watson, A. C.
- Second Lt. Otto R. Hanny, A. C.
- Second Lt. Gilbert S. Kadnapur, A. C.
- Second Lt. Mitchell A. Cobanga, A. C.
- Second Lt. Robert G. Gaskill, A. C.
- Second Lt. John G. Hemans, A. C.
- Second Lt. William A. Smith, A. C.
- Second Lt. William C. Daniel, III, A. C.
- Second Lt. Cecil G. Metz, A. C.
- Second Lt. Everett C. Neaman, A. C.
- Second Lt. Lamar C. Peterson, A. C.
- Second Lt. Ealon S. Hovatt, A. C.
- Second Lt. Edward L. Daniels, A. C.
- Second Lt. John S. Hancock, A. C.
- Second Lt. Frank J. Paszta, Jr., A. C.
- Captain Joseph E. Walther, Medical Corps
- Captain Austin W. Matthis, Medical Corps
- Aviation Cadet James W. Bushae
- Aviation Cadet Edwin J. Lanigan
- Aviation Cadet Richard P. Brannan,
- Aviation Cadet Donald L. Gerbrand.

C. S.
C/AS

HEADQUARTERS ARMY AIR FORCES - COORDINATION										
Chief	Secy	A.A.D.	A-1	A-2	A-3	A-4	A-MPD	A. Insp.	Budget	Sta- tistics
	<i>[Signature]</i>									

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DECLASSIFIED
 AUTHORITY: [unclear]
 DATE: 8/24/86

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 NOV 17 1941

452.1 Phil. (55)

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Estimate of the situation on the air route from Hawaii to the Philippine Islands.

1. Mission.

1. Mission.

The air route to the Philippines via Midway and Wake Islands is essential to the reinforcement by air of the Army Air Forces in the Far East.

2. Situation.

Japan now has air units in the Caroline and Marshall Islands Groups of the Mandated Islands and also has two aircraft carriers in that area (See Tab A). The presence of these forces is a threat both to the security of our Midway and Wake bases and to our aircraft in flight.

3. Enemy Capabilities.

a. By air attack, by action of landing parties or by gunfire or surface craft, Japan could damage the facilities of our air bases at Midway and Wake Islands.

b. Japan could damage or destroy our aircraft while they are resting on the above bases. This could be accomplished by air action, by action of landing parties or by gunfire of surface craft.

c. Japan could use fighter aircraft to destroy our aircraft while they are in flight.

4. Our capabilities.

a. Remove the Japanese threat to this air route by naval offensive action.

b. Provide for the defense of Midway and Wake Islands

COORDINATION										
Chief of Staff	Secy Air Staff	AAG	A-1	A-2	A-3	A-4	A-WPD	A-Inspr	Budget	Sc-
			air and light	bombardment	aviation	and appropriate	ground			

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units to defend Midway and Wake Islands.

4. Take evasive action during flight to prevent contact with Japanese air units while in transit from Hawaii to the Philippines.

5. Analysis.

a. The positive use of the United States Navy for the elimination of the Japanese threat would constitute an act of war and this is to be avoided at least until our forces in the Philippines have been reinforced to their contemplated strength.

b. The United States Navy could furnish a light surface force assisted by patrol planes to prevent landing parties from raiding at Midway and Wake and to prevent surface craft from shelling these bases. This action by our Navy would also provide some anti-aircraft protection for the bases and for any aircraft that might be resting thereon. While protection from the action of a large hostile force would be lacking, even a small surface force of United States Naval craft would prevent the unopposed attack of our exposed bases and would minimize the danger that might be inflicted by small raiding parties or by a weak hostile air force unit.

(1) The patrol planes could be used to insure that no large surface forces approach the bases without being detected and that information regarding the location of Japanese naval craft, including aircraft carriers, be available for use by commanders of air units in transit from Hawaii to the Far East.

2. The actual movement of Army pursuit airplanes to Midway and Wake Islands presents a problem, the solution of which is difficult. The pursuit airplanes for these bases could be placed aboard an aircraft carrier at Hawaii and flown from the carrier to their stations. However, the loading of these airplanes aboard the carrier for the return trip is not feasible either at Midway or Wake and it would be necessary to crate each airplane for shipment by freighter.

(1) The use of pursuit aircraft without the assistance of Army Air Forces units is not feasible. Our aircraft services are now being organized and it is not difficult to procure sufficient personnel and equipment can be secured for

HEADQUARTERS	ARMY AIR FORCES	COORDINATION
Chief of Staff	Sec'y of Staff	A.A.G.

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other localities. The diversion of Aircraft Warning Service units to Midway and Wake is not recommended. Without a warning service, it would be necessary to maintain pursuit patrols continuously and this would require a larger force of pursuit than can be spared at this time.

(2) Ground force units could provide some anti-aircraft defense and could protect the bases against raiding parties.

(3) In order to base defending combat aviation on either Midway or Wake Islands, parking areas and the necessary maintenance and service facilities must first be provided.

A. Our bomber flights, in passing through the danger area, can easily avoid the Japanese fighter planes. This can be done by flying at night or at high altitudes. Based on the latest G-2 information regarding Japanese carriers and air dispositions, the portion of the flight on which evasive action is to be taken should be indicated to the flight commander prior to his departure from the Hawaiian Islands.

II. Action recommended.

1. Commanders of air units enroute from Hawaii to the Philippine Islands be instructed to use evasive action to avoid contact with Japanese air units while in flight.

2. The United States Navy be requested to provide light surface craft for the protection of the Midway and Wake bases and for any aircraft that may be resting thereon.

3. The United States Navy be requested to operate patrol planes in the vicinity of Midway and Wake Islands for protection against surprise attacks in force and to secure information on which to base flight plans of aircraft in transit.

11/20/41
Approved
NAN

HEADQUARTERS		ARMY AIR FORCES					COORDINATION				
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Sta-tistics	
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		2- Cy Plan, Manila 10/27									
		1- Brink, Manila									
		3- Cy Plan, Manila 10/26									
		fr Brink, Singapore									

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Paraphrase of Code Radiogram
Received at the War Department
at 22:55, October 27, 1941

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000 195

8 Jan. 8 20 June 1951
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100-2-10-116

Manila, October 27, 1941.

British sources report 2 Japanese aircraft carriers,
one of which is the Kaga, operating in Mandated islands. Following
planes reported there:

- Wotje - 8 flying boats (About 650 Mis. S. of Wake)
- Jaluit - 8 flying boats, 12 fighters (About 800 Mis. S. of Wake)
- Truk - 6 fighters, 6 heavy bombers (570 Mis. S.E. of Guam)
- Saipan - 8 fighters, 6 heavy bombers (100 Mis. N.E. of Guam)
- Palau - 8 flying boats (600 Mis. E. of Davao, P.I.)

General southward movement of Japanese shipping in Western Pacific
reported by British.

BRINK

IB #2 10/28/41

Distribution:

- Mr. Lauchlin Currie
- Assistant Secretary of War
- Assistant Secretary of War for Air
- Chief of the Army Air Forces
- Chief of the Air Corps
- Assistant Chief of Staff, WPD
- G.H.Q.
- State Department
- Director of Naval Intelligence
- Situation Section
- Far Eastern Section

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Paraphrase of Code Radiogram
Received at the War Department
at 3:26 p.m., October 25, 1941

DECLASSIFIED
DDO 275
Date: 20 June 1974
By: [Signature] AC: [Signature]

Singapore, filed: October 23, 1941

A new airdrome is reported at Takee 11° North - 104° 45' East.
(SOUTHERN- in Cambodia near Kampot). Another new field is at Kompong-
theom, (a point due north of Kampot) 12° 45' North - 104° 53' East.

British Intelligence in French Indo-China reports the above in-
dicated new airdromes and lists the following disposition of the
Japanese Air Force: Hanoi, (S.E. part of Tongking) 1 fighter squadron
of 12 planes and 1 squadron consisting of 12 light bombers; Tourane,
(S.E. Coast Annam) 1 fighter squadron of 12 planes; Saigon, (S.E.
coast Cochin China) 1 squadron of mixed heavy and light bombers and
2 squadrons with 12 light bombers in each squadron. This is a total
of 74 aircraft.

BRINK

I. B. #6, 10-27-41

Distribution:

- Defense Aid Director
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- Chief of the Air Corps (4)
- Assistant Chief of Staff, WPD
- G. H. Q.
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GDD 115
18 Jul 8 20 June 1974
make 10 copy 1/24/76

4521 Plank

Transfer of Approximately 60 B-17's and B-24's to Plum.

AAF/A-5
WASOC-ak

1 AAF CG, 1941
C/AS AFPC 11-16

1. This confirms the telephone conversation between Colonel Naiden and Colonel Strahan:

a. It is contemplated ferrying approximately sixty (60) B-17 and B-24 aircraft to the Philippine Department immediately. The last flight of aircraft will depart the United States not later than December 6, 1941. The route will be the same as that previously flown.

b. Instructions have been issued to the OGAC informing them of the transfer of aircraft to Plum and directing that the Sacramento Air Depot render every possible assistance in the way of preparing these planes.

c. It is desired that all available B-17 and B-24 combat aircraft in the AFPC designated for transfer to Plum be made available at the Sacramento Air Depot with the least practicable delay.

cc to:

- G-3 A-2
- G-4 A-4
- A-1 A-11D

C. S.
C/AS

Dispatched
NOV 19 1941
AAS

HEADQUARTERS ARMY AIR FORCES - COORDINATION										
Chief of Staff	Joc Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-11D	A. Insp.	Budget	Statistics
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DOO 103
18 Jan. & 20 July 1975
By: *adk* AC Date: *2/24/2*

Transfer of 60 B-17's and B-24's to Flum.

AAF/A-3
HMAC-ak

452.1 PMW

1. AAF C/AS OCAC 1941 11-15

1. The transfer of B-17's and B-24's to Flum is to be accelerated. All planes of these types to be transferred must be on the way from the United States by December 6, 1941.

2. There will be approximately between fifty five (55) and sixty (60) planes to be prepared for combat service by the Sacramento Air Depot. These planes of the AFPC and OCAC which are to be transferred will be flown to the depot without delay. The remainder of the planes will be taken from the production line.

3. It is desired that Sacramento Air Depot render every possible assistance regardless of hours or days to expedite the work on these planes.

C. S.
C/AS

Dispatched
NOV 19 1941
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Deputy Chief of Staff	Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A- WPD	A. Insp.	Budget	Statistics
						<i>[Signature]</i>					
						<i>[Signature]</i>					

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NOV 10 1942

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, G-3:

Subject: Transfer of Aircraft.

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1. In addition to the aircraft now being ferried by the 7th Bombardment Group (H), ninety-five four-engine aircraft will be ferried from the San Francisco area to the Philippine Islands during the period from November, 1941, through February, 1942.

2. The route will be the same as that flown previously unless otherwise prescribed. Present estimates indicate these planes will be available as follows:

- 24 B-27 type and 6 B-24 type throughout December.
- 35 B-27 type and 14 B-24 type throughout January.
- 15 B-24 type in February
- Total aircraft - 95

3. Ferry crews from Honolulu will arrive in the United States on or about the following dates:

- 9 B-27 ferry crews November 20, 1941
- 9 B-27 ferry crews December 15, 1941
- 9 B-27 ferry crews January 7, 1942
- 8 B-27 ferry crews February 1, 1942

4. Each ferry crew from Honolulu will consist of:

- 1 - pilot
- 1 - co-pilot
- 1 - navigator
- 1 - radio operator
- 1 - crew chief or engineer

11/18/42

HEADQUARTERS		BUREAU OF MILITARY AIRCRAFT		COORDINATION	
Chief of Staff	Assistant Chief of Staff	Chief of Staff	Assistant Chief of Staff	Chief of Staff	Assistant Chief of Staff

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6. All pilot ferry personnel from the Hawaiian Department will be returned to their home station by clipper immediately upon completion of their assigned mission. The remainder of the ferry personnel will be returned by the first available army transport.

7. Ferry personnel from the Hawaiian Department will be given priority when B-17 aircraft are available for ferry missions to the Philippine Islands.

8. Maximum possible flights of nine aircraft will be dispatched on ferry missions.

9. Hawaiian Department ferry personnel, upon arrival in the United States, will report to the Commanding Officer, Hamilton Field, California, for further instructions and will come under the command and control of the Commanding General, Air Force Combat Command, until they have landed at Honolulu. Upon landing at Honolulu they will come under the control and command of the Commanding General, Hawaiian Department, and will remain under his command until they have landed at Hawaii. The Commanding General of the U. S. Army Forces in the Far East will control and command the flights after they have landed at Hawaii.

10. Night combat crews of the 33d Bombardment Squadron (H) and eight combat crews of the 38th Reconnaissance Squadron (H), Albuquerque, New Mexico, will be made available for transfer to the Philippine Islands for permanent change of station.

11. The 16 combat crews of the 33d Bombardment Squadron (H) and the 38th Reconnaissance Squadron (H) will be moved from Albuquerque, New Mexico, to the Sacramento Air Depot via rail transportation and made available for ferry service of four-engine aircraft to the Philippine Islands.

12. All personnel not now assigned or attached to the 33d and 38th Squadrons will be returned to their home stations at the completion of their assigned mission.

13. Forty-four ferry crews consisting of -

- 1 - pilot
- 1 - co-pilot
- 1 - navigator
- 1 - radio operator

HEADQUARTERS ARMY AIR HEADQUARTERS or COORDINATION										
Chief of Staff	Sec'y of Staff	AAG	A1	A2	A3	A4	AWD	A insp	Budget	Srs
Will be given home stations under the control of the Commanding General, Air Force Combat Command, for ferry service of four-engine aircraft to the Philippine Islands and will be returned to their home stations upon completion of their assigned mission.										

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14. Each flight of nine or eight aircraft, exclusive of those flown by Hawaiian Department Ferry personnel, will be accompanied by one medical officer, one weather officer, and one communications officer. These officers will be drawn from stations under the control of the Commanding General, Air Force Combat Command.
15. All of the above aircraft will come from the production lines. They will be flown to the Sacramento Air Depot where they will be fully equipped and run-in flights completed.
16. There will be no publicity attached to these flights.
17. The route used in this movement will not be divulged at any time.
18. A delay not to exceed fifteen days at any and all parts of call is authorized if it is deemed necessary.
19. All planes in the Philippine flights will maintain radio silence except for S.O.S.
20. Procurement authority.

For the Chief of the Army Air Forces:

Copies sent to:
 OCAC
 AAF/h-1
 AAF/h-2
 AAF/h-4
 AAF/ANPD

EDWARD P. CURTIS,
 Major, Air Corps,
 Secretary of The Air Staff

HEADQUARTERS		ARMY AIR FORCES				COORDINATION				
Chief of Staff	Secy of Staff	AAG	A1	A2	A3	A4	A WPD	A Insp	Budget	Sec of Staff

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Diplomatic Arrangements.

452.1 Phil. (50)

2 AAF 4-23 CGAC Intell 11/1

AAF/A-2
SEM/ekp

1. It is desired that you take the necessary steps for diplomatic arrangements to cover the above flights.

H.P.S.
C/S

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	X-4	A-4WD	A. Insp.	Budget	Statistics	
				JM							

AAF-30

~~SECRET~~

DECLASSIFIED

DECLASSIFIED

DDO 1111

Class. & Ext. Date 12/24/76
by [signature]

~~SECRET~~

DECLASSIFIED

Diplomatic Arrangements

AAF/A-3

FBA-ek

1 AAF AAF 1941
 A-3 A-2 10-30

1. It is contemplated ferrying aircraft from the United States to the Philippine Islands during the period November 15, 1941, to February 15, 1942. The route to be used will be the same as that flown by the 19th Bombardment Group:

- San Francisco Area
- Honolulu
- Midway
- Wake
- Moresby
- Darwin
- Philippine Islands

2. It is desired that the necessary diplomatic arrangements be made to cover these flights; also, that this Division be notified when the procedure has been accomplished.

E. L. N.

C/A-3

c

~~SECRET~~

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DECLASSIFIED

h. That the Commanding General, Army Air Forces, be notified of the hour of departure and arrival of the flights and the Commanding General, Hawaiian Department be also notified of hours of departure from the United States.

i. That there will be no publicity attached to this flight and the route used in this movement will not be divulged at any time.

j. That a delay not to exceed fifteen days at any and all parts of call is authorized if it is deemed necessary.

k. That all planes in this flight will maintain complete radio silence except for S.O.S.

l. That each flight of nine aircraft will be accompanied by one weather officer, one communications officer, and one medical officer.

By order of the Secretary of War:

CARL ROBINSON

Adjutant General.

COPY TO: Chief, Army Air Forces.

Hq. Army #41 200000
NOV 3 1941
AAS Received

DECLASSIFIED
SECRET

~~SECRET~~
DECLASSIFIED

i. That there will be no publicity attached to this flight and the route used in this movement will not be divulged at any time.

j. That a delay not to exceed fifteen days at any and all ports of call is authorized if it is deemed necessary.

k. That all planes in this flight will maintain complete radio silence except for S.O.S.

l. That each flight of nine aircraft will be accompanied by one weather officer, one communications officer, and one medical officer.

For the Chief of the Army Air Forces:

CLAUDE E. DUNN
Lt. Col., Air Corps
Secretary of The Air Staff.

Dispatched
NOV 6 1941
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION										
Chief of Staff	Secy of Staff	A.A.G.	A-1	A-2	A-3	A-4	A- WPD	A. Insp.	Budget	Statistics
					<i>See</i>					
					<i>AD</i>					

DECLASSIFIED

DECLASSIFIED

DECLASSIFIED
 DOO Ins.
 30 June 1999
 AG Date *12/1/98*

Subject: 18 P-40D Airplanes for the Philippine Department

450.1 Phil (17)B

3 AAF C/AS OCAC (Mat Div) 11/19 *Same as* Noted. The P-40D airplanes in question are now being used in maneuvers and will not be available until early in December.

AAF/A-3
 TAL-ds

dispatched
 NOV 26 1941
 AAG

CS
 C/AS

HEADQUARTERS			ARMY AIR FORCES			COORDINATION				
Chief of Staff	Sec'y Air Staff	A.G.	A-1	A-2	A-3	A-4	A-WPD	A-insp.	Budget	Statistics
					<i>4pm</i>					
						-3-				

DECLASSIFIED AAF-39

~~SECRET~~
DECLASSIFIED

-copy-

Subject: 18 P-40D Airplanes for the Philippine Department.

DECLASSIFIED
DOO #123

Handwritten signature and date: 20 June 1978

2 Mat. AAF 1941
Div. C/AS 11-10
(4-G-3)

1. Fourteen P-40D airplanes will be crated and ready for shipment November 21, 1941; Four are undergoing repair and will be shipped as soon as completed.

Q.P.E.
Chief, Materiel Division

DECLASSIFIED

DECLASSIFIED

Release of 18 P-40D Airplanes.

DECLASSIFIED

DOO B/S

8 Dec. 5 30 Dec. 1974

AC, DATA

AAF/A-3
HSV-ds

1 AAF AFCC 1941
 C/AS 11/4

It is desired that the 18 P-40D type airplanes now in the AFCC be released to the jurisdiction of the Chief of Air Corps in order that they may be packed and crated for the Philippine Department without delay.

4521 P/11/4
A

CS
C/AS

Dispatched
NOV 5 1941
AAG

HEADQUARTERS		ARMY AIR FORCES			COORDINATION					
Chief of Staff	Sec'y of Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Sec-FIN
					ELN					
					low					

DECLASSIFIED

AAF-39

DECLASSIFIED
DOO 015

By: *[Signature]*
Date: *[Date]*

~~SECRET~~
DECLASSIFIED

18 P-40D Airplanes for the Philippine Department.

AAF/A-3
EV-3a

1 AAF OCAC 1941
C/AS Attn: 11/4
Major
Hefley

1. It is desired that the 18 P-40D airplanes be crated and sent to the Philippine Department without delay.

2. This is to confirm telephone conversation this date between A-3 and Major Newberry. The Routing and Record Sheet has also been sent to the AFCC stating that these airplanes will be sent to the Philippine Department.

452.1 P-40D
(47) B

CS
G/AS

Dispersed
NOV 5 1941
AAG

HEADQUARTERS		ARMY AIR FORCES						COORDINATION			
Chief of Staff	Sec'y of Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	
					<i>[Signature]</i>						

~~SECRET~~

DECLASSIFIED AAF-39

WAR DEPARTMENT
Headquarters Army Forces
Office Chief of the Air Staff
Washington, D. C.

Date. 7 Nov 41

TO:

FOR:

- Chief, A-4 Division
- Equipment Section
- Facilities Section

- Information
- Coordination
- Preparation of reply
- Necessary Action
- Note and Return
- Confer with

- Colonel Sorensen *EPS*
- Lt. Colonel York
- Lt. Colonel Schneider

- Recommendation
- File
- Circulation

- Lt. Colonel Crumrine
- Major Perrin
- Captain Katzman
- Captain Donoghue
- Captain O'Shea
- Lieutenant Burt
- Mr. Gibson
- Miss Hammer

Was this just for our information?

yes

EPS

EDGAR P. SORENSEN,
COL., AIR CORPS,
A-4 Division
AIR STAFF

DECLASSIFIED
GPO 875
8/24/76
C. Date

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

618

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

SECRET

DECLASSIFIED

File No.

Tally No. AAF

SUBJECT: Transmittal of Radiogram

NO.	FROM	TO	DATE	COMMENTS
1.	AAF/AAG Cable Section	AAF/A-4	11/6	<p style="text-align: right;">AAF/AAG REL:tk</p> <p>In accordance with request contained in attached memorandum to The Adjutant General, a radiogram as paraphrased below was sent to the Commanding General, Hawaiian Department, on November 5, 1941.</p> <p>"Reference your radiogram 632 of October 25. Every effort is being made to comply with your request that future flights to the Philippines through your department carry adequate spares distributed in airplanes."</p> <p style="text-align: center;">RRL V.W.D. AAF/Adj AG</p> <p>1 Incl. memo. to TAG</p> <p style="text-align: right; font-size: 2em;">452-1 Phil 46</p> <p style="text-align: right; font-size: 1.5em;">7 Files LWA</p>

DECLASSIFIED

SECRET

(Do not use reverse side)

Page No.

W-4071, AC. Rev. 8/14/41

air 452-1 Phil 46 a

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DDC #13

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

10/24/6
10/24/6

OFFICE OF
THE CHIEF OF THE AIR STAFF

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Spare Parts for Airplanes en route to the
Philippines.

The Secretary of War directs that a secret radiogram, sub-
stantially as follows, be sent to the Commanding General of the
Hawaiian Department:

REURAD NUMBER SIX THREE TWO OCTOBER ^{TWENTY} THIRTY FIFTH

EVERY EFFORT IS BEING MADE TO COMPLY WITH YOUR REQUEST THAT
FUTURE FLIGHTS TO THE PHILIPPINES THROUGH YOUR DEPARTMENT
CARRY ADEQUATE SPARES DISTRIBUTED IN AIRPLANES. END

MEMORANDUM FOR RECORD: In radiogram number 632, dated October 25th,
1941, Commanding General of the Hawaiian Department recommends that
since spares are limited in the Hawaiian Department, future flights
of airplanes through that department en route to the Philippines carry
with them adequate spares to meet their needs while en route.

NOV 5 41 AM



RECEIVED
FOR LIAISON SEC. COMM.

DECLASSIFIED

~~SECRET~~

AW 043 452.1 Phil 46 @

~~SECRET~~

November 4, 1941
AAF/A-4
JTY/mr

DECLASSIFIED
DQO HRS

DECLASSIFIED

8/24/76
Date

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Spare Parts for Airplanes en route to the Philippines.

The Secretary of War directs that a secret radiogram, substantially as follows, be sent to the Commanding General of the Hawaiian Department:

REURAD NUMBER SIX THREE TWO OCTOBER THIRTY FIFTH

EVERY EFFORT IS BEING MADE TO COMPLY WITH YOUR REQUEST THAT FUTURE FLIGHTS TO THE PHILIPPINES THROUGH YOUR DEPARTMENT CARRY ADEQUATE SPARES DISTRIBUTED IN AIRPLANES. END

MEMORANDUM FOR RECORD: In radiogram number 632, dated October 25th, 1941, Commanding General of the Hawaiian Department recommends that since spares are limited in the Hawaiian Department, future flights of airplanes through that department en route to the Philippines carry with them adequate spares to meet their needs while en route.

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secy Air Staff	A. & G.	A-1	A-2	A-3	A-4	A-4WD	A. Insp.	Budget	Statistics	

DECLASSIFIED AAF-79

~~SECRET~~

SECRET

DECLASSIFIED

DECLASSIFIED
DDG 113
11/15/76
11/15/76

Transmittal of Radiogram

1. AAF/AAS
Cable
Section

AAF/A-4 11/6

AAF/AAS REL:tr

In accordance with request contained in attached memorandum to The Adjutant General, a radiogram as paraphrased below was sent to the Commanding General, Hawaiian Department, on November 5, 1941.

"Reference your radiogram 683 of October 25. Every effort is being made to comply with your request that future flights to the Philippines through your department carry adequate spares distributed in airplanes."

V.V.D.
AAF/AF AG

1 Incl.
memo. to TAG

DECLASSIFIED
SECRET

SECRET
DECLASSIFIED

DECLASSIFIED
DOD ltrs

DATE 20 June 1975
BY *[Signature]*
AC, DIA

Spare for B-17 and B-24 Airplanes Enroute to the Philippines.

AAF/A-4
MPC/gmd

1. AAF CG 1941
C/AS AFCC 10/31

1. Attached hereto is a copy of paraphrased radio from the Commanding General, Hawaiian Air Force, and the directive issued to the Chief of the Air Corps in connection therewith.

2. It is desired that you arrange with the Chief of Air Corps to effect compliance with General Martin's request.

Incls.-
Co.paraphrase radio.
No. 633, 10/25/41.
Co. NAR to C/AC, dated
10/31/41.

CS
C/AS

452.1 (Platt)
468

Dispatched
NOV 5 1941
EAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Secy Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A- W/D	A. Insp.	Budget	Sta- tistics
					<i>[Signature]</i>					
					<i>[Signature]</i>					

DECLASSIFIED

AAF-39

~~SECRET~~

RADIOGRAM

DECLASSIFIED

C-4-C

DECLASSIFIED
DDO ltr

10/27/41
10/27/41
sketch

P 4 VVY PRIORITY

ROSP

October 25, 1941

730 PM

From Ft. Shafter, T. H.

To Chief of Air Corps

No. 633 Oct. 25th

From Martin. As spares here are limited, request future flights through this Department do as 19th Group did and carry adequate spares distributed in airplanes of flight.

Short

Received in Foreign Liaison Section
10:35 a.m., 10/27/41

ACTION COPY TO AAF/A-3

Distribution:

Air Person

Air Adjutant General - 3 cys.

Air Corps

Material Div.
P & O - Attention: Col. Person

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
DDO 015

~~SECRET~~

DECLASSIFIED

Approved 20 June 1974
by [Signature], SAC, Deso. [Signature]

Spare for B-17 and B-24 Airplanes Enroute to the Philippines.

1. C/AS C/AC 1941
(Attention Col. Whitten)

1. Attached hereto is a copy of paraphrased radiogram 10-31 from the Commanding General, Hawaiian Air Force.

2. It is desired that you initiate the supply action necessary to comply with General Martin's request. Arrange the necessary details directly with the Commanding General, AFCC.

AAF/A-4
WPA/gnd

45-11 P-1-8
46

Incls.-
Co.paraphrase rad'g.
No. 632, 10/25/41.
Co. MAR to CG, AFCC,
dated 10/31/41.

CS
C/AS

NOV 5 1941
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Secy Air Staff	A. A. G.	A-1	A-2	A-3	A-4	WPD	A. Insp.	Budget	Statistics
						<i>[Handwritten initials]</i>				

~~SECRET~~

DECLASSIFIED AAF-39

~~SECRET~~

RADIOGRAM
DECLASSIFIED

0-4-C

DECLASSIFIED
DDO Form

1 Apr 60 Issue 1954

On file in Sec. 100-29476

P 4 WYV PRIORITY

202P

October 25, 1941

730 PM

From Ft. Shafter, T. H.

To Chief of Air Corps

No. 632 Oct. 25th

From Martin. As spares here are limited, request future flights through this Department do as 19th Group did and carry adequate spares distributed in airplanes of flight.

Short

Received in Foreign Liaison Section
10:38 a.m., 10/27/41

ACTION COPY TO AAF/A-3

Distribution:

Air Force

Air Corps

Air Adjutant General - 2 cys.

Material Div.
T & C - Attention: Col. Person

DECLASSIFIED

~~SECRET~~

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DOO IIS.
Date: 20 June 1974
100 Date: 12/4/76

Hawaiian Department Ferry Crews.

AAF/A-3
FAA-208

1 AAF CG, 1941 1. The following ferry crews will arrive in the United States as stated:

C/AS AFOC 11/5

- November 20, 1941 9 ferry crews
- December 15, 1941 9 ferry crews
- January 7, 1942 9 ferry crews
- February 1, 1942 8 ferry crews

452.1 Phil.

2. These crews will be dispatched on ferry missions from the San Francisco area to the Philippine Islands at the earliest practicable date. They will be given priority of departure from the United States.

3. The crews will report to the Commanding Officer, Hamilton Field, California, upon arrival in the United States, for further instructions. All Hawaiian Department ferry crews will come under the control and command of the Air Force Combat Command and will remain under that control until Honolulu is reached.

45

4. It is contemplated dispatching flights of nine aircraft as soon as they are available. The aircraft to be ferried will come from the production line. They will be flown to the Sacramento Air Depot where run-in flights will be completed. It is not contemplated using the Hawaiian Department ferry crews for transfer of aircraft from the production line to the Sacramento Air Depot.

CC: OCAC C. S.
AAF/A-1 C/AS
AAF/A-2
AAF/A-4
AAF/AF

NOV 5 1941
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	X-4	A- WPD	A. Insp.	Budget	Sta-tistics
	<i>[Signature]</i>				<i>[Signature]</i>					
					<i>[Signature]</i>					

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
 DOD Hqs

Jan 6 20 June 1974
 Mr. Galt
[Handwritten initials]

~~SECRET~~

Written 11/4/41

DECLASSIFIED

AAF/A-3
 FAA

NOV 5 1941

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, G-3:

Subject: Transportation of Ferry Crews.

1. It is requested that the following schedule of transporting ferry crews from Honolulu to the United States (San Francisco, California) be complied with:

<u>Units</u>	<u>Date of arrival in United States</u>
9 B-17 ferry crews	November 20, 1941
9 B-17 ferry crews	December 15, 1941
9 B-17 ferry crews	January 7, 1942
9 B-17 ferry crews	February 1, 1942

2. Each nine or eight ferry crews is to be accompanied by one medical officer, one weather officer, and one communications officer. The crews from Honolulu are to report to the Commanding Officer, Hamilton Field, California, for further instructions.

3. Procurement authority.

For the Chief of the Army Air Forces:

ek

Dispatched
 NOV 3 1941
 AAG

EDWARD P. CURTIS,
 Major, Air Corps,
 Secretary of The Air Staff

4521
 P.A.S.
 11

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secy of Staff	Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A- WPD	A. Insp.	Budget	Sta- tistics
	<i>[Handwritten initials]</i>					<i>[Handwritten initials]</i>					
						<i>[Handwritten initials]</i>					

DECLASSIFIED

~~SECRET~~

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
DDO 113

By ad/NA Date 8/24/96

Secret Radiogram

1 **AAP** **AAS** **1941** Request the attached secret radiogram be sent to the
 A-3 **11-3** **Commanding General, Hawaiian Department.**

Incl.
1 cy secret radio

ELN
4/2-3

H52.1 Phil 43

DECLASSIFIED

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	Sta- tistics
					ELN					

AAP-39

~~SECRET~~

H52.1 Phil 43

SECRET

DECLASSIFIED

DECLASSIFIED
DOC # 118
DATE 8/24/76
BY *alata*

2. **ASD/ASD ASD 11/4**
Cable A-3
Section

ASD/ASD HRL:tr
In accordance with the request contained in element 1, above,
a radiogram as paraphrased below was sent to the Commanding
General, Russian Department, on November 3, 1941, as message
number 340.

"Request you make every attempt to obtain better communi-
cation from Murvink, as we are receiving very few de-
parture and arrival messages from there. Until they
arrive at Murvink after leaving Vake the War Department
is very much in dark reference status of these airplanes."

Dispatched
NOV 3 1941
AAG

V.V.B.
ASD/ASD AS

1 Incl. - v/drum

SECRET DECLASSIFIED

DECLASSIFIED
DOO 100

10 Jan. 24, 1966
224/6

~~SECRET~~

DECLASSIFIED

Ferry Crews

1 Hq., CG, 1941
AAF AFPC 10-31

AAF/A-3
PAL-ak

1. It is desired that all combat crews in the 32d Bombardment Squadron and the 38th Reconnaissance Squadron, Albuquerque, New Mexico, be made available for ferry service at the earliest practicable time.

2. These crews will assist in the ferrying of aircraft from the United States to the Philippine Islands.

3. The crews will be held at their home station until the aircraft are ready for delivery at the factory.

4. The following personnel will accompany every nine aircraft:

- one medical officer,
- one communications officer,
- one weather officer.

W. W. D.,
A. A. G.

cc to:
A-1
A-4
OCAC

452
1
P
11
12

Dispatched
OCT 31 1941
AAG

DECLASSIFIED

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Deputy Chief of Staff	Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-5	A-6	A-7	Statistical

DECLASSIFIED

DECLASSIFIED
DATE 10/21/76

Ferry Crews from Honolulu.

AAF/A-3
FAA-sk

4521
D.L.D.
(41)

1 Eq., CG, 1941
AAF AFCC 10-30

1. Thirty five ferry crews from Honolulu will arrive in the United States during the months of December, 1941, and February, 1942, for the purpose of ferrying aircraft to the Philippine Islands. Upon arrival these crews will come under the command and control of the Air Force Combat Command until they have departed the United States.
2. These crews will be supplied with the necessary navigational instruments and aids to navigation at the Sacramento Air Depot.
3. Ferry crews of the Hawaiian Department will be assigned to B-17 aircraft for ferry missions.
4. Flights of nine aircraft will be dispatched from the San Francisco area to the Philippine Islands as soon as the necessary run-in tests have been accomplished.
5. It is desired that the Air Force Combat Command make the necessary arrangements to accomplish the above missions.
6. The Commanding General, Hawaiian Department, has been informed of the contemplated flights and will arrange to have the crews in the United States at the desired time.
7. Authority is granted to deal direct with the Navy reference weather and communications. This authority will continue until the completion of the contemplated flights.
8. Authority is granted to use weather and communications officers from whatever bases are under the control of the Air Force Combat Command. However, upon completion of the mission, the personnel will be returned to their proper station.

OCT 31 1941
AAG

HEADQUARTERS AIR FORCE 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>[Signature]</i>				<i>[Signature]</i>					
					<i>[Signature]</i>					

DECLASSIFIED

DECLASSIFIED
DDO IHS

~~SECRET~~
DECLASSIFIED

8 Jan. & 20 June 1975
Date: 8/24/76
MC. Date:

Ferry Crews from Honolulu.

1 Hq., CG, 1941 9. The necessary communications, weather, and
Cont. AAF AFCC 10-30 medical personnel will accompany the Hawaiian ferry crews.

By command of Major General ARNOLD:
W. W. D.
A. A. G.

cc to:
A-1
A-2
A-4
CCAC

HEADQUARTERS ARMY AIR FORCES - COORDINATION												
Chief of Staff	Deputy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-5	A-6	A-7	A. Insp.	Budget	Statistics

DECLASSIFIED

~~SECRET~~

DECLASSIFIED

RECEIPT FOR SECRET OR CONFIDENTIAL DOCUMENT

SUBJECT: Ferry Crews from Honolulu.

Receipt is acknowledged of WAR for
the CG, ABCC subject as above
dated 30/30/41

Officer Rank

Office

NOTE: To be accomplished and re-
turned to the Air Adjutant
General.

AAF-3
DECLASSIFIED A. C.
6-7-50

SECRET

DECLASSIFIED

DECLASSIFIED
DDO 1173
100 & 80 June 1975
w/alt/acc J.C. Dobb 8/24/76

1452-1 P.D. 40

2. AAF/ASD AAF/A-3 11/3
Cable
Section

AAF/ASD HHS:th

In accordance with request contained in comment 1, above, a radiogram as paraphrased below was sent to the Commanding General, Hospital Department, as message number 320, on October 21, 1941.

"A-SIX. It is difficult to keep accurate track of B-17 flights due to varying of your messages concerning them. Examples being your 678 giving Cooke departure Midway Oct. 20th and your 681 giving G 2-17's, Capt. Cooke departure October 22. So there can be no misinterpretation in War Department orders that all future messages on these flights be clearly worded. As example when flight leaves Spanish first message should give number of planes in flight, flight leaders name and last name of all first pilots in that flight as well as arrival and departure times. Any further message pertaining that flight should be as following example: All planes Heben's flight arrived Vain, or Ford of Heben's flight arrived Vain. Ben Arnold."

W.V.D.
AAF/ASD AS

1 Incl. - w/ASD

DECLASSIFIED

SECRET

DECLASSIFIED
DDO 101
18 Jan 2 00 Index 1974
Ralph C. Dean 5/25/76

DECLASSIFIED OCT 27 1941

10/25/41

AAF/A-3
FAA-a-c

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, G-3:

Subject: Movement of Air Corps Units.

1. The air echelon of 35 aircraft of the 7th Bombardment Group (H), Fort Douglas, Utah, will depart the San Francisco area throughout the months of November and December. Flights of nine aircraft will be dispatched westward as soon as they have completed all necessary run-in tests.

Route: Fort Douglas, Utah
Sacramento, Cal.
San Francisco area
Honolulu
Midway
Ike
Hareedy
Darwin
Philippine Islands (Stotsenberg)

457.1 P.L.D.
38

- 2. Each ferry crew will consist of one combat crew.
- 3. Each flight of nine aircraft will be accompanied by -

One weather officer
One communications officer
One medical officer

4. All officer personnel included in paragraph 3, not assigned or attached to the 7th Bombardment Group, will be returned to their home stations by the first available transport.

5. The flight will come under the command and control of the Commanding General, Hawaiian Department, after it lands at Honolulu and will remain under his control until the flight reaches Darwin.

6. The flight will come under the control and command of the Commanding General, United States Army Forces in the Far East, upon arrival at Darwin.

Disseminated
OCT 27 1941
AAG

DECLASSIFIED

DECLASSIFIED

7. This headquarters will be notified of the hour of departure and arrival of the flights. The Commanding General, Hawaiian Department, will also be notified of hours of departure from the United States.
8. There will be no publicity attached to this flight.
9. The route used in this movement will not be divulged at any time.
10. The Flight Commander will submit a complete report immediately upon landing in the Philippines. This report is to include any recommendations and useful information with respect to future flights of this character.
11. A delay not to exceed fifteen days at any and all ports of call is authorized if it is deemed necessary.
12. All planes in the Philippine flights will maintain complete radio silence except for S.O.S.
13. Procurement authority.

For the Chief of the Army Air Forces:

EDWARD P. CURTIS,
Major, Air Corps,
Secretary of The Air Staff

~~SECRET~~ DECLASSIFIED

DECLASSIFIED
000-100
9/24/76

DECLASSIFIED

Transfer of Aircraft.

~~SECRET~~

452-1 P. 101. (37)

AA3

AA3/A-3
ENV-epb

2 AA3 C/AG 11/26 1. Noted.

RLN
C/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-Insps.	Budget	Statistics

~~SECRET~~

DECLASSIFIED

AAF-39

452-1 P. 101. (37)

DECLASSIFIED

7. This headquarters will be notified of the hour of departure and arrival of the flights. The Commanding General, Hawaiian Department, will also be notified of hours of departure from the United States.
8. There will be no publicity attached to this flight.
9. The route used in this movement will not be divulged at any time.
10. The Flight Commander will submit a complete report immediately upon landing in the Philippines. This report is to include any recommendations and useful information with respect to future flights of this character.
11. A delay not to exceed fifteen days at any and all ports of call is authorized if it is deemed necessary.
12. All planes in the Philippine flights will maintain complete radio silence except for S.O.S.
13. Procurement authority.

For the Chief of the Army Air Forces:

EDWARD P. CURTIS,
Major, Air Corps,
Secretary of The Air Staff

SECRET DECLASSIFIED

DECLASSIFIED
DDO 100
9/24/76

DECLASSIFIED

Transfer of Aircraft.

~~SECRET~~

452-1 Rhid. (37)

1941
143

AAF/A-3
HSV-oph

2 AAF C/AG 11/26 1. Noted.
A-3

ELN
C/A-3

HEADQUARTERS		ARMY AIR FORCES				COORDINATION				
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Inspr.	Budget	Sta-tistics

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AAF-39

452-1 Rhid. (37)

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DECLASSIFIED

DECLASSIFIED

DDO No.

10/22/41 & 20 June 1979
AC Date 3/29/78

~~Transfer of Aircraft.~~

1 AAF 1941
 C/AS C/AC 11/5
 ~~Thru~~
 ~~A-3~~

AAF/A-4
JFW/lal

1. Invite attention to copy of RAR attached from AAF-C/AS to CG AFCS dated 10/22/41 on the subject of B-17 and B-24 flights to P.I.

2. In connection with delivery of these airplanes, according to schedule, it is directed that each airplane and personnel be completely equipped for the performance of long range mission to P.I. and bombing mission if required immediately upon arrival.

3. In conformity with Paragraph 2, complete armament, including guns, ammunition, bomb sight and bomb equipment minus bombs will be required. Other equipment items necessary, such as navigation, signalling, reserves, etc. will have to be established between tactical unit commanders and appropriate supply agencies as directed by the Chief of Air Corps.

Incl.
cy of RAR, 10/22/41
abv subj.

CS
C/AS

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~~SECRET~~

~~SECRET~~
Copy
DECLASSIFIED

DECLASSIFIED
DDO Hqs.
8 Feb. 68 20 Jan. 1978
Autler J.C. Danks *clay/ll*

SUBJECT: Transfer of Aircraft.

AAF/A3
FAA-aea

- 1 AAF CG 1941
 C/AS AFCC 10/22
1. The following flights are contemplated with number of aircraft, type, approximate dates of departure and destination as indicated:

<u>No.</u>	<u>Type</u>	<u>Dates of Departure</u>	<u>Destination</u>
30	B-17	December 1, 1941	Philippine Islands
35	B-17	January 1, 1942	"
3	B-24	January 1, 1942	"
30	B-17	February 1, 1942	"
16	B-24	February 1, 1942	"
16	B-24	February 15, 1942	"

Totals - 95 B-17's
 35 B-24's

2. The 7th Bombardment Group will ferry the first 35 B-17's above.

3. It is contemplated that 17 ferry crews from Honolulu will arrive in the United States by December 15, 1941 and that 18 ferry crews will arrive in the United States from Honolulu by January 15, 1942. These crews will be used to ferry 35 B-17 aircraft because they are familiar with that type aircraft and additional training of B-24 aircraft will be eliminated.

4. It is desired that the Air Force Combat Command furnish ferry crews to complete the transfer of the aircraft mentioned in paragraph 1.

5. It is contemplated that a minimum crew will consist of one pilot, one co-pilot, one navigator, one radio officer, and one engineer.

6. It is contemplated dispatching flights of nine aircraft on dates to be submitted later. The following personnel will accompany each flight of nine airplanes:

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~~SECRET~~
DECLASSIFIED

1 AAF CG 1941
Cont. C/AS AFCC 10/22

- 1 - Medical officer
- 1 - Weather Officer
- 1 - Communications officer

7. All personnel other than that of the 7th Bombardment Group will return to their home stations upon completion of the mission.

8. All of the above aircraft will come from the production line. They will be flown to the Sacramento Air Depot where run-in flights will be completed.

9. A monthly report regarding progress of crews under your control will be submitted to this headquarters.

10. All previous instructions are rescinded by this R&R.

C. S.
S/AS

CC: OCAC
A-1
A-4

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~~SECRET~~

DECLASSIFIED

DECLASSIFIED
 000 003
 18 Jan & 20 June 1982
 by *ad/da* ACI Date: *12/16*

Transfer of Aircraft.

AAF/43
 9/11/62

1 AAF CG 1941 1. The following flights are contemplated with number
 C/AS AFCC 10/22 of aircraft, type, approximate dates of departure and destination as indicated:

No.	Type	Date of Departure	Destination
30	B-17	December 1, 1941	Philippine Islands
35	B-17	January 1, 1942	"
3	B-24	January 1, 1942	"
30	B-17	February 1, 1942	"
16	B-24	February 1, 1942	"
16	B-24	February 15, 1942	"

Totals - 95 B-17's
 35 B-24's

452-1
 37

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4. It is desired that the Air Force Combat Command furnish ferry crews to complete the transfer of the aircraft mentioned in paragraph 1.

5. It is contemplated that a minimum crew will consist of one pilot, one co-pilot, one navigator, one radio officer, and one engineer.

6. It is contemplated dispatching flights of nine aircraft on dates to be submitted later. The following personnel will accompany each flight of nine airplanes:

DECLASSIFIED

agg

~~RESTRICTED~~
DECLASSIFIED

Transfer of Aircraft.

1 AAF CO, 1941
cont. C/AS AFCC 10/22

1 - Medical officer
1 - Weather officer
1 - Communications officer

7. All personnel other than that of the 7th Bombardment Group will return to their home stations upon completion of the mission.

8. All of the above aircraft will come from the production line. They will be flown to the Sacramento Air Depot where run-in flights will be completed.

9. A monthly report regarding progress of crews under your control will be submitted to this headquarters.

10. All previous instructions are rescinded by this RAR.

CC: OCAC A-1 A-4

C. S.
C/AS

~~RESTRICTED~~
DECLASSIFIED
~~RESTRICTED~~

DECLASSIFIED

DOC # 100

on 06/04/2013

Map
CAG, Davao, *Kadette*

~~SECRET~~
DECLASSIFIED

RECEIPT FOR SECRET OR CONFIDENTIAL DOCUMENT

SUBJECT: **Transfer of Aircraft.**

Receipt is acknowledged of BAR for
the CG, APOC, subject as above
dated October 23, 1943

re: **Philippine Islands.**

Officer

Rank

Office

NOTE: To be accomplished and re-
turned to the Air Adjutant
General.

DECLASSIFIED

AAF-3

W-4759, A. C.

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
DDI 83
12/10/83
1/2/84

AAF/A-3
ELN

October 24, 1941

MEMORANDUM FOR THE SECRETARY OF WAR:

Subject: Progress of B-17 Flights to the Philippines.

1. All twenty-six planes have arrived at Manila. The last plane arrived at 10:00 PST, October 22, 1941. Seven planes left Manila at 10:00 PST, October 22, 1941 and arrived at Wake at 17:15 PST, October 23, 1941. These seven planes left Manila for Wake at 22:00 Manila time, October 22, 1941. No arrival message at Wake as yet. These planes should arrive at Wake at approximately 04:00, Manila time, October 24. The planes left Manila for Wake at 22:00 Manila time, October 22, 1941. These planes arrived at Wake at 04:00 Manila time, October 24, 1941.

2. From Manila westward only nine planes in a flight can proceed at one time due to restrictions on the airports at Wake and Hervey. These flights proceed from Manila westward two days apart for the same reason.

H. H. ARNOLD,
Major General, U.S.A.
Chief of the Army Air Forces.

mob

DECLASS. FILE

an ad 452.1 Phil. (35)

452.1 Phil. (35)

DECLASSIFIED
DOO 493
© Dec. 6 20 Junes 1977
LAC, State 12/4/76

~~SECRET~~
PARAPHRASE
DECLASSIFIED

C-4-C

IN
PLANS/LOGS

RADIOGRAM

October 25, 1941.

0411 AM

From Honolulu,
To Chief of Air Corps

Honolulu 0411 October 25, 1941.

From Honolulu. At 1715 Honolulu time, 7 B-17 airplanes from
Wickenburg Field landed Highway.

Short

Received in Foreign Liaison Section
8:55 a.m. 10/26/41

ACTION COPY TO AAF/4-3

Distribution:

Air Force

Air Corps

Air Adjutant General - 3 cpy.

Chief of Air Corps
S & C - Attention: Col. Furman
Air Intel. Sec., Intel. Div.

INFORMATION COPY

452.1 Phil. (34) B

~~SECRET~~

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452.1 Phil. (34) B

DECLASSIFIED
000 000
10/22/41

SECRET
PARAPHRASE
DECLASSIFIED
of a

MB/bjc - 1712.

SECRET

RADIOGRAM

AS 452.1 (10-22-41)MS

October 22, 1941

From Ft. Shafter, E.M.
To The Adj. Genl.

582

Re: 1005 local time 7 E-17's, Major Gibbs commanding,
approach Hickam Field for Navy transport Philippines.

Short

Received in Foreign Liaison Section
10:18 a.m., 10/22/41

ACTION COPY TO AAF/A-3

Distribution:

Air Force
Air Adjutant General - 3 cpy. ✓
(2)

Air Corps
Chief of Air Corps
T & C - Attention: Col. Furson
Air Intel. Sec., Intel. Div.

452.1 Phil (34)

INFORMATION COPY

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SECRET

Am 11/4521 Phil (34)

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DOJ #
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DECLASSIFIED

of a

0-4-0

105 WVT

~~SECRET~~

RADIOGRAM

Filed 090 AM

October 22, 1941

095 PM

From Ft. Shafter, P.H.
to Chief of Air Corps

076

From Martin, at 0720 local time, there arrived at Hickam
Field from San Francisco, 1 P-17 airplane.

Start

Received in Foreign Liaison Section
8:55 a.m., 10/22/41

ACTION COPY TO AAF/A-3

Distribution:

Air Force

Air Corps

Air Adjutant General - 3 cpy. ✓

Chief of Air Corps
T & O - Attention: Col. Foran
Air Intel. Sec., Intel. Div.

(2)

H. S. 2.1 Phil. 33c

INFORMATION COPY

SECRET DECLASSIFIED

Am 24452.1 Phil (33) e

DECLASSIFIED
DOO 875
19 Apr. 20 June 1978
10/11/80

CONFIDENTIAL
PARAPHRASE

DECLASSIFIED

HR/ajs - 1728

CONFIDENTIAL

RADIOGRAM

AM 482-1 (10-22-42)M

October 22, 1941

From Headquarters, 2nd AF.
To The Adj. Genl.

Re HQ AF 4-22nd.

On October 22, A F 1000, airplane landed Hickam.

Final

Received in Foreign Liaison Section
1022 22, 10/22/41

ACTION COPY TO AAF/2-5

Distribution:

Air Corps

The Adj. Genl. - 2 cpy.

Air Corps

Chief of Air Corps
T & C - Attention; Col. Foreman
Air Intel. Sec., Intel. Div.

CONFIDENTIAL

DECLASSIFIED

452-1 Phil. (33) 2

Am 482-1 Phil. (33) 2

DECLASSIFIED
DOO 100
10/20/82
10/20/82
10/20/82

SECRET

DECLASSIFICATION

of a

MEMO - 1713

SECRET

RADIOGRAM

AS 452.1 (10-22-41)MC

October 23, 1941.

From Ft. Stafted, E.I.
To The Adj. Genl.

SEC
M/C

Regarding transmission to Chief of Army Air Forces of radio messages reporting departure and arrival of aircraft in movement to Philippines by 19th Bombardment Group, it is recommended you authorize classification "URGENT" for these messages.

Above reference your radio M/B of Hist.

Short

Received in Foreign Liaison Section
10:16 a.m., 10/23/41

ACTION COPY TO AAF/AAAF 47A-3

Distribution:

Air Force

Air Adjutant General - 3 cys.

INFORMATION COPY

452.1 Phil. 32

DECLASSIFIED

SECRET

Div 452.1 Phil 32

DECLASSIFIED
DDC 110

Handwritten: 2/24/76

~~SECRET~~

DECLASSIFIED

WD 210

FROM	WAR DEPARTMENT
BUREAU	Air Corps
DIVISION	Army Air Forces, Air AG

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

October 24, 1941

COMMANDING GENERAL
HAWAIIAN DEPARTMENT

AIR AG PORTERLY . . . RE FOUR FIVE EIGHTTHREE PERIOD RECOMMENDATION
 THAT FLIGHT REPORTS BE AUTHORIZED HIGHER CLASSIFICATION NOT FAVORABLY
 CONSIDERED. BELIEVE THAT ALL DEMANDS WILL BE MET HERE COMMA IF ALL
 CONSIDERED GIVE FIRST PRIORITY TO DISPATCH OF MESSAGES IMMEDIATELY
 REPEAT IMMEDIATELY UPON ARRIVAL OR DEPARTURE OF B SEVENTEENS.

ADAMS

Handwritten: 4521 Phil. 32

Dispatched
OCT 24 1941
AAG

DECLASSIFIED

~~SECRET~~

DIVISION FILES COPY

Handwritten: Air AG 452.1 Phil. 32

DECLASSIFIED
DATE 8/24/76
BY *aldr*

DECLASSIFIED

FROM	WAR DEPARTMENT
BUREAU	Air Corps
DIVISION	AAF 2-3

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

October 21, 1941

COMMANDING GENERAL
UNITED STATES ARMY FORCES IN THE FAR EAST

Report

A-3 - 123 - BEING THAT YOU REQUEST BY FASTEST MEANS AVAILABLE
ARRIVALS AND DEPARTURES OF ALL AIRCRAFT IN NINETEENTH BOMBARDMENT
GROUP MOVEMENT COMMA THIS PRACTICE TO BE FOLLOWED CONTINUOUSLY UNTIL
GROUP ARRIVES SUCCESSIONS PERIOD USE PRIORITY MEANS TO GET THIS
INFORMATION THROUGH AND ADVISE SUCH MESSAGE TO CHIEF OF ARMY
AIR FORCES REPEAT AIR FORCES

452.1 Phil
32

ADAMS

Dispatched
21 1941

DECLASSIFIED

AW 452.1 Phil 32

STANDARD FORM NO. 14A
Approved by the Government
March 16, 1925

DECLASSIFIED

WAR DEPARTMENT

BUREAU Air Corps

DIVISION AAF/A-3

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

DECLASSIFIED
DOO Rts
100 & 50 June 1972

OCTOBER 20, 1941

COMMANDING GENERAL
UNITED STATES ARMY FORCES IN THE FAR EAST

A-3 - 125 - ~~IS DESIRED~~ THAT YOU TRANSMIT IMMEDIATELY BY THE FASTEST
MEANS AVAILABLE THE ARRIVAL AND DEPARTURE OF ALL AIRCRAFT IN THE
NINETEENTH BOMBARDMENT GROUP MOVEMENT STOP THIS INFORMATION WILL BE
CONTINUED UNTIL THE GROUP ARRIVES IN STOTSBERG STOP USE PRIORITY
MEANS TO GET THIS INFORMATION THROUGH AND ADDRESS MESSAGES TO DEPUTY
CHIEF OF STAFF FOR AIR

ADAMS

WMA

DECLASSIFIED

SECRET

STANDARD FORM NO. 14A
APPROVED BY THE PRESIDENT
MARCH 16, 1925

~~SECRET~~
DECLASSIFIED

FROM	WAR DEPARTMENT	
BUREAU	Air Corps	DECLASSIFIED 200-100 10 June 1974
DIVISION	AAF/A-3	<i>[Handwritten initials]</i> 7/24/76

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

OCTOBER 20, 1941

COMMANDING GENERAL
HAWAIIAN DEPARTMENT

A-3 -124 - IT IS DESIRED THAT YOU TRANSMIT IMMEDIATELY BY THE FASTEST MEANS AVAILABLE THE ARRIVAL AND DEPARTURE OF ALL AIRCRAFT IN THE NINETEENTH BOMBARDMENT GROUP MOVEMENT STOP THIS INFORMATION WILL BE CONTINUED UNTIL THE GROUP LEAVES YOUR CONTROL STOP USE PRIORITY MEANS TO GET THIS INFORMATION THROUGH AND ADDRESS MESSAGES TO DEPUTY CHIEF OF STAFF FOR AIR

ADAMS

[Handwritten signature]

DECLASSIFIED

~~SECRET~~

RADIOGRAM

DECLASSIFIED
500 000

AIR STAFF

Authentic
1000

DECLASSIFIED

OCTOBER 21 1941

PRIORITY

COMMANDING GENERAL
U S ARMY FORCES IN THE FAR EAST
MANILA PHILIPPINES

A-3 - 128 - PRESENT PLANS CALL FOR THE FOLLOWING DELIVERY OF FOUR
MOTOR BOMBERS TO THE PHILIPPINES COLON TWENTY SIX NOW EN ROUTE
COMMA THIRTY THREE THROUGHOUT DECEMBER COMMA FIFTY ONE THROUGHOUT
JANUARY COMMA FORTY SIX THROUGHOUT FEBRUARY COMMA THIS TOTALS
ONE HUNDRED SIXTY FIVE BY MARCH FIRST PERIOD WILL YOUR AIRBOMES
ACCOMMODATE THIS SCHEDULE OF DELIVERIES STOP AS SCHEDULE OF
DELIVERIES PROCEEDS IMPORTANT YOU ADVISE THIS HEADQUARTERS
DESTINATION DESIRED IN PHILIPPINES PERIOD PLEASE EXPEDITE REPLY
END ADAMS

452.1
P.M.
31

Dispatched
OCT 21 1941
AAG

DECLASSIFIED

DECLASSIFIED
DDO 105

By *Handwritten initials* J.C. Date *Handwritten date*

~~SECRET~~
DECLASSIFIED

FROM	WAR DEPARTMENT
BUREAU	Air Corps <i>(S-9)</i>
DIVISION	Hq Army Air Forces Air AG

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

PRIORITY

Oct 21, 1941

COMMANDING GENERAL
HAWAIIAN STATEMENT

**A-3 - 129 - REFERENCE FLIGHTS & SERVICES TO PHILIPPINE COMMA
DIRECT ALL PLANS MAINTAIN COMPLETE RACE SCHEDULE EXCEPT FOR SOB**

ADAMS

Dispatched
OCT 21 1941.
AAG

Handwritten: 452.1 Phil (30)

DECLASSIFIED

~~SECRET~~

Handwritten: Air AG 452.1 Phil 30

STANDARD FORM NO. 14A
APPROVED BY THE PRESIDENT
MARCH 16, 1950

~~SECRET~~

FROM	WAR DEPARTMENT
BUREAU	Air Corps
DIVISION	AAF/A-3

DECLASSIFIED

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

RADIOGRAM

Priority

DECLASSIFIED
DOO Hqs.

OCT 21 1941

DECL. Date 8/24/76

COMMANDING GENERAL
HAWAIIAN DEPARTMENT

~~A-3 - 129 - ALL PLANS IN PHILIPPINE FLIGHTS WILL MAINTAIN COMPLETE RADIO SILENCE~~

~~EXCEPT FOR SOS ADAMS~~

Handwritten initials and scribbles

DECLASSIFIED

~~SECRET~~

airmail 452.1 Phil. (30)

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
E.O. 13526

Handwritten notes and signatures

October 20, 1941

MEMORANDUM FOR: The Adjutant General

SUBJECT: Transmittal of Radiogram

It is requested that the attached PRIORITY SECRET radiogram, paraphrased below, be transmitted to the Commanding General, Hawaiian Department.

"All messages pertaining to flight of B-17's to be addressed to Chief Army Air Forces not Air Corps or Adjutant-General. Above at request of General Arnold."

For the Chief of the Army Air Forces:

WILLIAM W. NICE
Lt. Col., A.S.C.
Air Adjutant General

1 Incl.
radio to C.G.,
Hawaiian Dept.

Dispatched
OCT 20 1941
RAG

DECLASSIFIED

~~SECRET~~

Handwritten note: Army 452.1 Phil (47)

452.1 Phil (27)

DECLASSIFIED
DD Form 129
Rev. 6-20 June 1959
By: *AS* / *AC Date: 12/21/16*
DM/f

SECRET
DECLASSIFIED

October 23, 1941

MEMORANDUM FOR: The Adjutant General
SUBJECT: Transmittal of Radiogram

It is requested that the attached **SECRET** radiogram, paraphrased below, be transmitted to the Commanding General, Hawaiian Department.

"Reference your 547, action is being taken to transfer 2 weather officers to your department by quickest possible means of transportation available."

For the Chief of the Army Air Forces:

Wm. V. Mick,
Lt. Col., A.G.D.
Air Adjutant General

1 Incl. \\
radio to C.G.,
Hawaiian Dept.

Dispatched
OCT 23 1941
AAJ

452-1 Phil 26a

DECLASSIFIED

SECRET

air 452-1 Phil 26a

16
21

DECLASSIFIED
DDO IBS
9 Jan. & 30 June 1987
Date: 8/24/11

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

(To be filed with correspondence)

Note.—A line will be drawn across sheet after action by each office concerned.

SUBJECT: Two Weather Officers for Hawaii

37

NO.	FROM	TO	DATE	DATA
1.	AAF C/AS	OCAC	1941 10-21	<p>1. Approved.</p> <p>2. It is requested that the necessary action be taken to assign two weather officers to Hawaii at earliest practicable date.</p> <p>Encl. Para. of cablegram No.547 10/18/41</p> <p><i>[Signature]</i> C. S. C/AS</p>
2.	Exec. (3-C6)mcj	AAF C/AS	10-23 1941	<p>1. Required action has been taken in connection with comment 1 above and CG, Hawaiian Dept., advised with respect thereto.</p> <p>O. S. Ferson Colonel, A. C. Project Officer</p>

11
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8
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5
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3
2
1

OCT 23 1941

CLASSIFIED MAIL
AND FILE UNIT

452.1 Phil P 26

DECLASSIFIED

(Do not use reverse side)

1727 211 X A-317
A10-23(1-a)A-2657

~~SECRET~~

K-4004, 40
Am 452.1 Phil 26

ACTION COPY
DECLASSIFIED
GDD NWS
18 Dec 4 80 June 1984
By *124/16*
IC: Date: *12/4/16*
SECRET

~~SECRET~~
PARAPHRASE

ACTION COPY

of a **MEMO/BJE - 1713.**

DECLASSIFIED **RADIOGRAM**

AG 452.1 (10-18-41)MC

From **Hawaii**

October 18, 1941

To **The Adjt Genl**

No. **547** **October 18th.**

Request immediate transfer to this department of 2 qualified weather officers reference your radios 216 of 11th, and 223 of 13th. In order to provide 4 for mission indicated and 2 for essential weather duties this office, it is considered imperative that these additional 2 be made available.

Short

Received in Foreign Liaison Section
11:35 am., 10/20/41

a-1
ACTION COPY TO AAF/AFWD

Distribution:

Air Forces
Air Adjutant General - 3 cys.

Air Corps
Chief of Air Corps
T & O

ACTION COPY

ACTION COPY

DECLASSIFIED
~~SECRET~~

10/20
17-1

AG 317

AG 452.1 P. 10/26

DECLASSIFIED

Handwritten signatures and initials

~~SECRET~~
PARAPHRASE

DECLASSIFIED

HR/bjs - 1712

~~SECRET~~

RADIOGRAM

AG 482.1 (10-17-41)MC

October 17, 1941

From Hamilton Field, Calif.

To The Adjutant General

No. 207 A

On October 17 between 20:15 and 20:50 12 airplanes
departed from Hamilton Field.

Revis

Received in Foreign Liaison Section
1:40 p.m., 10/18/41

ACTION COPY TO AAF/A-3

Distribution:

Air Force

Air Corps

Air Adjutant General - 3 cys. ✓

Chief of Air Corps
T & O

Handwritten signature

DECLASSIFIED

~~SECRET~~

Handwritten notes

452.1 Phil
25

DECLASSIFIED
000 hrs
12/16
10/10/1979

~~SECRET~~
DECLASSIFIED

WD 300

FROM	WAR DEPARTMENT
BUREAU	Air Corps
DIVISION	HQ Army Air Forces Air AG

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

OCT 18 1941

COMMANDING GENERAL
HAWAIIAN DEPARTMENT

AAG THIRTY SIX . . TIME OF DEPARTURE OF B SEVENTEENS FROM HAWAII DEPENDS UPON AVAILABILITY OF GASOLINE AT PORT MORESEY PERIOD LATEST INFORMATION RECEIVED HERE FROM MACARTHUR INDICATES GASOLINE WILL BE AVAILABLE ON OCTOBER NINETEENTH PERIOD UTMOST IMPORTANCE THAT THESE PLANES REACH PHILIPPINES AT EARLIEST POSSIBLE DATE STARTING DATE TO BE DETERMINED BY YOU COMMA GIVING DUE CONSIDERATION TO CONDITION OF CREWS AND WEATHER PERIOD EVERY EFFORT MUST BE MADE TO PREVENT ANY POSSIBILITY OF INTERFERENCE BY JAPANESE PERIOD NOTIFY THE COMMANDING OFFICERS OF ALL FLIGHTS OF B SEVENTEENS TO DISREGARD SECRET INSTRUCTIONS CONCERNING MANDATE ISLANDS PERIOD ALSO NOTIFY ALL DETACHMENT COMMANDING OFFICERS TO BYPASS ISLANDS AT HIGH ALTITUDE PERIOD MINIMIZE POSSIBILITY OF JAPANESE CREATING INCIDENT

452-1 Phil. (24)

50V,
1661 81 100
Dispatched
OCT 18 1941
AAG

ADAMS

Date
EXECUTIVE
ADMINISTRATIVE
B & G
CIVILIAN PERS.
FISCAL
INSPECTION
INTELLIGENCE
LEGAL
MATERIEL
MEDICAL
MILITARY PERS.
PLANS
TRAIN. & OPER.
W COM. AERO BD

DECLASSIFIED
CENTRAL FILES COPY

452-1 Phil. (24)

DECLASSIFIED
DOO hrs
by *ad/ly* & 20 June 1974
J.C. Deane

FROM	WAR DEPARTMENT
BUREAU	Air Corps
DIVISION	<i>AWP / AWP Air Force</i>

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

DECLASSIFIED
~~SECRET~~

OCTOBER 17, 1941

*AWP/A-3
EAL-ak*

452.1 P&D (22)

COMMANDING GENERAL
~~THE EAST ASIAN COMMAND~~ IN FAR EAST

A-3-100 FIFTY OR SIXTY B BOMBING AIRCRAFT WILL DEPART
THE SAN FRANCISCO AREA THIS DATE ENROUTE TO HONOLULU CAMP WHEN UNDER
YOUR CONTROL KEEP THIS HEADQUARTERS ADVISED OF DAILY PROGRESS OF ALL
AIRCRAFT IN THE HONOLULU BOMBING GROUP

AWP

OCT 17 1941
AAG

DECLASSIFIED
~~SECRET~~

Final 452.1 P&D (22)

DECLASSIFIED
500 hrs.

9/29/88 9:00 JMS 12/17/2/1/16

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

FROM	WAR DEPARTMENT
BUREAU	Air Corps
DIVISION	<u>4th Army Air Force</u>

AAF/A-3
FAA-ak

OCTOBER 17, 1941

DECLASSIFIED

~~SECRET~~

452.1 P.M.P. (22)

COMMANDING GENERAL
HAWAIIAN DEPARTMENT

A-3-122 FIFTEEN OR SIXTEEN B BASH SEVENTEEN AIRCRAFT WILL DEPART
 THE SAN FRANCISCO AREA THIS DATE ENROUTE TO REGULARLY STOP WERE UNDER
 YOUR CONTROL KEEP THIS HEADQUARTERS ADVISED OF DAILY PROGRESS OF ALL
 AIRCRAFT IN THE SEVENTEEN DEPARTMENT GROUP

ADAMS

DECLASSIFIED
OCT 17 1941
AAJ

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452.1 P.M.P. (22)

DECLASSIFIED
DDO 115

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DECLASSIFIED

By *AD/AF* SAC Date *8/24/76*

of a

WMA/bjs - 1712

~~SECRET~~

~~SECRET~~

AS 489.1 (10-21-41)MS

October 21, 1941

From Manila

To The Adj. Genl.

No. 626. Sub. Mat.

Re your radio msg. Please radio reply. As absolutely no
contact here at this, information is requested as to status
and duty assignment of Marie-Quinn.

Respectfully,
M. Arthur.

(Re: A.S. - 82, 10-19-41).

Received in Foreign Liaison Section
3:47 p.m., 10/21/41

ACTION COPY TO AAF/ASG

Distribution:

Air Force

Air Adjutant General - 3 cys.

INFORMATION COPY

452.1 Phil (2) B

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452.1 Phil (2) B

SECRET

DECLASSIFIED FROM

WAR DEPARTMENT

~~NAVIGATOR~~

BUREAU ~~NAVIGATOR~~ AAG

DIVISION

OFFICIAL BUSINESS—GOVERNMENT RATES

DECLASSIFIED
EOD 602

OCTOBER 17 1941

Handwritten signatures and initials

COMMANDING GENERAL
NAVY DEPARTMENT
FORT MIFTERS, P. H.

A ONE BASH TWENTY FOUR REURAD NUMBER 526 OCTOBER FIFTEENTH REQUEST
NAVIGATORS FORTWID TWENTY FOUR QUALIFINE NAVIGATORS WILL SAIL FROM
WEST COAST TO HAWAII ON OR ABOUT OCTOBER TWENTY FOURTH

ADAMS

Dispatched
OCT 17 1941
AAG

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CONFIRMATION COPY

Handwritten: 452. Phil 20

SECRET
DECLASSIFIED
PARAPHRASE OF RADIOGRAM

DECLASSIFIED
DDO 105
16 JUN 1973
76

ACTION COPY

AG 210.31 ORC (10-15-41)MC

EHB/sm - 1712.

TO: TAG

OCTOBER 15, 1941.

FROM: SHORT, FORT SHAFTER, T. H.

NO. 526, OCTOBER 15, 1941.

TRANSFER OF A MINIMUM OF 24 AVIATION CADETS OR
SECOND LIEUTENANTS AIR CORPS RESERVE WHO ARE RECENT GRADUATES
OF PAN-AMERICAN AIRWAYS NAVIGATION SCHOOL TO THIS DEPARTMENT
IMMEDIATELY IS REQUESTED. IN ORDER TO COMPLETE COMBAT CREWS
REQUIRED BY YOUR RADIO OCTOBER 11TH NUMBER 206, IT IS IMPERATIVE
THAT THIS ADDITIONAL NUMBER OF QUALIFIED NAVIGATORS BE MADE
AVAILABLE IMMEDIATELY.

452.1 Phil
20

OCT 16 41



Hq. 8TH Air Force

16 41

AAG Received 12:30 AM

WAR DEPARTMENT
WASHINGTON DETAIL
U. S. MILITARY MISSION TO CHINA

See - 17

PARAPHRASE OF RADIOGRAM

ACTION COPY

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Orig 452.1 Phil. 20

WAR DEPARTMENT
Office of the Chief of the Air Corps
Washington

Date _____

TO:

CC To submit
list names to WS.
1. then radio to ~~Wagner~~
2. Reservation on boat
3. Outlets.
Bomb Comm -
San Fran - Dec 24
 Dec 31
L.A. - Dec 25
 Dec 31
Transport - Nov. 3.

R. E. NUGENT,
Major, Air Corps,
A-1 Division, Air Staff.
AAF-154

WAR DEPARTMENT
 Headquarters Army Air Forces
 Office of the Air Adjutant General
 Washington, D.C.

Date OCT 16 1941

TO:

- Chief of the Army Air Forces.
- C.G., Air Force Combat Command.
- Chief of the Air Corps.
- Chief of the Air Staff.
- ① Secretary of the Air Staff *and.*
- ③ A-1 Division.
- A-2 Division.
- ② A-3 Division. *5*
- A-4 Division.
- Air War Plans Division.
- Budget Section.
- Statistics Section.
- Air Inspector
- A.F. Files

① & ② to note

③. For necessary action.

*A-1 this should be done
 as soon as practicable
 Etc*

WWD
 WM. W. DICK,
 1 Lt. Col., A.G.O.
 Air Adjutant General.

A.A.F-10-A.

DECLASSIFIED
DDO 103
Jan. 4 20 1975
[Handwritten initials]

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DECLASSIFIED
WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

October 21, 1941

MEMORANDUM FOR THE RECORD:

This radio was answered October 17, 1941 informing the Hawaiian Department Commander that 24 qualified navigators would sail for Hawaii from the West Coast on or about October 24, 1941. The Combat Command was contacted on October 16th and requested to furnish the names of 24 navigators for this duty. On October 16th contact was made with The Adjutant General and reservations requested on the commercial steamship departing from San Francisco on October 24th. On October 20th the names of the navigators were received from the Combat Command and immediate action R & R was forwarded to the Office, Chief of Air Corps directing these navigators to proceed by commercial aircraft, or such other methods of transportation as might be necessary, to San Francisco, California, thence by commercial steamship to Hawaii, sailing October 24, 1941. The Chief of the Air Corps was requested formally to check on the reservations already made and instructed verbally to secure commercial aircraft reservations and priorities for these navigators to California.

452.1 Phil (20)

R. M. [Signature]
R. M. [Signature]
Major, Air Corps

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DOD USE
10/24/77

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PARAPHRASE OF RADIOGRAM

ACTION COPY

AG 210.31 ORC (10-15-41)MC

HB/um - 1712

*No action
Copy*

TO: TAG

FROM: SHORT, FORT SHAFTER, T. H.

NO. 526, OCTOBER 15, 1941.

040445211
PL-1

TRANSFER OF MINIMUM OF 24 AVIATION-GADETS OR
SECOND LIEUTENANTS AIR CORPS RESERVE WHO ARE RECENT GRADUATES
OF PAN AMERICAN AIRWAYS NAVIGATION SCHOOL TO THIS DEPARTMENT
IMMEDIATELY IS REQUESTED. IN ORDER TO COMPLETE COMBAT CREWS
REQUIRED BY YOUR RADIO OCTOBER 11TH NUMBER 206, IT IS IMPERATIVE
THAT THIS ADDITIONAL NUMBER OF QUALIFIED NAVIGATORS BE MADE
AVAILABLE IMMEDIATELY.

*Should through
communicably
check with
Nugent
10/17
3ms
Gen Shafter
has no
all*

PARAPHRASE OF RADIOGRAM

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 100 100
 18 Feb 8 25 1974
 By: [Signature] Date: 8/24/76

Movement of aircraft to Philippines.

1. AAF CG, 1941
 C/AS AFPC AFPC 10-13
1. The following flights are contemplated. The number of aircraft, type, approximate dates of departure, and destination are as follows:

No.	Type	Date of departure	Destination
30	B-17	December 1, 1941	Philippine Islands
35	B-17	January 1, 1942	Philippine Islands
30	B-17	February 1, 1942	Philippine Islands
35	B-24	February 1, 1942	Philippine Islands

2. Thirty five B-17 crews, complete, will be prepared by the 7th Bombardment Group for ferry service on or about December 1, 1941. It is contemplated dispatching flights of nine aircraft on dates to be submitted later. The following personnel will accompany each flight:
 one medical officer
 one weather officer
 one communications officer
3. The five extra crews prepared by the 7th Bombardment Group will be utilized at a later date.
4. Flights of nine aircraft will be dispatched to their destination as soon as the aircraft are available.
5. The Hawaiian Department has been requested to assist in the ferrying of aircraft in January.
6. It is requested that the Air Force Combat Command furnish complete crews for the aircraft to be ferried to the Philippine Islands during the months of February and March. Weather, communications and medical personnel will be included.
7. All personnel other than that of the 7th Bombardment Group will return to their home stations upon completion of the mission.
8. All aircraft will be delivered at the factory

DECLASSIFIED, [Signature]

4521 Phil. (19)

DECLASSIFIED

Movement of aircraft to Philippines.

1. AAF CG, 10-13 from which point they will be flown to Sacramento Air Depot
 (cont) C/AS AFPC AFPC where run-in flights will be completed.

9. A monthly report re progress of crews will be submitted to this headquarters.

Dispatched
 OCT 14 1941
 AAF

C. S.
 C/AS

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air 4521 Phil. (19)

DECLASSIFIED

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DECLASSIFIED

OCT 15 1941

SUBJECT: Necessity for Air Express Shipment of Inverters to Hawaii and Philippine Islands.

TO: The Adjutant General.

ATTENTION: Colonel E. H. Householder.

1. The Air Corps is moving several B-17 series airplanes under their own power into the Pacific area via Hawaii and Philippine Islands. These airplanes are equipped with inverters which must function in order to assure the safe flight of these planes. It is, therefore, of the utmost importance that spare inverters be made available in Hawaii by October 25, 1941.

2. The Air Corps will have at Los Angeles not later than October 22, 1941, twenty inverters for Hawaii. Each inverter is packed in a carton which is sixteen inches long by eight inches wide by eight inches high. Each package is valued at \$250 and weighs approximately thirty pounds.

3. It is requested that priority be obtained for the movement of this cargo via air express from Los Angeles to Hawaii on clipper flight leaving Los Angeles noon, October 23, 1941.

For the Chief of the Army Air Forces:

WILLIAM W. DICK
Lt. Col., A.G.D.
Air Adjutant General

Dispatched

OCT 15 1941

AAG -

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OCT 27 1941

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DOD 603
& 30 June 1989

AAF/A-3
FAA

10/29/41
10/29/41

(82)
A 84521

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Preparation of Ferry Crews.

The Secretary of War directs that an Air Mail letter, substantially as follows, be sent to the Commanding General, Hawaiian Department:

1. It is contemplated using 35 B-17 crews from Honolulu to assist in the transfer of aircraft from the United States to the Philippine Islands.
2. It is contemplated now that eighteen crews will be in the United States by December 15, 1941 and that seventeen crews will be in the United States by January 15, 1942.
3. Each crew will consist of one pilot, one copilot, one navigator, one radio operator, and one crew chief. You will prepare one weather officer, one medical officer, and one communications officer to accompany each flight of nine aircraft. This Headquarters is to be notified if the above cannot be accomplished so that the necessary personnel can be obtained.
4. All necessary navigation instruments and aids to navigation will be supplied in the United States.
5. All personnel will return to Honolulu upon completion of the assigned mission.
6. The necessary procurement authority for travel will be submitted at a later date.
7. A training progress report of the crews will be submitted to this Headquarters each month.

10-27-41
4521
17 B

ACTION TAKEN:
By ltr. 10-29-41
to CG, Haw. Dept.
LFL/red-102

OCT 28 1941



OFFICE OF CHIEF OF STAFF

OCT 28 1941

NOTED-DEPUTY CHIEF OF STAFF

32 AGO

OCT 28 1941

Received

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OCT 28 1941
For the Chief of The Air Staff

E. P. CURTIS
Maj. Gen. Air Corps
Secretary of the Air Staff

OCT 27 1941



WAR DEPARTMENT
OFFICE OF CHIEF OF STAFF

180.
A 84521 (17) B

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19 Jan 4 20 June 1976
WALAMAC, Date 2/24/76

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FROM	WAR DEPARTMENT
BUREAU	AM/AS rps
DIVISION	VAL-2K

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES.

OCTOBER 10, 1941

COMMANDING GENERAL
HAWAIIAN DEPARTMENT

A-3-115 PREPARE THIRTY FIVE B BASH REVERSEMENT CREWS FOR FERRY SERVICE BETWEEN THE UNITED STATES AND THE PHILIPPINE ISLANDS ON OR ABOUT JANUARY FIRST COMMA FORTY TWO STOP THESE CREWS ARE TO INCLUDE ALL NECESSARY WEATHER COMMA COMMUNICATIONS COMMA AND MEDICAL PERSONNEL STOP THE ROUTE TO BE FLOWN WILL BE AS FOLLOWS COLON FACTORY SIZE COMMA SAN FRANCISCO AREA COMMA HONOLULU COMMA HAWAII COMMA WAKE COMMA HONOLULU COMMA DARWIN COMMA PHILIPPINE ISLANDS STOP ALL CREWS WILL BE EQUIPPED WITH THE NECESSARY NAVIGATIONAL INSTRUMENTS AND ALL AVAILABLE INFORMATION OF THE ROUTE TO BE FLOWN BEFORE LEAVING HONOLULU FOR THE UNITED STATES STOP CREWS WILL BE PREPARED TO REMAIN IN THE UNITED STATES LONG ENOUGH TO DO ALL THE NECESSARY PRELIMINARY FLYING OF THE NEW AIRCRAFT STOP UPON COMPLETION OF THE MISSION ALL PERSONNEL WILL RETURN TO THEIR HOME STATION STOP A MONTHLY PROGRESS REPORT WILL BE SUBMITTED TO HEADQUARTERS ARMY AIR FORCES STOP ^{THAT} NOTIFY THEM HEADQUARTERS IF ANY ASSISTANCE IS NEEDED ~~END~~

452.1 Phil (17)

ADAMS

Dispatched
OCT 10 1941
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9/22

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9/25/76

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COMMANDING GENERAL
HAWAIIAN DEPARTMENT

OCTOBER 10 1941

A-3-113 PREPARE THIRTY FIVE B DASH SEVENTEEN CREWS FOR FERRY SERVICE
BETWEEN THE UNITED STATES AND THE PHILIPPINE ISLANDS ON OR ABOUT JANUARY
FIRST COMMA FORTY TWO STOP THESE CREWS ARE TO INCLUDE ALL NECESSARY WEATHER
COMMA COMMUNICATIONS COMMA AND MEDICAL PERSONNEL STOP THE ROUTE TO BE
FLOWN WILL BE AS FOLLOWS COLON FACTORY SITE COMMA SAN FRANCISCO AREA COMMA
HONOLULU COMMA MIDWAY COMMA WAKE COMMA MORESBY COMMA DARWIN COMMA PHILIPPINE
ISLANDS STOP ALL CREWS WILL BE EQUIPPED WITH THE NECESSARY NAVIGATIONAL
INSTRUMENTS AND ALL AVAILABLE INFORMATION OF THE ROUTE TO BE FLOWN BEFORE
LEAVING HONOLULU FOR THE UNITED STATES STOP CREWS WILL BE PREPARED TO REMAIN
IN THE UNITED STATES LONG ENOUGH TO DO ALL THE NECESSARY PRELIMINARY FLYING
OF THE NEW AIRCRAFT STOP UPON COMPLETION OF THE MISSION ALL PERSONNEL WILL
RETURN TO THEIR HOME STATIONS STOP A MONTHLY PROGRESS REPORT WILL BE SUBMITTED
TO HEADQUARTERS ARMY AIR FORCES STOP NOTIFY THAT HEADQUARTERS IF ANY ASSIST-
ANCE IS NEEDED

01-08-45 2:11 PM

(17)

ADAMS

No action
Copy

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~~SECRET~~

DECLASSIFIED
500 WTS
100 June 1982
Date 1/21/82

DECLASSIFIED

FROM	WAR DEPARTMENT
BUREAU	Staff Corps
DIVISION	

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

OCTOBER 12, 1941

COMMANDING GENERAL
HAWAIIAN DEPARTMENT

4-3-116 FOR YOUR INFORMATION REFERENCE SENDING AND RECEIVING OF PERSONNEL
 TO COME UNDER YOUR CONTROL THE NEXT PROPOSED FLIGHT OF THE TUSNET SIX
 B BARK GOVERNMENT TO THE PHILIPPINES WILL CONSIST OF EIGHT THREE OFFICERS
 COMMA THE CAPTAIN COMMA AND ONE HUNDRED FORTY BELIEVED AND SEVEN THE
 FIRST PERSONNEL BEING PREPARED BY YOU AS MENTIONED IN SHORT PARAGRAPH
 NUMBER ONE HUNDRED EIGHTEEN WILL CONSIST OF ONE MEDICAL OFFICER COMMA
 ONE WEATHER OFFICER COMMA AND ONE COMMUNICATIONS OFFICER FOR FLIGHT OF
 THIS AIRCRAFT AND

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RECEIVED
OCT 13 1941
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GOD Pts.
DATE: 10/14/76

CONFIDENTIAL

FROM	WAR DEPARTMENT
BUREAU	AAP/A-3
DIVISION	

TELEGRAM

OFFICIAL BUSINESS - GOVERNMENT RATES

OCTOBER 13, 1941

**COMMANDING GENERAL
FAR EAST ARMY FORCES**

**A-5-117 FOR YOUR INFORMATION REFERENCE HOUSING AND MESSING OF PERSONNEL
TO COME UNDER YOUR CONTROL THE NEXT PROJECTED FLIGHT OF THE TANNY ELK
3 BARR BATTALIONS TO THE PHILIPPINES WILL CONSIST OF EIGHTY THREE OFFICERS
CONNA THE GARRTS CONNA AND ONE HUNDRED FORTY ENLISTED MEN SEND.**

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OCT 13 1941
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DIVISION FILES COPY

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Hdqrs. AAF

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GDS 1183

OCT 15 1941

By *John W. ...* 9/24/76

AAF/A-1
REN:bl

COMMANDING GENERAL
PHILIPPINE DEPARTMENT
MANILA PHILIPPINE ISLANDS

Warmy forces in Far East

452-1 Phil. (15)

A ONE DASH SIXTEEN RETURN 540 OCTOBER ELEVEN PERIOD SECRETARY OF WAR DIRECTS
NECESSARY MILITARY SERVICE YOU ORDER ONE AIR CORPS OFFICER TO TEMPORARY DUTY
DARWIN AND UPON COMPLETION RETURN TO HIS PROPER STATION IN THE PHILIPPINE
ISLANDS PERIOD DUTIES BEING EXCEPTIONAL DELAY OF NOT TO EXCEED THIRTY DAYS IS
AUTHORIZED PERIOD SIX DOLLARS PER DIEM AUTHORIZED IN ACCORDANCE WITH EXISTING
LAW AND REGULATION PERIOD TRAVEL IS AUTHORIZED BY MILITARY AIRCRAFT COMBA
COMMERCIAL AIRCRAFT COMBA STEAMSHIP COMBA RAIL COMBA BELLIGERENT AIRCRAFT OR
BY BELLIGERENT STEAMSHIP PERIOD PROCUREMENT AUTHORITIES QUOTED IN WD RADIO
272 PARENTHESES PORT MORESBY ORDERS PARENTHESES WILL APPLY

ADAMS

Dispatched
OCT 15 1941
AAG

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452-1 Phil.

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DATE 10 June 1983
BY *ad/te* LC Data *11/24/16*

DEF
PAC

FROM	WAR DEPARTMENT
BUREAU	Air Corps
DIVISION	

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

OCTOBER 16, 1941

COMMANDING GENERAL
HAWAIIAN DEPARTMENT

A-3-120 RE RECENT LETTER AS THREE SEVEN THREE YOU WILL BE
 INFORMED OF THE APPROXIMATE DATE OF DEPARTURE OF AIRCRAFT FROM
 THE UNITED STATES STOP HOWEVER DEFINITE DATES OF DEPARTURE CANNOT
 BE DETERMINED AT THIS TIME STOP

ARMY

*Letter Hawaiian
 Sub: Ferrying B-17
 Aircraft to Hawaii,
 from Lt. Gen. Hawaiian
 Dept to TAB, in A.G. O.
 Files under AW 452 (9-26-41)*

452.1 Phil. (14) B

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Orig AW 452.1 Phil (14) B

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OCT 10 1941

Services for Trans-Pacific Ferry Flights.

x AFCC

x Information

AAF/b-3
FAI-cc

For the Chief of the Army Air Forces:

Dispatch Form
OCT 11 1941
AAG

CARL SPAATE
Brig. General, Air Corps,
Chief of The Air Staff,

Enc. - copy
Ltr 10/2 to C/AS fr. Bu.Aero., Navy,
w/copy of Navy Aircraft Trans. Pac.
Ferry Schedule.

1
AM 08/45211 P.L.V. (14) A

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AM 08/45211 P.L.V. (14) A

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NAVY DEPARTMENT
BUREAU OF AERONAUTICS
WASHINGTON

Aer-PL-1-NK
L20-1(1)
Fig-1

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GROUP 1

DATE 2-20-1989 BY *albert*

October 2, 1941

From: Plans Division, Bureau of Aeronautics.
To: Brigadier General C. A. Spats, Chief of the Air Staff,
Army Air Forces, War Department, Washington, D. C.

SUBJECT: Services for Trans-Pacific Ferry Flights.

Enclosure:
(A) Copy of Navy Aircraft Trans-Pacific Ferry Schedule.

1. Copy of the second quarter 1942 trans-Pacific ferry schedule for Navy patrol planes is forwarded herewith for information and possible use in connection with planned deliveries of Army aircraft to the Hawaiian area.

/s/ RALPH DAVISON
Captain, U.S.N.
By direction Chief of Bureau

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[Handwritten signature]

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Cincomac File No.
A-4-3/YZ (12)
Serial 01529

UNITED STATES PACIFIC FLEET
U.S.S. PENNSYLVANIA, Flagship

Pearl Harbor, T. H.
Sept. 24, 1941

From: Commander in Chief, U. S. Pacific Fleet.
To: Commanding General, Hawaiian Department.
SUBJECT: Aircraft Transpacific Ferry Schedule.

1. Naval planes will make transpacific ferry flights between Hawaii and West Coast ports on the following dates:

- October 22, 23
- November 7, 8, 23, 24
- December 9.

Dates are subject to minor adjustment as necessary to cover weather contingencies that may arise. For each flight, suitable plane guard ships will be stationed along the route and communication and weather facilities will be effective.

2. These services can be made available to the Army if ferry flights of Army aircraft are contemplated during this period. Early information as to your wishes in the premises is requested.

H. S. KIMMEL

Copy to:

- Opnav
- Comsecfor
- Com 14
- Com 12
- Com 11
- Comairsecfor
- Computing One
- Computing Two
- Computing Four
- Comdr. Transit. Train. Squad., Pac.
- OO NAS Alameda
- OO NAS San Diego
- OO NAS Pearl Harbor
- Comairbatfor
- Essex
- ComGenBatAirForce

~~CONFIDENTIAL~~
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ENCLOSURE (A)

DECLASSIFIED
DOO 825
Class. & Ext. Date: 12/18/01
By: [Signature]

~~SECRET~~
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AAF/a-3

MHC0-000

OCTOBER 16, 1941

COMMANDING GENERAL
HAWAIIAN DEPARTMENT

A-3 - 121 REURAD NUMBER FOUR FIFTY FOUR STOP REQUEST FOR AUTHORITY
TO BROADCAST SYNOPTIC WEATHER DATA IN THE CLEAR IS GRANTED

ADAMS

Dispatched
OCT 16 1941
AAG

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air 03452.1 Phil (13)

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WAR DEPARTMENT

BUREAU	AMST/AGS rps
DIVISION	YAL-GE

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

OCTOBER 10, 1941

COMMANING GENERAL
HAWAIIAN DEPARTMENT

A-5-115 PREPARE THIRTY FIVE B BASH SUPERVISOR CREWS FOR FIRST SERVICE BETWEEN THE UNITED STATES AND THE PHILIPPINE ISLANDS ON OR ABOUT JANUARY FIFTE COMMA FORTY TWO STOP THESE CREWS ARE TO INCLUDE ALL NECESSARY WEATHER COMMA COMMUNICATIONS COMMA AND MEDICAL PERSONNEL STOP THE ROUTE TO BE FLOWN WILL BE AS FOLLOWS COLON FACTORY SITE COMMA SAN FRANCISCO AREA COMMA HONOLULU COMMA MIDWAY COMMA WAKE COMMA NORBERTY COMMA DARWIN COMMA PHILIPPINE ISLANDS STOP ALL CREWS WILL BE EQUIPPED WITH THE NECESSARY NAVIGATIONAL INSTRUMENTS AND ALL AVAILABLE INFORMATION OF THE ROUTE TO BE FLOWN BEFORE LEAVING HONOLULU FOR THE UNITED STATES STOP CREWS WILL BE PREPARED TO REMAIN IN THE UNITED STATES LONG ENOUGH TO DO ALL THE NECESSARY PRELIMINARY FLYING OF THE NEW AIRCRAFT STOP UPON COMPLETION OF THE MISSION ALL PERSONNEL WILL RETURN TO THEIR HOME STATION STOP A MONTHLY PROGRESS REPORT WILL BE SUBMITTED TO HEAD-QUARTERS ARMY AIR FORCES STOP NOTIFY THIS HEAD-QUARTERS IF ANY ASSISTANCE IS NEEDED HERE.

M. O. B. 452.1 Phil 13

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Distributed
OCT 10 1941
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air 452.1 Phil 17

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DJ

244 P 8th

DECLASSIFIED
RADIOGRAM

DECLASSIFIED
EO 13526

2000 2000
2000 2000
2000 2000

October 9, 1941

622A

FT SHAFTER TH

CHIEF ARMY AIR FORCES

No. 482 October 8th.

PRIORITY

THE FOLLOWING RADIOGRAM FROM AIR BOARD MELBOURNE IS QUOTED FOR YOUR INFORMATION QUOTE REFERENCE: ARMY DISPATCH TWO THREE NAUGHT NAUGHT Z OVER TWO THROUGH THIS OFFICE ARRANGEMENTS FOR SERVICES REQUESTED WILL BE MADE THE SAME AS FOR THE O DONNELL FLIGHT. THESE SERVICES INCLUDE COMMUNICATIONS WEATHER AND HAZARD INFORMATION AND ACCOMODATIONS. IT IS REQUESTED THAT YOU CLARIFY AND ADVISE AS TO REFUELING SINCE OUR SUPPLY OF ONE HUNDRED OCTANE GASOLINE IS EXTREMELY SMALL. THERE IS LITTLE CHANCE OF US INCREASING THE SUPPLY DUE TO THE SHIPPING SITUATION. WE UNDERSTAND THAT YOU ARE HAVING GASOLINE SHIPPED FROM THE PHILLIPPINES TO PORT MORESBY AND DARWIN VIA NEXT AVAILABLE TRANSPORTATION BUT HAVE HAD NO DEFINITE INFORMATION TO THAT EFFECT FROM MANILA. ADVISE ARRANGEMENTS FOR ABOVE UNQUOTE QUERY REGARDING SHIPMENT OF GASOLINE HAS BEEN FORWARDED BY SECRET RADIO TO COMMANDING GENERAL US FORCES IN FAR EAST.

SHORTS
DECLASSIFIED

DECLASSIFIED
DATE 02/17/03
BY 3028
3028

DECLASSIFIED

AM/1-8
744-24

OCTOBER 9, 1941.

COMMANDING GENERAL
HAWAIIAN DEPARTMENT

A-3-111 THE TAKE OFF OF THE NINETEENTH BOMBARDMENT GROUP IS TO BEGIN AS SOON AFTER THE FIFTEENTH OF OCTOBER AS THE INVERTERS ARE AVAILABLE STOP THE ROUTE IS AS FOLLOWS COLON ALBUQUERQUE CORMA NEW MEXICO SEMICOLON SAN FRANCISCO ARPA SEMICOLON HONOLULU SEMICOLON MIDWAY SEMICOLON WAKY SEMICOLON MORSEBY SEMICOLON DARWIN SEMICOLON PHILIPPINE ISLANDS PARENTHESES STOTSENBERG END PARENTHESIS STOP THE FLIGHT WILL NOT WAIT IN THE UNITED STATES FOR TWO HUNDRED PERCENT SPARE INVERTERS BUT WILL LEAVE IF ONE HUNDRED PERCENT ARE AVAILABLE STOP THE DESIRED ADDITIONAL ONE HUNDRED PERCENT WILL BE DISPATCHED TO HONOLULU VIA A CLIPPER IMMEDIATELY UPON RECEIPT OF SAME STOP THE FLIGHT WILL COME UNDER THE COMMAND AND CONTROL OF THE COMMANDING GENERAL CORMA HAWAIIAN DEPARTMENT CORMA AFTER IT LANDS AT HONOLULU AND WILL REMAIN UNDER HIS CONTROL UNTIL THE FLIGHT REACHES DARWIN STOP THE FLIGHT WILL COME UNDER THE CONTROL OF THE COMMANDING GENERAL FAR EAST ARMED FORCES UPON ARRIVAL AT DARWIN STOP THE FLIGHT WILL NOT DEPART HONOLULU UNTIL INFORMATION HAS BEEN RECEIVED THAT NECESSARY OIL AND GAS HAS BEEN SPOTTED AT MORSEBY AND DARWIN STOP THIS INFORMATION WILL BE FORWARDED IMMEDIATELY UPON RECEIPT OF SAME STOP A DELAY NOT TO EXCEED FIFTEEN DAYS AT ANY AND ALL PORTS OF CALL IS AUTHORIZED IF IT IS DEEMED NECESSARY STOP THERE WILL BE NO PUBLICITY ATTACHED TO THIS

452.1 Phil. Report (10)

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FLIGHT STOP THE ROUTE USED IN THIS MOVEMENT WILL NOT BE DIVULGED AT ANY
TIME STOP THE FLIGHT COMMANDER WILL SUBMIT A COMPLETE REPORT TO ARMY
AIR FORCE HEADQUARTERS IMMEDIATELY UPON LANDING AND WILL INCLUDE ANY
USEFUL INFORMATION OR RECOMMENDATIONS THAT CAN BE USED ON FOLLOWING FLIGHTS
STOP YOU WILL INFORM ARMY AIR FORCES HEADQUARTERS AND THE COMMANDING
GENERAL FAR EAST ARMED FORCES OF THE ARRIVAL AND DEPARTURE OF THE FLIGHT
STOP DIPLOMATIC AUTHORITY HAS BEEN GRANTED FOR THE FLIGHT TO INCLUDE
DARVIL END

ADAMS

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DECLASSIFIED
DOO 715
9 Jan. & 30 June 1974
J.C. Davis

AAF/A-3
FAA-3k

SEPTEMBER 29, 1941.

COMMANDING GENERAL
U S ARMY FAR EAST
MANILA, P.I.

DECLASSIFIED

A-3-108 TWENTY SIX B DASH SEVENTEEN AIRCRAFT OF THE NINETEENTH BOMB GROUP WILL DEPART THE CONTINENTAL LIMITS OF THE UNITED STATES ON OR ABOUT OCTOBER TWENTIETH FOR STOUTENBERG COMMA PHILIPPINE ISLANDS STOP THE AIR ROUTE WESTWARD FROM HAWAII WILL BE THE SAME AS THAT FLOWN BY THE FOURTEENTH BOMB SQUADRON STOP THE GROUP WILL COME UNDER THE COMPLETE CONTROL OF THE COMMANDING GENERAL U S ARMY FAR EAST WHEN IT LANDS AT DARWIN STOP ALL NECESSARY ARRANGEMENTS WILL BE MADE BY YOUR HEADQUARTERS TO COORDINATE COMMUNICATION AND WEATHER INFORMATION WITH THE GROUP AT DARWIN STOP

452.1 Phil Dept 6

ADAMS

DECLASSIFIED
DOO 715
9 Jan. & 30 June 1974
J.C. Davis

Dispatched
SEP 29 1941
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in 452.1 Phil Dept 6

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000 000
Date: 10-15-81
By: [Signature]

452.1 Phil. (S)

SUBJECT: Photographic Airplane.

Air AG 452.1 (6-5-41)NS

4th Ind.

WPA/120-2712

**War Department, A.G.O., October 15, 1941. - To: Commanding General,
Philippine Department.**

Attention is invited to the preceding 3rd Indorsement.

By order of the Secretary of War:

D. R. Van Stokler

Adjutant General.

**COPY TO: Chief of the Army Air Force, ref. his 3rd Ind., Air AG 452.1 Phil.
Dept., 10-15-41, to TAG.**

DECLASSIFIED

SECRET 452.1 Phil. (S)

AG 452.1 (6-5-41)MC

ACW/ej

DATE

SUBJECT: pht. arpn.

received of The Adjutant General, copy 4th
Ind. October 15, 1941, subject as indicated above, to Commanding General,
Philippine Department.

OFFICER

RANK

OFFICE: CHIEF OF THE ARMY AIR FORCES.

NOTE: Please accomplish promptly
and return to The A. G. O.

an AG 452.1 Rev. (5)

DECLASSIFIED
DOD 670
19 10 8 20 June 1977
By *[Signature]*

AAF/
ALM/lal

Subject: Photographic Airplane - ~~DECLASSIFIED~~

3rd Ind.

War Department, Office, Chief of Army Air Forces, Washington, D. C.
SEP 27 1941 To: The Adjutant General

1. The records in this office indicate that suitable photographic airplanes may be available for a Photographic Mapping Squadron for the Philippine Department about February, 1942. Sufficient personnel for the activation of this unit can be made available at about the same time; however, trained personnel will not be available until about July, 1942. It is recommended that a Photographic Mapping Squadron for the Philippine Department be authorized and activated in the continental United States about February, 1942.

2. The airplane referred to in Paragraph 2 of the basic communication cannot be made available before February, 1942. It is believed that the increase in the organizations and airplanes in the Philippine Department will be sufficient until this mapping squadron can be organized.

For the Chief of the Army Air Forces:

WILLIAM W. DICK
Lt. Col., A.G.D.
Air Adjutant General

DISPATCHED
SEP 27 1941
AAG

452.1 Phil Dept 5

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452.1 Phil Dept 5

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DECLASSIFIED

452.1
Misc-AG-v

1st Ind.

(6-7-16-41)

HEADQUARTERS PHILIPPINE DEPARTMENT, Manila, P. I., June 16, 1941. - TO:
The Adjutant General, Washington, D. C.

1. There is greater need for and probably greater use made of aerial mosaics in the Philippine Department than elsewhere in the United States Army. This is due to the fact that actual defensive lines must be laid out and partly constructed before H-day. Aerial mosaics and "stereo" pairs (made from over-lapping prints thereof) have been found by far the best way of initially laying out such defensive lines.

2. Some of the tactical planes in this department are especially designed for photographic missions. It is strongly recommended that one photographic plane be furnished this department at the earliest practicable date in order that the necessary aerial mosaics may be made with the least expenditure of flying hours.

For the Commanding General:

/s/ R. T. GARVER
R. T. GARVER
Major, A. G. D.
Assistant Adjutant General.

SUBJECT: Photographic Airplane.

AG 452.1
(6-5-41) NO

2d Ind.

JGB/WF/GHB

War Department, AGO, June 27, 1941 - To the Chief of the Air Corps.

For remark and recommendation.

By order of the Secretary of War:

Adjutant General.

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GPO 125

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AIR BASE HEADQUARTERS
Office of the Commanding Officer
Nichols Field, Rimal, P. I.

LSG/jep

June 5, 1941.

SUBJECT: Photographic Airplane

TO : Commanding General, Philippine Department, Manila, P. I.

1. Attention is invited to the need that exists at this Air Base for a modern photographic airplane with characteristics and performance that will permit of accomplishing efficiently and expeditiously the many photographic missions that are required. At the present time the photographic officer is making use of practically every type of airplane at this Air Base including the B-10, A-27, O-46 and P-35 and none of these types is completely satisfactory.

2. It is understood that the Air Corps has procured modern, well equipped photographic airplanes which are being assigned to photographic units in the United States. These airplanes are capable of high speed and have a ceiling that permits the accomplishment of photographic missions at high altitudes. It is recommended that an airplane of this type be obtained for use in the Philippine Department.

/s/ LAWRENCE S. CHURCHILL
LAWRENCE S. CHURCHILL
Colonel, Air Corps
Commanding.

DECLASSIFIED

WAR DEPARTMENT
 Headquarters Army Air Forces
 Office of the Air Adjutant General
 Washington, D.C.

Date 1 Oct 41

TO:

- Chief of the Army Air Forces.
- C.G., Air Force Combat Command.
- Chief of the Air Corps.
- Chief of the Air Staff.
- Secretary of the Air Staff.
- A-1 Division. *(Col. Lusk)*
- A-2 Division. *of*
- A-3 Division.
- A-4 Division.
- Air War Plans Division.
- Budget Section.
- Statistics Section.
- Air Inspector
- A.F. Files

*A-1. As per agreement.
 He withdraws our 2nd Ind. and
 turn over to A-3; to avoid
 Col. S. idea that we should
 reply only on the point of
 furnishing or withholding
 the one plane requested*

WWD
 WM. W. DICK,
 Lt. Col., A.G.O.
 Air Adjutant General.

A.A.F-10-A.

Subject: Photographic Airplane.

~~SECRET~~

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Declassify on: 2/25/76

AAF/A-3
BY-ds

3rd Ind.

War Department, Office, Chief of the Army Air Forces, Washington, D.C.
October 13, 1941 To: The Adjutant General.

A squadron of B-17 type airplanes has been sent to the Philippine Department since this initial request. All of these B-17 type airplanes are capable of accomplishing the work requested in the basic communication.

452.1 Phil. (5)

For the Chief of the Army Air Forces

WILLIAM W. DICK
Lt. Col., A.G.D.
Air Adjutant General

Dispatched
OCT 13 1941
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active 10/7/41

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A

3rd Ind.

War Department, Office, Chief of Army Air Forces, Washington, D. C.
SEP 27 1941 To: The Adjutant General

1. The records in this office indicate that suitable photographic airplanes may be available for a Photographic Mapping Squadron for the Philippine Department about February, 1942. Sufficient personnel for the activation of this unit can be made available at about the same time; however, trained personnel will not be available until about July, 1942. It is recommended that a Photographic Mapping Squadron for the Philippine Department be authorized and activated in the continental United States about February, 1942.

*A-1
This does not
answer the
question
S.Y.A.*

2. The airplane referred to in Paragraph 1 of the basic communication cannot be made available before February, 1942. It is believed that the increase in the organizations and airplanes in the Philippine Department will be sufficient until this mapping squadron can be organized.

For the Chief of the Army Air Forces

Wm. A. Dietz
WILLIAM A. DIETZ
Lt. Colonel, A.C.D.
Air Adjutant General

*re-written
10/7/41*

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100 Sept. 31/42

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GPO Hqs.
On 10 Jan. 8, 20 June 1974
By: *Al M. J. C. D. S. 1/24/76*

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SEPTEMBER 23, 1941

COMMANDING GENERAL
UNITED STATES ARMY FORCES IN THE FAR EAST

A-3-103 RE YOUR RADIO NO. THREE HUNDRED SEVENTY TWO PERIOD
RECOMMENDATION APPROVED PERIOD

ADAMS

452.1 Phil's. M/107 H

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DDI ltr

80 Jan. & 20 June 1975
By: *AK/MS*, Date: *8/24/76*

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OF ACTION COPY EHB/bjs 1712

RADIOGRAM

AG 452.1 (10-16-41) MC

OCTOBER 16 1941

FROM MANILA

TO THE ADJUTANT GENERAL

NO. 586 Sixteenth

FOLLOWING RADIO RECEIVED FROM MERLESMITH AT MELBOURNE QUOTE EXACT
TO ATTEND CONFERENCE BETWEEN BROOK POPHAM AND GENERAL STAFF HERE ANY INSTRUCTIONS
QUESTION MARK WILL CABLE IF SHIPMENTS AIR CORPS GASOLINE NOT DISTRIBUTED
BY TWENTY SECOND FOR SECURITY PLEASE CABLE THROUGH ME FUTURE DIRECTIONS TO
SHELL COMPANIES HERE PERIOD HAVE ARRANGED UNITED STATES NAVY FLYING OFFICERS
NOW STATIONED MORESBY MEET FACILITATE SEVENTEEN FLIGHTS OCTOBER TWENTY FIFTH
MORESBY PERIOD CAN ARRANGE ONE TO GO RABAU INSTRUCT UNQUOTE INsofar AS I
KNOW THIS OFFICER OPERATES SOLELY UNDER THE WAR DEPARTMENT AND I WOULD SUGGEST
THAT HIS ASSIGNMENT BE CLARIFIED TO HIM IN ORDER TO AVOID FUTURE CONFUSION STOP
I HAVE NOT REPLIED TO THE RADIO.

MACARTHUR

EXACT COPY

OF ACTION COPY

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DDI ltr.

8 Jan. & 20 June 1975

DECLASSIFIED

By: *AK/MS*, Date: *1/24/75*

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AG 452.1 Phil 21

452.1 Phil 21

(2)

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September 5, 1941

Reinforcement of the Philippines (WPD 3251-55)

TO: Chief Army Air Forces
FOR: Necessary action

DECLASSIFIED
DOO Itrs
By: *ab/1c* & 20 June 1974
Date: *1/24/76*

452.1 Phil. Dept.

AAF/a-3
HW/dm

1. A complete Group of pursuit airplanes in the Philippine Department now contains modern equipment.
2. The recent plan for implementing the garrison by heavy airplanes will further increase the air combat effectiveness of the Philippine Department. 18 B-26 type airplanes are scheduled for delivery to that Department during January and February of 1942, which will complete the modernization of the 26th Bombardment Squadron.

1 Incl.
B/W frn WPD to CMAF
6/18/41, subj. as above.

For the Chief of the Army Air Forces:

EDWARD P. CURTIS,
Major, Air Corps.

HEADQUARTERS ARMY AIR FORCES - COORDINATING AIR STAFF											
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A. Insp.	Budget	Statistics	
	<i>SC</i>				<i>EW</i>		<i>HW</i>				
							DEPT. SECRETARY				
							DOO Itrs				

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SEP 11 1941
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8 Jan. & 20 June 1974
By: *AW* L.C.; Date: *4/29/75* AAF-38

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WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM
WAR PLANS DIVISION

DECLASSIFIED
DOD Hqs.
8 Jan. & 20 June 1974
By: *mlt* / s.c. Date: *4/24/76*

G-WPD 3251-55

Subject: Reinforcement of the Philippines.

Date August 18, 1941

To: Chief, Army Air Forces

For: Necessary action

The following is an extract from a Memorandum for the Chief of Staff, above subject, approved August 15, 1941 by the Secretary of War:

* * * * *

"12. The present bombardment, and some of the pursuit aviation in the Philippine Islands is obsolescent. As planes and equipment are available, the existing Air Force in the Philippine Islands should be equipped with modern airplanes, and further augmented.

II. Action recommended.

1. That, subject to the availability of shipping, the following reinforcements be dispatched to the Philippine Islands at the earliest practicable date:

* * * * *

g. Modern combat airplanes to replace obsolescent types now on hand.

* * * * *

L. T. GEROW,
Brigadier General,
Acting Assistant Chief of Staff.

DECLASSIFIED

DOD Hqs.

8 Jan. & 20 June 1974

By: *mlt* / s.c. Date: *4/24/76*

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6 20 June 1994
AG, Date: 6/20/94

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4 DEC 1943

MEMORANDUM FOR THE JOINT CHIEFS OF STAFF:

Attention: Colonel C. R. Peck.

Subject: Use of U.S. Aircraft for Polish
subversive activities.

1. The records indicate that on previous occasions the Poles have made certain requests in London and if not satisfied with the replies received have repeated these requests in Washington.

2. It is recommended that the Polish Liaison Officer, Colonel Mitkiewicz, be informed that the determination of the proportion of sorties of the two U.S. Squadrons between Polish activities and other subversive activities in Europe is a matter for the decision of the Commanding General, ETOUSA and the Commanding General, Eighth Air Force and that the total number of sorties that can be made either for the Poles or for other activities is an operational matter within the theater and therefore, no reasonable estimate of the number of such missions that will be performed could be given by any agency in Washington. It is believed that the appropriate approach to this matter for the Poles is through the Polish General Staff in London to the Commanding General, ETOUSA and Commanding General, Eighth Air Force.

For the Commanding General:

Signed

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

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452.1 Poland (9)

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w/2/1/43

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Air 45-52.1 Poland (9)

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THE JOINT CHIEFS OF STAFF
Washington 25, D.C.

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2017
10/24/16

29 November 1943.

MEMORANDUM FOR: Major General B. M. Giles,
Chief of the Air Staff,
Army Air Forces.

Subject: Use of U.S. Aircraft for Polish subversive activities.

It will be recalled that the Combined Chiefs of Staff in their 119th meeting on 17 September 1943, agreed that one squadron initially and eventually two squadrons of U.S. heavy bombers not operational for full daylight combat would be organized to operate from the U.K. under the Commanding General, 8th Air Force, for the support of sabotage and intelligence activities by Polish and other underground groups in Europe.

Colonel L. Z. Mitkiewicz, Polish Liaison Officer with the Combined Chiefs of Staff, called at the office of the Secretariat this morning, stating that he had returned recently from the U.K. and while there had discussed with General Eaker the use of American aircraft in furtherance of the Polish activities. He stated that General Eaker had informed him that the first squadron would be organized and ready for operation about 1 December 1943 and that the other squadron would be ready about 1 January 1944. The C.C.S. decision gave no indication of the percentage of the services of the squadrons which will be devoted to Polish activities as compared with other underground groups. This allocation, of course, should be reserved to General Devere. Colonel Mitkiewicz is quite anxious to have for planning purposes an estimate as to the total sorties that the Poles may expect during the period 1 December 1943 and 30 April 1944. He well understands that the work of the American squadrons must be coordinated with similar work undertaken by the R.A.F. bomber command. However, he did indicate that the British gave the Poles far less sorties than had been promised during the month of September 1943.

If it is considered desirable to do so, it is requested that the Secretariat be furnished information to serve as the basis of a reply to the Polish inquiry.

C. R. PECK,
Colonel, G.S.C.
Executive Secretary

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Use of U.S. Aircraft for Polish subversive activities.

2 DEC 1943

Chief of Air Staff,

AF/AS, Plans.

[Handwritten initials]

In accordance with your request, the attached proposed Memorandum for the Joint Chiefs of Staff is submitted for your signature.

- Enclos:
- 1-Proposed Memo to JCS
 - 2-Memo for Maj. Gen. Giles

JOB L. LOTTENBERGER
Colonel, U.S.C.
Chief of Operational Plans Div.

[Handwritten note: File on 12/14/43]

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[Handwritten note: Air 00452.1 Poland (1)]

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AC/AS Plans
CYN/60/5134
w/inv. 7/28/43

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DOO 222
& 20 June 1974
by *[signature]* JCS Date 8/24/76

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

30 AUG 1943

Dear Mr. Hopkins:

On a recent date the President called General Giles into his office and discussed the possibility of landing some of our larger type of aircraft on skis in Poland for the purpose of carrying in and bringing out special observers.

We have made a detailed study of the problems concerned, both technical and practical, including a conference with the Polish Military Attache and members of their Military Mission, in an endeavor to make the scheme work. However, there appear to be serious drawbacks.

Our only ski equipped airplane of suitable range for this project is the C-47 transport. This airplane can also be equipped with amphibious floats to operate on land, water, snow or ice. Its lack of speed and defensive power, however, makes it an easy prey to enemy attack, and its use in a service of this hazardous nature cannot be recommended.

No suitable long range combat type aircraft has been developed with ski or amphibious float equipment. It is estimated, that approximately one year would be required for the engineering, construction, and experimentation in connection with such a development, at which time it is possible that this service to Poland will not be needed.

Other factors which were brought out in this investigation were that snow conditions in the United Kingdom cannot be counted on to permit ski operation, and that the present elaborate system of espionage and surveillance conducted by the Germans in Poland precludes the possibility of making such landings undetected. In view of all the foregoing facts, it is suggested that the project be dropped.

I have tried to be as brief as possible and I hope that the subject has been covered as fully as desired.

Sincerely yours,

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

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OK
8/30/43*

Air AS

Air AS 452.1 Poland 3

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DDO HHS

By *John A. 20 June 1975*
Date *10/10/75* *10/10/75*

13 August 1943

MEMORANDUM FOR GENERAL ARNOLD:

Subject: Landing of Planes in Poland.

1. Reference the President's directive to find a suitable ski equipped airplane to fly from U.K. to Poland, the only airplane at present which is suitably equipped is a C-47. Its lack of speed and defensive power renders its use impractical. No developments for skis or water-snow-ice floats have been carried on for tactical types suitable for this mission, and by the time that such equipment could be produced, the need will probably be gone.

2. It is recommended that the President be advised and the project dropped.

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

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DOO lrs.

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18 Jan. & 30 June 1975
By: [Signature] J.C. [Signature]

Reply to General Sikorski's letter of December 22, 1948

Material: [Redacted]
Chief of the Air Staff

1-10-49

MEM:JT 5246¹

1. For your information.
2. These papers may be filed without further action provided "rewrites" did not change subject matter of papers prepared by you.

Incls.
Memo fr Gen Arnold to Gen Marshall
1-2-49 w/ Incls. attached

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

JAN 11 1949
AAG
file
c. [Signature]

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DDO NS

8 Jan. & 20 June 1976
By: *Walter A. Case* Date: *8/24/76*

DECLASSIFIED

Landing of Planes in Poland.

Asst. Chief of Air Staff, Plans

2 August 1943

Chief of the Air Staff.

MAL/mdg/5265³

1. Note General Giles observations written on your Comment #2 above, which indicates that he doesn't consider you have complied with his directive.

2. General Giles is well aware of the difficulties which surmount the project as outlined to him by the President. However, in view of the source of the original directive, it is imperative that more than ordinary efforts be made to comply with it.

3. No indication appears in your comment that this matter had been discussed with the Asst. Chief of Air Staff, MM&D as directed in General Giles Comment #1.

4. It is desired, in the future, that in all cases of papers being transmitted to the Chief of the Air Staff signature or initials of either the Chief or Acting Chief of the Plans Division appear on such comments.

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

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Dispatched

2 AUG 1943

ASG

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2 Aug. 43

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GPO 1977
4 Jan. & 20 June 1977
By: [Handwritten initials]

5 March 1944

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MEMORANDUM FOR COLONEL WEBERLING:

Subject: Forfeited Aircraft in Neutral Countries.

1. Portugal.

a. By Joint Chiefs of Staff directive (JCS 210/5 dated 6 May 1945) non-confidential aircraft forfeited and interned in Portuguese territory may be sold to that Government. The practice has been to sell such aircraft for a price approximating 50% cost. The Military Attache has been made contracting officer for the Army Air Force to sell such interned aircraft.

b. Efforts to trade trainer aircraft for the interned fighter aircraft were unsuccessful.

c. Recently a temporary air corps mission consisting of four officers and eight enlisted men were sent to instruct Portuguese air officers in the maintenance and operation of the interned aircraft.

d. At the present date there are interned in Portugal 3 P-38s, 22 P-39s, 1 B-17F (Portuguese Guinea), 1 B-17 (YA-40), 3 B-24s, 2 B-26s, and 1 C-47. Of this aircraft 1 P-38, 15 P-39s, 2 B-17s, 5 B-24s, 1 B-26, and 1 C-47 are serviceable.

e. The Portuguese to the present date have paid \$700,000 each, having bought 20 P-39s at \$30,000 apiece (original bulk sale was for 24 planes, 1 P-38 and 3 P-39s considered without value); and 3 B-24s at \$180,000 each. The B-17s, B-26, C-47, and remaining B-24s have been offered at \$100,000 each but no money as yet has been received. Spare parts have been shipped for the B-17 in Portuguese Guinea as part of the conditions of sale.

2. Spain.

a. By Joint Chiefs of Staff directive (JCS 177/1 dated 1 January 1945, as amended by JCS 177/3 dated 23 January 1945) non-confidential aircraft forfeited in Spanish Territory may be sold to the Spanish Government. The practice has also been here to offer the planes at approx-

AW 45-2-1 Portugal 500

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DECLASSIFIED

imately 50% cost. The Military Attache has been with contracting officer for the Army Air Force to sell such interned aircraft.

b. Efforts to trade interned fighter aircraft for trainers were also unsuccessful.

c. There are at the present time interned in Spain 3 DC-3s (G-47), 4 B-24s, 1 PBY, 1 B-25, 2 P-38s, 1 P-39 (400N); all of these aircraft are serviceable.

d. The 3 DCs have been sold for \$100,000 each but no money has yet been received. 2 B-24s have been offered for \$100,000 each. The Spanish are negotiating for all the B-24s, the PBY and 1 P-38, but at present time General Arnold desires to put off any further negotiations in this regard. (See cable No. 866 to Military Attache, Spain, dated 28 February 1944. CW-007-11981).

e. The original intent regarding the sale of the 3 DC-3s was to have them used to open a Spanish line to Switzerland. In this connection, the Joint Chiefs of Staff (JCS 246/3 dated 11 June 1943) approved the supply to Spain of 320 metric tons per month of 87 octane gas to be used only for commercial airline purposes. However, under present Joint Chiefs of Staff policy (JCS 246/7 dated 28 January 1944), February landings of oil to Spain and possibly later landings were to be suspended. It is doubted that the Spanish will commence any sales of interned aircraft unless they continue to receive aviation oil. In addition, it is pointed out that 87 octane gas cannot be used in fighter aircraft.

3. Turkey.

a. There has been no definite policy adopted regarding the disposition of aircraft force landed and interned in Turkey. However, the first few liberators force landed in Turkey from the Floesti raid were donated to the Turks for the purpose of assisting in negotiations concerning the release of crews. As to the remainder of the interned force landed aircraft, Ambassador Steinhardt has General Arnold's permission to dispose of them on any conditions he deems advisable in connection with his negotiations with the Turkish Government.

b. There is presently interned in Turkey 12 B-24s and 1 B-25 aircraft. Of these aircraft about 60% are serviceable.

c. At the present time there is in Turkey, a temporary air mission consisting of two officers and two enlisted men sent from North Africa to instruct the Turks in the maintenance and operation of B-24s. General Tindall has requested the extension of this mission until their job is completed.

4. Greece.

a. There has been no definite policy adopted regarding the disposition of aircraft force landed and interned in Greece. However, 3 B-17s

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have been leased to the Swedish airlines in order to increase the transportation service between Stockholm and the British Isles, and at the same time furnish some means for transporting repatriated crews, as the transportation facilities have been very inadequate under the British (BOAC) lines. These planes are to be purchased after the war at the then market value or returned to the United States. The Swedes have been advised, however, that the above lease is not to be considered as a precedence and that the usual practice is to have the interning power purchase such aircraft for approximately 80% cost. The Military Attache has also been advised that disposition of each force-landed aircraft will be considered under the then existing circumstances.

b. Efforts to trade C-47s for the interned B-17s and B-24s were unsuccessful.

c. There are presently interned in Sweden 5 B-17s and 3 B-24s, all of which are serviceable.

5. Switzerland.

a. There has been no definite policy adopted regarding the disposition of aircraft force-landed and interned in Switzerland. However, our Military Attache was advised by cable No. 515 dated 29 September 1945 that sale of interned aircraft to Switzerland would not be considered at that time.

b. There are at present, as far as the records of this office show, 3 B-17s and 2 B-24s interned in Switzerland. These planes are supposedly intact as the others force-landed have been destroyed beyond salvage. In this connection all crews are instructed to destroy aircraft on facing force-landed in Switzerland.

6. Russia.

a. There has been no definite policy adopted in connection with the disposition of aircraft force-landed and interned in Russian territory as result of operations against Japanese Forces. It has been recommended however by this office that these planes be transferred to Russia on a Lend-Lease basis.

b. At the present time there are interned in Russia 3 B-24s, and 5 B-24s.

7. Ireland.

In Eire there has been an agreement effected with the Eire Army to release all United States aircraft performing non-operational flights force-landed in Eire. In fact, the Eire Army has made available 100 octane gas at three of the main airports for any force-landed of United States aircraft.

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8. In connection with the disposition of aircraft to neutral countries, the Joint Communications Board (JCB 106/2 dated 6 August 1943) stated that there was no objection from a security standpoint of selling aircraft fitted with non-confidential or non-secret countermeasures and radar equipment forward to land in the territories and waters of Spain, Portugal, Mrs. Turkey, Sweden, Switzerland, and South American countries not at war. All of the neutral countries except Switzerland have cooperated in turning over to our Military Attache undestroyed confidential equipment contained in forcedlanded aircraft.

9. Complete instructions have been sent out to all Theater Commanders, AAF Commanders, Base Commanders, and the Air Transport Command concerning procedures to be followed by crews facing forcedlandings in neutral territories. (See cable dated Sept. 1, 1943 ON-OUT-712 through 761, as amended by Book cable dated 17 Jan. 1944, ON-OUT-6881, 28 Jan. 1944).

10. In view of the fact that our Military Attaches have been successful in effecting the release of forcedlanded crews contrary to the provisions of International Law, the policy has been adopted to keep separate the questions of sale of interned aircraft and the repatriation of forcedlanded crews. It is felt however that favorable disposition of interned aircraft has materially assisted our Military Attaches in their negotiations concerning the release of internees, especially in the cases of Portugal, Turkey, and Sweden.

11. The Military Attaches in the neutral countries concerned have been designated the Commanding Officers of all interned, stranded, or detained U. S. Army personnel in neutral countries, and have complete instructions both administrative and financial in this regard.

12. Since the Military Attaches were the only War Department representatives in neutral countries who could handle locally problems concerning forcedlanded aircraft and crews, the War Department administration of such problems was specifically delegated to the Foreign Branch, Collection Unit, Problems concerning personnel were subsequently transferred to the Prisoner of War Branch, which coordinates with the Foreign Branch in instructions thereon to the Military Attaches. Major E. V. Smith, who is familiar with the International Law aspects of such problems, has been handling these matters since January 1943 and has been responsible for coordination with the AAF, CWD, and State Department on the questions as they arise.

W. M. ADAMS,
Lt. Colonel, U.S.C.,
Chief, Collection Unit, MID.

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File 92-27-1000-1
Ans 03-05-44 - Portugal CE

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alter 20 Dec 1974 2/24/76

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AFHQ-1
Written by Colonel
D. H. Sumner/ak
Ext. 5656

27 MAR 1944

MEMORANDUM FOR THE UNDERSECRETARY OF WAR:

Subject: Request for Spare Parts for U. S. Aircraft
Force-Landed in Portugal and Purchased by
the Portuguese Government.

1. The parts for B-24-D45 aircraft, listed on the enclosure to the basic communication, can be furnished with very little sacrifice of our own supply, with the possible exception of the engines. It is considered that the engines will probably be available, if not required immediately.

2. Parts for early models of Bell Aircraft P-39's and Hudson aircraft have not been prepared for a considerable period of time. As a result, the stock of parts is very incomplete and, to a large extent, consists of used and repaired items. The manufacture of parts not now in stock is not considered feasible, since the major portion of the jigs, fixtures, etc. necessary for their manufacture are no longer available. There is no objection to furnishing such parts as are now available.

3. The general supplies listed under associated equipment are available. The equipment such as hydraulic jacks, air compressor portable, air heater pump, etc., are critical, but can be provided over a period of time without seriously disrupting our own supply.

4. The basic communication does not indicate the models of P-39 and Hudson aircraft for which parts are desired. It will be difficult, if not impossible to select the correct parts without this information. The selection of the parts will be further facilitated, and the opportunity for errors minimized, if the parts number and correct nomenclature as listed in Aircraft Stock Lists are used.

For the Commanding General

Barney M. Giles,
Major General, U. S. Army
Chief of the Air Staff

2 Encs:

Encl #1 - Same to C/AS for
HQ unit.

Encl #2 - C/AS to Chief, HQ
in ASAC, W/AS for ASAC
w/2 Encl. and 1 Encl.

MAR 1944
AGG

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COPY FOR DEPUTY CHIEF OF STAFF

Handwritten: 452.1 Portugal (5)

Handwritten: Encl 452.1 Portugal (5)

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DD Form
1010-101, 1 June 1954
8/24/76
10/17/76

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WAR DEPARTMENT
OFFICE OF THE UNDER SECRETARY
WASHINGTON, D.C.

(Undated)

MEMORANDUM FOR: Chief of Air Staff

Subject: Request for Spare Parts for U. S. Aircraft
Force-Landed in Portugal and Purchased by
the Portuguese Government.

1. The United States military attache in Portugal has requested, on behalf of the Portuguese Air Force, a quantity of spare parts for U. S. aircraft force-landed in Portugal and purchased by the Portuguese Government. (See attached marked "A".)

2. It is requested that you inform this office what sacrifice of our own supply would result from furnishing the requested materiel set forth in the attached list, marked "B".

Robert P. Patterson
Under Secretary of War

/s/ Howard G. Peterson

By: Howard G. Peterson
Executive Assistant.

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 EOO 115
 20 June 1999
 [Signature]

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SI00 (873)

COPY

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17 Feb. 1944

SUBJECT: Request for Spare Parts for U.S. Aircraft Force-landed in Portugal and Purchased by the Portuguese Government.

TO : Chief, MIS (For Commanding General, Army Air Forces).

1. It is requested the list of aircraft spare parts herewith attached be furnished the Portuguese Air Force.

2. Taking into consideration the vital need of aircraft spare parts demanded in the theaters of operation it is believed the Portuguese Air Force justify consideration for spare parts adequate to permit the operation of the craft they have purchased from the United States. At present, about eighty-five per cent of the U.S. aircraft being operated by the Portuguese are unserviceable for flight due to lack of spare parts in Portugal. The undersigned would like to state, in fairness to the Portuguese that these aircraft were purchased on good faith by the Portuguese in the hopes that they would be able to fly them. At present this is not entirely possible. Aircraft force-landed in Portugal would have been a total loss to the War Department had the Portuguese not made these purchases. On their acquiring some \$450,000.00 worth of badly battered and war-weary aircraft, the Portuguese are not realizing much aeronautical appreciation on their investment. Taking into account the collaboration of the Portuguese Government in the Azores, and the fact that these American aircraft, when sold, were anticipated to help cement general conditions of protocol between the American Military Attache for Air, with the Portuguese Aeronautica and subsequent Portuguese-American collaboration, it is believed by the undersigned that if spare parts are offered the Portuguese air officials, these sales will be the cause of bitter feeling instead of what was originally hoped the improvement of war relationships between the two nations.

3. The Royal Air Force representatives of the local British Embassy, Wing Commander J. Schreiber, and Flight Lieutenant J. Stow, stated to the undersigned that when the "RAF" sold their force-landed aircraft to the Portuguese they had in all cases given to the Portuguese, at the same time,

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a minimum of six (6) month's supply of allspare parts and in nearly every case, actually, a one (1) year's supply. The Portuguese could draw an unfavorable contrast with the American Army Air Forces if we do not treat them also with due consideration in this regard.

4. The attached list has been prepared in collaboration with Major Willard Wilson, AG, Chief of the recent American Air Mission to Portugal, who in turn has carefully studied the conditions and needs of the Portuguese Air Force with his three (3) brother officers and A.C. crew chiefs, and recommends, with the undersigned, that the attached list of spare parts as a "must" minimum be supplied to the Portuguese Air Force.

5. For the reasons set forth above it is urgently requested every possible effort be made to furnish the Portuguese Air Force with the spare parts they request from the American Army Air Forces.

/s/ Seymour G. Pond

SEYMOUR G. POND
Lt. Colonel, Air Corps
Asst Mil Attache for Air

Incl.
List of spare parts,

1st Ind.

Office W/A & W/A for Air Ambegation, Lisbon, 17 Feb. '44. To: Chief, MIA

It is suggested that favorable consideration of supply of these spare parts will have beneficial effect upon negotiations now in process between GFD and ATG. It is recommended that this request be studied in light of the general picture, rather than as a simple desire to purchase spare parts.

ROBT. A. SOLDBERG
Colonel, GSC
W/A & W/A for Air

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Authorization for reqn: Personnel fr AAF's for Eng. purposes in Portugal

Chief of Air Staff

14 Oct 43

AC/AS Personnel, Mil. Pers. Div.

6

APPMP-98-NKD-eg-72379

- 1. For the signature of the Secretary of Air Staff.

Incl: Disp Form to CPD 10-14-43 w/Incls.

E. S. WHEEL
Colonel, G.S.C.

*Div 081
452.1 Portugal ③*

*File
air 22 Oct 43*

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air 452.1 Portugal ③

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DDI No.

On 20 June 1976

air 124/76

air 08 452.1 Postage ③

TO: Asst. Chief of Air Staff, Personnel
FROM: Air Adjutant General

DATE 17 Sept 1943
COMMENT No. 5
WDD/2mg/5792

For preparation of a Disposition Form for the signature of the Secretary of Air Staff to OFD embodying the views expressed in comments #3 and h.

OFFICE SYMBOL	1	2	3 Dispatches	4	5
SIGNATURE OF RESPONSIBLE OFFICER			17 SEP 1943		E. H. HEWITT Lt. Col., A.D.C. Asst. Air Staff Genl.
INTER-AGENCY COORDINATION	<i>2/3</i>		<i>448</i>		<i>air 08 452.1 Postage</i>

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DOO Inc.
Date: 8/24/76

TO: Air Adjutant General
From: AC/AS, Intelligence.

15 Sept-63
Comment No. 4
FHBrew 4738

1. Concurrence is given to the basic proposal, as modified by the recommendations of AC/AS, Plans (Comment No.3).

2. It is desirable that competent personnel should assist the Portuguese authorities for the purpose indicated, but these people should be carefully selected, possessing proper qualifications of language and personality. It is essential that the selection and performance of this group should reflect highest credit upon the Army Air Forces.

A.W. BROCK, JR.,
Colonel, OSG,
Deputy AC/AS, Intelligence

Incl: n/c

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Att No 452.1 Portugal (3)

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Sale of Planes Force Landed in Portugal.

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

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DDI WFO
DATE 12/29/76
BY [signature]

23 Feb. 43

MAL/mdg/5265¹

For preparation of reply to OPD.

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

ATT: Memo to OPD fr.
MIT, 2/18 /43.w/1 incl.

air 05 15021 Portugal ①

Dispatched
no. 24.343
AAG

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air 05 15052 Portugal ①

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Study of Liaison Aviation in the Post-War Military Establishments

AC/AS, Operations, Commitments and Requirements
Chief of the Air Staff

23 January 45

1
FMS, JR:JT 6371

1. This office concurs in the recommendation of the Chief, Post-War Division, AC/AS, Plans, but feels it advisable to send an Air Forces representative with Colonel Williams.

2. It is desired that you detail an officer of rank and age commensurate with that of Colonel Williams to proceed on the detail proposed by Colonel Moffat. Such officer should be interested and informed on the subject. He will acquire an operating knowledge at first hand which will be of great value to this Headquarters in evaluating the place the liaison aircraft and its supporting organizations must have in the Post War Air Force.

[Handwritten mark]

Incl.
File

Signed

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

545 452-1 Post War AF ③

23 JAN 1945
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545 452-1 Post War AF ③

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100 hrs
10 Dec 45 10:30 am
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Study of Liaison Aviation in the Post-War Military Establishment

TO: AC/AS, Personnel (THRU: AC/AS, Plans and AC/AS, OCMR)

DATE 2 February 1945
COMMENT NO. 3

FROM: Chief of the Air Staff

Recommendation contained in paragraph 1, Comment No. 2, is approved.

Incl.
n/c

H. W. Cherry, Jr.
for
REUBEN C. HOOD, JR.,
Brigadier General, U. S. Army,
Deputy Chief of the Air Staff.

SAS 45-1 Post War AF (3)

3 FEB 1945
AAS

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SAS 45-1 Post War AF (3)

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20 June 1975
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11/3/45 JES

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By Authority of
The Commanding General
Army Air Forces
11/3/45 JES
11/3/45 JES
Date Initials

New Aircraft Requirements for the First Twelve Months for Mobilization of the
Postwar Air Force

IN EVANS AG/AS, Plans (Maj. General. L. S. Euter)
AG/AS, Plans (Postwar Division)

15 JAN 1945

Chief, Special Projects

GFB/RFA/cm/71124

12
1
DAS

1. This office has noted Comment No. 1, RMR to AG/AS, Plans from Colonel Dean, dated 6 January 1945 and Comment No. 2 from AG/AS, Plans (Postwar Division) to this office, dated 10 January 1945, subject as above.
2. Studies made for this office by AG/AS, Materiel and Services indicated that 24,000 airplanes could not be produced during the twelve months following M-Day. (Reference: Progress reports on Project C-1, "The Facilities for the Postwar Aircraft Industry", dated 19 Oct 44, 15 Nov 44 and 15 Dec 44, copies attached. See particularly Section D, paragraphs 1, 2, pp. 4, 5 of 19 Oct 44 report).
3. As a result, this office has, since October, recognized in its planning the necessity for a warning of approximately twelve months in order to meet any reasonable mobilization requirements. While one year's warning has been tentatively assumed, the period actually required will not be determined until basic studies of the peacetime aircraft industry and of a standby program are completed. Such basic studies, including those to be made in collaboration with the Navy and the Department of Commerce, have been planned and preliminary work has been accomplished as shown in the attached progress reports. It is necessary, however, in order to obtain specific results, to have from AG/AS, Plans (Postwar Division), a detailed expansion of the outline of Postwar Air Force No. 2. Although this plan was designated as the official target for demobilization planning by AAF Ltr (C) 20-8 dated 18 Dec 44, paragraph 4 of that letter also calls attention to revision which may be necessary as a result of the re-survey of postwar strength. The results of this re-survey should be available in the near future. In the event of substantial changes, it will be necessary to develop a detailed plan as an alternate to Postwar Air Force No. 2. The large amount of work involved, together with the shortage of personnel, make it inadvisable to go forward with detailed computations until one or more plans have been definitely established on a firm basis.
4. It is evident that the development of a comprehensive industrial demobilization plan requires: first, a firm Postwar Air Force Plan or alternate plans; and secondly, a detailed translation of such general plans into the functions and mobilization of the tactical, training, and transport units. It is highly undesirable to include in any current survey of the Postwar Air Force, a description of the necessary supporting industrial facilities, when such a description can only be based upon figures which have not yet been made available.

- 3 Incls:
- 1 - Prog Rpt, C-1 - 19 Oct 44
 - 2 - Prog Rpt, C-1 - 15 Nov 44
 - 3 - Prog Rpt, C-1 - 15 Dec 44

F. THURMAN GARDNER
Colonel, Air Corps
Chief, Special Projects

cc: Brig. Gen. F. H. Smith, Jr., DC/AS

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