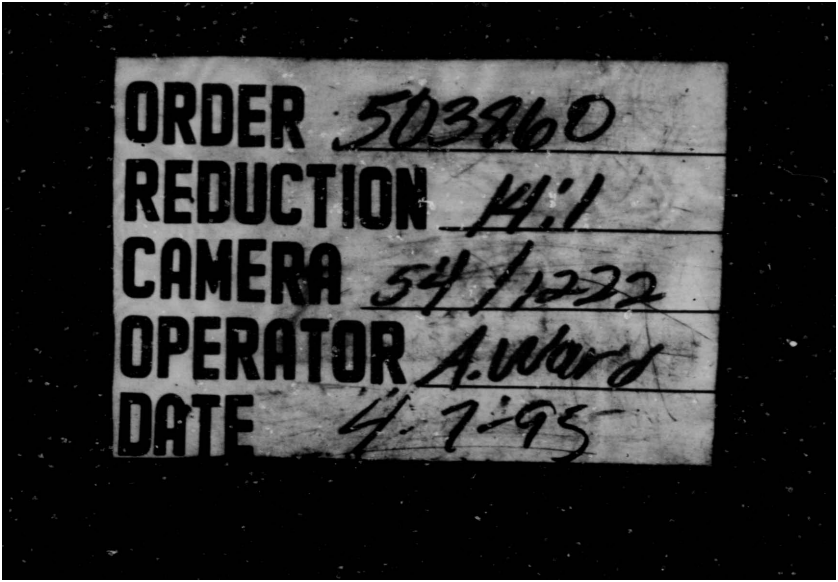
THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MFM / MSS

REQUEST FOR OFFICIAL PHOTOGRAPHIC REPRODUCTION

(Submit in Quadruplicate)

503860

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

CHECK TYPE OF SERVICE TO BE ORDERED

- ☐ ELECTROSTATIC POSITIVE PRINTS (XEROX)
- ☐ PHOTOSTAT
- ☐ BLUE, BLACKLINE, MYLAR
- ☐ SPECIAL (Supplies, Methylene Blue Testing ...)
- ☐ PHOTOGRAPH
- ☐ MOUNTING
- ☐ _____
- ☐ MICROFILM
  - ☐ Negative
  - ☐ Positive
  - ☐ Spools and boxes
- ☐ PHOTOPRINTS FROM MICROFILM SIZE _____

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

DESCRIPTION OF MATERIAL	Size, Finish Quantity, etc.	(1) 35mm Negative Microfilm	Positive
MSS. Div. MS 21,124 General Henry "Hap" Arnold Coll.	Exp. at $	60,000	~~28,000~~
FILMING DATA C.O. Angela Burgess POS. 2B RED. 14:1 EXP. Arlington Ward OTHER DATE 1-9-95	2 positive copies ~~at $~~ at $8,000		16,000
See Rick for finding aid			
→ See Accounting for billing instructions DAVY4			

Hap Arnold Reg MSS Pers
Counter #
14:1 B Pos

Special Instructions:

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

Distribution: Master to LC
Por. to Air Force
Por to MSS. Div.

Special Charg

Spools and boxes for Microfilm at $

TOTAL COST $ 76,000.00

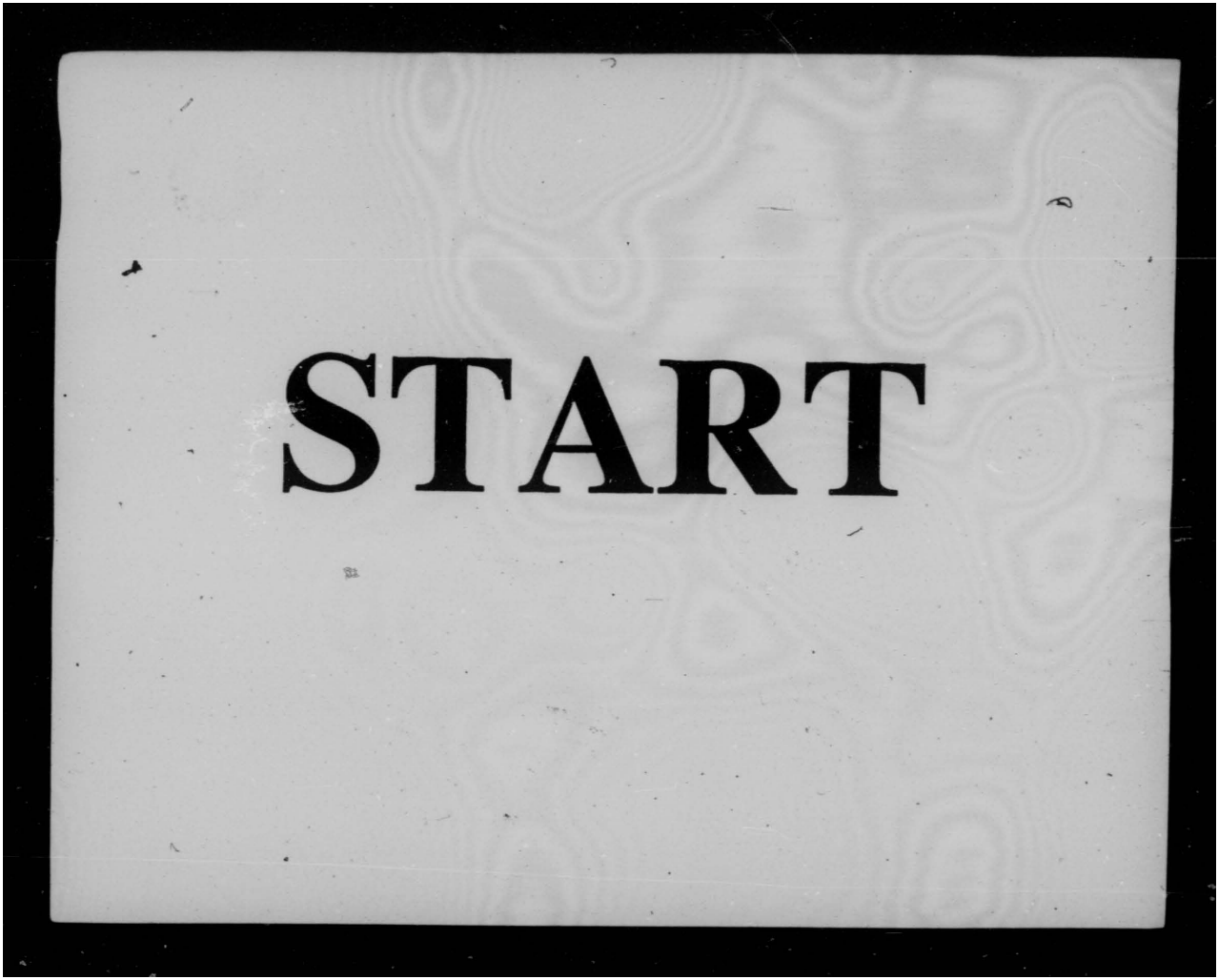
Received by	Division Symbol	Date

LW 2-65 (rev 11/85)

SEE VERSO FOR INSTRUCTIONS

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Library of Congress
Manuscript Division

The Papers of

Henry H. Arnold

Container 127

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HENRY HARLEY ARNOLD
Box 127 Folder 1
MILITARY
Decimal
SAS 452.1
Russia
(1-25)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

OFFICE OF THE CHIEF OF THE AIR CORPS

DECLASSIFIED

2231

ROUTING AND RECORD SHEET

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

File No. _____

Tally No. _____

Subject: Telegram No. 5914 from London.

NO.	FROM	TO	DATE	COMMENTS (15-C3) mlp
1.	OCAC	AAF/ ~~(A-3)~~ (A-4)	1941 12/10	For your information. 1 Incl. cy. Tel. #5914 from London, 12/6/41 for M. S. F. Brig. Gen., A.C. Executive.

CO-705-

File in 452.1 Russia (15)

DECLASSIFIED

(Do not use reverse side)

CONFIDENTIAL

W-4071, AC. Rev. 8/1/41

File No. _____ 452.1 Russia (15)

THE LIBRARY OF CONGRESS
PHOTODUPLICATION SERVICE
WASHINGTON, D. C. 20540

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CONFIDENTIAL~~

DECLASSIFIED
DEPARTMENT OF STATE

~~CONFIDENTIAL~~

PARAPHRASE

Telegram No. 5914 Dated: 12-6-41, 3 p.m.

From: London Rec'd: 12-6-41, 5:40 p.m.

FROM HARRIMAN FOR STETTINIUS AND HOPKINS.

Balfour and Musgrave-Whitham, Director of War Organization, advised me yesterday that the following program was ready to be carried out by the Air Ministry:

One. For the short term erect at Basra one hundred A-20's a month and one hundred Kitty-Hawks a month; keep on sending additional Bostons to Archangel and erecting them there (?).

Two. The Ministry of War Transport has the responsibility of unloading at Basra, but they understand that for the present the necessary ships can be handled.

Three. It is understood for the long term that the United States will construct and operate independently a unit for the erection of aircraft for Russia. There now appear to be four possible alternative locations for this unit, and on-the-ground study by Stolee of the Wheeler Mission is recommended.

(A) The First is at Basra. Here there are aerodrome facilities, but there would have to be built accommodations for personnel. Because of shipping limitations the Ministry of War Transport questioned the desirability of Basra for a permanent base.

DECLASSIFIED

~~CONFIDENTIAL~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CONFIDENTIAL~~

DECLASSIFIED

(B) Fifteen miles below Abadan is Kosrow Abaumed (?); this is the second alternative. Here there is deeper water than at Basra and there are already some facilities reported to be in existence there.

(C) The third alternative is near the border of Kuwaitpyd (?) named Umqasrt, and is to the south; here there are no facilities but it is a site which for sometime the British have been contemplating developing.

(D) The fourth alternative is Karachi. All its war capacity is now needed for India, although its port facilities are suitable. Some 500 miles added to the distance of the delivery flight would constitute an additional disadvantage.

Four. The War Department should receive the above information, I believe. As developments occur, I shall appreciate being kept informed.

WINANT

SA/E:DCB:HJG
12/8/41

Copies to:
Mr. Hopkins (2): Mr. Stettinius (4); General Spalding (2); Captain Roosevelt (1)

(COPY SENT TO U-L BY SA/E FOR TRANSMISSION TO THE WAR DEPARTMENT.)

DECLASSIFIED

~~CONFIDENTIAL~~

Aug 25 1952 Russia (75)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WAR DEPARTMENT
Headquarters Army Air Forces
Office Chief of the Air Staff
Washington, D. C.

Date 11/

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

(2) Necessary action

(3) Study proposed by C/AC and submitted after co-ordination by A-4 now engaged in follow up of approved plan

A-4

CARL SPAATZ,
Brig. General, Air Corps,
Chief of the Air Staff.

AAF-141

WAR DEPARTMENT
Headquarters Army Air Forces
Office Chief of the Air Staff
Washington, D.C.

Date 16 Nov 41

TO: Col. Duncan

Study in question was made almost entirely by C/AC. A-4 is attempting to follow them on it and has issued a directive to C/AC. I suppose it got thru your office. (?) More recent decisions made (top-side) without our knowledge except in round about way is making it a bit difficult.

EDGAR P. SORENSEN,
COL. AIR CORPS.

A-4 DIVISION

X-225-D, A. C.

Part (3) copy of Study in Duncan's

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

(To be filed with correspondence)

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

DECLASSIFIED

SUBJECT: Ferrying of Aircraft to Russia

CONFIDENTIAL

NO.	FROM	TO	DATE	DATA
1.	General Arnold	General Spaatz	10/31 1941	1. In connection with study being made relative to ferrying aircraft into Russia over the three routes outlined, it is of utmost importance that the study when completed should include recommendations covering: a. Route to be followed. b. Personnel necessary. c. Erection of depots, locations and capacity. d. Capacity of route selected based upon shipment. 2. This recommendation should be in such a form as to be used immediately with Mr. Harriman and if necessary, with the President. It should include the following: a. Necessary action to be taken in connection with employment of any facilities to be erected in any foreign country. b. Necessary action to be taken in connection with securing necessary shipping to get these airplanes to their point of debarkation. c. Plans complete, ready for approval concerning necessary personnel, pilots, and mechanics to get the job done. d. Complete plans for erection depots, storage areas, and what-have-you. 3. This information has been promised by me not later than noon, Monday. H. H. A.

AG 452.1 Russia

DECLASSIFIED

(Do not use reverse side)

CONFIDENTIAL

W-4664, 10

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

AAF/AWPD
EFG-aea

12/9/41

DECLASSIFIED

DEC 10 1941

DECLASSIFIED
DOD Dir. 5200.9 & 20 June 1974
Sydney LC, Date 4/5/1

Major General J. H. Burns, Administrator,
Lend-Lease Administration
815 22d Street, N.W.
Washington, D. C.

My dear General Burns:

Re: Amplification and Extension of Service
Under Contract No. W535AC-21207.

Referring to your letter of November 19, 1941 regarding the allotment of funds for the extension and amplification of the South Atlantic service under the above mentioned contract:

Such letter indicated that the Lend-Lease Administration would provide funds required for the extension and amplification of the Trans-African and ferry services under contracts DA-W535AC-415 and DA-W535AC-416. That letter further indicated the expectation that funds to cover flight and ground equipment required for the extension and amplification of the South Atlantic service under Contract No. W535AC-21207 would be allotted from the President's Emergency Fund.

We find, however, that funds are not available for this purpose in the President's Emergency Fund or any other source except Lend-Lease funds. Accordingly it is requested that the Lend-Lease Administration arrange to have made available $5,000,000 to cover the cost of flight equipment (including spares) required for the extended and amplified service to be provided under a supplement to Contract No. W535AC-21207.

Regarding the amount of the required funds, it appears that while it was originally estimated that approximately $8,585,000 would be required for the purpose, this amount can be reduced to approximately $5,000,000 in view of the elimination of the proposed purchase of a Pan American 307 aircraft and of an indication by Pan American Airways that no additional allotment of funds to cover any ground equipment (including airport improvement) would be required because that Company would be willing, if necessary, to bear the cost of such additional ground equipment and improvements as it considers necessary under existing conditions for the operation of this service with land transport aircraft during the term of the contract.

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

AAF-39

DECLASSIFIED

~~SECRET~~

Thus, only the funds, estimated at approximately $5,000,000, required for additional flight equipment (including spares) need now be allotted for this amplified and extended service, it being intended that such equipment would be leased to Pan American Airways at a rental equal to (1) depreciation on the aircraft in accordance with Pan American Airways usual five year straight line method and on other equipment in accordance with Pan American's usual depreciation policy, plus (2) four percent interest on the depreciated cost of the aircraft and other items. This rental arrangement is considered fair under all the circumstances, having in mind that the War Department would have the right to control priorities with respect to the carriage of passengers as provided in the original contract.

It will be appreciated if you will indicate whether funds in the required amount will be made available for this purpose by the Lend-Lease Administration.

Sincerely yours,

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

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

AAF-39

DECLASSIFIED

-2-

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Dir.
6 Jan. & 20 June 1974
By: [illegible] Date: [illegible]

(To be filed with correspondence)

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

SECRET

DECLASSIFIED

SUBJECT: Proposed Extension of Pan American Services.

NO.	FROM	TO	DATE	DATA
1	General Arnold	Colonel Maiden	11/21 1941	See that all concerned are acquainted with the information contained in the two attached letters from General Burns. Incls: Ltr 11-19 frm Gen. Burns re proposed extension of Pan American services, to Askubad and Rangoon. Ltr 11-19 frm Gen. Burns re proposed extension of Pan American services to Kuibyshev.
2	AAF C/AS	C/AAF	1941 12/10	AAF/AWPD KFO-aea Proposed reply is submitted herewith. C. S. C/AS 3 Incls. 2 ltrs as per Comment #1 Proposed ltr. for Gen. Burns.

DECLASSIFIED

SECRET

(Do not use reverse side)

W-4664, AC

AWPD-11/28

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~ DECLASSIFIED

DECLASSIFIED
DOD Dir.
8 Jan. & 2 June 1974
By NARS, Date

Proposed Extension of Pan American Services.

2	AAF C/AS	C/AAF	1941 12/10	Proposed reply is submitted herewith.	AAF/AWPD KPG-mcn

C. S.
C/AS

3 Incls.
2 ltrs as per Comment #1
Proposed ltr. for Gen. Burns.

~~SECRET~~ DECLASSIFIED

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	

AAF-39

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

OFFICE OF LEND-LEASE ADMINISTRATION
FIVE-FIFTEEN 22d STREET NW.
WASHINGTON, D. C.

November 19, 1941

MEMORANDUM

To: Major General H. H. Arnold
Deputy Chief of Staff for Air
War Department

Reference is made to your memorandum dated November 8, 1941, attaching cablegram of November 6, 1941 from Colonel Faymonville, regarding air service to Kuibyshev.

I think we should adhere to the original plan to extend the Pan American air service to Kuibyshev. The Pan American service will certainly be required and should be a more dependable service than that proposed.

It would seem desirable to wait for Mr. Litvinov's arrival before the matter is presented to the Russian Government.

J. H. BURNS
Major General, U. S. Army

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

OFFICE OF LEND-LEASE ADMINISTRATION
FIVE-FIFTEEN 22d STREET NW.
WASHINGTON, D. C.

NOV 19 1941

Dear General Arnold:

In accordance with the discussions which Mr. Trippe and I had with you concerning the advisability of extending the Pan-American services to Askubad and to Rangoon, the Lend-Lease Office has been working on the details of the proposed extensions with representatives of the Air Corps and of Pan-American.

The Lend-Lease Administration will provide from its current appropriation the funds necessary to set up the extended transport and ferry services and to operate them until March 1, 1942. According to Mr. Bixby, of Pan-American, $6,500,000 will be needed for this purpose. It is expected that approximately $6,000,000 more will be required by June 30, 1942. We anticipate procuring that sum from a future appropriation.

It has been proposed that the $6,595,000 needed to extend the commercial service will be procured from the President's Emergency Fund. This matter is now being taken up with the Bureau of the Budget.

Very truly yours,

Acting Lend-Lease
Administrator.

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

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND RECORD SHEET

1676

SECRET DECLASSIFIED

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

Tally No. AAF

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By LC; Date

Subject: Delivery of Airplanes to Russia.

NO.	FROM	TO	DATE	COMMENTS
1	OCAC Oper. Div. (15-Al) mcj	AAF Ch/AS	12-4 1941	1. There is attached hereto, for your information, copy of a memorandum prepared at the direction of General R. C. Moore, Deputy Chief of Staff, which was delivered to him by hand this date. O.S.F. O.S.F. Col., A.C. Project Officer 1 Attach.(Memo) 8-535

452.1 Russia (71)

SECRET DECLASSIFIED

(Do not use reverse side) W-4071, AC. Rev. 8/1/41

Page No.

as 452.1 Russia (71)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

EA (15-C3)

Written 12/4/41

8 Jun. & 20 June 1974

MEMORANDUM FOR MAJOR GENERAL R.C. MOORE,
DEPUTY CHIEF OF STAFF

1. As directed, and after conference with the Maritime Commission, relative the shipment of aircraft (P-40 and A-20 types) to Russia, the following information is furnished:

a. Twenty-one (21) boats are due to sail for Basra during December. The number for January cannot be given at this time.

b. Twenty-five (25) boats are due to sail for Archangel during December. The number for January cannot be given at this time.

c. With the above boats, the Maritime Commission estimates that all P-40 and A-20 type airplanes allocated to Russia for October, November and December, according to Arnold-Balfour agreement of October 23, 1941, will have been shipped by December 31, 1941. This will amount to 300 P-40 type and 310 A-20 type.

2. Personnel and equipment for the establishment of an assembly point is now being assembled and will be ready for embarkation when transportation becomes available. The Chief of the Air Corps can, and will, deliver airplanes of both types (P-40 and A-20) to any port and in any quantity, crated, as desired by the Maritime Commission to meet our commitments. Further, the Chief of the Air Corps is making suitable arrangements and will be responsible for the uncrating and assembly of that number of these airplanes which are shipped to Basra and for their delivery to Russian pilots. The Chief of the Air Corps, cannot, however, provide shipping facilities. The Maritime Commission has been advised of the problem and requested to make tonnage available. The President has addressed a letter to Admiral Land in this connection emphasizing the urgency of the problem. Therefore, it would seem that the bottleneck is that of shipping and that corrective action lies within the purview of the Maritime Commission.

mlp

Copy

DECLASSIFIED
SECRET

Attach 1

AG 452.1 Russia (71)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

1588

COPY

DECLASSIFIED

December 4, 1941

DECLASSIFIED
DOD Dir. 5 Jan. 6 & 8 June 1974
By NARS, Date 5/14/82

The Honorable

The Secretary of State

Dear Mr. Secretary:

It is requested that the following cablegram be sent to the American Embassy, U. S. S. R.:

"FOR FAYMONVILLE FROM SPALDING.
"CONFIDENTIAL.
"Re your radiogram of November 17th, all material is ready to be sent. Total weight one thousand pounds. Will send two complete sets by plane December 5. May we ship balance by boat through Archangel or any other means of transportation you suggest, except courier?"

Sincerely yours,

Hq. Army Air Forces
DEC 5 '41
AAG Received

Signed
S. P. SPALDING,
Brigadier General, U. S. Army.

AW:RD

DECLASSIFIED

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

OFFICE OF THE CHIEF OF THE AIR CORPS

1573

ROUTING AND RECORD SHEET

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

SECRET

File No.

DECLASSIFIED Tally No.

Subject: Aeronautical Aid to Russia

452.1 Russia (67) B

NO.	FROM	TO	DATE	COMMENTS
1.	OCAC Intel.	AAF AAG	DEC 3 1941	OCAC/Intel. JGT/lwc 1. Attached forwarded to you for duplication and distribution. 2. It will be noted that copy of the inclosed telegram has already been furnished to Operations Division, OCAC (Col. Ferson) and the Chief of the Air Corps. JGT C/Intel. 2 Incls. #1-Ltr.fr.Dept.of State,12/2/41(in dup.) w/1 incl.(Cy. par.of tel.fr.London,11/29 #5752) (4 copies added) #2-Cy.of #1 R&R to C/AAF, same subj. w/1 incl.(Cy.of Memo to S/W for signature of C/AAF)

SECRET (Do not use reverse side) DECLASSIFIED

Page No.

S-2623 12/3/41-A-2)

W-4071, AC, Rev. 8/1/41

AG 452.1 Russia (67) B

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ADDRESS OFFICIAL COMMUNICATIONS TO THE SECRETARY OF STATE WASHINGTON, D. C.

~~SECRET~~

DECLASSIFIED

DECLASSIFIED DOD Dir. 8 Jan. 4 (b) June 1974 By Alw NLC Date 12/4/8

DEPARTMENT OF STATE
WASHINGTON

In reply refer to
Eu 861.248/162

December 2, 1941

~~SECRET~~

The Secretary of State presents his compliments to the Honorable the Secretary of War and, with reference to Mr. Stimson's letter of November 24, 1941 concerning aeronautical aid to Russia, transmits herewith a paraphrase of a telegram dated November 29, 1941 from the American Ambassador at London. Further word concerning this matter will be transmitted to the Secretary of War as soon as it is received.

Enclosure:

Paraphrase of telegram from London, no. 5752, November 29, 1941.

DECLASSIFIED

Auth DDM 52.1 Russia 6-7-B Enc #1

~~SECRET~~

5-2623 12/3 (A-2)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ADDRESS OFFICIAL COMMUNICATIONS TO THE SECRETARY OF STATE WASHINGTON, D.C.

~~SECRET~~

DECLASSIFIED

DEPARTMENT OF STATE
WASHINGTON

In reply refer to
Eu 861.248/162

December 2, 1941

~~SECRET~~

The Secretary of State presents his compliments to the Honorable the Secretary of War and, with reference to Mr. Stimson's letter of November 24, 1941 concerning aeronautical aid to Russia, transmits herewith a paraphrase of a telegram dated November 29, 1941 from the American Ambassador at London. Further word concerning this matter will be transmitted to the Secretary of War as soon as it is received.

Enclosure:

Paraphrase of telegram from London, no. 5752, November 29, 1941.

DECLASSIFIED

S-2623 12/3/41-21

~~SECRET~~

Encl #1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED
DOD Dir.
E.J. 5 20 June 1974
By OSD/ISLC; Date 12/3/74

PARAPHRASE OF TELEGRAM

DECLASSIFIED

To: The Secretary of State

From: London

Dated: November 29, 4 p.m.

Rec'd: November 29, 10:20 a.m.

No. 5782

The matter has been taken under consideration and agreement in principle has been received. A committee is being formed to study the place suggested as well as other possible sites. We will be requested to have someone meet with the committee to discuss the relative advantages of various sites and other matters. I have been promised a more detailed communication in writing on Monday and will telegraph again as soon as it is received.

12/5/41. Copy sent to AWPD and to A-2

Copies furnished to:
1 cy. to S/W
1 cy. to G/AS (INFORMATION)
1 cy. to Operations Div., OCAS (INFORMATION)
4 cys. to Air Adjutant General, AAF (INFO + DIST)
5

DECLASSIFIED

~~SECRET~~

S-2623 12/3/74:1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~ DECLASSIFIED OCAC JUT

DEC 9 1941

MEMORANDUM FOR THE SECRETARY OF WAR

SUBJECT: AERONAUTICAL AID TO RUSSIA

1. With reference to our letter of September 24, 1941, to the State Department, this office received informal information that the British Government has approved our plan in principle but that details and apparently agreement with the Russian Government have not yet been reached, as outlined in State Department telegram No. 5752 from London, dated November 29, copy attached.

2. This matter is being followed up closely in an endeavor to carry out the President's directive as rapidly as possible and the Air Corps is now continuing their action under the approved plan and making detailed shipping arrangements with the Maritime Commission and others concerned for the employment of Navy.

For the Chief of the Army Air Forces:

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

1 Incl.
Cy.Paraphrase of Tel.#5752,
11/29/41 to Sec./State fr.London

Canceled by Maj Curtis 12/10/41
now obsolete

DEC 10 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-Insp.	Budget	Statistics	
						DECLASSIFIED					

lwc S-2622/24-41 AC/2 OCAC ~~SECRET~~ AAF-39

Avail 452.1 Russia (3)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

OFFICE OF THE CHIEF OF THE AIR CORPS

DECLASSIFIED 1603
DOD Dir.
5 Jun. & 29 June 1974
By NARS, Date 6/4/75

ROUTING AND RECORD SHEET

SECRET

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

DECLASSIFIED File No. _____

Tally No. _____

Subject: Aeronautical Aid to Russia

NO.	FROM	TO	DATE	COMMENTS
1.	OCAC Intel.	C/AAF	DEC 3 1941	OCAC/Intel. JGT/lwc 1. The State Department has forwarded informally their telegram #5752 from London which states that the British Government has agreed to our plan for shipping aeronautical supplies to Russia via Basra. There is inclosed a memorandum for C/AAF signature giving the Secretary of War this preliminary information. 2. In the meantime, Operations Division, OCAC, is continuing the motion and completing shipping arrangements with the Maritime Commission and others involved in carrying out the approved plan. JGT C/Intel.
Distribution: Cy.to C/AC Cy.to Operations Div. OCAC(Col.Ferson) Cy. to AAG				1 Incl. Memo to S/W for signature of C/AAF w/1 incl.(Cy.of Paraphrase of Tel.#5752,11/29/41 fr.London)

DECLASSIFIED

(Do not use reverse side)

SECRET

Page No. 1

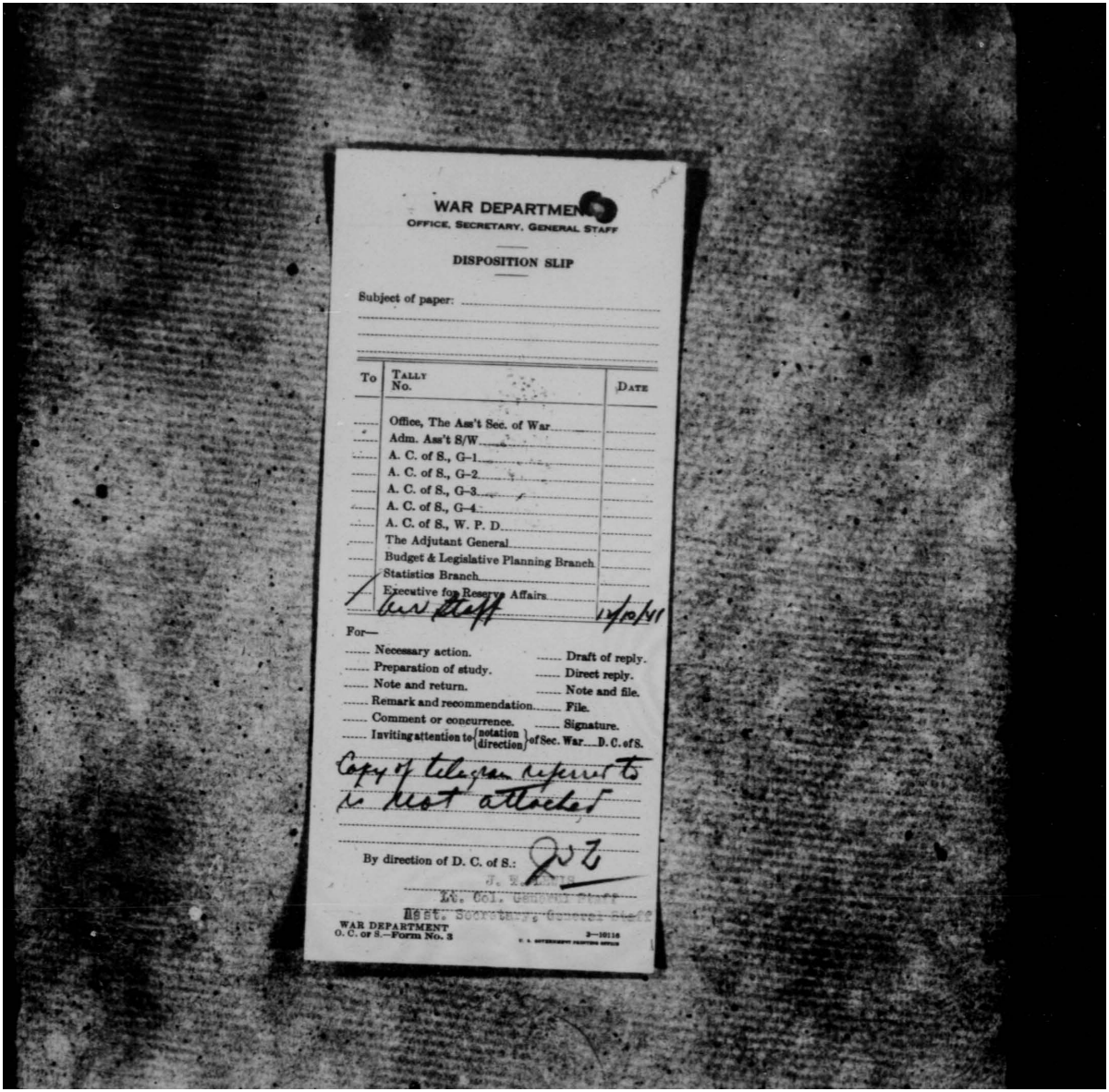
S-2622 12/3/2A-2)

W-4071, AC, Rev. 8/1/41

Only pg 452 Marked (67)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



WAR DEPARTMENT
OFFICE, SECRETARY, GENERAL STAFF

DISPOSITION SLIP

Subject of paper:

To	Tally No.	Date
	Office, The Ass't Sec. of War	
	Adm. Ass't S/W	
	A. C. of S., G-1	
	A. C. of S., G-2	
	A. C. of S., G-3	
	A. C. of S., G-4	
	A. C. of S., W. P. D.	
	The Adjutant General	
	Budget & Legislative Planning Branch	
	Statistics Branch	
	Executive for Reserve Affairs	
	Gen Staff	12/10/41

For—

..... Necessary action. ..... Draft of reply.
..... Preparation of study. ..... Direct reply.
..... Note and return. ..... Note and file.
..... Remark and recommendation. ..... File.
..... Comment or concurrence. ..... Signature.
..... Inviting attention to {notation / direction} of Sec. War ..... D. C. of S.

Copy of telegram referred to is not attached

By direction of D. C. of S.:

J. R. [illegible]
Lt. Col. General Staff
Asst. Secretary, General Staff

WAR DEPARTMENT
O. C. of S.—Form No. 3

3—10116

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

DECLASSIFIED
[illegible]

Aeronautical Aid to Russia

1. OCAC G/AAF Intel.

OCAC/Intel.
JGT/hm

1. The State Department has forwarded informally their telegram #5752 from London which states that the British Government has agreed to our plan for shipping aeronautical supplies to Russia via Basra. There is inclosed a memorandum for G/AAF signature giving the Secretary of War this preliminary information.

2. In the meantime, Operations Division, OCAC, is continuing the action and completing shipping arrangements with the Maritime Commission and others involved in carrying out the approved plan.

JGT
G/Intel.

45741 Russia (G7A)

Distribution:
Cy.to G/AS
Cy.to Operations Div. OCAC(Col.Person)
Cy.to AAG

1 Incl.
Memo to G/S for signature of G/AAF w/1 incl.(Cy.of Paraphrase of Tel.#5752,11/29/41 fr.London)

not sent - per Major Ennis

DECLASSIFIED

SECRET 1

2-2623(2A-4)

Ind #2

SECRET

DECLASSIFIED

OCAC JGT

MEMORANDUM FOR THE SECRETARY OF WAR

SUBJECT: AERONAUTICAL AID TO RUSSIA

1. With reference to our letter of ~~September~~ November 24, 1941, to the State Department, this office received informal information that the British Government has approved our plan in principle but that details and apparently agreement with the Russian Government have not yet been reached, as outlined in State Department telgram No. 5752 from London, dated November 29, copy attached.

2. This matter is being followed up closely in an endeavor to carry out the President's directive as rapidly as possible and the Air Corps is now continuing their action under the approved plan and making detailed shipping arrangements with the Maritime Commission and others concerned for the employment of Basra.

1 Incl.
Cy.Paraphrase of Tel.#5752,
11/29/41 to Sec./State fr.London

DECLASSIFIED

lwc

2623(2A-4)

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

S AAF C/AS C/AC 1941 12/2

AAF/A-4
JFW/ccc

1. For information and necessary action.

CS
C/AS

DEC 1 1941
AAF

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	

DECLASSIFIED

AAF-39

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

SUBJECT: Cable Message from Moscow No. 98 - November 6.

2 AAF A-2 | AAF A-4 | 1941 11/29

AAF/A-2
TJK/ekp

1. With reference to action recommended in paragraph 3, Comment 1, Mr. Anisimov of Amtorg, this city, was interviewed with reference to the submission of technical instructions on airplanes being transferred to the Russian Government being furnished in English without translation to Russia. Mr. Anisimov stated this was very satisfactory; that they now had a considerable force of Russians set up in New York for the translation of these documents and that he desired that the technical data furnished be submitted to Amtorg as far in advance of the actual shipment of equipment as possible. This in order that the translations might be completed and in the hands of the Russians at the time of arrival of the equipment.

2. He also requested that in each case three (3) copies of the technical data for each type aircraft be furnished. He particularly mentioned that he had no technical data on the Aricobra, A-20C and DB-7 airplanes. It was not known in this Division that this Government was transferring Aricobras and DB-7's to the Russian Government. It is not desired that technical data be given to Amtorg on airplanes which are not being furnished by us. In this connection, Major Timberlake of Materiel Division is familiar with procedure of obtaining this information.

M.F.S.
C/A-2

~~SECRET~~ DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

452.1 Russia (6-4)

SUBJECT: Plan for Delivery of Aircraft to Russia.

AG 400.3295 (12-3-41)MSC-D 2nd Ind. LFL/ved-1712.

War Department, A.G.O., December 27, 1941. - To: Chief of Chemical Warfare Service.

It is desired that action be taken on basis paper in accordance with letter, this office, December 17, 1941, AG 322.2 Army Air Forces (12-13-41)MD-D-M, subject: Control of Certain Munitions having Exclusive Interest to the Army Air Forces.

By order of the Secretary of War: E. R. VanBinkley

Adjutant General.

COPY TO: Chief of the Army Air Forces
re his memo 12-3-41 Air AG 452.1 Russia, w/cy 1st Ind.

-2-

DECLASSIFIED

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

4-3

CWS 400.12/39
(12-3-41)

1st Ind. December 10, 1941.

War Department, O-C of CWS, December 10, 1941. To: The Adjutant General. War Department, Washington, D. C.

1. In accordance with telephone conversation between this office and the office of the Assistant Chief of Staff, G-4, (Major Henning) the attached memorandum for the Chief of the Chemical Warfare Service, Subject: Plan for Delivery of aircraft to Russia, dated December 3, 1941, from the Chief of the Army Air Forces, is forwarded for the necessary instructions.

/s/ CHARLES S. LOUCKS,
Lt. Col., C. W. S.,
Executive.

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AAF/A-4
JYL/mwb

Wrtn 12/2/41

DEC 3 1941

MEMORANDUM FOR THE QUARTERMASTER GENERAL:

Subject: Plan for Delivery of Aircraft to Russia.

1. On 5 November 1941 the Secretary of War approved a plan for the movement of airplanes and Air Corps material to Russia. This plan involves the delivery of airplanes via Basra. Necessary action is being taken to initiate the development and use of this route under United States Military control with delivery at the Russian border.

2. It will be necessary to provide Maritime shipping for movement of equipment and personnel for operation of the ferry route and of assembly plant in the Basra area.

3. Your office has been and may be called upon to furnish material and services in connection with this project, and it is desired that when such requests are made by the Chief of the Air Corps that they be given immediate attention. It is desired that you take the necessary action to make available when needed such equipment, supplies and personnel for this project as may be requested by the Chief of the Air Corps. Direct correspondence in this connection is authorized.

4. Funds in the amounts required to cover cost involved will be made available to you upon request to the Chief of the Air Corps.

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	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	

AAF-39

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WAR DEPARTMENT
Headquarters Army Air Forces
Office Chief of the Air Staff
Washington, D.C.

Date 12/17/46

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~~ GH
- Air War Plans Division
- Budget Section
- Medical Section
- Public Relations Section
- Statistics Section
- Inspector, Army Air Forces
- Adjutant General, Army Air Forces
- ✓ A.F. Files

4th dead horse!!
NM

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

AAF-217

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

OFFICE OF THE [redacted] THE AIR CORPS

SECRET

ROUTING AND RECORD SHEET

1675

DECLASSIFIED

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

File No.

Tally No. AAF

Subject: Airplanes to Russia.

NO.	FROM	TO	DATE 1941	COMMENTS (15-C3) ims
3.	Op. Div.	A.A.F. ~~Chief~~ Exec. C/AS	12/4	1. Of the 310 A-20 type airplanes (British & U. S.) allotted to Russia for October, November and December, 15 have been shipped and 155 are now at Floyd Bennett airport. Of the 300 P-40's allotted to Russia for October, November and December, 72 have been shipped to Archangel. There are now at Boston and on Boston Docks 150 P-40's, crated and ready for shipment to Archangel as boats become available. 2. The A-20's will arrive at Floyd Bennett airport at the rate of 25 per week during December. The P-40's will arrive in the Boston area, (subject to delivery to Boston Docks as boats become available), at the rate of 25 per week. 3. At a conference with the Maritime Commission on December 3rd, the following information was obtained: a. Twenty one (21) Maritime Commission boats and two commercial boats are now set up to sail for Basra in December. These will accommodate 142 A-20 type airplanes on deck. The rest of the October, November and December allotment of A-20's for Russia, less those already shipped, will be broken down for under deck shipment to Basra during December. These boats will also carry gasoline, tanks, trucks and miscellaneous broken cargo. b. Twenty five (25) Maritime Commission boats are now set up to sail for Archangel during December. These boats can easily accommodate the remaining 228 P-40's of the 300 scheduled for delivery to Russia during October, November and December. 4. The thirty(30) O-52 type airplanes scheduled for delivery to Russia in October, all have been shipped to Archangel. 5. In regard to the concentration, disassembly and crating of A-20 type airplanes at Floyd Bennett airport, for shipment to Russia, it has been rumored through the British Air Commission, that the Navy, due to the congested condition at that airport, are trying to get the British (A-20 Project) out of Floyd Bennett Airport.

452.1 Russia (3)

(Do not use reverse) SECRET DECLASSIFIED Rev. 8/1/41

Page No.

XIV-EY

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

OFFICE OF THE CHIEF OF THE AIR [redacted]S

SECRET

ROUTING AND RECORD SHEET

DECLASSIFIED

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

File No.

Tally No. AAF

Subject: Airplanes for Russia.

NO.	FROM	TO	DATE	COMMENTS (15-C3) ims
3.	Op. Div.	A.A.F. ~~thru Exec.~~ C/AS	1941 12/4	Since there are now at Floyd Bennett airport 155 A-20's, and no other suitable concentration and disassembly point available at the present time, it is imperative that we continue to use this airport for the concentration and preparation for shipment of A-20's to Russia, at least until the 155 A-20's (now at Floyd Bennett) and those scheduled for concentration there during December, have been shipped. At the conference with the Maritime Commission, it was stated that plans are now underway for the transfer of Basra shipping, from New York to Mobile or some suitable port on the Gulf Coast, on or about January 1, 1942, in order to relieve the New York Port congestion.

O-S-P

O. S. P.

Col. A. C.

Chief, Operations Div. MEG for ACA

DECLASSIFIED

SECRET

(Do not use reverse side)

DECLASS[illegible]

Page No.

W.D.A.A.F., AC. Rev. 8/1/41

AAG 452.1 Russia (63)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED

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

~~SECRET~~ DECLASSIFIED

File No. _____

Tally No. AAF/ _____

Subject: Airplanes to Russia.

NO.	FROM	TO	DATE	COMMENTS CS:nc
1	AAF C/AS	OCAC	1941 12/2	1. Report will be submitted as follows: a. How many airplanes have been placed on docks for shipment to Russia? Give location of docks. b. At what rate will they accumulate at that place? c. Determine rate of shipment from docks based on plans of the Maritime Commission to provide shipping. 2. This information is desired in connection with a study to be initiated, looking forward to the possibility of diverting airplanes in excess of those which can be expeditiously shipped to our own use, similar to the plan now in operation in the shipment of tanks. CS C/AS
2.	C/AC	Oper. Div.	1941 12/3	1. For action desired. M. S. F. Executive

3 1941

(Do not use reverse side)

DECLASSIFIED

W-4071, AC. Rev. 8/1/41

Page No. _____

~~SECRET~~

A12-3(3-a) xN-34

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DECLASSIFIED

Correspondence re Transport Airplanes for Russia.

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

AAF/A-4
ECL/coc

45211 Russia (62)

1. There is attached hereto a proposed draft of a reply to the memorandum of November 26, 1941 from the Defense Aid Director on the subject "Transport Planes for Soviet Russia".

2. This matter has been discussed with the following offices:

Office of Mr. Lovett (Street)
A-WPD - (Walker)
A-3 (Vandenberg)
A-4 (Schneider)

3. It is believed that the proposed draft is acceptable to Mr. Lovett.

Incls:
Prop. memo to Col Aurand w/Incl. Tab A; ~~Ltr to~~ C/AAF 11-26-41 fr. Aurand w/ ltr fr. O.L.L.A. w/cpy ltr fr. A.Gromyko 11-21-41.

CS
C/AS

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	

AAF-39

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CONFIDENTIAL~~
DECLASSIFIED

AAF/A-4
ECL/coc
Written December 1, 1941.

DEC 9 1941

MEMORANDUM FOR COLONEL AURAND:

Subject: Transport Planes for Soviet Russia.

1. The Air Corps had on hand as of October 31, 1941 only 176 transports (two engine) of all types. Some are small and several are quite old.

2. The anticipated deliveries of Douglas C-53 (DC-3) and Douglas C-47 airplanes for the period December 1941 through June 1942 are as indicated in the tabulations of the attached Exhibit "A".

3. Air Corps Requirements under the Second Aviation Objective have been set at 560 transports (2 engine) but there is a known additional requirement for 400 more of the C-47 type to provide equipment for an air-borne division.

4. In view of the extremely limited number of transports now available to the U. S. Army for the support of outlying bases and for the training of troops, and in view of the limited deliveries scheduled for the period ending June 30, 1942 it is not practical to arrange prompt delivery of 600 transport airplanes to Russia.

5. It is suggested that the Russian government be advised that the status of existing stocks of transport airplanes and of deliveries scheduled for the near term do not permit the shipment of 600 Douglas transport airplanes requested in the basic communication.

6. It is also suggested that the needs of the Russian government be referred to the Joint Aircraft Committee for a study to determine what deferments can be made by the Army, Navy, British, Chinese and other customers in order to provide prompt deliveries of transport airplanes to Russia.

For the Chief of the Army Air Forces:

1 Incl:
Tab A.

CARL SPAATZ
Brig. General, Air Corps,

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

AAF-39

~~CONFIDENTIAL~~ DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

DECLASSIFIED

EXHIBIT "A"

TABLE I

Douglas - Santa Monica
C-85 (DO-5) Personnel or Light Freight Transport

Customer		Army	Navy	China	Britain	Neth.	Def. Supplies	Commercial	Douglas Shop Schedule
1941	D.	6	-	-	-	-	14	-	19
1942	J.	11	2	2	2	-	-	-	17
	F.	10	2	2	2	-	-	-	16
	M.	11	2	2	2	-	-	-	17
	A.	12	2	2	2	-	-	-	18
	M.	11	2	2	2	-	-	-	17
	J.	4	1	-	-	-	-	12	17
Total for Period		64	11	10	10	0	14	12	121

TABLE II

Douglas - Long Beach
C-47 Freight Transport

Customer		Army	Navy	China	Britain	Neth.	Others	Douglas Shop Schedule
1941	D.	9	4	-	-	-	-	13
1942	J.	24	5	-	-	-	-	29
	F.	38	5	-	-	-	-	43
	M.	80	6	-	-	-	-	86
	A.	59	6	-	-	-	-	65
	M.	49	6	-	10	-	-	65
	J.	46	6	-	20	-	-	74
Total for Period		277	38	0	30	0	0	345

EXHIBIT "A"

CONFIDENTIAL

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

DECLASSIFIED

NOV 26 1941

MEMORANDUM FOR THE CHIEF OF THE ARMY AIR FORCES:

Subject: Transport Planes for Soviet Russia.

1. Attention is invited to the attached correspondence in which request is made for the immediate delivery of 600 Douglas DC-3 transport planes.

2. It is requested that information be furnished the Defense Aid Director upon which to base a reply to the Office of Lend-Lease Administration.

SIGNED
H. S. AURAND,
Colonel, General Staff Corps,
Defense Aid Director.

Incl:
Ltr. fm OLLA,
11-25-41, w/1
Incl.

DECLASSIFIED

CONFIDENTIAL

Russia (62)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

OFFICE OF LEND-LEASE ADMINISTRATION
FIVE-FIFTEEN 22d STREET NW.
WASHINGTON, D. C.

November 25, 1941

General Staff
War Department

ATTENTION: COL. AURAND

There is forwarded herewith a copy of a letter dated November 21, 1941 to Mr. Harry Hopkins from Mr. A. Gromyko, Charge d'Affaires, U.S.S.R. in which a request is made for 600 transport airplanes, Douglas DC-3.

It is requested that information be furnished this office upon which to base a reply for Mr. Hopkins.

J. H. BURNS
Major General, U.S. Army
Executive Officer

2-2

COPY

November 21, 1941

My dear Mr. Hopkins:

I was instructed by my Government to ask you and through you the Government of the United States to deliver to the Union of Soviet Socialist Republics 600 transport planes - Douglas DC-3, the immediate delivery of which is of utmost importance to the defense of the Soviet Union.

I should highly appreciate anything you can do to expedite this matter.

I am, my dear Mr. Hopkins

Sincerely yours,

A. Gromyko
Charge d'Affaires

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

2-2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
9 JUL 6 47 Date 1974
A-4/AAF, D.C.; Date

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

DECLASSIFIED

File No. .....

Tally No. AAF .....

SUBJECT Correspondence re Transport Airplanes for Russia.

NO.	FROM	TO	DATE	COMMENTS
1.	AAF C/AS	C/AAF	1941 12/1	AAF/A-4 ECL/coc 1. There is attached hereto a proposed draft of a reply to the memorandum of November 26, 1941 from the Defense Aid Director on the subject "Transport Planes for Soviet Russia". 2. This matter has been discussed with the following offices: Office of Mr. Lovett (Street) A-WPD - (Walker) A-3 (Vandenberg) A-4 (Schneider) 3. It is believed that the proposed draft is acceptable to Mr. Lovett. Incls: Prop. memo to Col Aurand w/Incl. Tab A; Memo to C/AAF 11-26-41 fr. Aurand w/ ltr fr. O.L.L.A. w/cpy ltr fr. A.Gromyko 11-21-41. CS C/AS

DECLASSIFIED

(Do not use reverse side) W-4071, AC.Rev.8/14/41

Page

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

OFFICE OF THE CHIEF OF THE AIR CORPS

DECLASSIFIED
DOD ltr.
9 Jan. 19[illegible] 1974
By: AAG/AGO; Date: 2-4-75

ROUTING AND RECORD SHEET

SECRET

1128

(To be filed with correspondence)

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

DECLASSIFIED

SUBJECT: Movement of Aircraft to Russia.

NO.	FROM	TO	DATE	DATA
1	Ch/AC (15-A1)mj	Ch/AAF	11-24 1941	1. There is forwarded herewith letter addressed to Admiral Emory S. Land of the U.S. Maritime Commission, which has been prepared for the signature of the Secretary of War. This letter has been coordinated with Gen. George Spalding of the Lease Lend Administration. It is requested that it be coordinated and forwarded for signature. O.S. Ferson Col., A. C. Project Officer 1 Attach.(Ltr.)

4521 Russia (61)

DECLASSIFIED

(Do not use reverse side)

W-4071, AC

SECRET

AG 452.1 Russia (61)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WAR DEPARTMENT
Headquarters Army Air Forces
Office of the Air Adjutant General

Date Nov. 24, 1944

TO:

___Chief of the Army Air Forces.
___C.G., Air Force Combat Command.
___Chief of the Air Corps.
___Chief of the Air Staff.
___Secretary of the Air Staff.
___A-1 Division.
___A-2 Division.
___A-3 Division.
___A-4 Division.
___Air War Plans Division.
___Budget Section.
___Statistics Section.
___Air Inspector
___A.F. Files.

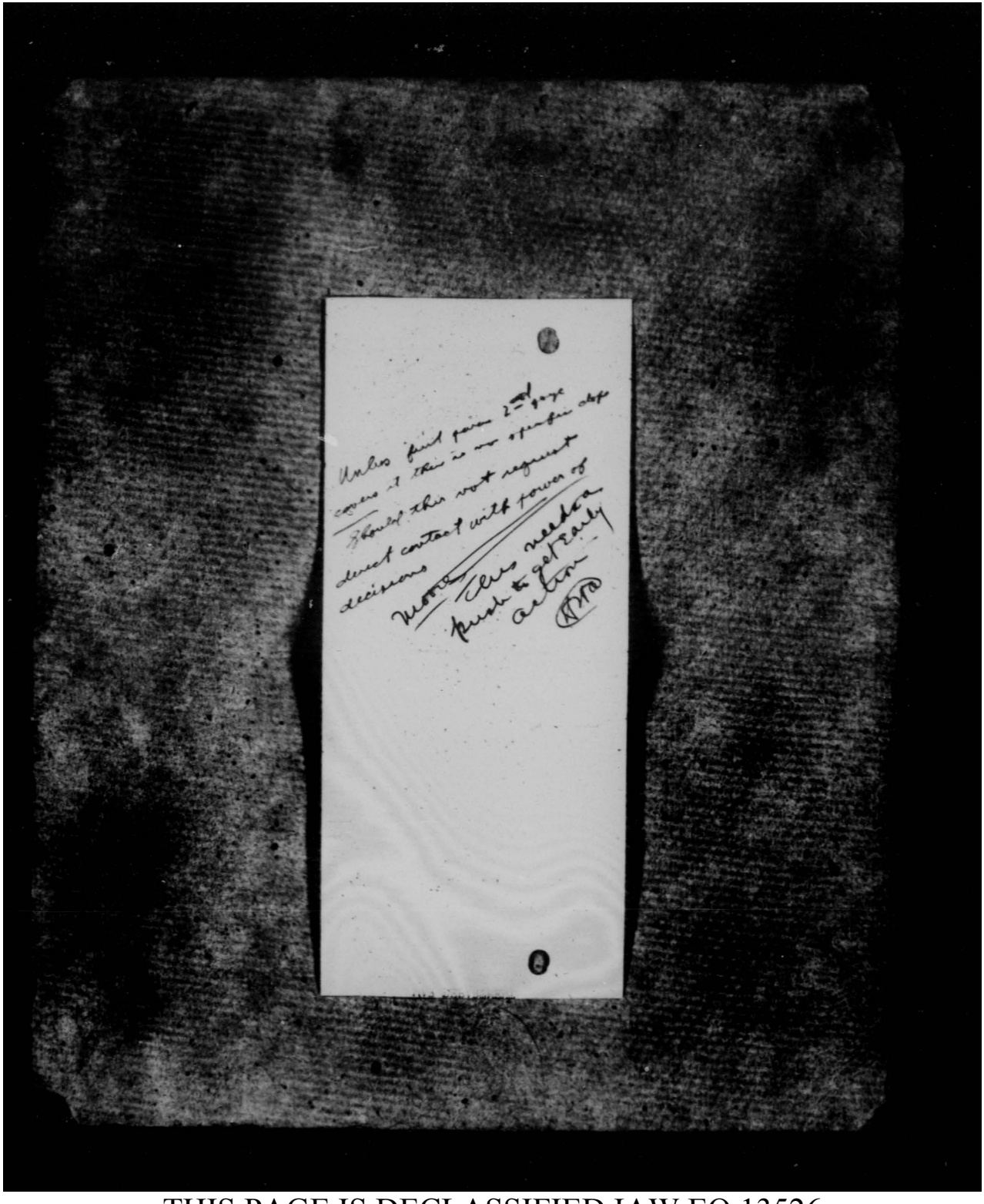
for necessary action

WM. W. DICK,
Lt. Col., A.G.O.
Air Adjutant General.

A.A.F-10-A.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526


Unless find prior 2nd page
covers it this is an opening slip
Should this next segment
direct contact with power of
decisions
Memo
Thus needed
push to get early
action
RVA

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

UNCLASSIFIED
DECLASSIFIED
NOV 27 1944

Major General James H. Burns
Executive Officer
Lend Lease Administration
515 Twenty-second Street
Washington, D. C.

My dear General Burns:

In providing aviation aid to Russia, it has been decided that the most expeditious means of delivering aircraft will be by water-borne transport from either Atlantic or Pacific ports, or both, to the port of Basra at the head of the Persian Gulf, where they are to be assembled and delivered to the Russians from that point by air.

In the project, the cooperation of the Maritime Commission will be required in making available necessary cargo space. There are at present in crates awaiting shipment, the following aircraft at points indicated:

132 P-40E's at Army Base Pier, Boston, Mass.
167 A-20's at Floyd Bennett Field, N. Y.

In addition to providing bottoms for these aircraft at the earliest practicable date, it will be necessary to provide passenger accommodations from the United States to Basra for between 400 and 500 civilians and between 40 and 50 officers, personnel which will assemble, test and fly away the aircraft. It is requested that cargo space be provided for the transportation of airplanes and accommodations for personnel as indicated above, and for additional essential equipment and facilities in the amount of approximately 20,000 ship tons, and that thereafter, cargo space be provided as necessary to transport airplanes to the same destination in the quantities indicated below:

	P-40	A-20	B-25	Total
December	100	110		210
January	100	110	12	222
February	100	98	12	210
March	100	100	12	212
April	100	100	12	212
May	100	100	12	212
June	100	10	12	122

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

Representatives of the Maritime Commission have already, in preliminary conversations, been apprised of the problem and furnished with details of space and weight requirements involved.

We have put a lot of pressure on aircraft manufacturers to get an expedition organized for Basra. We put a lot of pressure on the aircraft industry to get these airplanes and equipment ready to go. Now it has been piling up in New York and Boston since early October - 300 airplanes there now and more piling up fast. We should get some quick action to get these airplanes moving. Will you please let me know what can be done.

Very truly yours,

Sgd. H. H. Arnold

H. H. ARNOLD

Major General, U.S.A.

Chief of the Army Air Forces

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(3-C1)

Written Nov. 24, 1941

4 52.1 Russia (61)

Admiral Emory S. Land,
U. S. Maritime Commission,
Washington, D.C.

My dear Admiral:

In providing aviation aid to Russia, it has been decided that the most expeditious means of delivering aircraft will be by water-borne transport from either Atlantic or Pacific ports, or both, to the port of Basra at the head of the Persian Gulf, where they are to be assembled and delivered to the Russians from that point by air.

In the project, the cooperation of the Maritime Commission will be required in making available necessary cargo space. There are at present in crates awaiting shipment, the following aircraft at points indicated:

67 P-40E's at Army Base Pier, Boston, Mass.
167 A-20's at Floyd Bennett Field, N.Y.

In addition to providing bottoms for these aircraft at the earliest practicable date, it will be necessary to provide passenger accommodations from the United States to Basra for between 400 and 500 civilians and between 40 and 50 officers, personnel which will assemble, test and fly away the aircraft. It is requested that cargo space be provided for the transportation of airplanes and accommodations for personnel as indicated above, and for additional essential equipment and facilities in the amount of approximately 20,000 ship tons, and that thereafter, cargo space be provided as necessary to transport airplanes to the same destination in the quantities indicated below:

	P-40	A-20	B-25	Total
December	100	138		238
January	100	134	12	246
February	100	125	12	237
March	100	143	12	255
April	100	88	12	200
May	100		12	112
June	100		12	112

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Representatives of the Maritime Commission have already, in preliminary conversations, been apprised of the problem and furnished with details of space and weight requirements involved.

Inasmuch as it is desired to initiate delivery of airplanes to the Russians over this route at the earliest practicable date, it is requested that this matter be given early consideration. Your co-operation will be greatly appreciated.

Sincerely yours,

Secretary of War

OSF: [illegible]

To Mail & Record Room
Date
EXECUTIVE
ADMINISTRATIVE
B & G
CIVILIAN PERS.
FERRYING COMMAND
FISCAL
INSPECTION
INTELLIGENCE
LEGAL
MATÉRIEL
MEDICAL
MILITARY PERS.
[illegible]
W. COM. AERO BD.

DECLASSIFIED

DECLASSIFIED

SECRET

AG 400.45 (7-1 Russia (6-)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AAF/AS
AWV

DECLASSIFIED
Authority NND 963 [illegible]
By [illegible] NARS, Date 8-9-96

SECRET

November 22, 1941.

452.1 Russia (6c)

MEMORANDUM FOR Brigadier General Sidney Spalding,
Office of the Under Secretary of War.

There is being quoted below for your information the Chief of the Army Air Forces' decision regarding Items 8 and 9 of below mentioned radiogram.

"With reference to radiogram from Kouby-chev to Mlild from Faymonville for Spalding, requesting ten items of information on Tomahawks, General Spaatz has issued instructions that items 8 and 9 will not be furnished. Items 8 and 9 have to do with the specifications of materials used in the production of planes and engines."

CARL SPAATZ,
Brigadier General, A.C.,
Chief of the Air Staff.

1 Incl: Cy. of subj.
paraphrased
radiogram (Secret).

Noted in Cable Sec. 11/24/41 RE

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-[illegible]	A.[illegible]	[illegible]	Signature

cmc

SECRET

DECLASSIFIED

AAF-[illegible]

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WAR DEPARTMENT
Headquarters Army Air Forces
Office Chief of the Air Staff
Washington, D. C.

Date Nov 21

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

News 8 x 7
not to be furnished

CS

CARL SPAATZ,
Brig. General, Air Corps,
Chief of the Air Staff.

AAF-141

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

RADIOGRAM

DECLASSIFIED

aaM
a-2
a-4
OCAE-MD

Received at the War Dept. 11:52 a.m. November 17, 1941

From Kaukraher

To MILID

DECLASSIFIED
6 Jan. & 20 June 1974
By NNM NARS, Date 8/14/75

This message is from Faymonville for Spalding. There hasbeem received from the Soviet Government an urgent request for ten items of information on Tomahawks as follows: By first available courier please forward two sets to me that include not only printed information on the subjects requested but all other pamphlets to which reference is made in basic documents also.

1. Complete description and technical flying characteristics of plane. (Note one). There has been turned over by Captain Alison Curtiss Handbook for operation and maintenance, wiring diagram, pilot instructions both Royal AIR Force and USA AC. It is believed by MAC that more complete information on this and all other points should be furnished.

2. Complete description of technical statistics and construction of Alison Motor V one seven one zero NC Fifteen (Note two). The Alison Handbook for operation, maintenance and overhaul of B One Seven One Zero C Fifteen and Army Air Corps Instructions for General Maintenance has been turned over by Captain Alison, but suggests complete blue prints and diagrams of oil system which is

INFORMATION COPY

DISTRIBUTION

ACTION COPY TO _____

HEADQUARTERS -- ARMY AIR FORCES -- INFORMATION COPIES											
Chief of Staff	Sec'y Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	
OFFICE CHIEF OF THE AIR CORPS INFORMATION COPIES											
Chief of Air Corps	Mat.	Intel.	T/O	Mil. Per.	Fiscal	R/G	AESC				

DECLASSIFIED

FORM
AAF-340

PARAPHRASE

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

especially necessary.

3. Instructions for the repair and maintenance of the plane and of the accessories and armament installed thereon. (Note Three). Maintenance Handbook on Curtiss Wright Electric Propeller and TR am machine guns caliber thirty and caliber fifty have been turned over by Captain Alison. As being absolutely necessary, he recommends: Handbook of carburetor instructions, instructions on starter fuel pump Clayol pump Generator Magneto Distributor, complete instructions for bore sighting synchronization and adjustment of trigger motor, instructions and diagrams for servicing of hydraulic system.

4. Instructions for the repair and maintenance of the motor.

5. Technical instructions with regard to piloting the plane.

6. Set of the assembly and working drawings of the details of plane needed.

7. Desire same for motor.

8. Need specifications of materials used in the production of plane.

9. Desire same for motor parts.

10. Desire list of repair allowances for the parts of motor and of the plane (Note four). In view of the difficulty in

INFORMATION COPY

DISTRIBUTION

ACTION COPY TO _____

HEADQUARTERS -- ARMY AIR FORCES -- INFORMATION COPIES												
Chief of Staff	Sec'y Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-[illegible]	[illegible]	Budget	Statistics	
OFFICE CHIEF OF THE AIR CORPS INFORMATION COPIES												
Chief of Air Corps	Mat.	Intel.	T/O	Mil. Per.	Fiscal	R/G	AEBC					

PARAPHRASE

AAF-345 SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

-3- DECLASSIFIED

coordinating personnel, material and information, I am recommending that all shipments of military items to the Soviet Union be made by unit loading in order that one shipment will carry unit items complete, assembly and maintenance tools, proportion of spare parts and accessories, that portion of assembly personnel which has not already preceded shipment, and instructions.

Michela

Received in Cable Section, AAG
8:40 a.m. 11-19-41

rd

Distribution:
General Spalding
Mission USSR
Army Air Forces (Information copy)
Record Section
Intelligence Branch

INFORMATION COPY

Paraphrased in G-2

DISTRIBUTION

ACTION COPY TO _____ DECLASSIFIED

HEADQUARTERS -- ARMY AIR FORCES -- INFORMATION COPIES											
Chief of Staff	Sec'y Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	
1		1		1		1					1

OFFICE CHIEF OF THE AIR CORPS		INFORMATION COPIES									
Chief of Air Corps	Mat.	Intel.	T/O	Mil. Per.	Fiscal	B/G	AEPC				
	1										

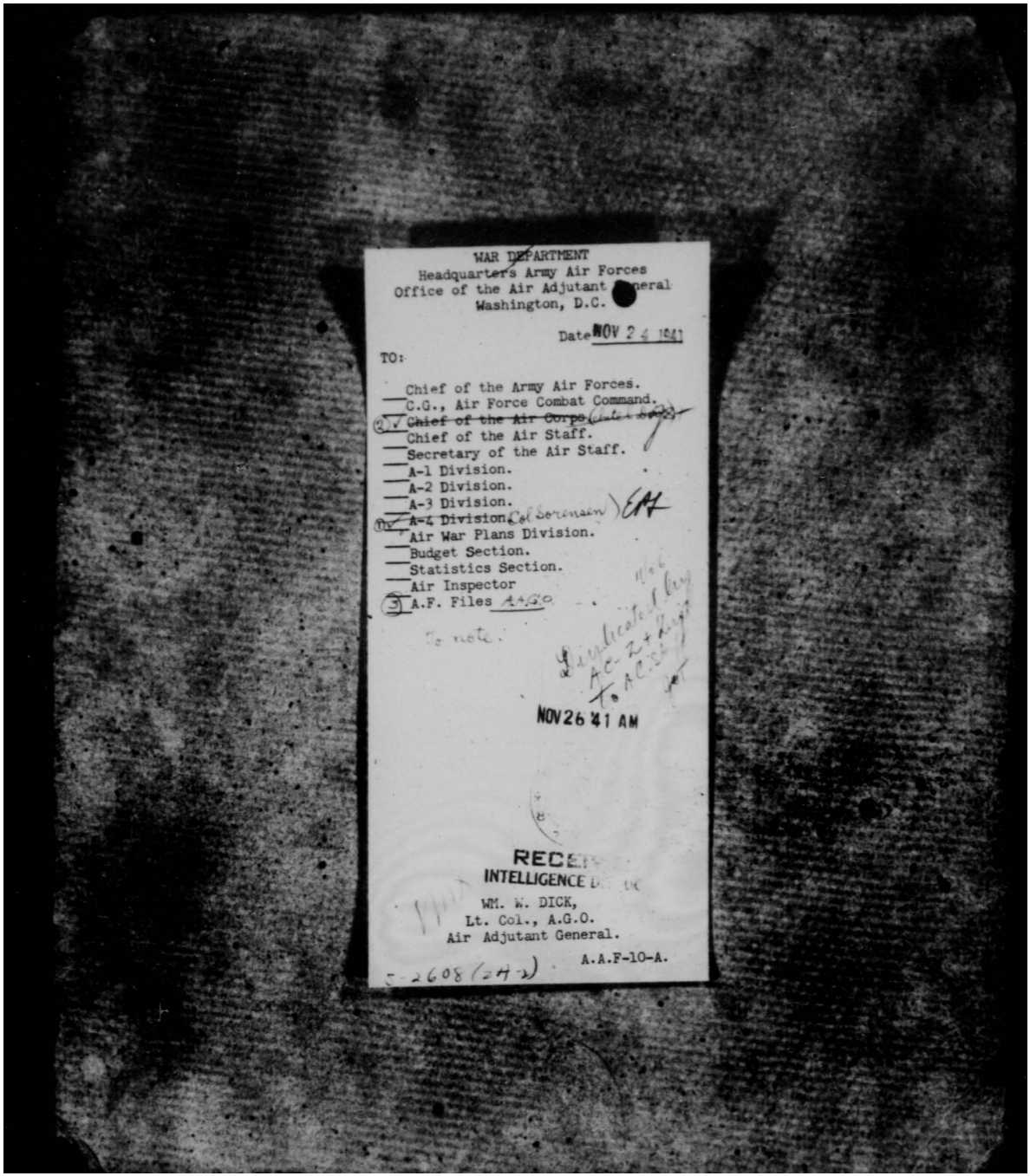
PARAPHRASE

AAF-246

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



WAR DEPARTMENT
Headquarters Army Air Forces
Office of the Air Adjutant General
Washington, D.C.

Date NOV 24 1941

TO:

___ Chief of the Army Air Forces.
___ C.G., Air Force Combat Command.
(2) ✓ ~~Chief of the Air Corps~~
___ Chief of the Air Staff.
___ Secretary of the Air Staff.
___ A-1 Division.
___ A-2 Division.
___ A-3 Division.
(1) ✓ ~~A-4 Division~~ (Col Sorenson) EAT
___ Air War Plans Division.
___ Budget Section.
___ Statistics Section.
___ Air Inspector
(3) A.F. Files A4-30

To note.

Duplicated by AC-2+4 to ACS

NOV 26 41 AM

RECEIVED
INTELLIGENCE

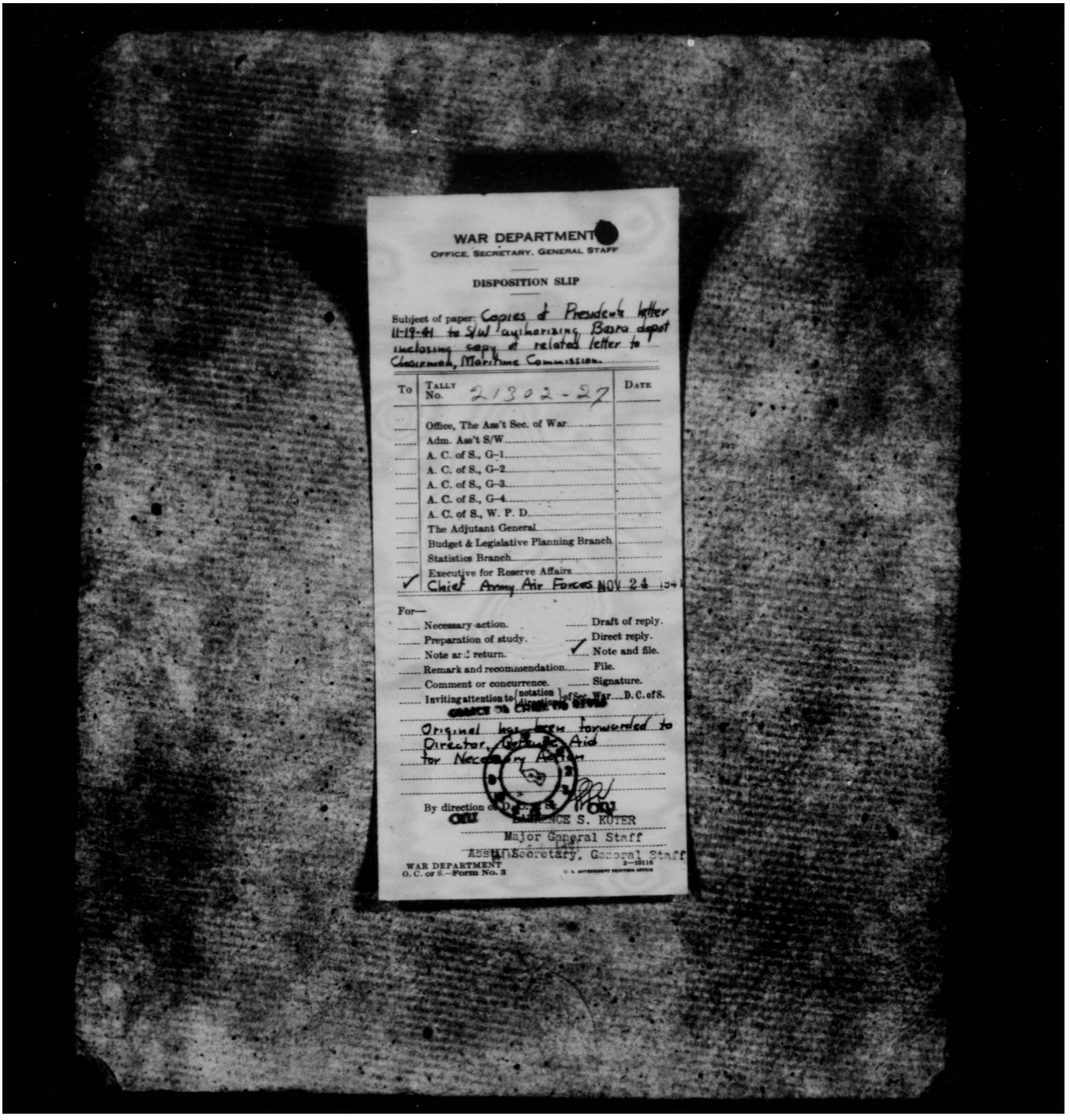
WM. W. DICK,
Lt. Col., A.G.O.
Air Adjutant General.

A.A.F-10-A.

2608 (24-2)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



WAR DEPARTMENT
OFFICE, SECRETARY, GENERAL STAFF

DISPOSITION SLIP

Subject of paper: Copies of President's letter 11-19-41 to S/W authorizing Basra depot inclosing copy of related letter to Chairman, Maritime Commission.

To	Tally No. 21302-27	Date
	Office, The Ass't Sec. of War	
	Adm. Ass't S/W	
	A. C. of S., G-1	
	A. C. of S., G-2	
	A. C. of S., G-3	
	A. C. of S., G-4	
	A. C. of S., W. P. D.	
	The Adjutant General	
	Budget & Legislative Planning Branch	
	Statistics Branch	
	Executive for Reserve Affairs	
✓	Chief Army Air Forces	NOV 24 194

For—

..... Necessary action.	..... Draft of reply.
..... Preparation of study.	..... Direct reply.
..... Note and return.	✓ Note and file.
..... Remark and recommendation.	..... File.
..... Comment or concurrence.	..... Signature.
..... Inviting attention to [notation / direction] of Sec. War	D. C. of S.

DIRECT TO CHIEF TO CHIEF

Original has been forwarded to Director, Defense Aid for Necessary Action

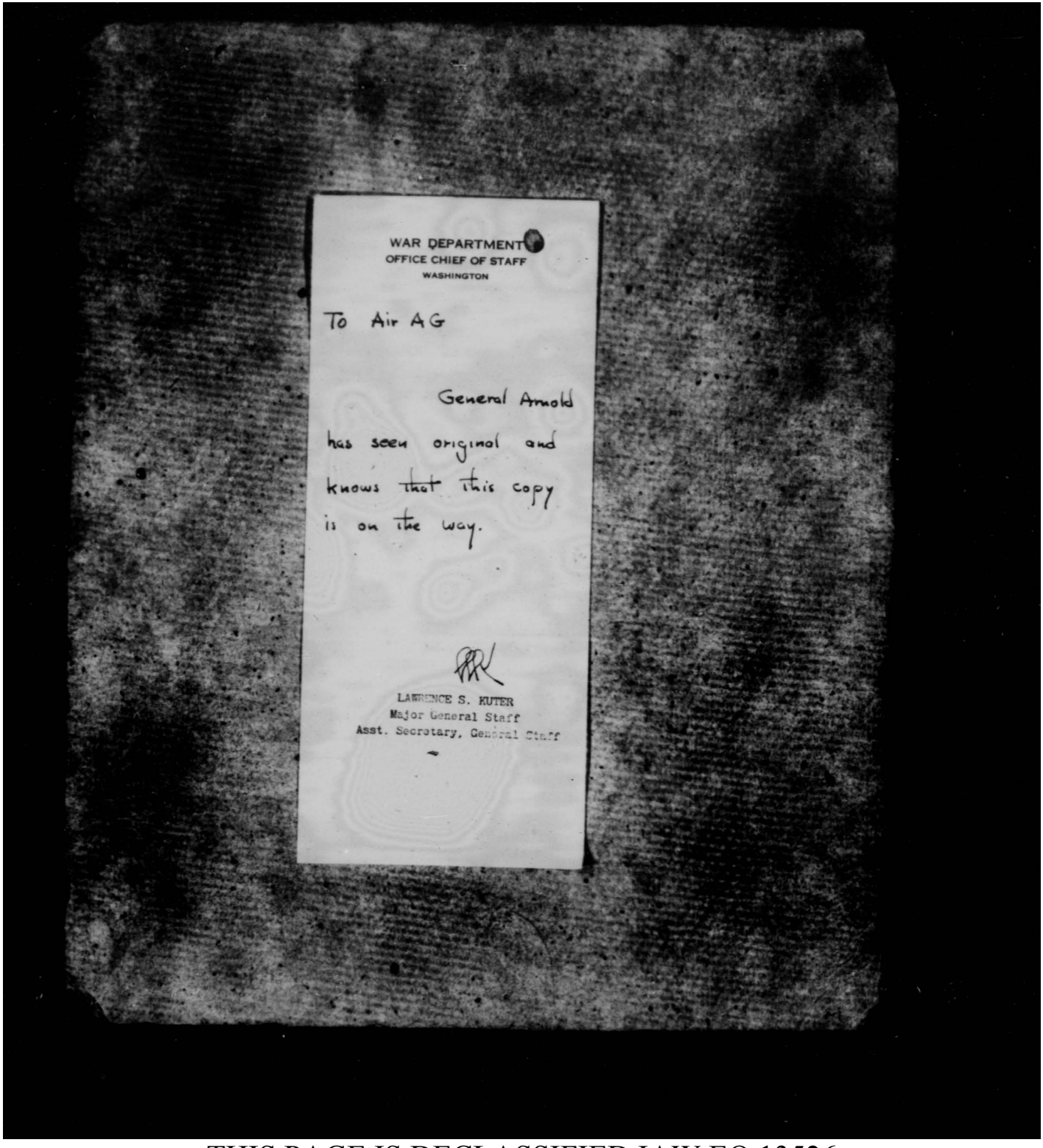
By direction of the Chief of Staff:

LAWRENCE S. KUTER
Major General Staff
Asst. Secretary, General Staff

WAR DEPARTMENT
O. C. of S.—Form No. 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



WAR DEPARTMENT
OFFICE CHIEF OF STAFF
WASHINGTON

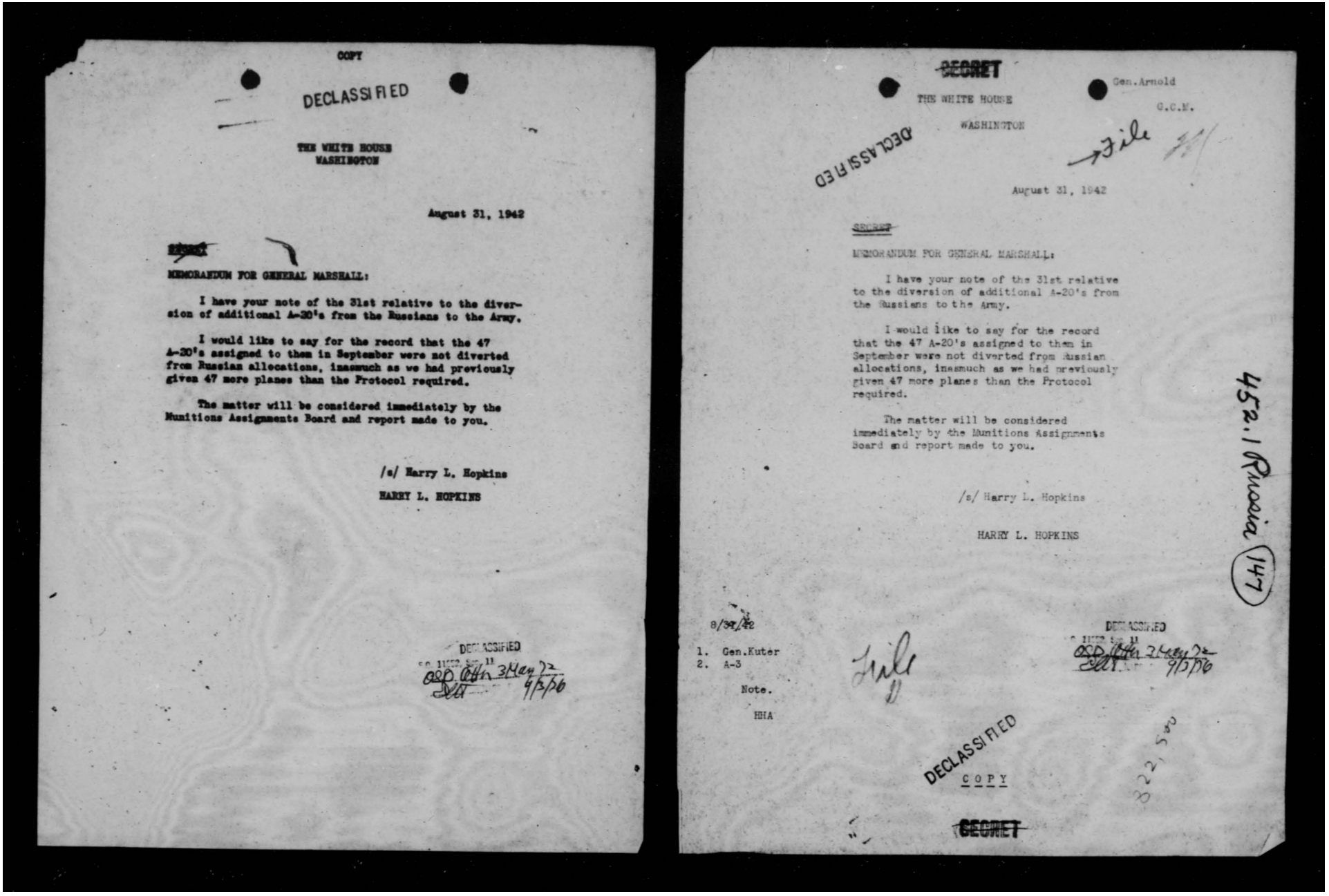
To Air AG

General Arnold has seen original and knows that this copy is on the way.

LAWRENCE S. KUTER
Major General Staff
Asst. Secretary, General Staff

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



COPY

DECLASSIFIED

THE WHITE HOUSE
WASHINGTON

August 31, 1942

~~SECRET~~

MEMORANDUM FOR GENERAL MARSHALL:

I have your note of the 31st relative to the diversion of additional A-20's from the Russians to the Army.

I would like to say for the record that the 47 A-20's assigned to them in September were not diverted from Russian allocations, inasmuch as we had previously given 47 more planes than the Protocol required.

The matter will be considered immediately by the Munitions Assignments Board and report made to you.

/s/ Harry L. Hopkins

HARRY L. HOPKINS

DECLASSIFIED
E.O. 11652 Sec. 11
OSD Ltr 24 May 72
By [illegible] 4/5/76

~~SECRET~~

Gen. Arnold
C.C.M.

THE WHITE HOUSE
WASHINGTON

DECLASSIFIED

File

August 31, 1942

~~SECRET~~

MEMORANDUM FOR GENERAL MARSHALL:

I have your note of the 31st relative to the diversion of additional A-20's from the Russians to the Army.

I would like to say for the record that the 47 A-20's assigned to them in September were not diverted from Russian allocations, inasmuch as we had previously given 47 more planes than the Protocol required.

The matter will be considered immediately by the Munitions Assignments Board and report made to you.

/s/ Harry L. Hopkins

HARRY L. HOPKINS

452.1 Russia (47)

8/31/42

1. Gen. Kuter
2. A-3

Note.

HHA

File

DECLASSIFIED
E.O. 11652 Sec. 11
OSD Ltr 24 May 72
By [illegible] 4/5/76

DECLASSIFIED

COPY

~~SECRET~~

322.58

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED SECRET

THE WHITE HOUSE

WASHINGTON

SAS to file

June 9, 1942

My dear Mr. Secretary:

I am attaching hereto for your information and guidance a copy of a Proposed Second Protocol between the Union of Soviet Socialist Republics and the United States and Great Britain for the period July 1, 1942 - June 30, 1943, which I have delivered to a representative of the Soviet Government. You will appreciate the necessity of treating this as a confidential matter.

Sincerely yours,

/s/ Franklin D. Roosevelt

The Honorable

The Secretary of War.

SAS to file 452.1 Russia (10) 8

COPY

DECLASSIFIED
E.O. 12958, Sec. 3.3
NARA, Date 9/5/06

DECLASSIFIED

File ei

SECRET

452.1 Russia (10) E

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

SECRET

PROPOSED SECOND PROTOCOL
BETWEEN
THE UNION OF SOVIET SOCIALIST REPUBLICS
AND
THE UNITED STATES AND GREAT BRITAIN

COVERING THE PERIOD
JULY 1, 1942 to JUNE 30, 1943

1. The Governments of the United States and the United Kingdom have been giving the most serious consideration to the munitions of war which we can make available to the Soviet Government during the coming year. In addition to possible limitations due to the shortage of ships, the controlling factor by the northern route is the quantity of shipping that can be escorted to ports of discharge. The limiting factor by the southern route is inland transportation from Persian Gulf ports.

2. Our respective Governments will make available for despatch from the ports of the United States, United Kingdom and other countries during the period 1st July, 1942 to 30th June, 1943, approximately 3,300,000 short tons to the northern ports and 1,100,000 short tons to the Persian Gulf ports. In the circumstances mentioned in paragraph 1, it is our opinion that this is the highest practicable export programme from all sources at which we can now aim. Within the limits imposed from time to time by the factors mentioned, we will supply the shipping necessary to lift that part of this program for which U.S.S.R. ships cannot be made available.

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

3. The schedule of stores which the United States can make available has been drawn up in the light of the programme of requirements as submitted to the United States Government by the U.S.S.R. The schedule of stores offered by the United Kingdom has been drawn up on the assumption that Russia desires to continue to receive supplies on the scale agreed at the Moscow Conference. The stores listed in these two schedules amount to approximately 8,000,000 short tons.

4. It will be necessary for the Soviet Government to select from these schedules a programme of particular supplies and munitions of war for procurement and despatch, which will come within the amounts mentioned in paragraph 2. This programme should include all cargoes to be transported after 1st July, 1942, including protocol and non-protocol items either already on order or to be ordered.

5. It is to be understood this programme is subject to variations to meet unforeseen developments in the progress of the war. But you may be sure that every effort will be made to deliver the particular supplies which you designate.

6. The United States will be pleased to extend financial arrangements to cover its part of the proposed new protocol and all adjustments thereof. The United Kingdom financial arrangements will continue as at present, i.e. cash-credit agreement of 16th August, 1941,

DECLASSIFIED SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

to cover civil supplies and Lend-Lease agreement now under negotiation to cover war-like supplies, the terms of which have been agreed in principle.

7. We, of course, stand ready through appropriate officials to discuss with your representatives in Washington all detailed questions pertaining to the schedules listed below and any reasonable adjustments that may be desired.

8. Above all, we want to assure you that we have a full understanding of the vital importance of your front and the urgent necessitites of moving supplies to it in the highest possible volume and in the shortest space of time.

9. With this in mind, we shall be glad to review the programme from time to time to see if increased quantities of munitions can be provided and delivered.

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED SECRET

SCHEDULE OF UNITED STATES STORES

DECLASSIFIED SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
~~SECRET~~

The United States government undertakes to make available to the Union of Soviet Socialist Republics the following schedule of stores aggregating some 7,000,000 short tons valued at three billion dollars, of which there are 1,110,000 tons of military and naval equipment, armament and ammunition valued at two billion dollars, 1,800,000 tons of materials, machinery and industrial equipment worth four hundred million dollars and 4,300,000 tons of food products worth six hundred million dollars.

The following schedule has been prepared on the basis that any balances which may be due from the existing Protocol after June 30, 1942, are included, as well as all articles contained in the new Protocol for which requisitions have been previously approved with delivery scheduled after June 30, 1942. The schedules indicate availability at centers of production.

In the schedule, the item numbers and major classifications correspond to those in the U.S.S.R. Program of Requirements, submitted April 2, 1942. For certain items the amounts to be made available are indicated as combined offerings of the United States and the United Kingdom and appear as a combined figure in the schedules of both governments.

DECLASSIFIED

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
SECRET

GROUP I. ARMAMENT AND MILITARY EQUIPMENT

Item 1. - AIRPLANES 2nd 3rd

Amount requested: 4,200 8160

Airplanes will be supplied through October 1942 at an average rate of 100 pursuits, 100 light bombers, and 12 medium bombers per month. Commitments will be made for the balance of the year on the basis of developments incident to the progress of the war.

Aircobra 500
A-20 100
B-25 50
TRANSP. C-47 70
Spare Eng. 30% } % plane
Spare Prop 30% }

****

680
12
1360
680
8160

Item 2. - TANKS WITH ARMAMENT

Airplane Spares 20% value of planes
Engine " 15% " "
Prop. spare 15% " " Prop.

Amount requested: 5,250

7,500 tanks with armament: First six months, 1,572 light and 1,428 medium tanks; second six months, 2,250 light and 2,250 medium tanks; all as nearly as possible in equal monthly installments.

****

Item 3. - ANTIAIRCRAFT GUNS, 90MM.

Amount requested: 204

204 90mm. antiaircraft guns, complete with ammunition, made available at the following rate; 8 per month for first quarter; 16 per month for second quarter; 20 per month for third quarter; 24 per month for fourth quarter. Auxiliary equipment will be provided in the same proportion as is made available to United States troops.

****

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

SECRET

GROUP I. Continued

Items 4 and 6. - ANTIAIRCRAFT GUNS, 37MM., 45MM., 12.7-20MM.

Amount requested: 3,000 - 37mm. and 45mm
360 - 12.7-20mm.

3,360 substitute units, 37mm., or twin 20mm. on self-propelled mount without director; to be furnished at following successive quarterly rates: 300, 720, 1020, 1320.

*****

Item 5. - ANTI-TANK GUNS, 50-57MM. COMPLETE WITH AMMUNITION

Amount requested: 2,100

1,900 57mm. at rate of 200 per month during period October through May, and 300 for June.

*****

Items 7 and 8. - MACHINE GUNS, COMPLETE WITH AMMUNITION, .38 CAL. AND THOMPSON SUB-MACHINE GUNS .45 CAL.

Amount requested: 120,000 - .38 cal.
127,878 - .45 cal.

240,000 at rate of 20,000 per month. No. .38 cal. in production.

NOTE: Ammunition for all weapons will be supplied in the same proportion as for United States troops and, if practicable, in an amount equal to the accuracy life of weapons.

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASS

GROUP I. Continued

An effort will be made to provide spare parts as follows:

Spare engines	20 per cent
Spare propellors	20 per cent
Airplane spare parts	20 per cent of cost of plane
Engine spare parts	15 per cent of cost of engine
Propellor spare parts	15 per cent of cost of propellor
Tank parts	1 year maintenance
Trucks	10 per cent of cost
Guns	6 months maintenance

Actual spare parts furnished will conform to a spare parts list which is based on experience.

Spare part production is lagging in the United States; and if actual deliveries are below the rates stated above, they will be made in the same proportion as for United States troops.

*****

Item 9. - SCOUT CARS

Amount requested: 24,000

6,000 scout cars at rate of 500 per month and 18,000 jeeps at rate of 1,500 per month.

*****

Item 10. - TRUCKS

Amount requested: 120,000

120,000 trucks at rate of 10,000 per month.

*****

Item 11. - FIELD TELEPHONES

Amount requested: 144,000

144,000 field telephones at rate of 12,000 per month, of which one-half will be sound powered.

*****

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~
DECLASSIFIED

GROUP I. Continued

Item 12. - FIELD TELEPHONE WIRE

Amount requested: 1,200,000 Km.

480,000 Km. of field telephone wire at 40,000 Km. per month.

*****

Item 13. - TOLUOL AND TNT

Amount requested: 36,000 short tons - Toluol
24,000 short tons - TNT

24,000 tons of toluol at rate of 2,000 tons per month and 24,000 tons of TNT at rate of 2,000 tons per month.

*****

Item 14. - NITROGLYCERIN OR OTHER POWDER

Amount requested: 36,000 tons

Type and amount to be made available are subject to further negotiation.

*****

Item 15. - STEREOSCOPIC OBSERVATION INSTRUMENTS FOR ARTILLERY

Amount requested: 1,200 in 100 units

Not available.

*****

DECLASSIFIED

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~
DECLASSIFIED

GROUP I. Continued

Item 16. - MILITARY FIELD GLASSES

Amount requested: 3,000

Not available.

*****

Item 17. - MOTORCYCLES

Amount requested: 36,000

10,500 motorcycles, at rate of 500 per month July through September, and 1,000 per month thereafter.

*****

Item 18. - PRIME MOVERS FOR ARTILLERY

Amount requested: 7,200

2,400 prime movers for artillery at rate of 200 per month, of which a part will have slow speed transmissions.

*****

Item 19. - TOBOGGANS (MOTOR SLEDS)

Amount requested: 2,400

2,000 toboggans at rate of 200 per month September through June.

*****

DECLASSIFIED
~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

GROUP I. Continued

Item 20. - RADIO SETS OF VARIOUS TYPES

Amount requested: 12,000 units

11,500 radio sets of various types. Specific types are to be negotiated and to be made available at the following rates:

100 in July
1,100 in August and September
2,350 in October
2,475 in November
1,225 in December
525 each month from January to June, 1943.

*****

Item 21. - RADIO LOCATORS OF VARIOUS TYPES

Amount requested: 1,000

None available at this time. Type under development.

*****

Item 22. - RADIO LOCATORS FOR INSTALLATION IN AIRCRAFT

Amount requested: 2,500

None available at this time. Type under development.

*****

Item 23. - RADIO TUBES

Amount requested: 2,000,000

2,000,000 radio tubes to be furnished on schedules to be arranged.

*****

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

GROUP I. Continued

Item 24. - GENERATORS, GAS DRIVEN

Amount requested: 10,000

10,000 gas driven generators to be furnished on schedules to be arranged. To be supplied without tents.

*****

Item 25. - ABSOLUTE RADIO ALTIMETERS

Amount requested: 2,500

No absolute radio altimeters available.

*****

Item 26. - RADIO BEACON, BLIND LANDING EQUIPMENT AND HOMING DEVICES

Amount requested: 250 sets

None available.

*****

Item 27. - RADIO DIRECTION FINDERS (VARIOUS TYPES)

Amount requested: 250 sets

150 sets of radio direction finders at rate of 50 per month November through January.

*****

Item 28. - MEASURING AND TEST EQUIPMENT

Amount requested: $1,000,000 worth

$1,000,000 worth of measuring and test equipment on schedules to be arranged.

*****

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~
DECLASSIFIED

GROUP I. Continued

Item 29. - RADIO REPAIR TRUCKS FOR FIELD USE

Amount requested: 250 units

No radio repair trucks available.

*****

Item 30. - DRY CELLS FOR FIELD TELEPHONES

Amount requested: 1,500,000

1,500,000 dry cells for field telephones on schedules to be arranged.

*****

Item 31. - DRY CELL BATTERIES FOR USE WITH RADIO EQUIPMENT.

Amount requested: 400,000

400,000 dry cell batteries for use with radio equipment on schedules to be arranged.

*****

Item 32. - RADIO COMPONENTS, PARTS & ACCESSORIES

Amount requested: $500,000 worth

$500,000 worth of radio component parts and accessories for maintenance and repairs to be furnished on schedules to be arranged.

*****

DECLASSIFIED
~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

GROUP I. Continued

Item 33. - FIELD REPAIR SHOP, LIGHT, FOR TANKS & TRUCKS

Amount requested: 100 units.

No light field repair shop for tanks and trucks available.

*****

Item 34. - FIELD REPAIR SHOP FOR BRIGADE TANK DIVISION

Amount requested: 120 units.

90 units of field repair shops, each consisting of approximately 12 trucks, at rate of 10 units per month, October through June.

*****

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASS

GROUP II. VARIOUS MATERIAL, MACHINERY & INDUSTRIAL EQUIPMENT

Item 1. - MARINE CABLE

Amount requested: 1,200 Km.

1,200 Km. in equal monthly installments.

*****

Item 2. - SUBMARINE CABLE

Amount requested: 600 Km.

600 Km. in equal monthly installments.

****

Item 3. - ALUMINUM INGOTS

Amount requested: 48,000 short tons.

24,000 long tons in equal monthly installments.

DURALUMINUM

Amount requested: 18,000 short tons

6,000 long tons in equal monthly installments.

****

Item 4. - NICKEL

Amount requested: 9,600 short tons

Combined United Kingdom and United States at rate of 600 short tons per month for first six months; subject to review for second six months. This amount includes nickel in all forms to be made available, including alloys with steel, nichrome wire, and other materials requiring nickel in the specifications, except finished munitions.

****

DECLASS
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

GROUP II. continued

Item 5. - MOLYBDENUM

Amount requested: 9,600 short tons

4,000 short tons in equal monthly installments.

****

Item 6. - COPPER ELECTROLYTIC, COPPER RESERVE

Amount requested: 36,000 short tons
7,500 short tons

Combined United Kingdom and United States, 120,000 long tons in equal monthly installments. This includes copper in all forms, including refinery shapes, brass and wire mill products, copper base alloys and copper content of finished products other than ammunition.

****

Item 7. - ROLLED COPPER (CARTRIDGE BRASS, ETC.)

Amount requested: 102,00 short tons

102,000 short tons in equal monthly installments, subject to copper limitations indicated in Item 6.

****

Item 8. - MAGNESIUM ALLOYS

Amount requested: 3,600 short tons

None available.

****

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

GROUP II. Continued

Item 9. - ZINC, HIGH GRADE

Amount requested: 12,000 short tons

18,000 short tons in equal monthly installments, combined United Kingdom and United States.

****

Item 10. - BIMETAL

Amount requested: 36,000 short tons

12,000 short tons in equal monthly installments, subject to copper limitation indicated in Item 6. Bimetal of types used for thermostats is unavailable.

****

Item 11. - COPPER GOODS AND TUBES

Amount requested: 15,000 short tons

15,000 short tons in equal monthly installments, subject to copper limitation indicated in Item 6 above.

****

Item 12. - FERROSILICON

Amount requested: 9,600 long tons

Combined United Kingdom and United States, 12,000 long tons in equal monthly installments.

****

DECLASSIFIED

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

GROUP II. Continued

Item 13. - FERROCHROME

Amount requested: 9,600 long tons

Combined United Kingdom and United States, 7,200 long tons in equal monthly installments.

****

Item 14. - ARMOR PLATE

Amount requested: 48,000 long tons

12,000 long tons in equal monthly installments, provided types desired are available. Subject to nickel limitation indicated in Item 4.

****

Item 15. - HARD ALLOYS & CUTTING TOOLS

Amount requested: $9,000,000

$9,000,000 worth to be furnished on schedules to be arranged. Subject to nickel limitation indicated in Item 4.

****

NOTE: Items 16 - 34 inclusive, as listed below, can be made available tentatively, but are all subject to specifications and sizes available in the United States and subject to nickel limitation indicated in Item 4.

Item 16. - COLD DRAWN STEEL DRILL RODS

Amount requested: 960 long tons

120 long tons in equal monthly installments.

****

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~
DECLASSIFIED

GROUP II. Continued

Item 17. - HIGH SPEED STEEL.

Amount requested: 6,000 long tons

3,000 long tons in equal monthly installments.

*****

Item 18. TOOL STEEL

Amount requested: 24,000 long tons

10,200 long tons in equal monthly installments.

*****

Item 19. - COLD-DRAWN CARBON & ALLOY STEEL RODS & BARS & AIRCRAFT STEEL

Amount requested: 168,000 long tons.

129,600 long tons in equal monthly installments.

*****

Item 20. - HOT ROLLED STEEL (CARBON ALLOY & AIRCRAFT)

Amount requested: 150,000 long tons

96,000 long tons in equal monthly installments.

*****

Item 21. - CHROME MANGANESE SILICON STEEL BILLETS

Amount requested: 120,000 long tons

84,000 long tons in equal monthly installments.

*****

DECLASSIFIED ~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~
DECLASSIFIED

GROUP II. Continued

Item 22. - COLD ROLLED STEEL SHEET

Amount requested: 96,000 long tons

84,000 long tons in equal monthly installments.

*****

Item 22-a. - COLD ROLLED STEEL STRIP

Amount requested: 96,000 long tons

84,000 long tons in equal monthly installments.

*****

Item 23. - STAINLESS STEEL

Amount requested: 10,800 long tons

3,000 long tons in equal monthly installments.

*****

Item 24. - TINPLATE

Amount requested: 60,000 long tons

60,000 long tons in equal monthly installments.

*****

Item 25. - STEEL WIRE

Amount requested: 96,000 long tons

35,920 long tons in equal monthly installments.

*****

DECLASSIFIED
~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

GROUP II. Continued

Item 26. - STEEL WIRE ROPE

Amount requested: 24,000 long tons

14,400 long tons in equal monthly installments.

*****

Item 27. - STEEL ALLOY TUBES

Amount requested: 36,000 long tons

21,600 long tons in equal monthly installments.

*****

Item 28. - STAINLESS STEEL WIRE

Amount requested: 1,200 long tons

360 long tons in equal monthly installments.

*****

Item 29. - SPECIAL ALLOY WIRE

Amount requested: 240 long tons

240 long tons in equal monthly installments.

*****

Item 30. - NICKEL CHROME WIRE

Amount requested: 480 long tons

480 long tons in equal monthly installments.

*****

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

GROUP II. Continued.

Item 31. - BARBED WIRE AND STAPLES

Amount requested: 60,000 long tons

50,400 long tons in equal monthly installments.

*****

Item 32. - STEEL TUBES

Amount requested: 350,000 long tons

252,000 long tons in equal monthly installments.

*****

Item 33. - HOT ROLLED STEEL SHEETS & PLATES UNDER 5/8" THICK & UNDER 72" WIDE

Amount requested: 120,000 long tons

96,000 long tons in equal monthly installments.

*****

Item 34. - BOLTS, NUTS, ETC.

Amount requested: 12,000 long tons

12,000 long tons in equal monthly installments.

*****

Item 35. - OTHER METALS AND STEEL PRODUCTS

Amount requested: $10,000,000

Fulfillment depends upon specifications.

*****

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

GROUP II. Continued

Item 36. - PHENOL

Amount requested: 18,000 short tons

12,000 short tons in equal monthly installments.

*****

Item 37. - PETROLEUM PRODUCTS

Amount requested 240,000 short tons

240,000 short tons in equal monthly installments.
Types and schedules to be arranged.

*****

Item 38. - ETHYLENE GLYCOL

Amount requested: 2,400 short tons

2,400 short tons in equal monthly installments.

*****

Item 39. - SODIUM BROMIDE

Amount requested 2,400 short tons

1,800 short tons in equal monthly installments.

*****

Item 40. - PHOSPHORUS

Amount requested: 2,400 short tons

2,400 short tons in equal monthly installments.

*****

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

GROUP II. Continued

Item 41. - DIBUTYL PRTHALATE

Amount requested: 3,600 short tons

3,600 short tons in equal monthly installments.

*****

Item 42. - DIMETHYLAFILINE

Amount requested: 3,600 short tons

3,000 short tons in equal monthly installments

****

Item 43. - DIPHENYLAMINE

Amount requested: 3,600 short tons

1,800 short tons in equal monthly installments

****

Item 44. - COLLOXYLIE

Amount requested: 4,800 short tons

4,800 short tons in equal monthly installments.

****

Item 45. - METHANOL

Amount requested: 12,000 short tons

12,000 short tons in equal monthly installments

****

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

GROUP II. Continued

Item 46. - UROTROPINE

Amount requested: 7,200 short tons

4,600 short tons: 300 in July and August, and 400 per month thereafter.

****

Item 47. - HEXAGEN

Amount requested: 6,000 short tons

None available.

****

Item 48. - AMMONIA CHLORIDE

Amount requested: 4,800 short tons

4,800 short tons in equal monthly installments.

****

Item 49. - MERCURY (METALLIC)

Amount requested: 300 short tons

300 short tons in equal monthly installments.

****

Item 50. - POTASSIUM NITRATE

Amount requested: 3,600 short tons

3,600 short tons in equal monthly installments.

****

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

GROUP II. Continued

Item 51. - AMMONIUM CYANIDE

Amount requested: 3 short tons

3 short tons in equal monthly installments

****

Item 52. - CENTRALITE

Amount requested: 600 short tons

600 short tons in equal monthly installments.

****

Item 53. - RESARIE (RESORCINOL)

Amount requested: 120 short tons

120 short tons in equal monthly installments.

****

Item 54. - BARIUM PEROXIDE

Amount requested: 300 short tons

300 short tons in equal monthly installments.

****

Item 55. - STRONTIUM (S. OXILATE)

Amount requested: 96 short tons

96 short tons in equal monthly installments.

****

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET DECLASSIFIED

GROUP II. "Continued

Item 56. - RODALITE (RHODAMINE B)

Amount requested: 6 short tons

6 short tons in equal monthly installments.

****

Item 57. - TORIUM (T. NITRATE)

Amount requested: 3 short tons

3 short tons in equal monthly installments.

****

Item 58. - CERIUM (C. CHICRINE)

Amount requested: 18 short tons

18 short tons in equal monthly installments.

****

Item 59. - CERSOL

Amount requested: 1,200 short tons

1,200 short tons in equal monthly installments.

****

Item 60. - POTASSIUM SULPHATE

Amount requested: 1,800 short tons

1,800 short tons in equal monthly installments.

****

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

GROUP II. Continued

Item 61. - ANTHRACENE

Amount requested: 3,600 short tons

None available

****

Items 62, 63, 64, 65, and 68.-

MACHINE TOOLS: Amount requested: 21,000 each.

ELECTRIC FURNACES: Amount requested: 600 each.

FORGING PRESSES & HAMMERS: Amount requested: $45,000,000 worth.

VARIOUS INDUSTRIAL EQUIPMENT: Amount requested: $36,000,000 worth.

GRAPHITE ELECTRONES: Amount requested: 6,000 long tons.

NOTE: Will be made available in quantities totaling an aggregate value of 150 million dollars, the amount and type of the specific items to be arranged at the earliest possible date and subject to limitations on copper and nickel.

****

Item 66. - INDUSTRIAL DIAMONDS

Amount requested: $1,800,000 worth.

None available in the United States.

*****

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

GROUP II. Continued

Item 67. - ABRASIVES

Amount requested: $6,000,000 worth

$3,600,000 worth in equal monthly installments.

****

Item 69. - BEARINGS

Amount requested: 8,500,000

Supply depends upon specific sizes.

****

Item 70. - BALLS AND ROLLERS

Amount requested: 28,000,000

28,000,000 in equal monthly installments, provided sizes are spread generally through the range of American production.

****

Item 71. - SOLE LEATHER

Amount requested: 18,000 short tons

No sole leather available except as included in finished shoes.

****

Item 72. - ARMY BOOTS

Amount requested: 4,500,000 pairs.

2,400,000 pairs of army shoes at rate of 200,000 pairs per month.

****

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
~~SECRET~~

GROUP II. Continued

Item 73. - ARMY CLOTH

Amount requested: 18,000,000 yards

18,000,000 yards of army cloth at monthly rate of 1,500,000 yards, in ratio of 60 per cent for overcoating and 40 per cent for suiting.

****

Item 74. - ELECTRICAL POWER CABLES

Amount requested: 12,000 Km.

12,000 Km. in equal monthly installments, subject to copper limitation indicated in Item 6.

****

Item 75. - WEBBING

Amount requested: 38,000,000 yards

38,000,000 yards of tubular type webbing at 3,000,000 yards per month. No other type available.

****

Item 76. - TARPAULIN

Amount requested: 24,000,000 yards

None available.

****

Item 77. - VISTANEX (MOLECULAR WT. 60)

Amount requested: 300 short tons.

None available until the spring of 1943. The amount available will depend upon the development of the U. S. synthetic rubber program.

****

DECLASSIFIED
~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

GROUP II. Continued

Item 78. - TIRES AND TUBES

Amount requested: 1,800,000 sets

Combined United Kingdom and United States, 36,000 long tons of rubber in all forms, including tires and tubes, in equal monthly installments; in addition, 2,000 long tons per month from Ceylon as long as that source is open.

****

Item 79. - HIGH PRESSURE HOSE: Amount requested: 1,000,000 meters

Item 80. - SHEET FIBER: Amount requested: 3,600 tons.

Item 81. - SHOCK ABSORBER CORD: Amount requested: 60,000 meters

No commitments can be made until further specifications are received.

****

Item 82. - METALLIC CLOTH AND SCREEN

Amount requested: 1,000,000 square meters

1,000,000 square meters in equal monthly installments, subject to copper limitations as stated in Item 6.

****

Item 83. - CONDENSOR PAPER (RADIO)

Amount requested: 240 short tons

240 short tons in equal monthly installments.

****

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

SECRET

GROUP II. Continued

Item 84. - MISCELLANEOUS EMERGENCY MATERIAL

Amount requested: $60,000,000 worth

Depends upon further specifications.

****

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

GROUP III. EQUIPMENT AND MATERIALS FOR SPECIFIC INDUSTRIES

A. EQUIPMENT AND MATERIALS FOR RAILROADS

Under this category the U.S.S.R. have requested 21 general items and 55 specific items. With the exceptions of the items set forth below, the items requested include large amounts of critical materials and critically scarce tools, cranes and other heavy machinery. It may be possible to supply a few units of some of the items upon receipt of specifications as to sizes and types. No commitment or recommendation can be made at this time, except as follows:

	Requested	Recommended
Rails	240,000 long tons	216,000 long tons
Wheels	36,000 sets	12,000 sets
Axles	60,000 units	54,000 units

It is believed that the foregoing can be made available in equal monthly installments at one-twelfth of the annual rate. For a list of all items see Program of Requirements submitted by the U.S.S.R.

****

B. EQUIPMENT AND MATERIALS FOR IRON AND STEEL INDUSTRY

Under this category the U.S.S.R. have requested 191 items for blast and open hearth furnaces, Bessemer convertors, coke oven batteries, rolling mills, turbo generator units, boiler installations, and turbo blowers. The value of the requests has been estimated by the U.S.S.R. at $180,000,000 as opposed to a U.S. estimate of approximately $1,000,000,000. The requested equipment approximately duplicates that required for the American steel expansion program now under way.

SECRET
DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

GROUP III. Continued

Production of any substantial part of the request could not be effected without abandoning our own steel expansion program. Consequently, the requests cannot be filled. For a list of individual items see Program of Requirements submitted by the U.S.S.R.

****

C. EQUIPMENT FOR PETROLEUM INDUSTRY

Under this category the U.S.S.R. have requested 10,000 tons of steel pipe and 16 items of drilling equipment and fittings. Many of the items requested are critical factors in the expansion of 100 octane and synthetic rubber production in the United States. The Petroleum Coordinator recommends that the requests not be fulfilled. For a list of all items see Program of Requirements submitted by the U.S.S.R. Certain items which will not interfere with the 100 octane and synthetic rubber programs may be made available upon receipt of definite specifications. Some used refining equipment in good condition is available.

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET CLASSIFIED

GROUP IV. FOOD PRODUCTS

Item 1. - WHEAT AND FLOUR

Amount requested: 2,400,000 tons

2,400,000 tons in equal monthly installments.

****

Item 2. - SUGAR

Amount requested: 840,000 tons

840,000 tons in equal monthly installments.

****

Item 3. - CANNED MEAT PRODUCTS

Amount requested: 120,000 tons.

120,000 tons in equal monthly installments.

****

Item 4. - MEAT

Amount requested: 180,000 tons

180,000 tons in equal monthly installments.

****

Item 5. - LARD

Amount requested: 144,000 tons

144,000 tons in equal monthly installments.

****

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
SECRET

GROUP IV. Continued

Item 6. - VEGETABLE OIL

Amount requested: 120,000 tons

120,000 tons in equal monthly installments.

****

Item 7. - SOAP STOCK

Amount requested: 60,000 tons

60,000 tons in equal monthly installments.

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

GROUP V. MEDICAL SUPPLIES

Amount requested: $13,813,966 worth

Approximately $12,000,000 worth of medical supplies in approximately equal monthly installments and substantially in accordance with request but with the understanding that items and quantities thereof must be arranged with appropriate United States Agency.

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

NAVAL STORES

In addition to the above listed items requested by the Government of the U.S.S.R., the Government of the United States undertakes to make available certain diesel engines, gasoline engines, storage batteries for submarines, guns and ammunition to arm U.S.S.R. merchant vessels and mine sweepers or patrol craft.

These items can be made available at the following rates:

DIESEL ENGINES

506 diesel engines, varying from 170 to 1600 horsepower in the following quantities: 122 of 170 HP; 209 of 250 HP; 48 of 600 HP; 130 of 1200 HP; 6 of 1600 HP.

These diesel engines can be made available at the following rates:

June	4	January, 1943	46
July	16	February	46
August	20	March	51
September	24	April	51
October	44	May	56
November	46	June	56
December	46		

****

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

NAVAL STORES - Continued

GASOLINE ENGINES

2,170 gasoline engines from 50 to 1200 HP in the following quantities: 1500 of 50-120 HP; 120 of 900 HP; 550 of 1200 HP.

These gasoline engines can be made available at the following rate:

July	100	January, 1943	215
August	150	February	215
September	150	March	215
October	150	April	220
November	150	May	220
December	165	June	220

****

STORAGE BATTERIES FOR SUBMARINES

12 storage batteries for submarines at the rate of one per month.

****

NAVAL ARMAMENT AND AMMUNITION

Sufficient guns and ammunition can be made available to arm U.S.S.R. merchant vessels with one 3-inch double purpose gun and two machine guns together with ammunition, as such ships become available for arming.

****

MINE SWEEPERS OR PATROL CRAFT

10 mine sweepers or patrol craft can be delivered during April, May and June, 1943.

****

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

ELECTRIC POWER GENERATING EQUIPMENT

The Government of the United States further undertakes to make available stationary and mobile power generating equipment of types to be arranged. Some used power generating equipment in good condition is available at the present time.

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

UNITED KINGDON SCHEDULE OF STORES

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

The United Kingdom Government undertakes to make available to the Union of Soviet Socialist Republics the following schedule of stores from the period starting July 1, 1942 to June 30, 1943. For certain items the amounts to be made available are indicated as combined offerings of the United States and the United Kingdom, and appear as a combined figure in the schedules of both Governments.

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~
DECLASSIFIED

A. MILITARY SUPPLIES

Item 1. - AIRCRAFT

200 fighters monthly for last six months of 1942. The U. K. Government cannot at present undertake to increase the present quota of 200 aircraft a month, but the existing quota rates will be continued to the end of the year. The U. K. Government cannot foresee the situation beyond the end of 1942, and its ability to continue or increase supplies of fighters will depend upon the results of the intensified air fighting in the West of Europe during the present year.

****

Item 2. - TANKS

250 monthly, until December 31, 1942. It is hoped that a combined offer of 1,000 monthly can be made by a joint commitment from the U. S. and U. K. for the first 6 months of 1943. Basis of allocation to be decided at a later date.

****

Item 3. - ANTI-TANK GUNS

50 2-pdr. monthly with ammunition, 50 6-pdr. monthly with ammunition.

****

Item 4. - ANTI-TANK RIFLES

300 monthly with ammunition.

****

Item 5. - BREN CARRIERS

200 monthly with weapons.

****

~~SECRET~~
DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~ DECLASSIFIED

B. NAVAL SUPPLIES

Certain naval supplies have been promised since Protocol and these promises will be fulfilled. Quantities falling within period after June, 1942 until completed are:

Item 1. - OERLIKONS

50 monthly with ammunition

****

Item 2. - 3" HA/LA OR 12 PDR. GUNS WITH AMMUNITION

10 monthly until requirements are met.

****

Item 3. - SUBMARINE STORAGE BATTERIES

20 to complete total of 32.

****

Item 4. - 103 MM COMPLETE BARRELS

8, plus one spare barrel per gun per month starting in August.

****

DECLASSIFIED ~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

C. RAW MATERIALS

(Figures in long tons monthly except where otherwise stated.)

Item 1. - ALUMINUM

2,000 tons monthly, July, August, September, subject to reconsideration end of September. U. S. offer of 24,000 long tons in equal monthly installments remains unchanged.

****

Item 2. - TIN

750 tons monthly (adjustments dependent upon decisions arrived at by the Combined Raw Materials Board, less any amounts over 9,000 received by U.S.S.R. from China.)

****

Item 3. - NICKEL

Combined United Kingdom and United States at rate of 600 short tons per month for first 6 months; subject to review for second 6 months. This amount includes nickel in all forms to be made available, including alloys with steel, nichrome wire, and other materials, requiring nickel in the specifications, except finished munitions.

*****

Item 4. - LEAD

3,500 tons monthly dependent upon cancellation of unshipped amounts under the First Protocol and upon shipping conditions.

****

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

RAW MATERIALS . Continued

Item 5. - COPPER

Combined United Kingdom and United States, 120,000 long tons in equal monthly installments. This includes copper in all forms, including refinery shapes, brass and wire mill products, copper base alloys and copper content of finished products other than ammunition.

****

Item 6. - ZINC, HIGH GRADE

Combined United Kingdom and United States 18,000 short tons in equal monthly installments.

****

Item 7. - INDUSTRIAL DIAMONDS

$150,000 monthly.

*****

Item 8. - FERROSILICON

Combined United Kingdom and United States, 12,000 long tons in equal monthly installments.

****

Item 9. - FERROCHROME

Combined United Kingdom and United States, 7,200 long tons in equal monthly installments.

****

Item 10. - SILVER STEEL

50 tons per month.

****

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~ DECLASSIFIED

RAW MATERIALS. Continued

Item 11. - GRAPHITE

100 tons per month, dependent upon local conditions in Ceylon.

****

Item 12. - RUBBER

Combined United Kingdom and United States, 36,000 long tons of rubber in all forms including tires and tubes in equal monthly installments. In addition, 2,000 long tons per month from Ceylon as long as that source is open.

****

Item 13, - JUTE

4,000 tons per month, dependent upon Indian conditions.

****

Item 14. - SHELLAC

300 tons per month dependent upon Indian conditions.

****

Item 15. - WOOL

2,000 tons per month from New Zealand dependent upon shipping conditions.

****

DECLASSIFIED ~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

D. FOOD

The only quantities of food which it will be possible for the United Kingdom to make available to the U.S.S.R. will be food which it would be possible to use for filling capacity for bottom cargo and broken stowage in ships carrying tanks and aircraft.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

DECLASSIFIED

DECLASSIFIED
JUN 2 1 2011
9/5/06

THE WHITE HOUSE
WASHINGTON

March 24, 1942

~~CONFIDENTIAL~~

My dear Mr. Secretary:

The present Protocol agreement with the U.S.S.R. terminates, in large part, with the end of this fiscal year.

I understand that, from a strategical point of view, the Army and Navy feel that aid to Russia should be continued and expanded to maximum extent possible, consistent with shipping possibilities and the vital needs of the United States, the British Commonwealth of Nations and others of the United Nations. I share such a view.

In the near future, I expect to discuss this question with the U.S.S.R.

I desire that you submit to me by April 6th next the monthly assignment schedules of major items pertaining to your department which you recommend be offered to the U.S.S.R. during the period July 1, 1942 - June 30, 1943. It is appreciated that Soviet needs may not be known, but, when necessary, assumptions should be made which are based upon your estimate of the Soviet situation.

I am asking Mr. Harry Hopkins to consolidate and coordinate the recommendations of the various departments and agencies concerned, and would like to have you designate someone to represent to him the views of your department and to assist him in his task.

I wish the preparation of these estimates to be kept confidential.

Very sincerely yours,

(signed) Franklin D. Roosevelt

The Honorable
The Secretary of War.

DECLASSIFIED

COPY

Aug 08 #521 Russia (103

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

DECLASSIFIED
9/3/06

THE WHITE HOUSE
WASHINGTON

March 24, 1942

DECLASSIFIED
~~CONFIDENTIAL~~

My dear Mr. Secretary:

The present Protocol agreement with the U. S. S. R. terminates, in large part, with the end of this fiscal year.

I understand that, from a strategical point of view, the Army and Navy feel that aid to Russia should be continued and expanded to maximum extent possible, consistent with shipping possibilities and the vital needs of the United States, the British Commonwealth of Nations and others of the United Nations. I share such a view.

In the near future, I expect to discuss this question with the U. S. S. R.

I desire that you submit to me by April 6th next the monthly assignment schedules of major items pertaining to your department which you recommend to be offered to the U. S. S. R. during the period July 1, 1942 - June 30, 1943. It is appreciated that Soviet needs may not be known, but, when necessary, assumptions should be made which are based upon your estimate of the Soviet situation.

I am asking Mr. Harry Hopkins to consolidate and coordinate the recommendations of the various departments and agencies concerned, and would like to have you designate someone to represent to him the views of your department and to assist him in his task.

I wish the preparation of these estimates to be kept confidential.

Very sincerely yours,

(signed) Franklin D. Roosevelt

The Honorable
The Secretary of War.

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

COPY

1126

THE WHITE HOUSE
WASHINGTON

November 19, 1941.

452.1 Russia (59)

My dear Mr. Secretary:

You are hereby authorized and directed to take any and all measures necessary to establish an assembly depot, or depots, in Basra or other suitable points, for the assembly of aircraft and components which this Government has agreed to provide for Soviet use. You are also authorized and directed to provide necessary personnel, supplies and other assistance, to acquire land and to lease or construct necessary installations, to assemble, flight test, and otherwise place in good working order, and to deliver aircraft to Tehran or other agreed transfer points, by use of Army personnel or otherwise.

I am enclosing a copy of a letter which I have this day sent to the Chairman of the Maritime Commission directing him to make available the ships necessary to carry out the program of aid to the Soviet Union.

I would appreciate it if you would work out with Lend-Lease Administrator Stettinius the details and financing of this plan.

Very sincerely yours,

/s/ Franklin D. Roosevelt

The Honorable

The Secretary of War

DECLASSIFIED
State Dept letter 9 May 73
NARS 9/3/76

~~SECRET~~

S-2608 W/S (2A-2)

Army 452.1 Russia (59)

OCS/21302-27

~~SECRET~~

DECLASSIFIED

COPY

November 19, 1941

My dear Admiral Land:

It is desired that every effort be made to provide adequate shipping to fulfill the program of aid to the Soviet Union which this Government is committed to accomplish. Only insurmountable physical difficulties should be allowed to interfere with the program.

I would appreciate it if you would work out with Lend-Lease Administrator Stettinius the details of the plan.

Very sincerely yours,

(Signed) FRANKLIN D. ROOSEVELT

Rear Admiral Emory S. Land

Chairman, Maritime Commission.

FAKaufman:aca
11/18/41
JHB;RD

DECLASSIFIED
State Dept letter 9 May 73
NARS 9/3/76

~~SECRET~~

S-2608 W/S (2A-2)

OCS/21302-27

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Itrs.
8 Jan. & 20 June 1974
By [illegible] LC; Date [illegible]

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

SECRET

DECLASSIFIED

File No. .....

Tally No. AAF .....

SUBJECT: Radiogram from Koubychev to Milid, November 17, 1941.

1062

NO.	FROM	TO	DATE	COMMENTS
1.	AAF C/AS	AAF A-4	1941 11-21	AAF/AS AWV/cmc With reference to radiogram from Koubychev to Milid from Faymonville for Spalding, requesting ten items of information on Tomahawks, General Spaatz has issued instructions that items 8 and 9 will not be furnished. Items 8 and 9 have to do with the specifications of materials used in the production of planes and engines. This information is also being sent to General Spalding. C.S., Chief of the Air Staff.
2.	AAF C/AS	C/AC	1941 11/25	AAF/A-4 MFS/mhh 1. For your information. Major Heffley is familiar with this matter. CS C/AS
				Copy Item 1 sent to OCAC + Mil. Int. by Secy, Air Staff Admin

(Do not use reverse side) W-6871, AC.Rev.8/14/41

Page No. .....

SECRET

DECLASSIFIED

58 B

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Instr.
6 Jan. & 20 June 1974
By: NSC; Date: 9/1/76

~~SECRET~~

DECLASSIFIED

Radiogram from Koukychev to Milid, November 17, 1941.

2. AAF C/AS 1941 C/AC 11/25 AAF/A-4 MFG/mhh

1. For your information. Major Maffley is familiar with this matter.

CS C/AS

DECLASSIFIED

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Itr.
1 Jan. & 30 June 1974
By: [illegible] LC; Date [illegible]

~~SECRET~~

DECLASSIFIED

COPY

SECRET

Radiogram from Koubychev to Milid, November 17, 1941.

1. AAF C/AS AAF A-4 1941 11-21

AAF/AS
AWV/omc

With reference to radiogram from Koubychev to Milid from Faymonville for Spalding, requesting ten items of information on Tomahawks, General Spaatz has issued instructions that items 8 and 9 will not be furnished. Items 8 and 9 have to do with the specifications of materials used in the production of planes and engines.

This information is also being sent to General Spalding.

CS

----------Chief of the Air Staff.----------

DECLASSIFIED

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

OFFICE OF THE CHIEF OF THE AIR CORPS

5012/6/1

DECLASSIFIED
DOD Instr.
6 Jun. & 29 June 1974
Hyatt/AFLC; Date 2/4/75

ROUTING AND ~~RECORD~~ SHEET

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

File No. _____

Tally No. _____

Subject: Delivery of American Aeronautical aid to Russia Via Basra.

NO.	FROM	TO	DATE	COMMENTS
1.	ACFC	C/AC	1941 12/5	Attached communication from the State Department noted. R.O. CO/ACFC
Att: Ltr. fr.		Und.Sec. State		to Sec.War 11/26/41
2	OCAC 2/Lee	AAF A/AC	12/8	Returned - Noted. M.E.G. Asst. Exec.

457.1 Russia (57) B

DECLASSIFIED

(Do not use reverse side)

SECRET

Page No. _____

XIV-163

W-4071, AC, Rev. 8/1/41

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

DECLASSIFIED
DOD
9 Jan. 6 [illegible] 1974
By [illegible] NARS

5014/4/

Delivery of American Aeronautical aid to Russia Via Basra.

1. ACFC C/AS 1941 12/5 noted. Attached communication from the State Department

R.O.
Att: Ltr. fr. Und.Sec.State to Sec.War 11/26/41 CO/AFFC

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ADDRESS OFFICIAL COMMUNICATIONS TO THE SECRETARY OF STATE WASHINGTON, D.C.

RECORDS SECTION DIV.

DECLASSIFIED
For
By LCL Date 1/10

DEPARTMENT OF STATE
WASHINGTON

WAR DEPARTMENT
SECRETARY'S OFFICE

USSR 452.1 SI/

13722/6/

NOV 27 41

In reply refer to
Eu
452.1

November 26, 1941

DECLASSIFIED

SECRET

My dear Mr. Secretary:

I have received your letter of November 24, 1941 concerning the delivery of American aeronautical aid to Russia via Basra and have been glad to initiate the necessary discussions.

Sincerely yours,

For the Secretary of State:

Under Secretary

The Honorable

Henry L. Stimson,

Secretary of War.

DECLASSIFIED

SECRET

Air AG 452.1 Russia (57)

XN-163

Air AG 452.1 Russia (57)8

OCS/21302-26

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~ DECLASSIFIED

Radiogram from Koubychev to Milid, November 17, 1941.

AAF/AS
ANV/cmc

1. AAF C/AS — OCAC, Materiel Division — 1941 11-21

With reference to radiogram from Koubychev to Milid from Faymonville for Spalding, requesting ten items of information on Tomahawks, General Spaatz has issued instructions that items 8 and 9 will not be furnished. Items 8 and 9 have to do with the specifications of materials used in the production of planes and engines.

This information is also being sent to General Spalding.

C. S.,
Chief of the Air Staff.

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Dep Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-[illegible]	A.[illegible]	[illegible]dget	Stenciled	
							DECLASSIFIED				

AAF-30

DECLASSIFIED
~~SECRET~~

Amtorg 1952 | Russia 58

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

OCAC JCT AAF A-4 EPS
11-22-41

The Honorable,

The Secretary of State.

Dear Mr. Secretary:

Appropriate action is requested in securing the cooperation of the British as well as the Russian Government in carrying out the delivery of American aeronautical aid to the Russian Government, which has already been agreed upon in our mutual assistance plan. A study of the possible methods by which airplanes and allied equipment may be speedily shipped to the Russian Government by the American Government has resulted in the decision that the most practical and immediate route is by means of surface vessel delivery to Basra, Iraq, with ferry flight to Russia.

In order to accomplish this, it is necessary that the British and Iraqi Governments make the necessary arrangements to permit the establishment of an assembly point under American military control and command at Shaiba, which is in the southwest suburbs of Basra and at which point there exists a suitable airdrome now used by the British for the assembly of aircraft. This is to be a purely American operaton; and so it will be necessary that the British agree to our having airdrome and hangar space, as well as dockage space, and authority for the establishment of all the necessary housing and other facilities to assemble at least two hundred Fighter and Bomber airplanes per month at this point. An estimated maximum of twelve ships per month of approximately the 10,000 ton size would be the peak shipping requirement to be unloaded at the port of Basra. Dockage is preferred in the city rather than further down toward the mouth of the river, due to its relative proximity to the erection airdrome at Shaiba; and it will probably permit the shipment of deck-loaded airplanes, which upon unloading would be rolled directly to the assembly point. At the same time, it is desired to secure authorization to accomplish exactly the same thing at Karachi, India, as an immediate support point in case Iran becomed untenable.

Our preference is to make delivery to the Russians at a point as near the unloading and assembly area (Basra) as may be suitably arranged. This indicates consideration of Basra and Tehran in

452.1 (11-22-41)

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

AAF-39

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

preference to any point within Russia. American personnel will be provided by us, at point of delivery to the Russians, to meet all technical requirements. It will be necessary for the Soviet Government to provide sufficient 100-octane fuel and oil for their operations at the delivery point, as well as hangar space and the working facilities required.

It is desired that agreement of the British and Russian Governments be secured to the effect that planes be assembled at Basra and be accepted at an adequately defended point in Iran, acceptable to the American Government. The point to be agreed upon should afford a satisfactory landing field, ample fueling facilities, and living and working accommodations for the personnel involved.

We propose to send approximately one hundred thirty-five Officers, fifty enlisted men, and eight hundred technicians or enlisted men. We will require storage and handling facilities for the total project of at least 665,000 gallons of 100-octane fuel and 15,000 gallons of oil.

It will also be necessary for the British Government to provide protection for this facility and any necessary staging points against enemy action. In addition, it is desired thatthey provide the required staging airdrome points to the place of delivery and improve the existing airdrome facilities so as to have at least 5,000-foot all-weather runways at Shaiba (Basra) and at Tehran. The Soviet Government will have to provide sufficient 100-octane fuel and oil for their operations at the delivery point, as well as hangar space and the working facilities required.

In view of the urgency of this project your immediate cooperation is requested with the Air Corps to whom this project has been assigned for accomplishment.

to OCS

Sincerely yours,

Secretary of War.

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Deputy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A- WPD	A. Insp.	Budget	Statistics	

SECRET

Ac 2 -

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

AAF/A-4
EPS/gwd

Re-Written Nov.18, 1941.
2nd. & 3rd pages re-written 11/19/41

Page 1 rewritten 11/27/41 by A.A.G. Sec'd

The Honorable,

The Secretary of State.

Dear Mr. Secretary:

The Secretary of War requests assistance in securing the cooperation of the British as well as the Russian Government in carrying out the delivery of American aeronautical aid to the Russian Government, which has already been agreed upon in our mutual assistance plan. A study of the possible methods by which airplanes and allied equipment may be speedily shipped to the Russian Government by the American Government has resulted in the decision that the most practical and immediate route is by means of surface vessel delivery to Basra, Iraq, with ferry flight to Russia.

In order to accomplish this, it is necessary that the British and Iraqi Governments make the necessary arrangements to permit the establishment of an assembly point under American military control and command at Shaiba, which is in the southwest suburbs of Basra and at which point there exists a suitable airdrome now used by the British for the assembly of aircraft. This is to be a purely American operation and so it will be necessary that the British agree to our having airdrome and hangar space, as well as dockage space and authority for the establishment of all the necessary housing and other facilities to assemble at least two hundred Fighter and Bomber airplanes per month at this point. It is estimated that a maximum of twelve ships per month of approximately the 10,000 ton size would be the peak shipping requirement to be unloaded at the port of Basra. Dockage is preferred in the city rather than further down toward the mouth of the river due to the fact that it is relatively close to the erection airdrome at Shaiba and it will probably permit the shipment of deck-loaded airplanes, which upon unloading would be rolled directly to the assembly point. At the same time it is desired to secure authorization to accomplish exactly the same thing at Karachi, India, as an immediate support point in case Iran becomes untenable.

Our preference is to make delivery to the Russians at a point [illegible] following the assembly area (Basra) as may be suitably arranged. This indicates consideration of Basra and Tehran.

Chief of Staff	Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-M.D.	A. Insp.	[illegible]	[illegible]	

HEADQUARTERS ARMY AIR FORCES
WASHINGTON

SECRET

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

Second + Third Pages Recruited 11/9/41

preference to any point within Russia. If such arrangement cannot be made, and if delivery must be effected in Russia, it is desired that the delivery point be as close to the Iran-Russian border as may be suitably arranged. American personnel will be provided by us, at point of delivery to the Russians, to meet all technical requirements. It will be necessary for the Soviet Government to provide sufficient 100-octane fuel and oil for their operations at the delivery point, as well as hangar space and the working facilities required.

It is desired that the British get the Russian Government to agree that the planes be assembled at Basra and to accept the aircraft there or at an adequately defended point in Iran to be agreed upon by the British and Soviet Governments and approved by the American Government. The point to be agreed upon should afford a satisfactory landing field, ample fueling facilities, and living and working accommodations for the personnel involved.

We propose to send approximately one hundred thirty-five Officers, fifty enlisted men, and eight hundred technicians or enlisted men. We will require storage and handling facilities for the total project of at least 665,000 gallons of 100-octane fuel and 18,000 gallons of oil, provided final arrangement is for the Russians to take delivery at Ashkhabad. If deliveries are made at Kazan, fuel requirements will be tripled.

It will also be necessary for the British Government to provide protection for this facility and the staging points against enemy action. In addition, it is desired that they provide the required staging airdrome points to the place of delivery and improve the existing airdrome facilities so as to have at least 6,000-foot all-weather runways at Shaiba (Basra), Tehran, and have the Russians do the same at Maisani, in northeast Iran, or at Kazvin, west of Tehran, or Ashkhabad if required for delivery. In the event the Russians do not agree to acceptance at Basra, in Iran, or at Ashkhabad, they should be informed that they will have to provide at least a 5,000-foot all-weather runway at the airdromes at or in the vicinity of Maisani (in Russian occupied Iran), also Turt Kul, Kazalinsk, Arktyubinsk, Kuibyshev, and Kazan, or to the delivery point. They will also have to protect this route from Axis interference. They must in any event provide protection for the route and the delivery point. The Soviet Government will have to provide sufficient [illegible] for their operations at the

Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A- WPD	A. Insp.	Budget	Statistics	

- 2 -

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

delivery point, as well as hanger space and the working facilities required.

In view of the urgency of this project your immediate cooperation is requested with the Air Corps to whom this project has been assigned for accomplishment.

Sincerely yours,

Secretary of War.

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Dep Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A- WPD	A. Insp.	Budget	Statistics	

DECLASSIFIED

~~SECRET~~ ~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

OCAC/JGT

The Honorable,

The Secretary of State.

Dear Mr. Secretary:

The Secretary of War presents his compliments and requests assistance in securing the co-operation of the British as well as the Russian Government in carrying out the delivery of American aeronautical aid to the Russian Government, which has already been agreed upon in our mutual assistance plan. A study of the possible methods by which airplanes and allied equipment may be speedily shipped to the Russian Government by the American Government has resulted in the decision that the most practical and immediate route is by means of surface vessel delivery to Basra, Iraq, with ferry flight to Russia.

In order to accomplish this, it is necessary that the British and Iraqi Governments make the necessary arrangements for the establishment of an assembly point under American military control and command at Shaiba, which is in the southeast suburbs of Basra [illegible] at which point there exists a suitable airdrome now used by the British for the assembly of aircraft. This is to be a purely American operation and to it will be necessary that the British agree to [illegible] having airdrome and hangar space, as well as dockage space and authority for the establishment of all the necessary housing and other facilities to assemble at least two-hundred Fighter and Bomber airplanes a month at this point. It is estimated that a maximum of twelve ships a month of approximately the 10,000-ton size would be the peak shipping requirement to be unloaded at the port of Basra. Dockage is preferred in the city rather than further down toward the mouth of the river due to the fact that it is relatively close to the erection airdrome at Shaiba and it will probably permit the shipment of dock-loaded airplanes, which upon unloading would be rolled directly to the assembly point. At the same time it is desired to secure authorization to accomplish exactly the same thing at Karachi, India, as an immediate support point in case Iran becomes untenable.

We propose to send approximately one-hundred thirty-five Officers, fifty enlisted men, and eight-hundred technicians or enlisted men. We will require storage and handling facilities for the total project of at least 665,000 gallons of 100-octane fuel and 15,000 gallons of oil, provided the Russians will take delivery at Ashkhabad. If deliveries are made at Kazan, fuel requirements will be tripled.

lwc

DECLASSIFIED

JGT:LWC 2-A

Adjutant's Record Room

EXECUTIVE
ADMINISTRATIVE
P & G
CIVILIAN PERS.
FISCAL
INSPECTION
INTELLIGENCE
LEGAL
MATERIEL
MEDICAL
MILITARY PERS.
PLANS
TRAIN. & OPER.
W. COM. AERO BD.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~
DECLASSIFIED

It is desired that the British get the Russian Government to agree that the planes be assembled at Basra and to accept the aircraft there or at an adequately defended point in Iran to be agreed upon by the British and Soviet Governments and approved by the American Government. The point to be agreed upon should afford a satisfactory landing field, enable fueling facilities, and living and working accommodations for the personnel involved.

It will also be necessary for the British Government to provide protection for this facility and the staging points against enemy action. In addition, it is desired that they provide the required staging airdrome points to the place of delivery and improve the existing airdrome facilities so as to have at least 5,000-foot all-weather runways at Shaiba (Basra), Tehran, and have the Russians do the same at Meiani, in northeast Iran, or at Kazvin, west of Tehran, or Ashkhabad if required for delivery. In the event the Russians do not agree to acceptance at Basra, in Iran, or at Ashkhabad, they should be informed that they will have to provide at least a 5,000-foot all-weather runway at the airdromes at or in the vicinity of Meiani (in Russian occupied Iran), also Turt Kul, Kasalinsk, Aktyubinsk, Kuibyshev, and Kazan, or to the delivery point. They will also have to protect this route from Axis interferonce. They must in any event provide protection for the route and the delivery point in Russian territory such as Ashkhabad, at which point we shall provide a personnel complement capable of accomplishing final delivery to the Russian Government. The Soviet Government will have to provide sufficient 100-octane fuel and oil for their operations at the delivery point, as well as hangar space and the working facilities required.

In view of the urgency of this project your immediate co-operation is requested with the Air Corps to whom this project has been assigned for accomplishment.

Sincerely yours,

Secretary of War.

Mail & Record Room
EXECUTIVE
ADMINISTRATIVE
B & G
CIVILIAN PERS.
FISCAL
INSPECTION
INTELLIGENCE
LEGAL
MATÉRIEL
MEDICAL
MILITARY PERS.
PLANS
TRAIN. & OPER.
W. COM. AERO BD.

DECLASSIFIED
~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

OFFICE OF THE CHIEF OF THE AIR CORPS

DECLASSIFIED
DOD Itrs.
8 Jun. & 20 June 1974
Hyatt/RLC; Date 8/15

ROUTING AND RECORD SHEET

SECRET

DECLASSIFIED

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

File No. _____

Tally No. _____

Subject: Ferry Route to Basra, Iraq

NO.	FROM	TO	DATE	COMMENTS
1.	OCAC Intel.	C/AAF	1941 11/15	OCAC/Intel. JGT/lwc 1. Reference directive to establish route to Basra, it is requested that the attached letter to Secretary of State be signed by Secretary of War. JGT C/Intel. 1 Incl. Ltr. to S/State fr. S/W

DECLASSIFIED

SECRET

(Do not use reverse side)

Page No. _____

S-2380 11/7(2A-21)

W-4071, AC, Rev. 8/1/41

Air AG #452.1 Russia (S.)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND RECORD SHEET

SECRET

DECLASSIFIED

DoD Dir. 5 200.9 June 1972
Nara, Date 11-4-98

1067

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

File No. _____

Tally No. AAF/ _____

Subject: Delivery of Airplanes to Russia.

NO.	FROM	TO	DATE	COMMENTS
1	Ch/AC (3-C4) mcj	AAF Ch/AS	11-21 1941	1. Attached report of conference, subject as above, is forwarded herewith for your information. 2. Reference par. 6 of the attached report, information regarding the port of Basra, received Nov. 19, from British sources, which was transmitted to the Commanding General, Army Air Forces and Chief, Air Staff, indicates that the port of Basra is entirely suitable for delivery of aircraft as originally contemplated. It is understood that A-4 is checking the information received from British sources with our Maritime Commission. C.S. Ferson Col., A. C. Project Officer 1 Attach. (Rpt.)

452.1 Russia

File

DECLASSIFIED

SECRET

(Do not use reverse side)

Page No. _____

W-4071, AC. Rev. 8/1/41

Air 452.1 Russia (56)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

DECLASSIFIED

(14)

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

November 19, 1941

~~CONFIDENTIAL~~ DECLASSIFIED

MEMORANDUM FOR THE CHIEF OF THE AIR CORPS

Subject: Delivery of Airplanes to Russia.

1. The undersigned, with Lt. Col. John F. Whitely, A-4, attended a conference with representatives of the Navy and Maritime Commission relative to the above subject at 3 P.M. this date.

2. The Maritime Commission presented results of their study as to the shipping problems involved with the following results:

a. No difficulty in moving the desired quantity of P-40s and B-25s to Basra.

b. The A-20s create a problem due to the quantity involved. Utilizing two Navy Seatrains, two ore carriers, and other facilities and vessels, not more than 65 per month can be handled and this includes delivery of 20 to Bombay instead of Basra.

3. It was pointed out that the only solution was to disassemble the A-20s into smaller parts which could be crated and stowed below decks.

4. A study will be made of this and information furnished the Maritime Commission as to the number of pieces, together with weights and dimensions of each piece.

5. The Maritime Commission stated that necessary dockage and unloading facilities at Basra would be handled by them except that some assistance from the General Wheeler Mission might be required.

6. During the conference Admiral Farber received a telephone call from General Spaatz stating that there was a possibility that the delivery points of these airplanes would be Bombay or Karachi instead of Basra.

L. P. Whitten,
Lt. Col., Air Corps,
Chief, ASC Liaison Section.

DECLASSIFIED
~~CONFIDENTIAL~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1030

(14)

~~CONFIDENTIAL~~ DECLASSIFIED November 19, 1941

MEMORANDUM FOR THE CHIEF OF THE AIR CORPS

Subject: Delivery of Airplanes to Russia.

1. The undersigned, with Lt. Col. John F. Whitely, A-4, attended a conference with representatives of the Navy and Maritime Commission relative to the above subject at 3 P.M. this date.

2. The Maritime Commission presented results of their study as to the shipping problems involved with the following results:

a. No difficulty in moving the desired quantity of P-40s and B-25s to Basra.

b. The A-20s create a problem due to the quantity involved. Utilizing two Navy Seatrains, two ore carriers, and other facilities and vessels, not more than 65 per month can be handled and this includes delivery of 20 to Bombay instead of Basra.

3. It was pointed out that the only solution was to disassemble the A-20s into smaller parts which could be crated and stowed below decks.

4. A study will be made of this and information furnished the Maritime Commission as to the number of pieces together with weights and dimensions of each piece.

5. The Maritime Commission stated that necessary dockage and unloading facilities at Basra would be handled by them except that some assistance from the General Wheeler Mission might be required.

6. During the conference Admiral Parker received a telephone call from General Spaatz stating that there was a possibility that the delivery points of these airplanes would be Bombay or Karachi instead of Basra.

452.1 Russia (53)

L. F. Whitton,
Lt. Col., Air Corps,
Chief, ASC Liaison Section.

~~CONFIDENTIAL~~ DECLASSIFIED

Air AS 452.1 Russia (53)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Gen Deane and Gen Echols -

J.C.

SECRET

DECLASSIFIED

(Observation of General Chaney and Colonel Lyon while in Moscow. Prepared by Colonel Lyon.)

NOTES ON

SOVIET AIRCRAFT PRODUCTION,

MAINTENANCE AND OPERATION.

Seventy Combat Planes per day.

M. SHAKURIN, the Commissar for Aircraft Industries, represented a production capacity of more than seventy fighter and bomber aircraft a day, or a rate of 20,000 aircraft per annum based on a six day week. The elements of production in any country are MEN, MANAGEMENT, MACHINES and MATERIALS. The evidence available indicates that the estimate is not extravagant.

Production and Maintenance Personnel.

The outstanding features at Plants Numbers 1 "Aeroplanes" and 24 "Engines" is the apparent high level of experience and skill of the MEN in the machine shops, the forge shops, the wood shops, the metal shops and the assembly lines. Women and boys are used but key positions on the production machinery are manned by experienced mechanics and operators. Reserves between the ages of 18 and 35, both inclusive, have been called to the colours but exemptions are decreed for skilled workers in the aircraft industry.

At Archangel the assembly of Tomahawks furnished by the British started on September 3rd. On September 10th the first aeroplane was flown; on September 27th the 47th aeroplane was assembled. Of the 51 included in this shipment 3 were grounded and one crashed and burnt as a result of engine defects. 50 mechanics performed this task. Our officers on duty at Archangel rated them superior to the U. S. Army mechanic in skill, ingenuity, resourcefulness and morale. They work without shelter in sleet, rain and wind on an average of 14 hours a day. Through oversight on the part of the Americans and British making up the shipment of Tomahawks, they were not provided with proper tools and instructions.

The deficiencies in the shipment noted by our Officers are as follows, all of which emphasize the resourcefulness of the Soviet crews in overcoming the resultant handicaps to the speedy assembly of the aeroplanes received:-

(1) 10 defective propellors were shipped "9 were made operational by the Soviet mechanics."

(2) 24 special tool kits had been removed from the aeroplanes prior to delivery to Archangel.

(3) No spares of any kind, including such expendable items as spark plugs and crystals for radios, were included in the shipment.

DECLASSIFIED

SECRET

AWPD-1/9 A11-19(1-a) A2865

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(4) No instructions or diagrams for the adjustment of carburetors and trigger motors for the machine guns were provided.

(5) Generator drive gears and accessory drive gears that were reported to Washington as a cause for grounding Tomahawks more than six months ago were discovered as a result of failures on two aeroplanes after thirty minutes flying.

(6) 12 each 30 calibre machine guns were missing upon arrival of the shipment at Archangel.

In spite of these deficiencies the Soviet mechanics completed their task on schedule and the aeroplanes reported ready for combat on October 4th, but on the recommendations of our Officers the aeroplanes were grounded pending advice from England regarding the defective generator gears cited above.

Management and Machinery.

Soviet Staff work is reported to be of a low order of efficiency. Accomplishments cited herein and impressions of the engineering management at factories Numbers 1 and 24 exempt aircraft production and maintenance from this generality.

An estimate of the Soviets ability to continue to produce and maintain aircraft should take cognisance of the following facts.

(1) The bulk of the aircraft production facilities, excluding aluminum, are well located strategically with respect to present front lines.

The facilities at Leningrad are largely devoted to the manufacture of commercial aircraft.

(2) Proven American, German and British principles and details of aeroplane and engine design and production processes are the basis for series production.

(3) Inspection processes follow the American example.

(4) Composite design utilizing wood, steel and metal are in evidence. Machine tools are of the best American and German makes. Installation of presses and heat treatment equipment have been planned to provide capacities far in excess of the assembly jigs in Plant No. 1 thereby providing for quick expansion or for the manufacture of parts for other facilities.

The A. M. Marks 35 and 38 is a thoroughly proven engine produced by two factories in addition to No. 24 for installation in both fighters and bombers, indicating adherence the principle of standardization.

An additional example of the ability to execute Staff decisions is the construction of an aerodrome at Archangel for the reception and assembly of American and British aircraft. On September 3rd work was initiated on two runways approximately 100 yards wide and 1750 yards long, together with perimeter tracks and dispersal areas. The construction of one runway required the clear-

SECRET DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ing of a forest, draining of a swamp, an excavation 4 feet deep, the filling of the excavation with logs and the flooring with sawn timbers for the runway surface. The other runway required the draining of a swamp and surfacing with gravel. All this was accomplished within the period of 30 days and during the period 47 aeroplanes were erected and tested.

M. I. G. III Fighter Aeroplane.

The Commissar for Aircraft Industry stated the Soviets were currently producing combat aircraft of high quality. This statement is verified by observation at Factories Nos. 1 and 24. The M. I. G. III fighter aeroplane is a single engine low wing monoplane comparable in performance to the Messerschmitt F. The principal characteristics are as follows: high speed at 18 thousand feet 384 m. p. h., allowable diving speed 450 m. p. h., rates h. p. 1200 at 18,000 feet. Approximate gross weight 6,500 pounds. Type of cooling, water. Type of structure, composite - wood, steel, aluminum. Features of design which are of special interest include a retracting gear which lowers in 4 seconds for and can be raised in 6 seconds, as compares to 45 seconds for the Tomahawk. Wood outer panels in a monoplane design which are slightly heavier than metal provides an effective application of spruce birch plywood readily available in the U. S. S. R.

Materials

Aluminum would appear to be a bottleneck in the production of 70 combat aeroplanes a day. Although wood and steel is utilized there is no substitute for aluminum for cowling, engine parts and other critical structural parts both in the engine and aeroplane. Any long range estimate of the combined anti-Axis aircraft production should take into consideration the capacities of the heavy machine tools, such as hydraulic presses, currently in operation by the Soviets. This type of equipment requires more than a year to produce and with skilled mechanics, is a measure of the aircraft productive capacity.

Pilots

Our Officers on duty at Archangel have expressed a high regard for the ability of the Russian Pilot. It is pertinent that approximately 120 pilots were qualified during the period September 10th to September 29th at Archangel with the loss of only one aeroplane. This aeroplane was forced down on account of engine failure. Although the aeroplane landed in the trees and burnt, the pilot escaped, hence the score thus far is losses due to operational errors of the pilots - zero.

Summary

From impressions gained from the proceedings of the Aircraft Committee, the report of the accomplishments at Archangel and observation at Factories Nos. 1 and 24, it is evidenced:

(1) that only the best American aircraft should be furnished to the Soviets.

(2) that the Soviets can maintain and operate with a high degree of efficiency American built aircraft.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(3) that published information relating to the characteristics of Soviet built aircraft under-rate the performance of aircraft now in series production.

(4) that the need for American built aircraft is primarily based upon a present superiority of the Germans in numbers of direct support bombers.

(5) that the total production of anti-Axis aircraft can be increased by providing the Soviets with critical aircraft materials.

A. J. LEON.
Colonel. U.S.A.

H. M. S. LONDON.
9th October 1941.

SECRET DECLASSIFIED

CinCAF 45-2.1 Russia (54)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

Airplane Shipment by Navy Carrier for Russia.

AAF/A-4
WRB/mhh

1. AAF C/AS C/AC 1941 11/18

1. It is requested that planning for the shipment of P-40E airplanes by Navy aircraft carrier to Russia be based on placing the airplanes aboard the carrier with complete initial equipment including one full load of ammunition.

452.1

Dispatched
NOV 18 1941
AAF

CS
C/AS

Russia (53)

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	
	JC					WB					

AAF-39

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AAF/A-4
JYY/

~~SECRET~~

DECLASSIFIED

NOV 17 1941

MEMORANDUM FOR GENERAL CRESSY:

Subject: Plan for the Delivery of Airplanes to Russia.

452.1 Russia (52)

1. The Secretary of War has approved a plan for the delivery of airplanes to Russia. The plan contemplates use of the only feasible route by which these deliveries can be accomplished at this time, and which is by way of Basra. It is further contemplated that acceptance by the Russians will be accomplished at Tehran.

2. Many details of the delivery plan remain to be worked out and it is hoped that you will cooperate in making such diplomatic arrangements as may be necessary to accomplish our objective.

3. Representatives from the War Department will contact your office as the plan develops and advise you as to the needs in the situation.

Incl:
Plan for Delivery of Airplanes to Russia, 11/2/41

For the Chief of the Army Air Forces:

CARL SPAATZ
Brig. General, Air Corps,
Chief of [illegible]

Dispatched
NOV 17 1941
AAG

DECLASSIFIED
auth

~~SECRET~~

COPY FOR ~~GENERAL ARNOLD~~ 2018

air AAF 452.1 Russia (52)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~ DECLASSIFIED

DECLASSIFIED
Authority DOD

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

MEMORANDUM FOR GENERAL GREELY:

Subject: Plan for the Delivery of Airplanes to Russia.

1. The Secretary of War has approved a plan for the delivery of airplanes to Russia. The plan contemplates use of the only feasible route by which these deliveries can be accomplished at this time, and which is by way of Basra. It is ~~requested and strongly recommended that every effort be made through appropriate government agencies to relieve this government of any obligation for ferrying airplanes within Russia or Siberia and that delivery from Basra and~~ acceptance be accomplished ~~either~~ at ~~Baku or Ashkabad.~~ That by the Russians will further contemplated

2. Many details of the delivery plan remain to be worked out and it is hoped that you will cooperate in making such diplomatic arrangements as may be necessary to accomplish our objective.

3. Representatives from the War Department will contact your office as the plan develops and advise you as to the needs in the situation.

Incl:
Plan for Delivery of Airplanes to Russia, 11/2/41.

~~Acceptance at~~ Teheran

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

Movement of Airplanes Allocated to Russia.

AAF 1941
1 C/AS C/AC 11/8
Mat. Div.

AAF/A-4
JFW/lml

1. In connection with R&R on the above subject from this headquarters to C/AC 10/28/41, a further study is pertinent on the subject of complete compliment of equipment required under the unusual circumstances for each airplane by type, in order to assure operating possibility. This will apply to radio installation particularly involving microphone and headset requirements, armament and bombing equipment based particularly upon the type of guns and bombs used, as well as other items not covered and complete data for maintenance, operation, etc.

2. Further directive on the transfer of these airplanes will be available as soon as certain decisions have been made. Request report of survey of equipment requirements based upon Russian operation as indicated above.

CS
C/AS

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Deputy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-M&D	A. Insp.	Budget	Statistics	

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WAR DEPARTMENT
Headquarters Army Air Forces
Office of the Air Adjutant General
Washington, D.C.

Date MAY 13, 1941

TO:

___Chief of the Army Air Forces.
___C.G., Air Force Combat Command.
___Chief of the Air Corps.
___Chief of the Air Staff.
___Secretary of the Air Staff.
___A-1 Division.
___A-2 Division.
___A-3 Division.
~~___A-4 Division.~~
___Air War Plans Division.
___Budget Section.
___Statistics Section.
___Air Inspector
☒ A.F. Files

for necessary action.

Noted - AFN

WM. L. DICK,
Lt. Col., A.G.O.
Air Adjutant General.

A.A.F-10-A.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

OFFICE OF THE CHIEF OF THE AIR CORPS

DECLASSIFIED
DOD Rev.
9 Jan. & 8th Jan. 1974
By LLC; Date 6/6/74

ROUTING AND RECORD SHEET

817

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

SECRET

DECLASSIFIED

File No. _____

Tally No. _____

Subject: Initiation of Plan for Delivery of Airplanes to Russia.

45 R-1 Russia (49) B

NO.	FROM	TO	DATE	COMMENTS
1.	OCAC (Exec. 3-C4mj)	Ch/ Air Staff	11-12 1941	1. There is attached hereto copy of an RR sheet which has been addressed to each Division of this office. In order that all action on this project may be thoroughly coordinated, it is requested that any action thereon which may be taken by any Section of the Air Staff be coordinated with the Operations Division of this office and that a copy of all correspondence on this subject outgoing from the Air Staff be delivered to the Operations Division of this office. M.S.F. Brig. Gen., A. C. Executive. 1 Incl. (Cy RR)

AAF files 1944

DECLASSIFIED

SECRET

(Do not use reverse side)

W-4071, AC. Rev. 8/1/41

Page No. _____

Xm-645

air AB452.1 Russia (49) B

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

Initiation of Plan for Delivery of Airplanes to Russia.

AAF/A-8
JFW/emd

1 AAF C/AS C/AC 1941 11/10

1. Appended hereto is copy #9 of a study for the Chief of the Army Air Forces, Subject: "Plan for Delivery of Aircraft to Russia," November 2, 1941. On the first page thereof is the following notation: "Approved by Secretary of War, 11/5/41, H.H.A."

452.1 Russia (49)

2. It will be noted that the plan contemplates the shipment of aircraft by boat to Basra and thence by air from Basra to the closest point in Russia at which acceptance by the Russians can be arranged.

3. The A-8 Division of the Air Staff is contacting Russian representatives to determine that point at which they will accept the aircraft. This information will be provided you as soon as available.

4. A communication prepared by the A-4 Division and addressed to the Secretary of the Navy by the Secretary of War is recommending the use of an aircraft carrier for the movement of pursuit planes for the initial transfer to Russia.

5. Action should be expedited to secure the civilian personnel required for the Basra Area and to insure the availability of necessary facilities in that area to set up the airplanes when they arrive by steamer. In this connection consideration should be given and plans made for satisfying needs for technical personnel at the airdrome at which delivery of airplanes and instruction of Russian personnel is effected.

6. Plans should contemplate the possible later necessity of moving the Basra facilities to the Karachi port in the event the Germans move within bombing range of Basra and undertake bombing operations against it.

HEADQUARTERS ARMY AIR FORCES

Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A- WPD	A. Insp.	Budget	Statistics	

DECLASSIFIED

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

Initiation of Plan for Delivery of Airplanes to Russia.

1 (Cont) AAF C/AS C/AC 1941 11/10

7. The necessary action to implement the plan for delivery is herewith delegated to the Chief of the Air Corps. Staff conversations on this matter should be handled through the A-4 Division of the Air Staff.

8. At the present moment some indication of transport availability and scheduling is being requested from the Navy Department with proposal of an aircraft carrier sailing from San Diego and two sea-train sailings from New York, or the east coast within thirty days.

9. While many details remain to be developed based upon pending decisions, basic approval of this project can entail immediate planning and preparations. It is desired, therefore, that consideration of Materiel Squadron and Transport Squadron requirements, to effect this plan particularly relating to equipment availability, be studied without delay. In this connection it should be assumed that transport as indicated in par. 8 may be available in thirty days and delivery of airplanes to Askhabad will be the case. Until a more complete directive can be established, it is requested that the A-4 Division of the Air Staff be communicated with leading to complete data and early action.

10. It is suggested that selection of the Air Corps Officer to command the air activities at Basra be made at the earliest possible date in order that that individual may be made responsible for details of planning here and that he may proceed to Basra.

1 Incl:
Cy 9 of Study for C/AAF
11/2/41 "Del.of Air.to Russia."

CS
C/AS

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Dep Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A.Insp.	Budget	Statistics	

-2-

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES SECRET

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD ...

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

DECLASSIFIED

File No. .....

Tally No. AAF .....

SUBJECT: Initiation of Plan for Delivery of Airplanes to Russia. 609

NO.	FROM	TO	DATE	COMMENTS
				AAF/A-WPD KNW-hlg
1.	C/AC	C/AC	1941 11/6	1. Appended hereto is copy 9 of a study for the Chief of the Army Air Forces, Subject: "Plan for Delivery of Aircraft to Russia," November 2, 1941. On the first page thereof is the following notation: "Approved by Secretary of War, 11/5/41, H.H.A." 2. It will be noted that the plan contemplates the shipment of aircraft by boat to Basra and thence by air from Basra to the closest point in Russia at which acceptance by the Russians can be arranged. 3. The A-2 Division of the Air Staff is contacting Russian representatives to determine that point at which they will accept the aircraft. This information will be provided you as soon as available. 4. A communication prepared by the A-4 Division and addressed to the Secretary of the Navy by the Secretary of War is recommending the use of an aircraft carrier for the movement of pursuit planes for initial transfer to Russia. 5. Action should be expedited to secure the civilian personnel required for the Basra Area and to insure the availability of necessary facilities in that area to set up the airplanes when they arrive by steamer. 6. Plans should contemplate the possible later necessity of moving the Basra facilities to the Karachi port in the event the Germans move within bombing range of Basra and undertake bombing operations against it.

In this connection consideration should be given and plans made for satisfying needs for technical personnel at the destination at which delivery of airplanes and instruction of Russian personnel is effected.

(Do not use reverse side) W-4071, AC.Rev.8/14/41

Page No. 1

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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

DECLASSIFIED

File No. .....

Tally No. AAF .....

SUBJECT: Initiation of Plan for Delivery of Airplanes to Russia.

NO.	FROM	TO	DATE	COMMENTS
1.	C/AAF	C/AC	1941 11/6	7. The necessary action to implement the plan for delivery is herewith delegated to the Chief of the Air Corps. Staff conversations on this matter should be handled through the A-4 Division of the Air Staff. 8. At the present moment some indication of transport availability and scheduling is being requested from the Navy Department with proposal of an aircraft carrier sailing from San Diego and two sea-train sailings from New York, or the east coast within thirty days. 9. While many details and preparations remain to be developed based upon pending decisions, basic approval of this project can entail immediate planning. It is desired therefore, that consideration of Material Squadron and Transport Squadron requirements, to effect this plan particularly relating to equipment availability, be studied without delay. In this connection it should be assumed that transport as indicated in par. 8 may be available in thirty days and delivery of airplanes to Askhabad will be the case. Until a more complete directive can be established, it is requested that the A-4 Division of the Air Staff be communicated with leading to complete data and early action. 10. It is suggested that selection of the Air Corps officer to command the air activities at Basra be made C/S C/AAF at the earliest possible date in order that that individual may be made responsible for details of planning here and that he may then proceed to Basra.
	1 Incl. cy. 9 of study for C/AAF (11/2/41) "Del. of Air/ to Russia."			

(Do not use reverse side)

Page No. 2

AGO Form No. 6 Rev. 8/14/41

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES SECRET

ROUTING AND RECORD SHEET

DECLASSIFIED DOD Dir. 5200.9 1976 AU/ACLC Date 8/14/96

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

File No. .....

DECLASSIFIED

Tally No. AAF .....

SUBJECT: Initiation of Plan for Delivery of Airplanes to Russia.

NO.	FROM	TO	DATE	COMMENTS
1.	C/AAF	C/AC	1941 11/6	7. The necessary action to implement the plan for delivery is herewith delegated to the Chief of the Air Corps. Staff conversations on this matter should be handled through the A-4 Division of the ~~General~~ AIR Staff.
1 Incl. cy. (11/2/41)	9 of study for C/AAF "Del. of Air. to Russia."			HHA C/AAF

DECLASSIFIED

(Do not use reverse side) W-4071, AC.Rev.8/14/41

Page No. 2

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

Initiation of Plan for Delivery of Airplanes to Russia.

1.	C/AAF	C/AC	1941 11/6

7. The necessary action to implement the plan for delivery is herewith delegated to the Chief of the Air Corps. Staff conversations on this matter should be handled through the A-4 Division of the General Staff.

AIR

1 Incl. cy. 9 of study for C/AAF (11/2/41)"Del. of Air. to Russia."

HHA
C/AAF

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A.Insp.	Budget	Statistics	

DECLASSIFIED AAF-38

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

DECLASSIFIED

PARAPHRASE OF RADIOGRAM

DECLASSIFIED DOD ltr. 8 Jun. 1974 By NARS, Date 6/24/75

3868

INFORMATION COPY

AG 400.3295 (11-5-41)MC

HMB/bjs - 1712.

C-1449 110-C

TO: OPNAV

FROM: ALUSNA MOSCOW

#31315 GR #183 NOVEMBER 5, 1941.

* * * * * * *

ENTRANCE MOLOTOVSK HORAR. TWENTY SIX FEET IS DEPTH OF CHANNEL AND AT WHARF. LATTER PART OF DECEMBER ICE FORMS. TO KEEP OPEN ALL WINTER INTEND TO USE ICE BREAKERS. THEY CAN ACCOMMODATE AND DISCHARGE ONE TEN THOUSAND TON TANKER AT THE RATE OF THREE THOUSAND GALLONS DAILY PLUS WHARFAGE FOR THREE CARGO SHIPS SOVIET OFFICIAL ADVISES. THERE ARE NO RAILROAD CONNECTION OR ROADS BUT DURING ICE SEASON SLEDGES MAY BE USED. FRANKEL IS UNABLE TO OBTAIN PERMISSION FOR VISIT AND SOVIETS ARE RELUCTANT TO GIVE DETAILED INFORMATION. WITH THE NEXT CONVOY TANKER IS EXPECTED AND DETAILED INFORMATION EXPECTED AT THAT TIME.

NOV 19 1941 PM

RECEIVED

NOV 19 1941 OPNAV NAVAL SUPPLY ACCTS. AND FILE UNIT

COPIES TO: A.C. of S., G-4, (Paraphrased Information Copy) FOR LIAISON SEC. OCAC.
A.C. of S., G-2,
A.C. of S., WPD,
Chief, Army Air Forces,
(Paraphrased Information Copies).

MAT
MEDICAL
MILITARY
PLANS
TRAINING
W. COUNCIL

PARAPHRASE OF RADIOGRAM

DECLASSIFIED

INFORMATION COPY

CONFIDENTIAL

A-211/10

452.1 Russia (48)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD

DECLASSIFIED

AAF/A-4
JFW/emd

Airplane Shipments to Russia. Written November 8, 1941.

NOV 8 1941

I Sec. G/S.

452.1 (Russia) 47

AAF/A-4
JFW/emd

I. For signature of the Secretary of War.

For the Chief of the Army Air Forces:

Incls:
Draft of letter.

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

MEMORANDUM FOR THE RECORD: Draft of letter from Secretary of War to the Secretary of the Navy, subject Airplane Shipments to Russia states that it is proposed at this time to use an aircraft carrier and two sea train vessels now available to the Navy Department to transport personnel and equipment to Basra to deliver accompanying airplanes to Russia as early as possible. Proposed sailings to be in about thirty days. Some indication of availability of transport and scheduling of aircraft carrier, two sea train vessels, and additional three sea train vessels desirable, your counsel and [illegible] 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	
	JFW					GM					

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~ DECLASSIFIED

AAF/A-4
JFW/end
Written November 7, 1941.

SUBJECT: Airplane Shipments to Russia.

TO: The Secretary of the Navy.

Relative the current consideration of airplane shipments to Russia it appears that the use of sea train vessels as proposed by the Navy Department is a practical and desirable means of transport for the purpose. It is understood that two of these vessels are now available to the Navy Department based upon New York, and that three additional now operating from New Orleans might be made available.

As a means of expediting shipment of airplanes, at least initially, it also appears that the use of an aircraft carrier operating from San Diego across the Pacific would permit the delivery of approximately 77 Curtiss manufactured pursuit airplanes with pilots and the advance elements of necessary maintenance personnel and Materiel Squadron equipment including possibly several transport airplanes. The use of two sea train vessels now available to the Navy is visualized in this connection with cargo of airplanes and possibly some Materiel Squadron equipment out of New York City. From information available these vessels have limited accommodation only for personnel and their loading would have to be considered accordingly with personnel accommodation principally on the carrier. Weighing risk against distance and time it may be desirable for the sea train vessels to proceed across the Pacific initially or later.

In summary of the foregoing and in advance of further detailed consideration it is proposed at this time that an aircraft carrier and two sea train vessels now available to the Navy Department be utilized, possibly within thirty days, to transport personnel and equipment to Basra to deliver accompanying airplanes to Russia 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	Statistics	

~~SECRET~~ DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

early as possible and to build up the required organization to effect future deliveries on a larger scale with least practicable delay.

In order to more completely plan this project for possible sailings within thirty days some indication of availability of transport and scheduling is desirable at an early date to include an aircraft carrier, as mentioned, and two sea train vessels now available as well as three additional sea train vessels which might be made available. Your counsel and assistance in this connection will be greatly appreciated.

Secretary of War.

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Dep'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A- WPD	A. Insp.	Budget	Statistics	

~~SECRET~~

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES SECRET

ROUTING AND RECORD SHEET

DECLASSIFIED DOD 5200.1-R 3 Jun 86 Sys Mgr. WHS/DIOR, 1 Jan 08

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

DECLASSIFIED

File No. .....

Tally No. AAF .....

SUBJECT: Lease-Lend Aid To Russia.

NO.	FROM	TO	DATE	COMMENTS
				AAF/A-WPD EMS-blg
1.	AAF A-WPD	AAF A-4	11/9 11/10	1. The appended memorandum for the Chief of the Air Staff, prepared by the A-2 Division, is transmitted to you as a matter of primary interest with respect to the above subject. 1 Mile for HLG
1 Incl.-memo. subj.		to C/AS		HLG C/A-WPD
				AAF/A-4 EPS/gwd
2.	AAF A-4	AAF C/AS	11/17	1. Recommendation, paragraph 5 of basic paper, is concurred in. It is believed essential that first hand information be secured and plans and preparations made for opening the route suggested, so that no undue delay will occur in case it becomes necessary to use it for movements of freight. EPS C/A-4
Incl.	n/c			
				11/19 Passed papers out for Bessell's return. If change necessary, letter prepared for proper signature should make recommendations C.S.

(Do not use reverse side) DECLASSIFIED AC 10071, AC. Rev. 8/14/41

Page No. -1-

SECRET

45211 Russia (46) B

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED
WAR DEPARTMENT

DECLASSIFIED
DOD Dir.
9 Jan. & 30 June 1976
By: NLRR Date: 8/14/75

HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

OFFICE OF
THE ASST. CHIEF OF THE AIR STAFF, A-2

October 31, 1941

MEMORANDUM FOR: Chief of The Air Staff.

SUBJECT: Lease-Lend Aid to Russia.

1. At present there are six routes by which aid can be sent to Russia.

Archangel
Iran
Northern India
Vladivostok
Anadyr, Siberia
Burma Road

2. Of these, two, the North India (Lahore Tashkant) and Andyra (Fairbanks Anadyr Yakutsk) routes are limited to air-borne aid only.

3. Of the remaining four:

a. Archangel is impracticable in winter either via the North Atlantic or the Bering Sea and Artic Ocean. Its use as a forwarding base is limited to the capacity of its rail facilities to the South. The railroad from Archangel paralleling the Finish front, about 300 miles away, can be bombed at any time if the Axis feel the quantity of aid warrants it. Also the entrance to the White Sea can easily be covered by Axis U-boats and bombers based on the North Cape.

b. Vladivostock could probably be taken by the Japense at will, but assuming this could not be done, they could bomb the Trans Siberian Railroad at any number of points along the Manchukuo Border or mine the channels between the Japense Islands surrounding Vladivostok and cut off all sea borne aid.

c. The Burma Road to Chunking and the Northwest road from there to the Trans Siberian Railroad is precluded by the fact that the Burma Road is taxed to capacity with aid to China.

SECRET DECLASSIFIED

- 1 -

AWPD-11/H

SECRET
DECLASSIFIED

d. The only remaining routes for freight, which includes aircraft ammunition, replacement parts and repair station equipment, other than airport freight, are through Iran.

4. From Takoradi to the Central Russian Front via Khartoum, Cairo, Tehran, Ashkhabad is roughly 6500 miles which means all pursuit planes flown this route will have to have a complete overhaul shortly after arrival. There are three possibilities for forwarding supply equipment for the pursuit planes and bombers.

a. There is the railroad from Bandar Shahpur on the Persian Gulf to Bandar Shah on the Caspian. According to G-2 the port facilities at Bandar Shahpur can handle 800 tons a day while the railroad can only handle about 300 tons due to the mountain grades. There is a report from the C.O.I. that they can or will be able to handle 1000 tons a day. Assuming this to be so, there is still a bottle neck as Bandar Shah on the Caspian can only handle 250 tons a day where the water is only four feet at the end of the longest pier. A branch line runs from Tehran to Kazvin where freight could be trucked to the port of Resht on the Caspian. Resht undoubtedly has the same water difficulties as Bandar Shah and fewer facilities.

b. [redacted] Basra there is a water way for barges up the Karun Riv[redacted] to Dizful on the Bandar Shahpur - Bandar Shah Railroad. [redacted] benefit of this depends entirely on the capacity of the railroad.

c. Even assuming the railroad and the Caspian ports can be improved to handle sufficient freight, you are then faced with the transportation of same 700 miles by boat to the Astrahkan or Gurief rail heads at the north end of the Caspian. The Baku-Rostov line is cut and now useless for points north of Rostov. By spring the Axis will probably be as far south as the Caucasus mountains and East to the Caspian which will make shipping in the Caspian impossible due to Axis bombers.

d. If Lease-Lend Aid to Russia is to be extended beyond Iran, another road must be found with a delivery point East of the Caspian.

e. The logical route starts at Karachi which is 800 miles closer to the Cape of Good Hope than Basra and has excellent port facilities as well as a good airport. From Karachi by rail to a point at Zahidan at the conjunction

SECRET DECLASSIFIED

- 2 -

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

of Baluchistan, Iran and Afghanistan (it is reported that the last 15 miles of this railroad were torn up but the road bed is still intact). From Zahidan by road via Meshed, in Northeast Iran, to Tedzhen or Ashkhabad on to the Turksib Railroad in the Turkem Republic. The distance by road from Zahidan to Tedzhen is approximately 700 miles. It has been reported that this road is now passable for motors in all weather, and could be made into a good all weather road as it lies through moderately high land.

f. Freight shipped east on the Turksib to Tashkent would then have a safe approach to the foot of the Urals from the southeast, and would come from behind the line the Russians may fall back to instead of a line parallel to their front, as would be the case if forwarded via the Caspian.

5. Recommendation:

As the Karachi road seems to offer the only permanent means of forwarding freight to Russia, it is recommended that some one with road engineering experience accompany Major Gillespie as far as India, or that some American engineer now in Egypt join him at Cairo, and that they check on air, rail and road facilities over the road from Karachi to Tedzhen.

Martin F. Scanlon

MARTIN F. SCANLON
Brigadier General, U. S. Army
Assistant Chief of the Air Staff, A-2.

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AAF/A-4
[redacted]/mwb
Written Nov. 4, 1941

DECLASSIFIED

NOV 5 1941

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, WPD:

Subject: Plan for Delivery of Airplanes to Russia.

452.1 Russia (45)

1. Attached hereto is copy of plan for delivery of airplanes to Russia, dated November 2, 1941, prepared in the Office, Chief of the Air Corps.

2. This plan is forwarded for your use in connection with a joint board study which is under preparation in your office.

Incl:
Copy of plan for Delivery of Airplanes to Russia, 11/2.

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	Dep Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A.Insp.	Budget	Statistics	

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

ex 9/a-4
744/mhh
(Written Nov. 4, 1941

NOV 4 1941

MEMORANDUM FOR GENERAL BURNS:

Subject: Transmittal of Letter to Mr. Harry Hopkins.

1. Attached hereto for forwarding to Mr. Harry Hopkins is a letter and a plan pertaining to the delivery of airplanes to Russia.

2 Incls.-
Ltr. to Mr. Hopkins
Plan - Movement of
Airplanes to Russia

Sgd. H. H. Arnold
H. H. ARNOLD
Major General, U.S.A.
Chief of the Army Air Forces

Received
NOV 5 1941
AAG

USSR / Russia

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-M&D	A. Insp.	Budget	Statistics	

DECLASSIFIED

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AAF/A-4
JVT/mwb

DECLASSIFIED

Written Nov. 4, 1941

NOV 4 1941

Honorable Harry L. Hopkins,
White House,
Washington, D. C.

My dear Mr. Hopkins:

Inclosed herewith is a copy of a plan for the delivery of airplanes to Russia, dated November 2, 1941 and prepared in the Office, Chief of the Air Corps.

I concur fully in the conclusion reached in paragraph 3 of the synopsis to this plan that the route by boat to Basra is the only feasible route by which airplane deliveries can be satisfactorily accomplished for Russia at this time.

I concur in the recommendations contained in paragraph II of the synopsis in which it is strongly recommended that every effort be made to relieve our Government of any obligation for ferrying airplanes within Russia or Siberia and that delivery from Basra and acceptance be accomplished either at Baku or Ashkabad.

Necessary action is being taken by the Secretary of War to inform the Navy, the Maritime Commission and the State Department of the conclusions which have been reached and of the recommendations which have been made in this matter.

Sincerely yours,

Sgd. H. H. Arnold
H. H. ARNOLD
Major General, U.S.A.
Chief of the Army Air Forces

Incl:
Copy of plan, 11/2/41
"Movement of Airplanes to Russia".

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

DECLASSIFIED

+4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

AAF/A-4
JYY

DECLASSIFIED

WD

SUBJECT: Delivery of Airplanes to Russia.

NOV 5 1941

TO: The Secretary of the Navy.

1. I have today approved a plan for the delivery to Russia of airplanes which have been allocated to that country.

2. It has been decided that the only feasible route by which these deliveries can be accomplished at this time is by the way of Basra.

3. Many details of this plan remain to be worked out and in this connection the Navy can be of inestimable service to the Army and to the Russians.

Dispatched in AGO 11-6-41 office and it is hoped that the Navy will be able to cooperate in furnishing AGW, the facilities which are necessary for the successful execution of this plan.

4. Representatives from the War Department will contact your

NOV 4 1941

NOV - 5 1941

HENRY L. STIMSON
Secretary of War

R IN

NOV 5 1941

OUT

WAR DEPARTMENT

ihf

DECLASSIFIED

an AAF Story of Russian Aid (43)
"Comeback"

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~ DECLASSIFIED

AAF/A-4
JYY

Chairman, Maritime Commission,

Washington, D. C.

NOV 5 1941

Dear Mr. Chairman:

I have today approved a plan for the delivery to Russia of airplanes which have been allocated to that country.

It has been decided that the only feasible route by which these deliveries can be accomplished at this time is by the way of Basra.

Many details of this plan remain to be worked out and in this connection the Maritime Commission can be of inestimable service to the Army and to the Russians.

Dispatched in A.G.O. 11/6/41 ACW/jtg

Representatives from the War Department will contact your office and it is hoped that the Maritime Commission will be able to cooperate in furnishing the facilities which are necessary for the successful execution of this plan.

Sincerely yours,

NOV -5 1941

NOV 5 1941

OUT OUT

Secretary of War.

NOV 4 1941

JTL 5:40 PM

mwb

~~SECRET~~

DECLASSIFIED WAR DEPARTMENT
OFFICE OF CHIEF OF STAFF

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

AAF/A-4
JYI

Wrtn: 11/4/41

NOV 4 1941

MEMORANDUM FOR THE SECRETARY OF WAR:

Subject: Delivery of Airplanes to Russia.

1. Inclosed herewith are two copies of proposed plan for the delivery of airplanes to Russia, dated November 2, 1941, which has been prepared in the Office, Chief of the Air Corps.

2. I concur fully in the conclusion reached in paragraph 3 of the synopsis that the route by boat to Basra is the only feasible route by which, at this time, airplanes can be delivered to Russia.

3. I also concur in the recommendation contained in paragraph II that every effort be made to relieve this government of any obligation for ferrying airplanes within Russia or Siberia and that delivery from Basra and acceptance be accomplished either at Baku or Askhabad.

4. Attached hereto are copies of proposed letters to the Navy, and Maritime Commission advising them of your approval of this plan and requesting their cooperation in its execution.

Sgd. H. H. Arnold
H. H. ARNOLD
Major General, U.S.A.
Chief of the Army Air Forces

Incls:
2 Copies Proposed Plan
Proposed ltrs. as listed

ihf

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Deputy Chief of Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-5	A.C. of S.	Budget	Statistics	

SECRET

43

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DRAFT

DECLASSIFIED

AAF/A-4
JYY

DECLASSIFIED
DOD Rev.
E.O. 12958

Rtn: 11/4/41

WWW 5/41

SUBJECT: Delivery of Airplanes to Russia.

TO: The Secretary of the Navy.

1. I have today approved a plan for the delivery to Russia of airplanes which have been allocated to that country.

2. It has been decided that the only feasible route by which these deliveries can be accomplished at this time is by the way of Basra.

3. Many details of this plan remain to be worked out and in this connection the Navy can be of inestimable service to the Army and to the Russians.

4. Representatives from the War Department will contact your office and it is hoped that the Navy will be able to cooperate in furnishing the facilities which are necessary for the successful execution of this plan.

Secretary of War.

ihf.

DECLASSIFIED

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Deputy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A. Insp.	Budget	Statistics	

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~
DECLASSIFIED

AAF/A-4
JIY

Wrtn: 11/4/41

NOV 4 1941

MEMORANDUM FOR THE SECRETARY OF WAR:

Subject: Delivery of Airplanes to Russia.

1. Inclosed herewith are two copies of proposed plan for the delivery of airplanes to Russia, dated November 2, 1941, which has been prepared in the Office, Chief of the Air Corps.

2. I concur fully in the conclusion reached in paragraph 3 of the synopsis that the route by boat to Basra is the only feasible route by which, at this time, airplanes can be delivered to Russia.

3. I also concur in the recommendation contained in paragraph II that every effort be made to relieve this government of any obligation for ferrying airplanes within Russia or Siberia and that delivery from Basra and acceptance be accomplished either at Baku or Askhabad.

4. Attached hereto are copies of proposed letters to the Navy, and Maritime Commission advising them of your approval of this plan and requesting their cooperation in its execution.

Sgd. H. H. Arnold
H. H. ARNOLD
Major General, U.S.A.
Chief of the Army Air Forces

Incls:
2 Copies Proposed Plan
Proposed ltrs. as listed

ihf

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Dep Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A.Insp.	Budget	Statistics	

AAF-19

43

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

AAF/A-4
JYY

DECLASSIFIED
DOD Rev
8 Jan. & 30 Jan. 1974
By: AFLC; Date: 5/1/75

Wrtn: 11/4/41

WWP 5/4/41

SUBJECT: Delivery of Airplanes to Russia.

TO: The Secretary of the Navy.

1. I have today approved a plan for the delivery to Russia of airplanes which have been allocated to that country.

2. It has been decided that the only feasible route by which these deliveries can be accomplished at this time is by the way of Basra.

3. Many details of this plan remain to be worked out and in this connection the Navy can be of inestimable service to the Army and to the Russians.

4. Representatives from the War Department will contact your office and it is hoped that the Navy will be able to cooperate in furnishing the facilities which are necessary for the successful execution of this plan.

Secretary of War.

ihf.

DECLASSIFIED

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A- M/D	A. Insp.	Budget	Statistics	

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AAF/A-4
JYI/mwb

Written Nov. 4, 1941

DECLASSIFIED
DOD Memo
4 Jan. & 30 Jan.
By: AGO Ltr. 1-4-48

Nov. 5/41

Chairman, Maritime Commission,

Washington, D. C.

Dear Mr. Chairman:

I have today approved a plan for the delivery to Russia of airplanes which have been allocated to that country.

It has been decided that the only feasible route by which these deliveries can be accomplished at this time is by the way of Basra.

Many details of this plan remain to be worked out and in this connection the Maritime Commission can be of inestimable service to the Army and to the Russians.

Representatives from the War Department will contact your office and it is hoped that the Maritime Commission will be able to cooperate in furnishing the facilities which are necessary for the successful execution of this plan.

Sincerely yours,

Secretary of War.

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Dep. Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-5 WPD	A. Insp.	Budget	Statistics	
					DECLASSIFIED						

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND RECORD SHEET

DECLASSIFIED DOD Ltr. 20 June 1974 By LTC; Date 10/2/2

732

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

DECLASSIFIED

SECRET

File No. - - - - - - - - - -

Tally No. AAF - - - - -

Subject: Shipping Weights and Cubage for Airplanes to Russia.

NO.	FROM	TO	DATE	COMMENTS (4-G-1) WAM/tb
3.	(OCAC (Mat.	(AAF (C/AS THRU: C/AC	1941 11/7	1. The attached memorandum furnishes information requested in Comment 1. Incl-1 Memo with shipping weights and cubage for airplanes to Russia. OPR C/Mat
4.	C/AC	AAF C/AS	1941 11/10	1. Forwarded. X-ASB:br M. S. F. Executive Incl. n/c

DECLASSIFIED

SECRET

(Do not use reverse side)

Page No._____

V-4071, AC. Rev. 8/1/41

Air 08492-1 Russia (43)

KM-619

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Res.
8 Jun. & 98 June 1976
Sys.Req. LC; Date 2005

DECLASSIFIED SECRET

MEMORANDUM

Subject: Shipping Weights and Cubage for Airplanes to Russia.

1. In answer to request for information, the following data is furnished:

a. The manner of packing and crating:

(1) A-20
(a) Fuselage, not crated. Wings, propellers, etc., in one crate.
(b) Crated in nine boxes.
(2) P-40E (2 cases) (Fuselage) (One for wings, etc.)
(3) B-25 (Fuselage, not crated) (Wings, etc. in one case.)

b. Weights and cubages:

(1) A-20				
(a)	Fuselage	44' x 31'8" x 10'8"	12,850 cu. ft.	13,000 lbs.
	Wings, etc.	16' x 9'6" x 6'2"	938 cu. ft.	5,944 lbs.
			13,800 cu. ft.	18,944 lbs.
(b)	Ailerons - Outer Wings & Tip	31'6" x 8'9" x 15'3"	467 cu.ft.	3,230 lbs.
	Inboard Wings Tail Cone, Nose Sect.,etc.	6'2" x 12'4" x 16'	1,313 cu. ft.	
	Inboard Wings Tail Cone, Nose Sect,etc.	6'2" x 12'4" x 16'	1,313 cu. ft.	12,000 lbs.
	Motors	5'2" x 5' x 5'	129 cu. ft.	
	Motors also	5'2" x 5' x 5'	129 cu. ft.	5,490 lbs.
	Fuselage	5'5" x 8'1" x 38'4"	1,722 cu. ft.	10,909 lbs.
	Power Plants	5'5" x 5'5" x 4'8"	149 cu. ft.	
	Power Plants also	5'5" x 5'5" x 4'8"	149 cu. ft.	1,860 lbs.
	Propellers	3'4" x 9'9" x 10'9"	349 cu. ft.	2,366 lbs.
			5,720 cu. ft.	35,855 lbs.

143 ship tons

DECLASSIFIED SECRET

Air 8492-11 Rumid (82)

-1606

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Directive 5200.9
9 Jun. 6 Sept. 1974
Org. Ltr. AC/AS, Intel. 19 Aug. 1975

SECRET

DECLASSIFIED

MEMORANDUM

November 7, 1941

Subject: Shipping Weights and Cubage for Airplanes to Russia.

(2) P-40	Fuselage,	29' x 5'2" x 7'3"	1,050 cu. ft.	6,156 lbs.
	Wings	35'6" x 4' x 10'	1,430 cu. ft.	7,130 lbs.
			2,480 cu. ft.	13,286 lbs.
(3) B-25	Fuselage	53' x 26'3" x 13'4"	18,600 cu. ft.	18,800 lbs.
	Wings	22' x 12'4" x 7'6"	2,030 cu. ft.	5,000 lbs.
			20,630 cu. ft.	23,800 lbs.

c. Spare Engines:

(1) A-20			
(a)	Spare Engine	71" x 61" x 73"	183 cu. ft.	2,775 lbs.
(b)	Spare Engine	71" x 61" x 73"	183 cu. ft.	2,775 lbs.
(2) P-40	Spare Engine	105" x 35.5" x 50.75"	110 cu. ft.	2,225 lbs.
(3) B-25	Spare Engine	71" x 61" x 73"	184 cu. ft.	2,775 lbs.

d. Spares:

(1) A-20		
(a)	Spares	1,700 cu. ft.
(b)	Spares	1,700 cu. ft.
(2) P-40	Spares	300 cu. ft.
(3) B-25	Spares	2,771 cu. ft.

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ~~SECRET~~ AIR FORCES

ROUTING AND RECORD SHEET DECLASSIFIED

DECLASSIFIED
DoD Dir.
8 Jun. [illegible] 2006
By chief LC; Date 8-4-8

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

File No. .....

Tally No. AAF .....

SUBJECT: Shipping Weights and Cubage for Airplanes to Russia.

NO.	FROM	TO	DATE	COMMENTS
1.	AAF C/AS	C/AC	1941 10/31	AAF/A-4 EPS/mwb 1. In order that estimates of tonnage and space required may be made with respect to the shipment of airplanes committed to Russia, the following data are desired: a. The manner of packing and crating of the following airplanes for shipment aboard ocean-going vessels, assuming partial disassembly is necessary: A-20 P-40E B-25 b. Where more than one crate or package is necessary, show weight and cubage including dimensions of each such crate or package. c. Show weight, dimensions and cubage of package containing one spare engine for each type. d. Show weight, dimensions and cubage of 12½% spares per airplane of each type. CS C/AS
2	AAC	M&T Div	11/5	AAB

RECEIVED NOV 4 1941 CLASSIFIED MAIL AND FILE UNIT

(Do not use reverse side) W-4071, AC. Rev. 8/14/41

Page No. DECLASSIFIED

SECRET

cl-696
A11-4(18-a) cm 619
AIR 2452.1 Russia (42)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

Shipping Weights and Cubage for Airplanes to Russia.

(4-O-1)
WO—MAM/tb

3. {OCAC {Mat. {AAF {A/AS 1941 11/7

1. The attached memorandum furnishes information requested in Comment 1.

THRU:
C/AC

Incl-1
Memo with shipping weights and cubage for airplanes to Russia.

OPL
C/Mat

4. C/AC AAF C/AS 1941 11/10

1. Forwarded.

Incl. n/c

M. S. F.
Executive

X-ASB:br

To Mail & Record Room
Date 11-7-41

EXECUTIVE
B & G
FINANCE
INFORMATION
INSPECTION
MATERIEL
MEDICAL
PLANS
PERSONNEL
RESERVE
TRAIN. & OPER.
W. COM. AERO BD.

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Directive
1 Jan. 6 Dec. 1974
By: Auth: 24/2

SECRET

DECLASSIFIED

Shipping Weights and Cubage for Airplanes to Russia.

AAF/A-4
EPS/mmb

1. AAF C/AS C/AC 1941 10/31

1. In order that estimates of tonnage and space required may be made with respect to the shipment of airplanes committed to Russia, the following data are desired:

a. The manner of packing and crating of the following airplanes for shipment aboard ocean-going vessels, assuming partial disassembly is necessary:

A-20
P-40E
B-25

b. Where more than one crate or package is necessary, show weight and cubage including dimensions of each such crate or package.

c. Show weight, dimensions and cubage of package containing one spare engine for each type.

d. Show weight, dimensions and cubage of 12½% spares per airplane of each type.

CS
C/AS

---

2. OCAC Mat Div 11/5 A.S.B.

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

OFFICE OF THE CHIEF OF THE AIR CORPS

SECRET

DECLASSIFIED

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Dir. 5200.9 & 5200.10 June 1974
By Authority of: Date 11/1/73

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

File No. _____

Tally No. _____

Subject: Delivery of Airplanes from United States to Russia

NO.	FROM	TO	DATE	COMMENTS
1.	OCAC Intel.	AAF C/AS	NOV 10 1941	OCAC/2-B-3 WB-veg 1. Reference third indorsement on our R & R, subject: Delivery of Airplanes from United States to Russia, dated November 3, 1941 which transmitted to you three copies of a study on the same subject. The Materiel Division has revised its data on ship requirements and holders of the study should be advised accordingly. 2. For this purpose copies of an addenda sheet are attached hereto and it is requested that they be furnished present holders of the study. Copies Nos. 1, 2 and 3 were sent you on November 3, 1941. Six additional copies, Nos. 7 to 12, inclusive were transmitted to you on November 4, 1941. 3. Copies 1 and 2 were given to General Arnold by General Spaatz, and 7, 8, 9, 10, 11, and 12 were turned over to General Arnold by A-4. Copy No. 3 was retained by A-W.P.D. Chief, Intelligence Division. 1 Incl. 9 copies of addenda sheet- Plan for Delivery of Airplanes to Russia.
			11/13	Copy of addenda attached to Copy #1 Gen Spaatz #2 Gen Arnold #3 AWPD #7 Sec WS for S/W #8 #9 etac #10 Gen Burns for Hon. Harriman Hopkins #11 WPB. WS #12 A-4 Return R & R to Mr. Gray

DECLASSIFIED

(Do not use reverse side)

SECRET

Page No. _____

E-2304 11-11-(A-2)

W-4071, AC, Rev. 8/1/41

AirAG 452.1 Russia (41) B

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
NND
3 Jan
By NARA, Date 4/17/

~~SECRET~~

AAF/A-
GCC/e-p

November 4, 1941.

MEMORANDUM FOR THE CHIEF OF THE ARMY AIR FORCES.

Subject: Future Aid to Russia.

Referring to the attached report on Aid to Russia it:

1. Discounts the probability of prolonged aid to Russia through Murmansk, Archangel and Vladivostok.

2. Considers the Artic sea route to Northern Siberian ports unimportant.

3. Considers aid through Turkey to Caucasus as limited to 600 tons daily, food products only.

4. Advises that the Port of Bandar Shahpur is unfit for large scale attempt due to silting.

5. Advises that the Trans-Iranian railroad is now only capable of handling 270 tons daily but could be increased to 1600 tons by spring of 1942.

6. Advises that 65 per cent of the 450,000 tons monthly aid requested from the Democracies is for food and raw materials.

7. Advises that Russia's shortage in planes is particularly in medium bombers and probably in fighters.

8. Advises that the road Mosul-Lake Urmia, Tabriz permits at best 900 tons daily.

9. Advises that:

a. The air route - Fairbanks, Nome, Anadyr - must include a stop at Uelen.
b. The air route - Anadyr, Petropavlovsk, Bansk Moscow - is 6160 miles and includes a 560 mile hop over the Sea of Okhotsk.

~~SECRET~~

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

10. Recommends that the Port of Basra should be utilized for assembly plant and that Habbaniya be the site of a huge overhaul depot.

11. Considers that bombers particularly could be utilized for strategic attacks on Tripoli and as far north as Kharkov. (Presumably using Basra as a base)

12. Makes no mention of the only logical prolonged aid to Russia route via Karachi, rail to Zahidan, truck via Meshed to Tedshen on Turksib Railroad.

Martin F. Scanlon,
Brigadier General, U.S. Army,
The Assistant Chief of the Air Staff, A-2.

Incl.
I.B. 142 fr MID,
10/18/41, subj:
Future Aid to Russia.

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	
				MTS - 2 -		DECLASSIFIED					

~~SECRET~~

AAF-39

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

PRIORITY

FROM WAR DEPARTMENT

BUREAU Air Corps HRA

DIVISION OCTOBER 31, 1941

CABLEGRAM

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

MILITARY ATTACHE
AMERICAN EMBASSY
KUIBYSHEV, USSR

. . . . . .FOR FAYMONVILLE FROM ARNOLD. STUDIES ARE BEING MADE IN THIS OFFICE WITH A VIEW OF GETTING AIRPLANES TO RUSSIA IN SHORTEST SPACE OF TIME. EVERYTHING POINTS AT THIS MOMENT TO ONE OF THE FOLLOWING THREE ROUTES: FIRST, ROUTE, TAKORADI, KHARTOUM, BAGDAD, BAKU. SECOND ROUTE, BASRA, BAGDAD, BAKU. THIRD ROUTE, NOME, TRANS-SIBERIA. IN ORDER THAT WE MAY BE ABLE TO CONSUMMATE OUR PLANS AND EXPEDITE DELIVERY OF PLANES FOLLOWING INFORMATION IS DESIRED. WILL THE RUSSIAN PILOTS TAKE OVER PLANES AT BASRA? IF NOT, WHAT IS THE CLOSEST POINT TO BASRA AT WHICH THEY WILL BE ABLE TO TAKE OVER THESE PLANES WITH THEIR FERRY PILOTS? CAN THE RUSSIANS SUPPLY NECESSARY MECHANICS TO ERECT THESE AIRPLANES AT BASRA? IN CASE AIRPLANES COME IN FROM TAKORADI, KHARTOUM, BAGDAD CAN RUSSIAN PILOTS TAKE OVER AIRPLANES AT BAGDAD? UNDER NO CIRCUMSTANCES SHOULD PLANS BE MADE THAT CONTEMPLATE AMERICAN FERRY PILOTS GOING FURTHER INTO RUSSIA THAN BAKU AND THAT AS A LAST RESORT. SEND AT EARLIEST POSSIBLE MOMENT ALL INFORMATION AVAILABLE RELATIVE AIRDROME AND AIRDROME FACILITIES BETWEEN BAKU AND BASRA. ALSO EXPEDITE INFORMATION REQUESTED SEVERAL TIMES RELATIVE AIRDROME FACILITIES BETWEEN NOME, VLADIVOSTOK AND MIDDLE RUSSIA. IDENTICAL INFORMATION RELATIVE AIRDROME FACILITIES HAS BEEN REQUESTED THROUGH MC NARNEY. EVERY EFFORT SHOULD BE MADE TO EXPEDITE THIS INFORMATION.

Dispatched
OCT 31 1941
AAG

ADAMS

452.1 Russia (39)

DECLASSIFIED

SECRET

RC/S (A) #33
10-31-41

AG 19 452.1 Russia (39)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 1974
By: [illegible] Date: [illegible]

Movement of Airplanes which have been allocated to the Russians.

1 C/AAF C/AC 1941 10/28

AAF/A-3PD
KER-dmm

1. It is requested that a study be made immediately and presented with the least possible delay with respect to the movement of airplanes which have been allocated to the Russians in which the advantages and disadvantages of the following routes are discussed, with recommendations as to that route deemed most suitable:

a. Home to Kazan via either Vladivostok or via Markova-Yakutsk. (Note: A radiogram has been sent this date to General McNarney requesting that he secure complete data on these routes and to secure it, will dispatch courier to the Russian headquarters. Included in the radiogram is request for data on the airport facilities between Basra and Kazan. A copy of radiogram is attached.)

b. East Coast United States to Basra around the Cape of Good Hope by boat. Basra to Kazan by air.

c. West Coast United States to Basra via the Pacific-Singapore route by boat. Basra to Kazan by air.

d. East Coast United States to Takoradi by boat. Takoradi to Bagdad thence to Kazan by air.

2. The following is airplane schedules for delivery to the Russians by type and by months:

	A-20	P-40K	B-25	Total
Oct.	100	-	-	100
Nov.	100	107		207
Dec.	110	100		210
Jan.	110	100	12	222
Feb.	98	100	12	210
Apr.	100	100	12	212

HEADQUARTERS ARMY AIR FORCES - COORDINATION

nief of Staff	Dep Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A- M&D	A.Insp.	Budget	Statistics	

~~SECRET~~

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

Movement of Airplanes which have been allocated to the Russians.

1 (Cont'd)	C/AAF	C/AC	1941 10/28	May	100	100	12	212
				June	10	100	12	122
					826	807	72	1707

3. The following data and factors should be incorporated in the study:

a. The number of boats required to delivery over the period in question, November to June 1942, the airplanes listed above.

b. The time required for the boats to reach the destination by the routes noted.

c. The requirements of gasoline, oil and other services at the several airdromes at which the airplanes would be required to land when proceeding by air. This must be considered particularly with respect to the Takoradi - Bagdad air route, considering the requirements for service for other airplanes particularly the British which are now being ferried over this route.

d. Distances between the landing fields and the practicability of flying pursuit planes.

e. The number of pilots which will be required to ferry the airplanes over the period in question by any one of the land groups.

4. In the event that the route United States to Takoradi by boat, Takoradi to Bagdad by air, is deemed most suitable, the question of maintaining the gasoline supply at some of the airdromes will be a problem. The supply of gasoline at certain airdromes is now maintained by camel. Would it be possible to ferry the gasoline required by transport plane to such stations [illegible] would be necessary?

HEADQUARTERS ARMY AIR FORCES

Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A- WPD	A. Insp.	Budget	Statistics	

SECRET
DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

Movement of Airplanes which have been allocated to the Russians.

1 (Cont'd)	C/AAF	C/AC	1941 10/28	5. The desirability of moving the airplanes from the East Coast of the United States to Takoradi by aircraft carrier should be considered. Request that your study include what airplanes could be transported by carrier and flown off the carrier to Takoradi.

1 Incl.- Cy. radio to Gen. McNarney.

HHA
C/AAF

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Army Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A- WPD	A. Insp.	Budget	Statistics	

AAF-69

SECRET

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~ DECLASSIFIED

AAF/A-WPD
HLG - dmn

Army Air Forces

October 27 1941

DECLASSIFIED
DOD Rev.
Auth:

BRIGADIER GENERAL J T MCNARNEY

AMERICAN EMBASSY

LONDON ENGLAND

..... AWPD TEN PLANS MUST BE FORMULATED WITHOUT DELAY FOR MOVEMENT OF AIRCRAFT TO RUSSIA STOP ESSENTIAL WE BE PROVIDED WITH EXACT AND COMPLETE DESCRIPTION OF AIRPORT FACILITIES FOR ROUTE NOME VLADIVOSTOK KAZAN AND FOR ROUTE NOME MARKOVA YAKUTSK KAZAN AND ROUTE BASRA ASKHABAD KAZAN STOP CHARTS INFORMATION INCOMPLETE STOP YOU WILL DISPATCH COURIER TO HEADQUARTERS RUSSIAN GOVERNMENT TO OBTAIN THIS INFORMATION STOP COURIER AUTHORIZED INFORM RUSSIAN OFFICIALS THAT SPEEDY MOVEMENT OF AIRCRAFT TO RUSSIA MAY DEPEND UPON USING THESE ROUTES PARTICULARLY SIBERIAN ROUTES STOP COURIER WILL REQUEST RUSSIANS TO STATE DEFINITELY WHAT STEPS THEY WILL TAKE TO PROVIDE ALL ESSENTIAL FACILITIES IF MOVEMENT OF P DASH FORTY AND A DASH TWENTY ON THESE ROUTES IS REQUIRED PERIOD

ARNOLD

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

~~SECRET~~ DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

UNCLASSIFIED
DOD Mem.
8 Jan. & 30 June 1974
By [illegible], D.C.; Date 8/21/8

~~SECRET~~
DECLASSIFIED

Chief of Army Air Forces.

October 27, 1941

MEMORANDUM FOR: The Adjutant General

SUBJECT: Transmittal of Cablegram

It is requested that the attached SECRET cablegram, paraphrased below, be transmitted to the Military Attache, London, England.

"Reference your 811, October 21, regarding British Tomahawk airplanes in Russia. Action has been initiated to supply items requested. You will be advised later as to when shipment will be made. Above for Brett."

ACTION TAKEN:
10-28-41 by radio
to Military Attache,
Amembassy, London.
EHB/cdm-1712

For the Chief of the Army Air Forces:

46 A G O
OCT 28 1941
Received

William W. Dick,
Lieut. Col., A.G.D.,
Air Adjutant General.

1 Incl.
cable to M/A, London
A. C. No. 228

OCT 28

Returned P205

~~SECRET~~ DECLASSIFIED

AG 400.32 (10-27-41) Air AG 452.1 Russia (34) B

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dirs.
9 Jan & 30 June 1976
By NARS, Date 8/6/76

~~SECRET~~ DECLASSIFIED

PARAPHRASE

A G 452 (10-21-41)MC of a KMB/bjs-1712

~~SECRET~~ CABLEGRAM

October 21, 1941.

From London

To AGWAR

No. 811 October 21st

For Arnold reference your 373. Indicated by MAP that there are now in Russia necessary parts for 60 airplanes. En route are additional parts for all aircraft. There could be shipped 12 sets only of drive gears part N R 37371 shaft generator and pump drive and part N R 37549 generator drive shaft assembly. In order to maintain aircraft in United Kingdom and for shipment of additional parts to Russia, request immediate shipment of additional 50 of these parts to U. K.

Brett

ACTION COPY TO AAF/AAG

Distribution

Army Air Forces

3 cys. Air Adjutant General

Air Corps

1 cy Material

1 cy COAC

~~SECR~~ DECLASSIFIED

INFORMATION COPY

452.1 Russia (34)

AAF 452.1 Russia (34)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DECLASSIFIED
DOD ...
3 Jan. & 29 June 1976
By ... Date ...

October 18, 1941

SUBJECT: Transmittal of Radiogram

TO: The Adjutant General

It is requested that the attached CONFIDENTIAL cablegram, paraphrased below, be transmitted to the Commanding General, Hawaiian Department.

"Quote. Request you furnish passenger list and any additions end quote. Request above message for Major A. L. Harvey, proceeding eastward as flight commander of B-24, be transmitted through Advance Officers at Darwin and Port Moresby."

For the Chief of the Army Air Forces:

WILLIAM T. DICK
Lt. Col., A.G.D.,
Air Adjutant General

1 Incl.
radio to C.G.
Hawaiian Dept.

OCT 18 1941
AAG

DECLASSIFIED
CONFIDENTIAL

AIR AG 452.1 Russia (31)

air ag 452.1 Russia (31)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~
DECLASSIFIED

EXACT COPY

OF ACTION COPY

CABLEGRAM

EHB/agb-1712

DECLASSIFIED
DOD Res.
4 Jan. & 8 Jun. 1974
LC; Date 8/14/74

RCB

DI 2

FILED 1137A

AG 452 (10-3-41) MC

October 3, 1941

FROM LONDON

TO AGWAR

****

NO. 587 Oct. 3rd

LETTER FROM ALISON IN RUSSIA INDICATES THAT WORK ON P FORTYS IS PROGRESSING VERY SATISFACTORILY PD FOR APNOLD PD ACTUAL WORK BEING DONE BY RUSSIANS CMA INSPECTION BY ENGLISH INSPECTORS AND ALL ARE BEING TEST FLOWN BY ZEMKE AND HIMSELF PD ALISON REPORTS THAT HE AGAIN EQQPERIENCED TROUBLE WITH JAMMED ELEVATOR CONTROLS SUCH AS OCCURRED WHEN HE WAS FORCED TO JUMPED HERE IN ENGLAND PD THIS TIME IT OCCURRED WHEN HE WAS ABOUT TO LAND AND HE MADE A SUCCESSFUL LANDING PD IN INVESTIGATION DISCOVERED A NUT LODGED BETWEEN BULK HEAD AND BELL CRANK IN LEFT HAND BELL CRANK BOQQ WHICH STOPPED MOTION OF STICK TO REAR PD THESE BOQQES ON ENDS OF TRAVERSE CONTROL SHAFT HAVE HOLES THROUGH WHICH SMALL NUTS CAN ENTER PD IN SOME CASES ROUGHT CONSTRUCTION OF BOQQ PERMITS SOME NUTS TO ENTER THROUGH BOTTOM PD HE REPORTS INSPECTION OF OTHER AIRCRAFT SHOW LOOSE NUTS IN THE CRANK BOQQ CMA THIS APPARENTLY OCCURRED IN THE FACTORY PD THESE NUTS ARE THE EQQACK SIZE TO JAM THE CONTROLS PD RECOMMEND THAT THIS CONDITION BE INVESTIGATED IMMEDIATELY AND THAT BELL CRANK BOQQES BE SO CONSTRUCTED SO AS TO OBVIATE ANY JAMMING.

ROYCE

DECLASSIFIED

EXACT COPY OF

ACTION COPY

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DECLASSIFIED
DOE

Secret Radiogram No. 49 dated 9-30-41 frm M/A Moscow.

452.1 Russia (2)

2. AAF AS OCAC (Ferrying Command) 10/14

1. For notation and return to files.

AAF/A-4
JYY/mhh

Incls. n/c

CS
C/AS

Incls on orig only

DECLASSIFIED

452.1 Russia (2) AAG

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PARAPHRASE of a

~~SECRET~~

CONFIDENTIAL

RESTRICTED

RADIOGRAM

CABLEGRAM

DECLASSIFIED DOD Memo 1 Jan. 6 or 7 June 1974 Authority: OSD Letter

Received at the War Department 2:47 PM Sept. 30, 1941

FROM: M-A Moscow, U.S.S.R. Sept. 30, 1941 No. 49
TO: Assistant Chief of Staff G-2

Excellent repair has been made of landing flaps. On October 4 Mission is scheduled to leave. Both of the planes will go to Baghdad, then one will go East by way of Chungking and Manila, the other by way of Cairo thence West. Conferences of Committees on Mission have begun. The transportation through Vladivostok and Archangel is limited, latter favored by Soviets, who say there are facilities there for 18 ships each day. One hundred thirty-five ton and a fifty ton floating crane fifteen hundred square feet covered storage space. The rail line at Belamonsko-Plesets-Holtas and from Komsomolsk to Soviet Harkov have not been furnished. Now under consideration are weekly flights between Soviet Union by way of Africa and South America.

YEATON

Distribution:

Chief, Army Air Forces
Defense Aid
Intelligence Branch
Record Section

DECLASSIFIED

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(Copy)
RFS

RADIOGRAM
Received at the War Department Message Center
Room 3441 Munitions Bldg., Washington, D. C.

W 52

September 24, 1941.

Filed 1410

DECLASSIFIED

12:25 P.M.

~~RESTRICTED~~

DECLASSIFIED
DOD Directive

From Moscow

To MILID

Number 36. September 24th.

Both planes arrived safely ten thirty this morning. Please inform Chief of Air Service and Ferry Command.

Yeaton

452.1 Moscow (19)

Cc: Chief, Army Air Forces
C.O., Air Corps Ferry Command
General Miles

A-24/30

~~RESTRICTED~~

AG 452.1 Russia (19)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED 10/29
DOD Instr. 5 Jan. & 27 June 1974
By [illegible] LC; Date 8/1/8

OFFICE OF THE CHIEF OF THE AIR CORPS

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: Bomb Sights and Automatic Pilots for Foreign Release Airplanes.

- 3 -

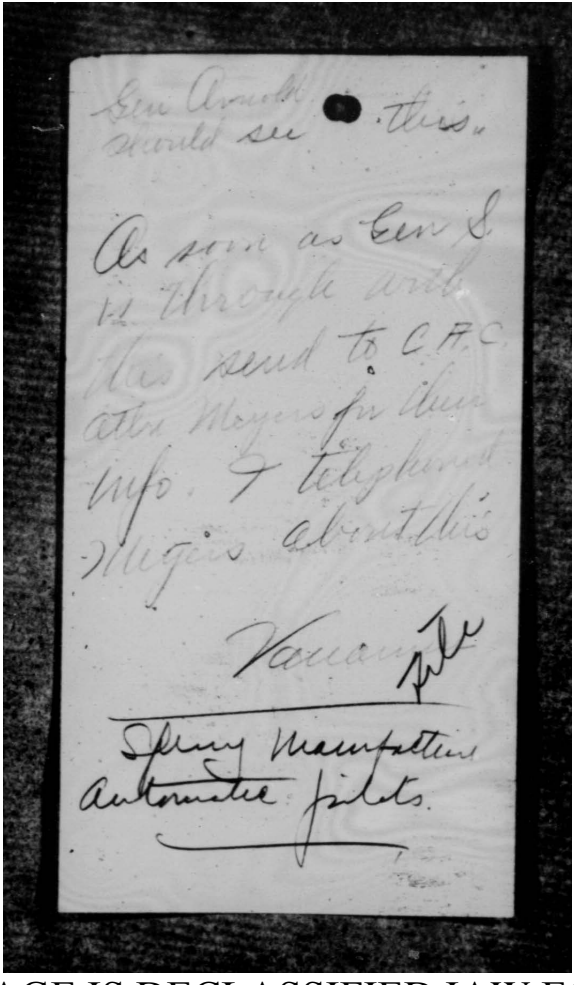
NO.	FROM	TO	DATE	DATA
4.	(4-B) Mat. Div.	Chief of Air Corps	1941 9-24	1. Noted. B. E. Meyers Executive, Materiel Div.
5.	OCAS. Exec/AC	AAF C/AS	9/25	Forwarded. M.E.G. Asst. Exec.

(Do not use reverse side) ~~SECRET~~ DECLASSIFIED E.O. 12958, Sec. 3.3 NND 760030 By NARA, Date 12/22/09

AS-142 XL-851

THIS PAGE IS DECLASSIFIED IAW EO 13526

S PAGE IS DECLASSIFIED IAW EO 1



Gen Arnold should see this.

As soon as Gen E is through with this send to C.A.C. also Meyers for their info. I telephoned Meyers about this

Vanaman

Army Manufacturers Automotive folders.

S PAGE IS DECLASSIFIED IAW EO 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES

SECRET

ROUTING AND RECORD SHEET

DECLASSIFIED

DECLASSIFIED
DOC. [illegible]
By: AAF/HP 8/24/06

(To be filed with correspondence)

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

SUBJECT: Bomb Sights and Automatic Pilots for Foreign Release Airplanes.

NO.	FROM	TO	DATE	DATA
1.	AAF A-4	C/AC	1941 9/15	AAF/A-4 RPS/mhh 1. I was called to the Office of the Assistant Secretary of War (Mr. McCloy) on September 13, 1941 and asked the status of sight equipment in the bombardment airplanes which were offered for delivery to the Anti-Axis Powers from Army Procurements up to June 1942. Mr. McCloy had apparently had some conversation with General Echols and had been told that some of the bombers could not be equipped with sights and automatic pilots which could be released. 2. I find that in the rush for completion of AWPD - 2, it was impossible to coordinate the paper to verify this situation. A check of the situation indicates that the 24 heavy bombers involved can be made up from B-24D deliveries starting in January. The two for November and five for December shown in AWPD - 2 cannot be met without robbing the Materiel Division of service test aircraft equipped with turrets which have not been fired. A sufficient number of B-24D's with Sperry Pilots and Sights can, however, be allocated to fill this requirement by June 1942. 3. The medium and light bombers being procured for the Army are to be equipped with Norden equipment. Even though change orders were made, the Sperry equipment will not be available without a delay of a number of months. 4. Mr. McCloy felt that Mr. Harriman had best be told about the bomb-sight situation in order that any commitments he might make would not be misunderstood. After checking the situation with General Echols, the attached suggested cablegram to Mr. Harriman was prepared

(Do not use reverse side) DECLASSIFIED

SECRET

W-4884, AC

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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: Bomb Sights and Automatic Pilots for Foreign Release Airplanes.

-2-

NO.	FROM	TO	DATE	DATA
1 (cont'd)	AAF A-4	C/AS	1941 9/15	and presented to Mr. McCloy. He added the following: "And there will be no means to equip them with pilots and sights which can be released for delivery until late next spring." 5. It is apparently his intention to send the cablegram as modified to Mr. Harriman. 6. I suggested to Mr. McCloy that the expression "late next spring" would probably mean very late next spring, but he felt that the statement as made was sufficient. 7. It is believed desirable that further planning and action to meet the situation be taken as soon as any commitments which Mr. Harriman may make here been approved. 1 Incl. Sug.Cable.to Mr. Harriman BPS C/A-4
2.	AAF S/AS	OCAC C/AC	1941 9-19	AAF/AS AWV/cmc For your information and return of all papers to this office. A. W. V., Secretary, Air Staff

2 Incls: #1-Sug.Cable to Mr.Harriman,
#2-Memo to Sec.of State,9/15 fr. Asst.Sec.of War. (copy)

note and return thru this office

DECLASSIFIED

SEP 22 1941 CLASSIFIED MAIL AND FILE UNIT

XL-881 (Do not use reverse side)

AG 337 (4-2) A-2346

W-4004, AC

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

DECLASSIFIED
DOE
By

SUGGESTED CABLEGRAM TO MR. HARRIMAN

(RUSSIAN MISSION)

YOU ARE REMINDED THAT ONE HUNDRED THIRTY EIGHT MEDIUM AND SIXTY NINE LIGHT BOMBERS OFFERED FOR DELIVERY BY JUNE NINETEEN HUNDRED FORTY TWO FROM ARMY WILL BE WITHOUT AUTOMATIC PILOTS AND BOMB SIGHTS END

See additions in memo Sec of State sign McCloy

DECLASSIFIED

SECRET

XL-881
A1-225-A1A 2346 46-142

air 08452 / Russia (19)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOS letter
3 Jan. 6 (c) State 11-74
By NARS, Date 12-31-74

DECLASSIFIED
SECRET

September 15, 1941

MEMORANDUM FOR THE SECRETARY OF STATE:

It is requested that the following cable be sent to the American Embassy in London, for transmission to Mr. Harriman:

YOU ARE REMINDED THAT ONE HUNDRED EIGHT EIGHT AND SIXTY NINE LIGHT BOMBERS OFFERED FOR DELIVERY BY JUNE NINETEEN HUNDRED FORTY TWO MUCH ARMY WILL BE WITHOUT AUTOMATIC PILOTS AND BOMB SIGHTS AND THERE WILL BE NO HEADS TO EQUIP THEM WITH TYPE OF PILOT AND SIGHTS WHICH CAN BE RELEASED FOR DELIVERY UNTIL LATE NEXT SPRING AND

(SIGNED) JOHN J. McCLOY

JOHN J. McCLOY
Assistant Secretary of War

GASW
JJMcC:mm

X SECRETARY OF STATE

DECLASSIFIED
SECRET

Ob-1 V-
A9-22(4-a) A-2346 Vol. 871
RUSSIA
air 452.1 Russia (19)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

FROM WAR DEPARTMENT

BUREAU Air Adjt.Gen.

DIVISION Hq. Army Air Forces

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

PRIORITY

September 20, 1941.

Commanding General,

Alaskan Defense Command.

NOTIFY MILITARY AUTHORITY AND CIVIL AERONAUTIC AUTHORITY AT NOME TO IMMEDIATELY ESTABLISH RADIO COMMUNICATION WITH RUSSIAN FLIGHT ADVISING IT TO COMMUNICATE IMMEDIATELY WITH STATION CAPE SHMIDT EASTERN SIBERIA STOP CAPE SHMIDT CALL NAMES ARE ULIANA COMMA OLGA COMMA LETTER X PERIOD CAPE SHMIDT WAVE LENGTHS ARE EIGHT HUNDRED COMMA SEVEN HUNDRED SIX COMMA SIX HUNDRED FIFTY TWO COMMA SHORT WAVE FORTY SEVEN METERS COMMA THIRTY FIVE METERS COMMA TWENTY FOUR METERS PERIOD ADVISE FLIGHT ALSO THAT METEOROLOGICAL DATA BALANCE OF TRIP WILL BE FURNISHED BY RUSSIAN STATION ANADIR STOP

ADAMS

452.1 Russia (17)

I certify that the above message is on official business.

Major, A. C.,
Air Staff

Dispatched
SEP 20 1941
AAG

DECLASSIFIED

SECRET

CONFIRMATION COPY

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

August 30, 1941.

DECLASSIFIED

Air AG 45-1 Russia (15)

MEMORANDUM FOR CHIEF OF AIR STAFF:

...d this date by telephone of the following:

a. That the flight of two Consolidated patrol boats ferrying Soviet personnel to the United States departed from Moscow on August 28.

b. Commanding officer of the flight is Brigadier General Michael Gromov who is the aviator who established the long-distance flight in July 1937 non-stop across the North Arctic region from Moscow to a point in California.

c. Each flying boat has a crew of five (5), totalling ten (10). In turn they are transporting a total of thirty-seven (37) who consists of pilots, copilots, navigators, radio operators and mechanics who will take transition training and delivery on the five (5) B-25's to be turned over to them at Spokane, Washington. The pilots of the two flying boats are understood to be selected personnel who have had extensive experience in exploration flying in the Arctic over North Route Exploration.

d. Total of all personnel in the two flying boats - forty-seven (47).

George C. McDonald,
Lt. Colonel, A. C.

RECEIVED
SEP 2 1941
THE AIR STAFF

DECLASSIFIED

SECRET

Air AG 452.1 Russia (15)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WAR DEPARTMENT
Headquarters Army Air Forces
Office Asst. Chief of the Air Staff A-2
Washington, D.C.

Date 9-11-41

TO:

___Chief of the Army Air Forces
___C.G., Air Force Combat Command
___Chief of the Air Corps
___Chief of the Air Staff
___Secretary of the Air Staff
___A-1 Division
___A-2 Division
___A-3 Division
___A-4 Division
___Air War Plans Division
___Budget Section
___Statistics Section
___Inspector, Army Air Forces
✓ Adjutant General, Army Air Forces
___A.F. Files

1. For your files.
2. This paper does not apply as the flight was routed via Liberia — Alaska & Seattle

MARTIN F. SCANLON
Brig. General, Air Corps
Asst. Chief of Air Staff, A-2
X-233-A, A.C.

SECRET
DECLASSIFIED
WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
DISPOSITION FORM

Date ..... AUG 25 1941 .....

AG
AAF

SUBJECT: Russians - Dispatching Consolidated flying boats.

	USW	ASW	ASWA	B-LP	BOWD	BPR
	C/S	G-1	G-2	G-3	G-4	WPD
	Sec. G/S	NGB	JAG	1G	QMG	SG
TO:	OCAC	CSO	Fin.	Ord.	Ex.R.A.	ENGR
	AFCC	Inf	FA	Cav	CAC	CWS
	TAG					

452.1 Russia (14)

FOR:	SW directs	Comment or concurrence	Information for reply
	Draft of reply attached	Direct reply made	____ Ind. approved
	Approved	Inviting attention to	Primary interest
	Disapproved	See notation of ____	Notation and return
	File	Information	Noted ____

AAF/AS (A-2) GCMcD/ek

✓ 1. Returned.

2. The contents of the Secretary of War's letter, AAF-AS (A-2) GCMcD, of August 15, 1941, addressed to the Soviet Ambassador, Washington, D. C., and the information contained in Secret Radiogram Number 10, dated August 21, 1941, from the Military Attache, Moscow, U.S.S.R., have been coordinated with the British Air Attache, Washington, D. C., and the Navy Department, Washington, D. C.

3. The British Air Attache, Washington, D. C., has advised this office that the responsibility of the British Government as set forth in subparagraphs e and g of the Secretary of War's letter mentioned above will be taken care of by that government.

4. The Navy Department, Washington, D. C., has designated the Naval Air Station, Floyd Bennet Field, Brooklyn, New York, as the original port of entry for the two (2) U.S.S.R. Flying Boats mentioned in Secret Radiogram Number 10, dated August 21, 1941, from the Military Attache, Moscow, U.S.S.R., mentioned above.

AUG 27 1941
DECLASSIFIED

W-4689, A.C.

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
DISPOSITION FORM

Date .....

AG

AAF

SUBJECT:

	USW	ASW	ASWA	B-LP	BOWD	BPR
	C/S	G-1	G-2	G-2	G-4	WPD
	Sec.G/S	NGB	JAG	IG	QMG	SG
TO:	OCAC	CSO	Fin.	Ord.	Ex.R.A.	ENGR
	AFCC	Inf	FA	Cav	CAC	CWS
	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_____

W-4689, A.C.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

5. Floyd Bennet Field is a Class IV landing field and its location is 40°-35' N, 73°-53' W. Beacon Frequency 257 kilocycles Signal FB, calls on 3105 kilocycles will be answered on 388 kilocycles. When notified that the two (2) U.S.S.R. Flying Boats are en route, Floyd Bennet Field will guard the international aircraft frequencies which should be used for communication purposes by the two (2) U.S.S.R. Flying Boats.

6. The two (2) U.S.S.R. Flying Boats should arrange to arrive at Floyd Bennet Field during the daytime and should give radio notification of time of arrival and indicate type of each flying boat and its number, no further identification signals are required.

7. Weather forecasts in the united States will be supplied the Soviet Embassy, Washington, D. C., for the day of the proposed flight, if the day is indicated to this office. Twenty-four (24) hours advanced notice should be given.

8. It is recommended that the information contained above be immediately compiled into a cable for transmission to the Military Attache, Moscow, through G-2.

For the Chief of the Army Air Forces:

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

Incl.
D/S fr WPD to AAF,
8/21/41 w/para.
of radio No. 10
fr Moscow 8/21
w/1 Ind.

~~SECRET~~

DECLASS

AG 311.452.1 (Russia) 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM
WAR PLANS DIVISION

DECLASSIFIED
DOD Directive 5200.9 June 27, 1974
By [illegible] NARS, Date 10/9/74

AG
G-
SUBJECT:

DECLASSIFIED

AUG 21 1941

Date

TO:	___C/S	___G-1	___G-2	___G-3	___G-4	___CG _____	Army
	___TAG	___WPD	___USW	___ASW	___ASWA	___CG _____	Army Corps
	___AC	___BLP	___BOWD	___ExRA	___NGB	___CG _____	CA
	___INF	___FA	___CAV	___CAC	___ENGR	___CG _____	Dept.
	___ORD	___QMG	___CSO	___SG	___FIN	✓ ARMY AIR FORCES	
	___GHQ	___JAG	___CWS	___IG	___B/PR		

FOR:	___S/W directs	___Comment or concurrence	___Necessary action
	___Draft of reply	___Remark and recommendation	___Information for reply
	___Direct reply	___Inviting attention to	___Ind. approved
	___Approved	___See notation of _____	✓ Primary interest
	___Disapproved	___Information	___Notation and return
	___File	___Consult _____	Noted _____

By: ___Spcl Msgr ___Radio ___Air Mail ___Immed Action Ltr ___Letter _____

C.K. GAILEY, Jr.
Major, G.S.C.
Executive

DECLASSIFIED

~~SECRET~~

5-733-8/32(2A)

ans OCS 452 Russia 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

IMMEDIATE ACTION

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
MILITARY INTELLIGENCE DIVISION, G-2
WASHINGTON, D. C.

IN REPLY REFER TO

SECRET

DECLASSIFIED

Paraphrase of

Secret Radiogram

Received at the War Department 8:39 A.M. Aug. 21, 1941

From: M/A Moscow, U.S.S.R. Aug. 21, 1941 No. 10

Russians are dispatching a pair of Consolidated flying boats to America by way of Archangel and Iceland. These planes will carry pilots and mechanics for the purpose of ferrying aircraft. Soviet Government wishes immediate answer on where these planes should land, what identification signals to use and what the reply signals will be.

Yeaton

MA
1st Ind. JPC/tfb
G-2, W. D., August 21, 1941. To: Chief, War Plans Division.

1. The above is a paraphrase of secret radiogram received this morning from the Military Attache in Moscow.

2. Request information at earliest possible moment on which to base a reply.

For the Acting A. C. of S., G-2:

Ralph C. Smith

RALPH C. SMITH,
Lieut. Colonel, General Staff Corps,
Executive Officer, G-2.

DECLASSIFIED

SECRET

S-795-8/32(2A)

WarDiv 452.1 Russia (3)

IMMEDIATE ACTION

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

DECLASSIFIED
DOD Memo
3 Jan. 6 & 7 June 1974
By [illegible] NARS, Date 4/8/14

Air AG 452.1 Russia (7)

August 31, 1941.

MEMORANDUM for: The Adjutant General.

SUBJECT: Russian Patrol in Alaska.

1. It is requested that a secret radiogram be transmitted substantially as follows:

COMMANDING GENERAL

FT. RICHARDSON, ALASKA.

.....REPEAD 2WED AUGUST THIRTY STOP ALL GOVERNMENT AGENCIES ARE DIRECTED TO COOPERATE IN FACILITATING SERVICE FOR RUSSIAN PATROL STOP REQUEST YOU COORDINATE WITH CAA AND NAVY STOP NO SECURITY CENSOR RADIO FREQUENCIES AND SERVICES REQ

CARL SPAATZ,
Brig. Gen., Air Corps,
Chief of the Air Staff.

SECRET ASSIFIED

Air Affairs 2.1 Russia

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WAR DEPARTMENT
Headquarters Army Air Forces
Office of the Air Adjutant General

Date Aug. 29/41

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.
X A-2 Division. (Gen'l)
___A-3 Division.
___A-4 Division.
___Air War Plans Division.
___Budget Section.
___Statistics Section.
___Air Inspector
___A.F. Files

To note and return. (after taking any action deemed necessary)

all necessary action has been taken.
J. H. Culp

Return

WM. W. DICK,
Lt. Col., A.G.O.
Air Adjutant General

A.A.F-10-A. 3c

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WAR DEPARTMENT
OFFICE, SECRETARY, GENERAL STAFF

DISPOSITION SLIP

Subject of paper:

To	Tally No. 20256-17	Date
	Office, The Ass't Sec. of War	
	Adm. Ass't S/W	
	A. C. of S., G-1	
	A. C. of S., G-2	
	A. C. of S., G-3	
	A. C. of S., G-4	
	A. C. of S., W. P. D.	
(2)	The Adjutant General	
	Budget & Legislative Planning Branch	
	Statistics Branch	
	Executive for Reserve Affairs	
(1)	Air Staff	8/28/41

For—

- ..... Necessary action. ..... Draft of reply.
- ..... Preparation of study. ..... Direct reply.
- 1 Note and ~~return~~ [illegible]. ..... Note and file.
- ..... Remark and recommendation. (2) File.
- ..... Comment or concurrence. ..... Signature.
- ..... Inviting attention to {notation / direction} of Sec. War ..... D. C. of S.

By direction of D. C. of S.:

[illegible]
Col., General Staff
Secretary

P.N.
8/29/41

WAR DEPARTMENT
O. C. of S.—Form No. 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

RADIOGRAM

AEL

Received at the War Department Message Center
Room 3441 Munitions Bldg., Washington, D. C.

DECLASSIFIED
DOE

AUGUST 28, 1941

9:11 A M.

~~CONFIDENTIAL~~ DECLASSIFIED

From NAVY

To CHIEF OF STAFF

Copies furnished as noted:

271826 CR 0779

RESTRICT RUSSIAN KNOWLEDGE OF BASE DEVELOPMENT AND DEFENSES TO MINIMUM NEEDS IN CONNECTION WITH THIS PROJECT. FLIGHT AUTHORIZED FOR TWO RUSSIAN CONSOLIDATED PATROL PLANES WITH 38 MEN FROM ANADYR TO UNITED STATES VIA NOME, KODIAK, SITKA, SEATTLE AND SAN FRANCISCO. FLIGHT SCHEDULED DEPART MOSCOW AUGUST 28th PLANES WILL COMMUNICATE WAVE LENGTHS METERS SHORT 67, 55, 33 AND LONG 600 and 660. CALL LETTERS RK AND RD. EXPECT TO BROADCAST 1st 10 MINUTES OF EACH HOUR. PROVIDE WEATHER INFORMATION AS PRACTICABLE IN PLAIN ENGLISH. ARMY AUTHORITIES AT NOME BEING REQUESTED TO RENDER ASSISTANCE AND PROVIDE WEATHER INFORMATION TO THAT POINT. ASSIST FLIGHT AS NECESSARY

~~CONFIDENTIAL~~ DECLASSIFIED

Action Copy

OMI OPS 452.1 Russia (8-28-41)

A-2 Docs/20256-17

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

RADIOGRAM

XXXXXXX Hq., Army Air Forces

A-2

GCMcD/ekp

8/30/41

COMMANDING GENERAL
ALASKAN DEFENSE COMMAND
FORT RICHARDSON ALASKA

.....SOVIET FLIGHT OF TWO FLYING BOATS DEPARTED FROM MOSCOW AUGUST TWENTY EIGHT STOP BRIGADIER GENERAL MICHAEL GROMOV OFFICER IN CHARGE TOTAL OF ALL PERSONNEL FORTY SEVEN STOP ADVISE GENERAL GROMOV FLIGHT TERMINATES SEATTLE WASHINGTON STOP THIRTY SEVEN OF PERSONNEL TO RECEIVE TRAINING ON B DASH TWENTY FIVE AIRPLANES WILL REPORT TO COMMANDING GENERAL SECOND AIR FORCE FORT GEORGE WRIGHT SPOKANE WASHINGTON STOP ADVISE MR ANTHONY H [redacted] ATTACHE REPRESENTING SOVIET EMBASSY STOP

ULIO

Dispatched
AUG 30 1941
AAG

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

~~CONFIDENTIAL~~

DECLASSIFIED July 16, 1941

MEMORANDUM for General Arnold:

With reference to the proposition that some of our Army pursuit planes be turned over to Russia:

Please make it perfectly clear that as Chief of Staff I am unalterably opposed to the release of any U.S. pursuit planes and light and medium bombers until we have first established units of these types in the Philippines for the security of the Fleet anchorage, and the defense of the Islands. We have been trying for six months to meet the Navy's demands, and that of our Army Commander in the Philippines, that the obsolescent planes be replaced at the earliest possible moment with modern types. At the present moment, with Japan's known preparations to move South, the Philippines become of great strategic importance, as they constitute both a Naval and Air Base upon the immediate flank of the Japanese southern movement.

Furthermore, up to the present time we have been unable to provide either pursuit planes or light bombers to cooperate in any way with our troops during these large maneuvers. This represents a complete deficiency in air-ground training, and we must not continue further with that state of affairs. The development of the Army demands that this be corrected, and the public reaction presents a very serious consideration.

/s/ G. C. Marshall

Chief of Staff.

AAG 452 Russia

~~CONFIDENTIAL~~ DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HENRY HARLEY ARNOLD
Box 127 Folder 2

MILITARY

DECIMAL

SAS 450.1
Russia (45150)

DOD
16 JCS Memo
Stack Dept

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TJH/gwd
Ext. 5316

SECRET DECLASSIFIED

SECRET
By Authority of
The Commanding General
Army Air Forces
AUG 29 1942
Date Initials

DECLASSIFIED
DOC Mrs.
6 Jan. & 30 June 1976
By Archer NAC Date 3/31/76

August 29, 1942.

MEMORANDUM FOR THE COMMANDING GENERAL, MATERIEL COMMAND:

Subject: Transport Airplanes for Soviet Government.

1. It is directed that ten (10) transports, type C-47, now allocated to the Troop Carrier Command, be turned over to the Air Transport Command for transfer to the Soviet Government for operation of the Russian Ferry Route. The airplanes to be turned over will preferably come off the production line, if delivery dates can be met.

2. To replace this diversion the first ten (10) transports allocated to the Air Transport Command will be turned over to the Troop Carrier Command.

3. Direct communication between the Materiel Command and the Air Transport Command is authorized for purposes of determining the equipment to be furnished with these airplanes.

By command of Lieutenant General ARNOLD:

T. J. HANLEY, JR.,
Brigadier General, U. S. A.,
Assistant Chief of the Air Staff, A-4.

Identical memorandum to: AFATC
AFTCK

Copy to: AFACT
AFDMR
AFCAS

AUG 29 1942
AAF Received

DECLASSIFIED
SECRET Copy for Chief of Air Staff

1056
General Strategy

452.1 Russia (150)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

9-5-42

DECLASSIFIED

AFAMC-2
BEM:dh
2554

SEP 8 1942

A-1/AS
A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
A. Def.
Bomb.
Fighter
Base S.
Maint.
Ind. Y.
Tech. S.
Comm.
Weather
Traffic
Photo. M&C
Tech. Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pers.
Judge Advoc.
Budget
Fiscal
Mgmt. Con.
Adj. Gen.
Org. Pl.
Stat. Pl.
Leg. Pl.
Met. C.
Air Surgeon
F. C.

Major General A. I. Belyaev
Soviet Government Purchasing Commission
1026 Seventeenth Street, N. W.
Washington, D. C.

Dear General Belyaev:

In regard to your letter of September 1, 1942, I do not understand your concern about actual deliveries. In my letter of August 24th I assured you that every possible effort would be made to have 108 A-20 airplanes depart from this country during the month of September. To be sure, these deliveries were to be made during the month of September, as you state, but could not be made by September 1, 1942, the date your letter was written.

Following is the status of the A-20 airplanes to be flown over the Southern route:

15 at Miami now having radio compasses installed; these airplanes should start moving about September 7, 1942.

42 now enroute to Miami. Additional compasses are being procured for these airplanes.

51 additional planned for this route. Some of these airplanes may depart in October.

Total 108

In addition to the above, 20 A-20's have been completed and are ready to depart by the Northern route. 30 additional A-20's will depart by this route later in the month.

It therefore should be noted that we are planning on 158 airplanes rather than 108, as previously promised in my letter of August 24th.

Very truly yours,

Dispatched
SEP 8 1942
AAG

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

DECLASSIFIED

SECRET

Air AG 452.1 Russia (149)

452.1 Russia (8-9-42)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

452.1 Russia (15)

Dispatched
4
AAG.

RHH:af 73691

2. AFCAS AFDTS 1942 9/3 1. For comment.

R. H. Harper
Captain, A. C.

file 4/9/42

AG 452.1 Russia (15-8)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

Monitoring delivery of planes to Russia

3.	AFDTS (CONT'D)	AFCAS	1942 9/4	PCC:ran 73809 ment General Staff, the Navy, and with the Air Transport Command when necessary. Item 1 is therefore concurred in. H. M. McCLELLAND, Brigadier General, U. S. Army.
4	AFCAS	AFADS	1942 9-5	WEH:JT 5265 For necessary action. WILLIAM E. HALL Colonel, A. C.

Dispatched
SEP 6 1942
AAG

file 09/64 sr

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO

FILE

DECLASSIFIED

SUBJECT: A-20's for 27th Bomb Group

ITEM NO	FROM	TO	DATE 1942	COMMENTS JJO'S:ryme 6110
1	AFACT	AFDMR	9-4	To note and return to General Arnold's office.
				Incl Memo for Gen Marshall d 8/31/42 w/incl ROBERT W. HARPER Colonel, Air Corps
2	AFDMR	AFACG	9-6	Noted by Gen. Fairchild. MEG Mil Rep.

DECLASSIFIED

1299

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MANUSCRIPT DIVISION
DECLASSIFICATION PROJECT

ACCESS RESTRICTED

The item identified below has been withdrawn from this file:

File Heading: SAS 452.1 Russia
Section I Case 1 to 150

Date: 31 Aug. 1942

From: Harry L. Hopkins

to: Gen. Marshall

In the review of this file this item was removed because access to it is restricted. The item identified has been withdrawn because it contains security classified information.

5 - 2 copies

aln 8/24/76
Reviewer Date

LC 77-57 (9/75)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

Aug 31/42

MEMORANDUM FOR: Mr. Hopkins.

It is desirable that the 47th Light Bombardment Group and the 27th Light Bombardment Group (less one squadron) be equipped immediately for use in a special project. In order that sufficient airplanes may be made available to accomplish this, it is necessary that, in addition to the 47 A-20 airplanes already diverted from the Russian allocations, 47 more be acquired from the Russians. In order that these groups may be enabled to continue in service and attrition replacements furnished, it is further necessary that 24 airplanes be made available per month. All of these for the next several months would have to be obtained from those allocated to the Russians.

In case satisfactory arrangements can not be made with the Russians to make these additional airplanes available, only the 47th Light Bombardment Group will be available for employment on this special project.

It is recommended that the Russian allocation be reviewed to ascertain whether satisfactory arrangements can be made with the Russians to make the required number of A-20 airplanes available for equipping and maintaining the 27th Light Bombardment Group for this special project.

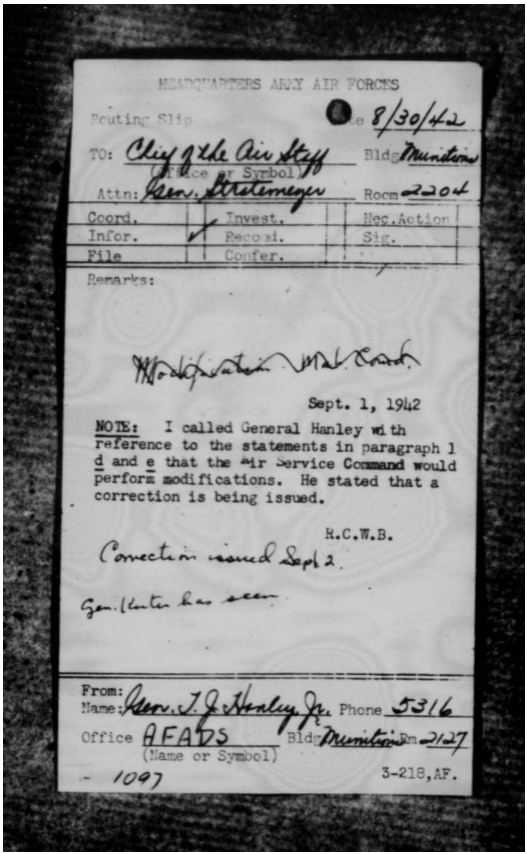
Chief of Staff.

DECLASSIFIED

Auth NND 945211 By NARA (1477)

THIS PAGE IS DECLASSIFIED IAW EO 13526

PAGE IS DECLASSIFIED IAW EO



HEADQUARTERS ARMY AIR FORCES

Routing Slip

Date 8/30/42

TO: Chief of the Air Staff — Bldg. Munitions
(Office or Symbol)

Attn: Gen. Streimer — Room 2204

Coord.		Invest.		Rec. Action	
Infor.	✓	Record.		Sig.	
File		Confer.			

Remarks:

Sept. 1, 1942

NOTE: I called General Hanley with reference to the statements in paragraph 1 d and e that the Air Service Command would perform modifications. He stated that a correction is being issued.

R.C.W.B.

Correction issued Sept 2.

Gen. Hunter has seen

From:
Name: Gen. J. F. Hanley, Jr. Phone 5316
Office AFADS Bldg. Munitions Rm 2127
(Name or Symbol)

- 1097

3-218, AF.

PAGE IS DECLASSIFIED IAW EO

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

SECRET
By Authority of
The Commanding General
Army Air Forces
SEP 2 1942
Date Initials

Russia

September 2, 1942.

DECLASSIFIED
DOD dir.
9 Jan, & 30 June 1954
By AFHRC AC, Docs Br

SUBJECT: Conference in General Manley's Office on August 29, 1942.

TO : Chief of the Air Staff

1. Letter of August 30, 1942, above subject, reference responsibilities of individuals and commands in connection with the delivery of airplanes to Russia, is changed as follows:

a. Paragraph 1e. To read, "All airplanes are to be equipped with radio compass loops by October 1."

b. Paragraph 1d. To read, "The Materiel Command will arrange for winterization of all aircraft in accordance with instructions already issued by the Director of Military Requirements, and for the delivery of these airplanes to a point designated by the Air Transport Command. The Air Transport Command will ..... the modifications required."

c. Paragraph 1e. To read, "The Air Service Command will accomplish only such modifications as cannot be accomplished by the Materiel Command. The Air Service Command will also ..... with the airplanes."

452.1 Russia (11-27-42)

I. J. [illegible], Jr.,
Brigadier General, U. S. A.,
Assistant Chief of the Air Staff, A-4.

Army Air Forces
2 1942
AG Received

DECLASSIFIED

Copy No. 6

~~SECRET~~

Air AG 452.1 Russia (11-27-42) B

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ADS-1534

SECRET

DECLASSIFIED

SECRET
By Authority of
The Commanding General
Army Air Forces
AUG 30 1942
Date

August 30, 1942.

DECLASSIFIED
DOD ltr.

SUBJECT: Conference in General Hanley's Office on August 29, 1942.

TO : Chief of the Air Staff.

1. At a conference on Saturday morning, August 29, 1942, at which the following were present:

Brig. General T. J. Hanley, Jr., A-4 Division,
Colonel C. H. Smith, Air Transport Command,
Lt. Colonel Schulgen, Operations Div., General Staff,
Major W. W. Goodman, Materiel Command,
Captain Robert M. Leylan, Air Transport Command,

the following was agreed upon:

a. For the month of September, 1942, the United States will deliver, over the Northern Ferry Route, twenty (20) P-39's from British allocation, one hundred (100) P-40's, one hundred (100) A-20's (This takes into consideration the reduction of forty-seven (47), but the number of one hundred (100) is made up by picking up a back log which has not been shipped.), twelve (12) B-25's, all of these from the Russian protocol agreement.

b. For October, 1942, the entire British allocation of P-39's and the numbers agreed on in the Russian protocol agreement will be ferried over the route with such additional planes from the back log as can be handled. Disregarding the back log, the number will be: sixty (60) P-39's, one hundred (100) P-40's, one hundred (100) A-20's, and twelve (12) B-25's.

c. All airplanes are to be equipped with radio compass loops.

d. The Materiel Command will arrange for the delivery of these airplanes to a point designated by the Air Transport Command. The Air Transport Command will pick up these airplanes and, after necessary modifications and winterization, will deliver them to Fairbanks, Alaska. The Air Transport Command will correspond directly with the Air Service Command for the modifications required.

e. The Air Service Command will perform the necessary modifications and winterization of these airplanes. This will include boots, propeller de-icers, and windshield defrosters. The Air Service Command will also prepare necessary parts in package for delivery to ferry stops along the route, and such other equipment as the United States has agreed to deliver to the Russians with the airplanes.

f. War Organization and Movement will be designated as the Directorate to coordinate and handle the details of this movement.

g. Responsibilities.

(1) Captain Robert M. Leylan, Air Transport Command, has been designated as the officer to monitor this project.

(2) Major W. W. Goodman, International Section of the Materiel Command, will arrange for the delivery of airplanes to the Air Transport Command.

(3) Colonel C. H. Smith, Air Transport Command, will arrange for the necessary pilots and ferrying of the airplanes, including the accommodations, delivery of technical instructions and the provision of twenty (20) sets of field lighting equipment and ten (10) revolving beacons, and will schedule the movement of airplanes to Fairbanks to avoid congestion at that point.

(4) General Clements McMullen, Air Service Command, is charged with monitoring the functions assigned the Air Service Command, and will expedite this work in order to permit these airplanes to arrive at Fairbanks prior to September 15, 1942.

(5) General T. J. Hanley, Jr., A-4 Division, will notify the Commanding General, Alaskan Defense Command, of these plans.

h. No cables or other instructions on this movement (other than routine ferrying instructions) will be issued to the Commanding Officer, Fairbanks, Alaska, or to General Bradley, by any agency concerned until after coordination with Captain Leylan.

i. No substantial changes in these plans will be made by any command without prior written approval from the Assistant Chief of the Air Staff, A-4.

j. The September figures (1a) include twenty (20) A-20's and thirty (30) P-40's in initial movement.

DECLASSIFIED

T. J. Hanley, Jr.
Brigadier General, U. S. A.,
Assistant Chief of the Air Staff, A-4.

DECLASSIFIED

SECRET

Copy No. 6 1007

SECRET

ADS-1534

SECRET
DECLASSIFIED

Air AD 45211 Russia (144)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

AFADS
TJH/gwd
Ext. 5316
Written 9/7/42.

SEP 9 1942

DECLASSIFIED
DOD Ltr

Major General A. I. Belyaev,
Soviet Government Purchasing Commission,
3355-16th Street, N. W.,
Washington, D. C.

Dear General Belyaev,

Confirming the decisions reached in a conference between you and Brigadier General Hanley, Assistant Chief of the Air Staff, A-4, the Army Air Forces agree to deliver to Fairbanks, Alaska, for transfer to the Soviet Government during the month of September twenty (20) P-39's, sixty (60) P-40's, fifty (50) A-20's, twelve (12) B-25's, and ten (10) C-47's (The C-47's are on temporary loan.). The Army Air Forces will deliver via the Southern ferry route to the Russian Government one hundred and eight (108) A-20's and twenty-four (24) B-25's. The Army Air Forces will ship by surface vessel forty (40) P-39's, forty (40) P-40's and twenty-five (25) B-25's, assuming shipping to be available and that the airplanes are produced in sufficient time to permit them to be prepared for shipment this month. The forty (40) P-39's are already crated but some difficulty may be encountered in obtaining the P-40's and the B-25's.

It is requested that you reply, giving your approval to this agreement.

Sincerely yours,

Hap. H. H. Arnold

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

Dispatched
SEP 9 1942
AAG

4521 Russia (13)

HEADQUARTERS—ARMY AIR FORCES COORDINATION

Chief of Staff	Secy Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-Insp.	Budget	Statistics
[illegible]		[illegible]				Via Gen. T. J. Hanley, Chief Air Staff, A-4			

DECLASSIFIED

SECRET

Air AG 452.1 Russia (13)

AAF-69

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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 _____

DECLASSIFIED

DECLASSIFIED DOD 5200

SUBJECT: Delivery of Spare Parts to Russia.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	General Miller	1942 8/27	Note the attached. Tie in with General George to get the dates of delivery of airplanes and then insure that the spare parts are there in time to send them in by transport. You both probably will have to confer with General Meyers relative to this. H. H. A.
Incl: Ltr. to Gen. Arnold, 8/26/42, frm Gen. Belyaev re above subj.				
				CMcM:eb 6148
2	AFASC	CG, AAF	1942 8-28	1. A directive was issued on August 24, 1942, to ship spares as enumerated in the basic communication to Portland, to arrive there by September 10, 1942. Arrangements were made that a Russian boat would be there about that time to pick up such spares. No spares are being shipped to Nome except those required to support the ferrying operation going through that particular station, since the base for spares for this ferrying operation is Fairbanks. Instructions were issued on August 21, 1942, to ship the necessary spares to Edmonton and Fairbanks, and ten sets for distribution through Siberia, for supporting the ferrying of the aircraft that are now under order for movement to Russia along that route. C. McM. Brig. General, U.S.A. Chief, Overseas Div.

Office C.G., A.A.F.
31
Received
Hq. Army Air Forces
AUG 28 1942
AAG Received

9/1/42 A-4 Notify Belyaev

3. Arnold Army Air
7 1942
Received

SECRET DECLASSIFIED

(Do not use reverse side) W-4071, AF. Rev. 8/16/41

Page No. _____

Copy sent to Belyaev c/o C.C. Ladd Field 9/2/42
Information posted to Belyaev in Fbks.

Avn AG 452.1 Russ. (8-28-42) (143)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

Telephone
Michigan 9121

Cable Address
"Sovpurchase Washington"

DECLASSIFIED
DOD WS
By Auth NND 95

The Soviet Government Purchasing Commission
in the U.S.A.

3355-16th Street, N.W.
Washington, D.C.

August 26,1942

Lt. General H. H. Arnold
Commanding General
Army Air Forces
U. S. War Department
Room 2018 Munitions Bldg.
Washington, D. C.

Dear General Arnold:-

I am in receipt of a communication from the U. S. S. R. in which I am advised that the complete and full utilization of the airplanes diverted to us by the U. S. Air Corps is extremely limited due to a shortage of spare parts.

The specific reason for this poor utilization of the airplanes, and particularly the motors, is the length of time consumed for the delivery of the spare parts from the United States to the Soviet Union.

I shall very much appreciate it, if you will kindly provide us with atleast certain quantities of spare parts, to be shipped via Portland, Oregon, and Nome, Alaska, for loading on Soviet vessels.

These shipment of spare parts are, however, not to include parts of large dimensions.

I shall, therefore, ask you, General Arnold, to plea,e give this request your earliest possible consideration, and provide us with spare parts, to be shipped via the above mentioned ports, in the following quantities:

Via Portland, Oregon, small spare parts: for 50 - A-20B airplanes
" 12 - B-25C "
" 82 - R-2600-11 motors
" 12 - R-2600-13 "

Via Nome, Alaska, small spare parts: - for 50 - A-20B airplanes
" 12 - B-25C "
" 82 - R-2600-11 motors
" 12 - R-2600-13 "
" 25 - V-1710-39 "
" 50 - P-40E-1 airplanes
" 25 - P-39-D-2 "
" 50 - P-39-L & K "
" 25 - V-1710-35 motors
" 50 - V-1710-63 "

Office, C.G., A.A.F.
AUG 27 1942
Received

SECRET
DECLASSIFIED

(cont'd. on page #2)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

- 2DECLASSIFIED

Letter to General Arnold - continued:

It is extremely desirable to have these spare parts delivered to Portland and Nome by September 10th, 1942.

I trust that these measures will prove instrumental in the prompt delivery of the aforementioned spare parts to the U. S. S. R., and will also enable us to provide spare parts for the airplanes, which will be flown via the Northern Route.

I thank you for your cooperation.

Sincerely yours,

Belyaev

A.I.Belyaev -
Major-General
Chairman

DECLASSIFIED

~~SECRET~~

Avi 04452

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AFAMC-2
BEM:lmp
8-24-42

DECLASSIFIED
~~SECRET~~

AUG 24 1942

Maj General A. I. Belyaev
Soviet Government Purchasing Commission
3355 16th Street, N.W.
Washington, D. C.

Dear General Belyaev:

I have your letter of August 20, 1942, in regard to departure of aircraft from this country.

Please be assured that every possible effort will be made to meet the schedules you have outlined. Current review of the situation indicates that fifty-eight (58) A-20B airplanes can be flown from this country by September 10, 1942, and fifty (50) additional by September 25, 1942. I also hope to meet your schedule of thirty-six (36) B-25C airplanes to be ready for flight from this country by September 15, 1942.

In regard to the fighters, as you know, we have already given you 30 P-40 airplanes against the September allotment which are to be flown over the northern route. I regret that it is not possible to advance any additional deliveries against future commitments.

Mr. Baumovsky's report to you that the War Department has repossessed A-20B airplanes which were ready for flight to Teheran for the Soviet army is not factual. No repossessions have been made or are contemplated.

Sincerely,

Dispatched
AUG 24 1942
AAF

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

File
8/25/42

DECLASSIFIED
~~SECRET~~

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

AG AS 452.1 Russia (32)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Telephone
Michigan 9121

Cable Address
Sovpurchase Washington

DECLASSIFIED

SECRET

The Soviet Government Purchasing Commission
in the U.S.A.

3355-16th Street, N.W.
Washington, D.C.

August 20th, 1942

Lieut. General H. H. Arnold
Commanding General, Army Air Force
War Department
Washington, D. C.

Dear General Arnold:

Undoubtedly you are well aware of the military situation on the Russian front as well as of the importance of the Air Corps in the Russian Army, and the urgent and extreme need of our Army for airplanes.

Therefore, I believe that I may ask that you grant us the following to be ferried by air to Teheran:

1. Fifty (50) A-20B airplanes to be delivered by September 10, 1942.
   Fifty (50) A-20B airplanes to be delivered by September 25, 1942.

2. Facilitation of the despatch of twenty-four (24) B-25C airplanes to Teheran, which are allotted to us against the July and August schedules, by September 10, 1942, as well as twelve (12) B-25C airplanes, against the September program, by the 15th of September.

3. Additional assignment against the September program of fifty (50) fighters, these to be delivered to the port before September 1, 1942. These fifty planes can be shipped by us before September 10, 1942.

Furthermore, I have today been informed by our Mr. Shumovsky, from Wright Field, that the War Department has made a decision to repossess thirty-five A-20B airplanes which had already been fully completed, equipped, and were ready for their flight to Teheran for the Soviet army.

I am certain that you must understand that such a move will undoubtedly weaken the strength of our Air Force, and therefore is extremely undesirable.

DECLASSIFIED

Sincerely yours

SECRET

A. I. Belyaev
Major General
Chairman

Belyaev

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

SECRET

DECLASSIFIED

7 1942

AFATC/PL/HRH/mdr

Rear Admiral M. I. Akulin,
Deputy Chairman, The Government Purchasing
Commission of the Soviet Union in the U.S.A.,
3355 16th Street, N. W.,
Washington, D. C.

Dear Admiral Akulin:

Thank you for the information given in your letter of August 24th.

We are depending upon your flight commanders to advise by radio, our Alaska Defense Command, the exact dates and hours when they expect to arrive in the Alaska Defense area.

In the event the Alaska Defense Command desires any changes made in the radio navigation or radio communication of the four aircraft the subject of your letter, we are instructing that such information will be transmitted directly to your aircraft via your Anadyr ground radio station, prior to their departure from Siberia for Alaska.

I am disturbed to learn that General Belyaev is ill. I trust that this is nothing serious and that you will present my regrets and best wishes for his speedy recovery.

Sincerely yours,

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

Dispatched
AUG 27 1942
AAG

DECLASSIFIED

SECRET

"AAF Coordinating Copy"

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir.
5 Jan. & 23 June 1976
By Alw/NP NC, Date 8/24/78

DECLASSIFIED
~~SECRET~~

August 24, 1942

Lieut. General H. H. Arnold
Commanding General, Army Air Force
War Department
Washington, D. C.

Dear General Arnold:

I hereby transmit to you data concerning our four Douglass airplanes which are on their way to Fairbanks.

1. Aboard these four planes are the crews for the ferrying of planes from America to the U.S.S.R.

2. The recognition signs of the planes are:

   a) Plane 3956.
   The wings and the fuselage are painted above and on the sides in dark green (summer camouflage); from below, sky blue. On the left side of the camouflage large green blotches. On the side of the tail of the fuselage the figures 956 in white paint. On the inside of the left wing the figures 3956 in black paint. The call signal of the plane radio station: RPVAT (Russian alphabet "РИВАТ" - ~~Morse code~~ .-.---.-.-)

   b) Plane 3965.
   The wings of the fuselage: The paint above and on the sides is summer camouflage (black stripes on a green background). From below, sky blue. On the tail part of the fuselage, on both sides, and below on the wings, red stars. Below the right wing, the letters СССР. On the left, Н-3965 in black paint. On both sides of the fuselage in white paint the figures 965. The call signal of the plane radio station: RPVAJ (Russian alphabet "РИВАЙ" - ~~Morse code~~ .-.---.-.---)

DECLASSIFIED
~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

c) Plane 3947.
Painted from above and on the sides in summer camouflage (black diagonal lines on dark green background); from below in sky blue paint; below the wings and on both sides of the rudder, red stars; on both sides of the tail of the fuselage the figures 947 in white paint. The call signal of the plane radio station is RPUMR (Russian alphabet "РЦУМР").

d) Plane 3988.
Painted from above and on the sides in summer camouflage (diagonal lines of a dark color on a green background); from below sky blue; on the tail of both sides of the fuselage and from below on the wings, red stars. On the right wing the letters CCCP. On the left, 3965 in black paint. On the fuselage, on both sides, the figures 988 in white paint. The call signal of the plane radio station is RPUSZ (Russian alphabet "РЦУСЗ").

3. Signals.
I am a friendly plane (Ia svoi samolet).
Two green rockets while performing a left circle (counter clockwise) above Nome, and a right circle (clockwise) above Fairbanks, in accordance with directions previously received from America.

4. Crews:-

a) Plane 3956 - Chief Pilot - Marchenko
Second Pilot- Kremenko
Air Technician - Chekrishov
Radio Operator - Bureichik

b) Plane 3965 - Chief Pilot - Barkov
Second Pilot - Desin
Air Technician - Amon
Radio Operator - Prohvatinov

c) Plane 3947 - Chief Pilot - Kremenko
Second Pilot - Shurov
Air Technician - Kolomitkin
Radio Operator - Ilyashenko

d) Plane 3988 - Chief Pilot - Shashin
Second Pilot - Shelehov
Air Technician - Shishkin
Radio Operator - Maltsev.

5. The commander of the flight is Marchenko.
The flight of the planes to Nome-Fairbanks is possible in group order or in single order.

~~SECRET~~ DECLASS[illegible]

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

6. The crews of all four airplanes are acquainted with the regulations of the flight to Alaska, the means of radio navigation and radio communication of Nome and Fairbanks, and will make use of the latter in the same manner as the crews of Major Ossipov and Pilot Monokov. Radio stations of our airplanes will operate on the main wave 62,56 meters, reserve wave 87,98 meters.

7. Communication with radio stations in Nome and Fairbanks will be performed by the airplanes in Q Code.

8. In the event any changes should be made in radio navigation or radio communication, we would deeply appreciate it if you will inform us so that we may transmit the information as to these changes to our crews.

Sincerely yours

M. I. Akulin
Rear Admiral
Deputy Chairman
(on behalf of the Chairman)

P.S. General Belyaev has requested me to sign this letter because of his absence due to illness.

CC: Brig. General H. L. George,
Air Transport Command

DECLASSIFIED
SECRET

U.S. 4821 Russia

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

SECRET

DECLASSIFIED

353/25/6

File No. ----------

Tally No. AAF ----------

DECLASSIFIED DOD Dir. 5 200.9 June 1972 By AGO, NARS Date 3/24/78

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

SUBJECT: Delivery of Airplanes to the Russians.

NO.	FROM	TO	DATE	COMMENTS
1	AFCAS	Air Transport Command	1942 8-24	1. It is desired that you have an officer in your Headquarters monitor the delivery of airplanes to Russia. 2. The following activities are concerned: Air Service Command, Director of Weather, A-3 and A-4. G.E.S. AFCAS
2	AFATC	AFCAS	1942 8-27	AFATC/DCS/FMG/vy 5139 1. In compliance with the foregoing, Captain Robert N. Leylan, of the Air Transport Command, has been charged with the responsibility of monitoring the delivery of aircraft to Russia. H. L. GEORGE Major General, U.S.A. CG ATC
3/		FILES	9/1	Receipt for this R&R signed for by Air Transport Command returned to Mr. Gray's office files 9/1/ R.C.W.B. Receipt attached.

452.1 Russia (136)

(Do not use reverse side) F-4071, AF. Rev. 8/14/41

Page No.

DECLASSIFIED

SECRET

Air AG 452.1 Russia (136)

B 1095

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

DECLASSIFIED
DOD Wvr.

August 3, 1942

MEMORANDUM FOR THE PRESIDENT:

Subject: Airplanes for Russia and the Middle East.

I. Russia.

1. Following our conversation of last Thursday evening, I have canvassed the situation in regard to airplane deliveries to Russia to determine what steps may be taken to lend timely and effective aid in the conduct of the critical defensive operations in which she is now engaged.

2. Under the Lend-Lease Program we deliver combat airplanes to Russia substantially as follows:

a. Medium Bombers (B-25's) at the rate of 12 per month.
b. Light Bombers (A-20's) - 100 per month.
c. Fighters - 100 per month (somewhat less in July and August).

3. It appears that hastening actual delivery of the airplanes consigned to her, rather than the commitment to her of additional airplanes is the most practicable means whereby we may assist Russia in meeting her present emergency.

4. At this writing there are 106 A-20's and probably 100 - 150 Fighters crated awaiting shipping space to Russia. The exact figures on Fighters are not available. Because of the excessive delays experienced in delivering aircraft to Russia by sea, endeavors are being made to accelerate delivery of approximately 100 additional A-20 type airplanes by flying them to Russia. They will be dispatched by air as soon as large tanks for the trans-Atlantic flight are installed.

II. Middle East.

1. In regard to the critical situation in the Middle East, nine Combat Groups are committed to that theater, of which, one Heavy Bomber Group, one Medium Bomber Group, and one Fighter Group have already gone and are now assembling in the vicinity of Cairo. The Joint Chiefs of Staff are making a study of our resources and [illegible] Middle East Forces

(b) [illegible] of Staff [illegible]

452.1 Russia (135)

DECLASSIFIED
SECRET

OCD 452.1 Russia 135

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

edly involve a withdrawal of units from other theaters, or a reduction of commitments, probably from the Bolero Task Force.

III. Torpedo Operations.

1. In regard to the use of torpedoes by our Medium Bombers in Egypt, I have ascertained that while the British have a supply of torpedoes in that theater, it is not practicable to adapt our airplanes to the use of British torpedoes. Their torpedoes must be launched at a slower speed than is feasible with our type of aircraft.

2. Inquiry of the Navy reveals that we have no torpedoes nearer to that theater than Australia. We must ship the torpedoes from here. The Navy is being contacted with a view of making torpedoes available to our airplanes in Egypt as early as possible.

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

8/3 Sent direct to the President

file
8/28/42

DECLASSIFIED

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

AAF-39

3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

DECLASSIFIED

MEMORANDUM FOR THE PRESIDENT:

Subject: Airplanes for Russia and the Middle East.

I. Russia.

1. Following our conversation of last Thursday evening, I have canvassed the situation in regard to airplane deliveries to Russia to determine what steps may be taken to lend timely and effective aid in the conduct of the critical defensive operations in which she is now engaged.

2. Under the Lend-Lease Program we are committed to deliver combat airplanes to Russia substantially as follows:

a. Medium Bombers (B-25's) at the rate of 12 per month.
b. Light Bombers (A-20's) - 100 per month.
c. Fighters - 100 per month (somewhat less in July and August).

3. It appears that the hastening of actual delivery in Russia of the airplanes consigned to her, rather than the commitment to her of additional airplanes at the expense of other theaters, is the most practicable means whereby we may assist Russia in meeting her present emergency. At this writing there are 106 A-20 type airplanes crated at Newark awaiting shipping space to Russia. It is understood that there are also approximately 100 - 150 Fighters in crates awaiting shipping space to Russia. The exact figures on Fighters are not available as the Russian Government accepts delivery of the Fighter Type aircraft at the factory and makes its own shipping arrangements. Because of the excessive delays experienced in delivering aircraft to Russia by sea, I am endeavoring to accelerate the delivery of approximately 100 additional A-20 type airplanes by having them flown to Russia. To accomplish this, these airplanes have been ordered to Memphis for the installation of auxiliary long range fuel tanks. They will be dispatched by air as soon as this modification is completed. The July allotment of 12 B-25 Medium Bombers is now at Phoenix where turrets are being installed prior to delivery by air to Russia.

HEADQUARTERS—ARMY AIR FORCES — COORDINATION

Chief of Staff	[illegible]	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	

~~SECRET~~

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

II. Middle East.

1. In regard to the critical situation in the Middle East, nine Combat Groups are committed to that theater, of which, as you know, one Heavy Bomber Group, one Medium Bomber Group, and one Fighter Group have already gone and are now assembling in the vicinity of Cairo. I have prepared for submission to the Joint Chiefs of Staff a study of our resources and commitments in Air Forces personnel equipment, as a basis for their determination as to whether it is practicable to expedite the movement of Air units already committed to the Middle East, or to augment the commitments. A material change in either respect will involve a withdrawal of units from other theaters, or a reduction of commitments, probably from the Solomon Task Force.

III. Torpedo Operations.

1. In regard to the use of torpedoes by our Medium Bombers in Egypt, I have ascertained that the British have torpedo planes in that theater and therefore a supply of torpedoes; but that it is not practicable to adapt our airplanes to the use of British torpedoes, as their torpedoes must be launched at a slower speed than is feasible with our type of aircraft. Inquiry of the Navy reveals that we have no torpedoes nearer to that theater than Australia and it may be found just as practicable to ship the torpedoes from here when our Medium Bombers can be equipped to use them. The Navy is being contacted with a view of making torpedoes available to our airplanes in Egypt as early as possible.

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

rewritten in
Gen Arnold's office
8/3/42

HEADQUARTERS ARMY AIR FORCES — COORDINATION

Chief of Staff	Secy. Gen. Staff	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Inspr.	Budget	Statistics	
							C44				
						- 2 -					

AAF-69

SECRET

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

DECLASSIFIED

8-21-42

AFADS
Mr. Yeh
Ext. 1044

rewritten 8/20

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

MEMORANDUM FOR MAJOR GENERAL J. H. BURNS,
Executive, Munitions Assignments Board.

Subject: Delivery of Airplanes to Russia.

1. Reference is made to your memorandum of July 30, 1942, above subject. By utilizing the present facilities and by creating new facilities on the West Coast of Africa, it will be possible to assemble, and ferry 100 Russian airplanes per month over the African route. The present plan is to use Takoradi and Accra for this function. Men and materials are now enroute to Africa for this purpose.

2. The Air Transport Command is prepared to supply 50 to 100 ferry pilots for the movement of Russian fighters from the assembly plant or plants in West Africa to point of delivery to the Russians.

3. In addition to the above, plans and facilities are being developed for ferrying aircraft to Russia via the Alaska route.

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

Incl:
memo fr Gen. Burns 7-30-42

AUG 1942

AAG Files

DECLASSIFIED

MAC(A)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

~~SECRET~~ DECLASSIFIED

DECLASSIFIED
DOD 5200.1-R
By Alexander NARA Date

THE COMBINED CHIEFS OF STAFF

Washington, D.C.

July 30, 1942

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Delivery of Airplanes to Russia.

1. Recent events in the North Atlantic generate grave doubts as to the future value of the water route to Russia via Murmansk and Archangel for the delivery of airplanes to Russia.

2. It is understood that a ferry route to Russia via Alaska and Siberia is now under study in your office. Available information indicates that, assuming full cooperation of Russia, some time must elapse before this route can be effectively employed for the movement by flight of airplanes destined for Russia.

3. Pending further development of the Alaskan-Siberian route to Russia it is urged that an attempt be made to improve the ferry route to Russia via the Middle East. Inasmuch as future assignments to Russia of both medium and light bombers are to be flight delivered from the U.S., the remaining unsolved problem is the delivery to Russia of fighter airplanes. These fighter airplanes may be dispatched to Russia via the Middle East either by all water route to Middle East Ports or by water to the West Coast of Africa and by flight from there to the point of delivery to Russia.

4. Flight delivery of fighters from the West Coast of Africa to Russia as compared with all water delivery to Middle East ports has the following advantages:

a. Assurance of much earlier arrival of fighter airplanes in Russia.

b. Reduction of requirements for shipping through reduced time of turn-around.

c. Reduction of load on already-over-burdened ports in the Middle East.

This procedure has the following disadvantages:

a. In early stages there will probably be a requirement for the use of a Navy airplane carrier for at least two voyages, each carrying assembled Russian airplanes to the West Coast of Africa.

~~SECRET~~ DECLASSIFIED

AG 452.1 Russia (3-27-42)

~~SECRET~~

DECLASSIFIED

b. A requirement for immediate action for the establishment of additional facilities in West Africa capable of assembling 100 crated Russian fighter airplanes per month.

c. The supply of 50 to 100 ferry pilots for the movement of Russian fighters from the assembly plant in West Africa to point of delivery to Russians.

5. A consideration of advantages and disadvantages indicates an urgent need for the determination of the practicability of utilization of the water route to the West Coast of Africa with flight delivery of fighter airplanes from that area to the point of delivery to Russia.

6. The undersigned is prepared to discuss the above proposal in detail if desired by your office.

s/ J. H. Burns

J. H. BURNS
Major General, U.S. Army,
Executive,
Munitions Assignments Board.

~~SECRET~~ DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AFADS 1415
TJH/gwd
Ext. 5316

~~SECRET~~

DECLASSIFIED

DECLASSIFIED

Not Sent

MEMORANDUM FOR MAJOR GENERAL J. H. BURNS,
Executive, Munitions Assignments Board:

Subject: Delivery of Airplanes to Russia.

1. Immediately upon receipt of your memorandum of July 30, steps were initiated to obtain information as to the possibilities of increasing facilities for the erection of fighter airplanes on the West Coast of Africa. Due to communication difficulties, no answer has been received to our repeated requests, and I am forced to rely on information available in this Headquarters. According to this information, facilities and personnel exist at Takoradi for the erection of one hundred and fifty (150) fighter planes per month, seventy-five (75) of which must be retained for British requirements. Additional facilities for seventy-five (75) fighter planes per month are available to be used by United States Army erection crew now enroute with expected date of arrival October 1. This gives a potential capacity at Takoradi of two hundred and twenty-five (225) fighter planes per month.

Not Sent

2. Assuming that no carriers are available for the transportation of United States Army fighter groups for commitment in the Middle East, and that all of these planes must be assembled on the West Coast, the following erection requirements will exist:

100 airplanes by October 1, 1942.
200 airplanes between October 1, 1942 and January 1, 1943.
200 airplanes between January 1 and April 1, 1943.

Replacements for these airplanes will have to be erected at approximately the following rate:

20 per month until October 1, 1942.
40 per month from October 1, 1942 to January 1, 1943.
80 per month from January 1 to April 1, 1943.
120 per month thereafter.

Seventy-five (75) fighter planes per month will be ~~[illegible]~~ enroute to the West Coast of Africa.

Chief of Staff	Deputy Chief of Air Staff	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	MAG(AIR)

~~SECRET~~

DECLASSIFIED

AAF-39

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

4. Obviously these facilities are not sufficient to erect more than thirty (30) airplanes per month for the Russians in addition to those required for our own forces. The Commanding General, Air Forces in West Africa, has been directed to investigate the possibility of erecting additional facilities at Accra (under American control) and of obtaining additional facilities from the B. A. W. authorities at Lagos.

5. If Naval airplane carriers can be secured to transport our combat groups to the Middle East, the capacity thus released would be available for the erection of Russian airplanes. This capacity could be made available for the erection of Russian airplanes until January 1, 1943, at which time needs for replacements will cause the numbers of Russian planes to be limited to fifty (50) unless additional facilities are set up in the meantime.

6. Present negotiations indicate that the greater part of these planes probably will be ferried over the Northern Route, but this Headquarters will continue to press the construction of additional facilities on the West Coast of Africa.

Incl:
Cy Memo frm. Gen. Burns to
CG, AAF, dated 7/30/42.

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

AUG 1942

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

AAF-39

SECRET

- 2 -

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

Allocation of Transports to Air Transport Command for Russia.

3 AFCAS AFADS 1942 9-5 Forwarded. WEH:JT 5265

WILLIAM E. HALL
Colonel, A. C.

Dispatched SEP 6 1942 AAG

file 9/6/42

DECLASSIFIED

SECRET

AAF AG 452.1 Russia (8-7-42)

SECRET
DECLASSIFIED

August 6, 1942.

DIRECTIVE MEMORANDUM FOR The Commanding General,
Air Transport Command.

Subject: Trans-African Movement of Russian Aircraft.

1. Reference is made to the copy of the directive memorandum, enclosed herewith, to the Air Service Command, subject as above.

2. Your Command will be prepared to ferry all of the aircraft referred to in that directive.

By Command of Lieutenant General Arnold:

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

Incl: Cy. of Dir. Memo to the Air Service Command, dtd 8/6/42.

Dispatched AUG 7 1942 AAG

file 8/8/42

DECLASSIFIED

SECRET

AAF AG 452.1 Russia (8-7-42)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

SECRET DECLASSIFIED

August 6, 1942

DIRECTIVE MEMORANDUM FOR The Commanding General,
Material Command

Subject: Trans-African Movement of Russian Aircraft.

1. Attention is invited to the enclosed copy of a directive memorandum to the Air Service Command, subject: "Trans-African Movement of Russian Aircraft."

2. The real requirement for long range tanks for all of the aircraft involved is brought to your particular attention for vigorous immediate action. All A-20 airplanes, referred to in this directive, will be equipped for non-stop operation from Natal to Roberts Field, Liberia.

By Command of Lieutenant General Arnold:

Dispatched
AUG 7 19[illegible]
AAG

H. H. EFFER,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Incl: Cy. of Dir. Memo
to Air Service
Command, dtd 8/6/42

452.1 Russia (130)

DECLASSIFIED
SECRET

Mr. Gray
AWS 452.1 Russia (130)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~
DECLASSIFIED

Trans-African Movement of Russian Aircraft.

AFDAS
LSK:cmc

1. AFDAS AFAEP 1942 8/8

1. Reference is made to the enclosed copy of directive memorandum to the Air Service Command, subject: "Trans-African Movement of Russian Aircraft".

2. Your attention is invited to the fact that this movement pertains to P-40 type aircraft only. General Arnold directs that the Russians be informed that the 50 P-39 aircraft allotted to them from production in August must be delivered via Alaska and Siberia for the following reasons:

a. Speed of delivery.

b. Absence of personnel in Africa with knowledge or experience on P-39 type aircraft.

c. Absence of P-39 spare parts on the South Atlantic - Trans-African route, and the impracticability of staffing so long a route with so many people and so much equipment for such a small number of aircraft.

Dispatched
AUG 7 1942
AAG

3. This paper should be worded as diplomatically as possible. However, it is to serve clearly as a lever to force the movement of some relatively short range aircraft over the Siberian route.

L.S.K.
AFDAS

Incl: Cy. of Directive Memo.

DECLASSIFIED
~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir. 5 Jan. & 28 Nov. 1978
By AUL/RT Date 3/14/8

SECRET

DECLASSIFIED

August 6, 1942.

DIRECTIVE MEMORANDUM FOR: The Commanding General, Air Service Command:

Subject: Trans-African Movement of Russian Aircraft.

1. It is expected that orders will be issued at any date directing the delivery of the 100 P-40 type airplanes and 100 A-20 type airplanes per month to Russia via Africa.

2. Necessary action will be taken immediately by your Command to [redacted] for these airplanes over the Lagos or Takoradi - Accra route at the earliest date that it is physically possible to ship crated pursuit aircraft to the Lagos-Takoradi area or to fly A-20 aircraft to the Accra area.

3. You will be prepared to accept unloaded, crated P-40 airplanes at the Lagos or Takoradi area, move these crated aircraft to Accra or such other assembly point in that portion of Africa which you may select, assemble the aircraft and turn them over to the Air Transport Command for fly-away.

4. The Air Transport Command will provide air transportation for 40 to 90 men per day from Cairo to the Accra area on call from your headquarters at any date after today.

5. This project obviously increases the priority of requirement for the 8th Air Depot Group in the Accra area. This headquarters is making a maximum effort to provide shipping for the movement of such portions of the equipment and personnel of the 8th Air Depot Group as is essential to assemble P-40 aircraft in the same ships on which the first P-40's will be moved to Lagos or Takoradi. Efforts will continue to move the balance of the 8th Air Depot Group with successive shipments of P-40's. This headquarters will keep you informed of all changes in this effort to expedite the proposed schedule of the movement of the 8th Air Depot Group.

- 1 -

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~ DECLASSIFIED

6. Efforts are being made in this headquarters to provide a carrier or sea trains to move a portion of the P-40's uncrated. Any success in these efforts will also be transmitted to your Command.

7. It is directed that you investigate and report on the use of facilities at Capetown, Union of South Africa, in the event that circumstances preclude our continued use of the existing African establishment.

8. All of your actions will include provision for the rapid transition of the movement of these aircraft through Africa to a movement of equivalent numbers to Russia via Alaska and Siberia.

9. It is directed that the Assistant Chief of Air Staff, A-4, be kept posted informally on your progress on this project.

By Command of Lieutenant General Arnold:

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

Copies to:
CG, Material Command
CG, Air Transport Command
A-4
Plans,
Director of Mil. Requirements,
General Stratemeyer,

Dispatched
AUG 7 1942
AAG

~~SECRET~~ DECLASSIFIED

-3-

CM-IN 4521 (Aug 7 1942) (22)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~ DECLASSIFIED

DECLASSIFIED
DOD Dir. 5200.9
By ALM/AF 3/14/96

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

File No. _____

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

Tally No. AAF _____

SUBJECT: Preparation of 12 B-25's for Delivery to Russia.

NO.	FROM	TO	DATE	COMMENTS
				AFAEP CMT-hlg
1.	AFCAS	AFROM	1942 8/1	1. It is desired that you take the necessary action to expedite the preparation of the 12 B-25's destined for Russia which it is understood are now at Phoenix. 2. Notify the Air Transport Command when and where these planes will be available for their ferry crews so that no time will be lost in their delivery to Basra. 3. This is a matter of the utmost importance. 8/2/42 G.E.S. C/AS
2.	AFROM (G-3:bb)	AFCAS	8/2	1. Necessary action has been taken. The aircraft will be completed and released to the Air Transport Command at Inglewood on the following dates for immediate delivery to Basra for Russia: August 3rd 2 August 5th 4 August 7th 6 Total 12 H. P. Brig. Gen., U.S.A. Dir. W.O.& M.

Telephoned Capt. Harper at 8/4/42

452.1 Russia (26)

DECLASSIFIED

(Do not use reverse side) W-4071, AF, Rev. 8/14/41

265

A-955

Page No. ~~SECRET~~

Cmd 452.1 Russia 126

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
AFAMC-3

CONFIDENTIAL

DECLASSIFIED

JUL 24 1942

Major General A. I. Belyaev, Chairman
Soviet Government Purchasing Commission
3355 Sixteenth Street, N. W.
Washington, D. C.

Dear General Belyaev:

In our conference yesterday, the allocation of P-39 airplanes to the U.S.S.R. was not clearly stated. The commitments that now obtain in so far as U. S. production is concerned are as follows:

From U. S. allocation

July	50
August	50

From U. K. allocation

September	60
October	60
November	60
December	70
Total	350

Delivery of all of the above airplanes will be made direct from the U. S. to the U.S.S.R.

Very truly yours,

Dispatched
JUL 24 1942
AAG

DECLASSIFIED

CONFIDENTIAL

Air AS 452.1 Russia (125)

7-24-42
A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
A. Def.
Bomb.
Gr. Sup.
Base S.
War O&M
Ind. Tr.
Tech. S.
Comm.
Weather
Traffic
Photo. M&C
Tech. Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pers.
Surg.
J. Advoc.
Budget
Fiscal
Mgmt. Con.
Adj. Gen.
Org. Pl.
Stat. Pl.
Leg. Pl.
Mat. C.
A. S. C.
F. C.

452.1 Russia (125)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

Cold Weather Operation of American Aircraft in Russia.

4. AFABI AFTER 1942 7/6

AFABI
JFO:lh

1. Every effort is being made to obtain information from Russia.

452.1 Russia (23)

E.P.S.
C/A-2

1 Incl. n/c

Dispatched
SEP 15 1942
AAG

WEH:JT 5265

5 AFGAS AFAMC 1942 9-15

Inviting attention to Item #4 above.

Incls.
n/c

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

File ci 9/16/42

Air AG 452.1 Russia (23)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

Cold Weather operations of American Aircraft in Russia

DECLASSIFIED

RCWB/hk
AFCAS

DECLASSIFIED

452.1 Russia (123)

File Cir 7/28/42

3.	CAS	A-2	7/27	1. Your No. 2 above does not meet the situation as realized by the Commanding General, Material Command. Please refer again to paragraph 2 of the attached memorandum.		

Incl: n/c

R.C.W.B.
S/AS

Dispatched
JUL 27 1942
-AAG

DECLASSIFIED

CONFIDENTIAL

AAF-39

Cir 03 452.1 Russia (123)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
AFHQ/AP 8Jul76

File No. _____

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

DECLASSIFIED
SECRET

Tally No. AAF _____

SUBJECT: Winterization of Aircraft for Ferrying to Siberia

NO.	FROM	TO	DATE	COMMENTS
1.	AFACG	AFDMR	1942 7/15	1. Negotiations are now underway concerning the possibility of ferrying by way of ALASKA-SIBERIA the B-25's, A-20's and P-40's allocated to RUSSIA under Lend-Lease. 2. It is desired that you require a study to be made to determine what winterization, if any, will be necessary for ferrying these aircraft at various seasons of the year, and that you require advance preparations to be made to accomplish the winterization with minimum delay after receipt of instructions to ferry by this route. 3. It is highly possible that facilities presently exist that will permit ferrying over that route. H. H. A. AFDMR/MEG/br
2.	AFDMR	AFACG	7/15	1. The project and study have already been directed. for M. S. F. Dir. Mil. Req.

Hq. Army Air Forces
JUL 16 1942
AAF Received

4522-1 Russia (22)

AFO

Dir Plans 7/16

DECLASSIFIED
(Do not use rewrite pad) F-4071, AP, Rev. 8/16/41

Page No. _____
SECRET

Air AG 452 Russia (22)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

AFDMR/MEG/br

2. AFDMR AFACO 7/15 1. The project and study have already been directed.

M. S. F.
Dir, Mil. Req.

DECLASSIFIED

SECRET

Air AS 432.1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

SC. CMcN:eb

JUL 15 1942

Colonel Eugene F. Gillespie,
American Military Mission,
Tehran, Iran.

Dear Gillespie:

I appreciate very much the fine job which you have done in organizing the assembly and maintenance activities for erecting the A-20's and preparing the B-25's for transfer to the Russians. It is only by such enterprising action on the part of our officers in the field that we can win the battle that we are now in.

I am very sorry that you are not allowed to continue on in chagre of the activities in the Basra area. However, it seemed necessary that an experienced officer should be with General Greely.

Very truly yours,

H. H. Arnold

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

452.1 Persia (11-8-41) Gillespie, Mission

MAIL & RECORD ROOM
Date 7-6-42
EXECUTIVE
ADMINISTRATIVE
B & G
CIVILIAN PERS.
FISCAL
INSPECTION
INTELLIGENCE
LEGAL
MATERIEL
MEDICAL
MILITARY PERS.
PLANS
TRAIN & OPER.
COMMUNICATIONS

File 7/15/42

DECLASSIFIED
DOD ltrs. of 29 June 1974
By ltr. J.C. Date 7/24/76

DECLASSIFIED

Air 020-221 Persia (11-8-41)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

~~CONFIDENTIAL~~

Gen McNarney
Air Service Command
Rec action & prepare reply for Gen Arnold's sig.

UNITED STATES MILITARY MISSION
AIR SECTION HEADQUARTERS

Shaibah, Iraq,
June 10, 1942.

Dear General Arnold:-

The intent of this letter is to be informative on delivery of aircraft to Russia.

When the Russian Mission was dissolved May 5th, General Greely wanted me to remain with him. Colonel Shingler, Iranian Mission Chief, seemed eloquent in his desire to have me as Air Officer. Cable exchanges with Washington resulted in my assignment to General Greely with temporary attachment as Air Officer, Iranian Mission, pending receipt of orders by General Greely. General Marshall today cabled the Iranian Mission to comply with his order to have me report to General Greely.

I came to the Basrah area May 11th and established Headquarters at Shaibah. The Royal Air Force did initial assembly of Bostons and A-20-C's at Margil and Abadan with Royal Air Force completion of these and B-25's and Russian acceptance at Shaibah. The three fields were covered with planes with unsatisfactory dispersion. The North African Mission paid scant attention and Colonel Shingler wished an Air Corps Officer in charge. He is an engineer with large engineering projects here.

I arranged Abadan for arrival of Cedar to insure continuity in production. I moved B-25 transfer to Teheran where the Air Corps and Douglas are turning over planes to Russia as fast as they arrive. Rearranged personnel at Shaibah and Margil leaving Cedar intact. Cedar is our one disappointment turning out less than three planes daily in only the initial assembly state. All rework and modifications being done at Shaibah. Today sent more mechanics to Cedar. They must produce five planes daily for Shaibah to maintain schedules.

Summarizing-the Russians accepted and flew away thirty-six (36) planes in April, sixty-six (66) in May and we have averaged five (5) planes per day in June. There should be an absolute minimum of one hundred fifty (150) planes go to Russia in June.

There are over one thousand one hundred (1100) men, Royal Air Force, U. S. Air Corps, Douglas and natives, engaged in preparing planes for delivery. Under the impetus of our cumulative efforts the work should proceed smoothly. Our relations with the British and Russians here are excellent.

Many others could have done the job--I first happened to be around and enjoyed the experience. It is my hope that it may contribute in small degree to your multitudinous problems.

Sincerely,

Eugene Gillespie

Capt.

Gl 452-41 WD 1222

DECLASSIFIED
DOD Ltrs.
8 Jan & 20 June 1974
By: LC; Date 8/24/76

~~CONFIDENTIAL~~

AAG 3151
Air AS 452 / Persia (19)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

UNITED STATES MILITARY MISSION
AIR SECTION HEADQUARTERS

Shaibah, Iraq,
June 10, 1942.

MEMORANDUM : Chief of the Army Air Forces.

SUBJECT : Maintenance of B-25 Aircraft.

1. B-25 airplanes arriving in this area have approximately seventy-five (75) hours long range ferry flying time. Maintenance performed enroute is only that necessary to keep the airplane flying.

2. Upon arrival at Teheran, Iran, civilian and army crews perform fifty (50) hour inspections in accordance with Army Visual Inspection System. This inspection is as complete as facilities in the field permit and airplanes are released in satisfactory condition to complete the flight to Russia.

3. Repairs to defective parts are made as far as facilities and time allow. In the interests of quickly moving aircraft into battle some airplanes leave the delivery point with small defects which cannot be repaired. Spare parts are not available.

Eugene F. Gillespie
EUGENE F. GILLESPIE,
Lt. Col., Air Corps,
Commanding.

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By ltr. JC; Date 2/24/76

AAF AG 452.1 Russia (19)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

AFAMC-3
BEM:cet:lw
Wr. 7-8-42

JUL 13 1942

Major General A. I. Belyaev, Chairman,
The Soviet Government Purchasing Commission
in the U. S. A.,
3355 - 16th Street, N. W.,
Washington, D. C.

Dear General Belyaev:

In reply to your letter of June 29, 1942, the Materiel Command is experimenting with seven of the Kellett XO-60 type autogiros. These machines are not ready for quantity production, and consideration of procurement will necessarily have to be postponed until the results of tests of this service test quantity are available.

The first of the service test airplanes is scheduled to be delivered in September, 1942. We are advised that should a production order be placed, the first article could be expected in approximately six months and substantial production quantities within one year.

Sincerely yours,

Sgd. H. H. Arnold

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

Dispatched
JUL 13 1942
AAG

cc: Technical Executive, W.F., Dayton, Ohio
Experimental Division, Materiel Command, AAF

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

Bem

H5-2, 1

Air AG 459.1 Russia (118)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Telephone
Michigan 9121

Cable Address
Sovpurchase Washington

The Soviet Government Purchasing Commission
in the U.S.A.

3355-16th Street, N.W.
Washington, D.C.

June 29, 1942

Lt. General H.H.Arnold
Commanding General
Army Air Forces
U.S. War Department
Room 2018 Munitions Bldg.
Washington, D. C.

Dear General Arnold: -

The Government of the U. S. S. R. has authorized me to discuss with you the subject of acquiring autogiros for the Red Army Air Forces. These autogiros are manufactured by the Kellett Autogiro Corporation, of Philadelphia, Pa.

This autogiro, the army designation of which is XO-60, is in our opinion the most satisfactory machine from the point of view of its flight characteristics.

I shall greatly appreciate an expression of your opinion on the possibility of acquiring these autogiros for the U. S. S. R. and what number of such autogiros would the U.S. Army Air Force be in a position to divert to the Soviet Union, or place an order for same with the Kellett Autogiro Corporation.

I thank you in advance for your kind consideration in this matter.

Dispatched
JUL 2 1942
AAG

Sincerely yours,

A. I. Belyaev -
Major - General
Chairman

jr

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AFAMC-13

SECRET

DECLASSIFIED

1942

PWT-epc-nd

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

Major General A. I. Belyaev,
The Soviet Government Purchasing Commission,
3355 - 16th Street, N. W.,
Washington, D. C.

Dear General Belyaev:

The only variant in armament for the Bell "Airacobra" is one experimental model that is being built with three guns, a thirty-seven millimeter cannon and two fifty caliber machine guns all in the nose of the fuselage. The airplanes coming off of the production line currently have, in addition, two thirty caliber machine guns in each wing. It is quite a simple matter to remove the wing guns and ammunition, making a suitable covering for the gun ports, in order to lighten the airplane to increase its performance and maneuverability.

We will be able to furnish your Government only one hundred (100) "Airacobras", to be delivered fifty (50) in July and fifty (50) in August. It is my understanding, however, that the British will meet a part of their commitment with two hundred fifty (250) "Airacobras" of the same type on the following schedule:

September	60	November	60
October	60	December	70

and this will give you a continuous flow of three hundred fifty (350) "Airacobras" during the next six months. It is trusted that this arrangement will be satisfactory.

Sincerely yours,

Sgd. H. H. Arnold

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

DECLASSIFIED

SECRET

W-693/A2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Telephone
Michigan 9121

Cable Address
"Sovpurchase Washington"

DECLASSIFIED
DOD dirs
E.O. 12356, Sec. 3.3(b)(1), 10 Year Rule
By AUN/NF NARA, Date 10/1/98

The Soviet Government Purchasing Commission
in the U.S.A.

3355-16th Street, N.W.
Washington, D.C.

June 15, 1942

Lt. General H. H. Arnold
Commanding General, Army Air Forces
War Department
Munitions Building
Washington, D. C.

DECLASSIFIED

SECRET

Dear General Arnold:

I have been informed that General Philip R. Faymonville told in Moscow that at the present time U. S. A. working out new variant of armoment for planes " Aircobra " type, with three guns. Furthermore General Faymonville asked whether or not the Soviet Government is interested in getting of the above mentioned type - instead of persuit airplanes originally scheduled for delivery.

I am asking your kind consideration to inform me on this matter, due to the fact that my Government is very much interested in obtaining this particular type of planes - aspecially armored with three guns.

I am thanking you in advance.

Sincerely yours,

A. I. Belyaev
Major-General
Chairman

AIB/as

6/16/42
Gen. Wagner
Prepare
reply for me

DECLASSIFIED

SECRET

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED
DECLASSIFIED
DOD WHS

AFAMC-3
6-11-42
BEM:dh

JUN 13 1942

Ext. 2554

Major General A. I. Belyaev, Chairman
Soviet Government Purchasing Commission
3355 Sixteenth Street, N. W.
Washington, D. C.

Dear General Belyaev:

The resume of airplane deliveries from the United States to the U. S. S. R. as outlined in your letter of June 8, 1942 is substantially in accord with our records. I want you to know that we have given this project the very highest priority, even to the degree of diverting airplanes that were allocated to our own units to your service.

Shipments of light bombers were being rapidly prepared until the U. S. S. R. requested certain changes, including the installation of 50 caliber guns in the rear cockpit in lieu of 30 caliber guns. These changes have been accomplished and are now only awaiting final approval from your representative at Newark, New Jersey. Preparations have been made to insure the rapid delivery of these airplanes as soon as this "go ahead" is given.

These airplanes should be promptly cleared.

In regard to your request to accelerate the delivery of the remaining 209 bombers, I intend to continue diversion from our units with a view of substantially meeting your request.

The shipment of not less than 200 bombers in June can be made if you take action to get these airplanes immediately released for crating.

You can be assured of our continued cooperation in this matter.

Sincerely,

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

GEN. ARNOLD

DECLASSIFIED

A-806

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Telephone
Michigan 9121

Cable Address
"Sovpurchase Washington"

DECLASSIFIED
DOD Wvr
By NLRR 8/4/06

The Soviet Government Purchasing Commission
in the U.S.A.

3355-16th Street, N.W.
Washington, D.C.

June 8,1942

Lt. General H. H.Arnold
Commanding General
Army Air Force
U. S. War Department
Room 2088 Munitions Bldg.
Washington, D. C.

DECLASSIFIED
SECRET

Dear General Arnold:-

In accordance with the Moscow Protocol, the Government of the United States undertook to deliver to the U. S. S. R. 900 light and medium bombers by July 1,1942.

In January 1942, General Spalding submitted a schedule outlining the following plan of airplane deliveries:

300 - Boston III planes diverted from the British - by January 1,1942, at the rate of 100 planes monthly; 528 - A-20C and 72 - B-25C airplanes from the U.S.Air Corps. Actually, only 44 Boston III planes, diverted from the British contract, were shipped by January 1,1942.

Beginning January 1,1942, the U. S. Air Corps has been making regular deliveries of bomber planes - not including the British diversion.

As a result of the foregoing, by June 5th, 1942, - 427 light and 57 medium bombers were shipped to the U.S.S.R. In addition to these, by June 5th, 192 light and 15 medium bombers were awaiting shipment in ports and airports. Consequently, the sum total of airplane deliveries, including those in port, numbers 691 light and medium bombers.

Being in urgent need of supplying the front lines of the Soviet Union with planes, of the type mentioned above, our Government authorized me to ask you, to please accelerate the delivery of the 209 undelivered bombers, so that all remaining bombers be shipped from the U. S. A. to the U.S.S.R. during July, 1942.

Our Government has also authorized me to solicit your kind cooperation in shipping to the U.S.S.R. during the month of June, 1942, not less than 200 -250 bombers, which are at present in Newark and Miami.

I shall be greatly obliged for your kind cooperation in the task of strengthening the Air Force of our Army.

6/9/42 Gen Meyer please reply

Sincerely yours,

Belyaev

DECLASSIFIED

A. I. Belyaev, Major-General
Chairman

sap/jr

SECRET

A-806

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

DECLASSIFIED

AFAMC-4
DFF
6-11-42

AFAMC-4
DFF:etg

Written 6-11-42

JUN 13 1942

Major General A. I. Belyaev
Soviet Government Purchasing Commission
3355 - 16th Street, N. W.
Washington, D. C.

Dear General Belyaev:

With reference to your request of June 6th, I am advised that the Douglas contingent now having arrived in Basra there should be no difficulty in meeting your requirement for the assembly of at least 170 A-20C airplanes during the current month.

Colonel Shingler is being advised accordingly and the necessary action will be taken to meet your requirements for the month of June, subject of course to the timely arrival of the aircraft en route.

Sincerely yours,

Hap Arnold

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

Dispatched
JUN 13 1942
AAG

etg
Dictated Colonel D. F. Fritch
Room 4127 Munitions, Extension 5767

DECLASSIFIED

COPY FOR CHIEF OF AIR STAFF

SECRET

Air AG 452.1 Russia (11-4)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

Telephone
Michigan 9121

Cable Address
"Sovpurchase Washington"

DECLASSIFIED
8/4/72

THE SOVIET GOVERNMENT PURCHASING COMMISSION

IN THE U. S. A.

3355 16th St. N. W.
Washington, D. C.

June 8, 1942

Lt. General H. H. Arnold
Commanding General
Army Air Forces
U. S. War Department
Room 2918 Munitions Bldg.
Washington, D. C.

Dear General Arnold:-

In accordance with a communication received by us from Moscow, 231 - A20-C planes have reached Basrah and Abadan by May 25th, 1942; out of this number - 129 machines are assembled, and 102 unassembled. On the way to Basrah are 93 more A20-C planes.

The assembly plant at Basrah, in our estemination, could assemble seven (7) planes daily. Subsequently, this would enable us to receive the 170 - 180 bombers a month - so urgently needed at the front lines. However, the plant schedule shows that only 100 bombers are planned for assembly during the month of June.

We shall greatly appreciate it, if you will kindly authorize Colonel Singler to make the necessary provisions to have the assembly plant at Basrah assemble 170 - 180 bombers during June, 1942.

I thank you for your early and favorable reaction to the foregoing.

Sincerely yours,

/s/ Belyaev

A. I. Belyaev -
Major-General
Chairman,

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

AFAMC-4
DFF
DECLASSIFIED

Written 6-11-42

JUN 13 1942

Major General A. I. Belyaev
Soviet Government Purchasing Commission
3355 - 16th Street, N. W.
Washington, D. C.

Dear General Belyaev:

With reference to your request of June 8th, I am advised that the Douglas contingent now having arrived in Basra there should be no difficulty in meeting your requirement for the assembly of at least 170 A-20C airplanes during the current month.

Colonel Shingler is being advised accordingly and the necessary action will be taken to meet your requirements for the month of June, subject of course to the timely arrival of the aircraft en route.

Sincerely yours,

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

Dispatched
JUN 13 1942
AAC

etg
Dictated by Colonel D. F. Fritch
Room 4127 Munitions, Extension 5767

SECRET DECLASSIFIED
COPY FOR AIR ADJUTANT GENERAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Telephone
Michigan 9121

Cable Address
"Sovpurchase Washington"

DECLASSIFIED

DECLASSIFIED

THE SOVIET GOVERNMENT PURCHASING COMMISSION

IN THE U. S. A.

3355 16th St. N. W.
Washington, D. C.

June 8, 1942

Lt. General H. H. Arnold
Commanding General
Army Air Force
U. S. War Department
Room 2018 Munitions Bldg.
Washington, D. C.

Dear General Arnold:-

In accordance with a communication received by us from Moscow, 231 - A20-C planes have reached Basrah and Abadan by May 25th, 1942; out of this number - 129 machines are assembled, and 102 unassembled. On the way to Basrah are 93 more A20-C planes.

The assembly plant at Basrah, in our estamination, could assemble seven (7) planes daily. Subsequently, this would enable us to receive the 170 - 180 bombers a month - so urgently needed at the front lines. However, the plant schedule shows that only 100 bombers are planned for assembly during the month of June.

We shall greatly appreciate it, if you will kindly authorize Colonel Bingler to make the necessary provisions to have the assembly plant at Basrah assemble 170 - 180 bombers during June, 1942.

I thank you for your early and favorable reaction to the foregoing.

Sincerely yours,

/s/ Belyaev

A. I. Belyaev -
Major-General
Chairman,

Orig file in Classified Files

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
Auth: [illegible]

AFAEP
HAC-dmn
wtn 5/25/42

MAY 27 1942

Major-General A. I. Belyaev,
The Soviet Government Purchasing Comission in the U.S.A.,
3355 - 16th Street, N.W.,
Washington, D.C.

My dear General Belyaev:

During the temporary absence of General Arnold, your letter of May 23rd has been referred to me for reply.

The Army Air Corps does not have a two-seater, single engine airplane of the characteristics you described nor is there any design contemplated for an airplane for the purpose you indicated. If the air situation over any battlefield will permit the employment of artillery regulating aircraft, it is our present intention to use aircraft of the fighter type for this purpose.

Regretting our inability to assist you in this matter, I remain

Sincerely yours,

MAY 27 1942
AAG

File a 8/27/42

HILLARD F. HARMON,
Major General, U. S. Army,
Chief 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-M PD	A-Insp.	Budget	Statistics	
							C				

AAF-30

~~SECRET~~

DECLASSIFIED

Air AG 452.1 Russia (113)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Telephone
Michigan 9121

Cable Address
"Sovpurchase Washington"

DECLASSIFIED
By AUL-AF 9/1/78

The Soviet Government Purchasing Commission
in the U.S.A.

3355-16th Street, N.W.
Washington, D.C.

May 23, 1942

DECLASSIFIED

SECRET

Lt.Gen. H.H. Arnold
Commanding General
Army Air Force
U.S. War Department
Room 2018 Munitions Bldg.
Washington, D.C.

Dear General Arnold:

Our government, in connection with the urgent needs of front line defense, would like to obtain an airplane which could be used for the correction of artillery fire.

This is to be a two seater, single motor plane with a maximum speed of not less than 250 miles per hour and equipped with machine guns. In the event the U.S.A. Air Corps does not have such planes at their disposal I shall appreciate the opportunity of making the study of any airplane which in your opinion would meet the demands of an artillery corrector plane.

I thank you in advance for your kind and early reaction to this communication.

Sincerely yours,

Belyaev

A.I. Belyaev
Major-General
Chairman

JR:ebg

DECLASSIFIED

SECRET

Air Ag 452.1 Russia (113)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MANUSCRIPT DIVISION
DECLASSIFICATION PROJECT

ACCESS RESTRICTED

The item identified below has been withdrawn from this file:

File Heading: SAS 452.1 Russia
Sect. I Case 1-150

Date: 9 June 1942

From: FDR

to: Sec. of War

memo + enclosure (draft Protocol)

In the review of this file this item was removed because access to it is restricted. The item identified has been withdrawn because it contains security classified information.

5

aln 8/24/76
Reviewer Date

LC 77-57 (9/75)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

AFAMC-9
REM
Ext. 2554

MAY 4 1942

Major General A. I. Belyaev, Chairman
The Soviet Government Purchasing Commission
3355 - 16th Street, N. W.
Washington, D. C.

Dear General Belyaev:

Your letter of April 28, 1942 in regard to delivery of U. S. airplanes under the Moscow Protocol has been given careful consideration.

You are, undoubtedly, aware of the fact that all A-20 and DB-7 production is now being diverted to the U.S.S.R. at the expense of British and U. S. Air Forces. We are doing everything possible to accelerate production of this type of airplane and it now appears probable that your May and June schedule of 224 bombers will be increased to over 300. On this basis all the bombers under the Moscow Protocol should be delivered by the middle of July instead of the middle of August as previously planned.

In regard to the P-40 pursuit airplanes, all the P-40E-1 model pursuit airplanes, the type that you are getting, are now going to Britain and the U.S.S.R. While it is highly improbable that we can accelerate the present May and June schedule of deliveries, every effort will be made to complete our commitment under the Protocol by July 31st, but in any case not later than August 15th.

As I stated to you over the phone, demands on the United States for aircraft, from all corners of the earth, are extremely heavy, but I wish to reassure you that we will continue to do everything humanly possible to fulfill our commitments under the Protocol at the very earliest date.

Very truly yours,

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

452.1 Russia (109)

Dispatched
MAY 4 1942
AAG
lw

Copy of ltr sent to Classified File
Copy sent to Gen. Harmon
& to Gen. Eisenhower

File

DECLASSIFIED

SECRET

466

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

C
O
P
Y

SECRET

DECLASSIFIED

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

April 28, 1942.

MEMORANDUM FOR GENERAL HARMON:

SUBJECT: Request for Airplanes by Russian Government.

The attached is a request from the Russian Government for airplanes, submitted to me by General Belyaev. I assured him that it would be given due consideration, that we were studying the whole problem of allocation of airplanes at this writing, and that as soon as possible we would come to some decision as to what we could do or could not do for him.

I outlined to him the demands being made on the United States for aircraft from all corners of the earth: our missions in India, Australia, along the Ferry Route, and possible use at other places. I told him the best we could hope for was a study with a view of seeing what would be available. It is believed that this should be given very careful study by Meyers with a view of seeing what, if anything, can be done.

I have furnished copies of this letter, with my memorandum to you, to General Eisenhower, General Burns and General Smith.

Have reply prepared for my signature.

/s/ H. H. Arnold

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

- SECRET

DECLASSIFIED

COPY

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Telephone
Michigan 9121

~~SECRET~~

DECLASSIFIED

Cabel Address
"Sovpurchase Washington"

THE SOVIET GOVERNMENT PURCHASING COMMISSION
IN THE U.S.A.

3355-16th Street, N.W.
Washington, D. C.

April 28, 1942

Lt.General H. H. Arnold
Commanding General Army Air Force
U.S. War Department
Munitions Building
Washington, D. C.

Dear General Arnold:

In accordance with the Moscow Protocol, the U. S. Government was scheduled to deliver to the U.S.S.R. 900 Bombers and 900 Pursuit Planes by July 1, 1942, with a monthly delivery of 100 Planes of each type, beginning October, 1941.

By April 24, 1942, there should have been delivered approximately 700 Bombers and 700 Purusit Planes.

However, the talbe submitted below, clearly illustrates the actual state of deliveries to-date, which are still far below the figures mentioned above.

Type of planes	U.S.A. Commit. under Moscow Protocol	Actually shipped up to Apr.24 1942	Ready for shipment in port and Air Depots	Total (shipped) (& ready) (for shipt.)	Scheduled by War Dept. for May and June deliveries	Total to be del'd by 7/1 1942	Balance to be del'd after 7/1/42
Bombers A-20-C DB-7 B-25	900	388	54	442	224	666	234
Pursuit Planes P-40	900	438	36	474	200	674	226
Total	1,800	826	90	916	424	1,340	460

Needless to say, that I most certainly appreciate everything done by the U. S. Government, and by you personally, towards the reinforcement of our Air Force.

However, taking into consideration the tremendous strain of air fighting during the current spring and coming summer, and hence the great need of still further reinforcement along the line of aviation, I deem it necessary to ask you, please to increase

(cont'd on page #2)

DECLASSIFIED

Copy

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

April 28, 1942

Lt. General H. H. Arnold - cont'd.

the airplane deliveries up to July 1, 1942, in such quantities as you will find feasible, bearing in mind, of course, our mutual interests.

I take this opportunity of thanking you for your kind efforts on our behalf, and in anticipation of your favorable reaction to this communication, I remain

Yours very truly,

SOVIET GOVERNMENT PURCHASING COMMISSION

(Signed)

Major-General A. I. Belyaev-
Chairman

sap
jr

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~ DECLASSIFIED

Ferrying P-38 Aircraft to South Pacific

WEH:JT 5246

6 APCAS APATC 1942 11-23

For action recommended in paragraph 2, Item #5.

Dispatched NOV 24 1942 AAF

Incls. n/e

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

File

DECLASSIFIED
~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
SECRET
DECLASSIFIED
By [illegible] Date 8/24/76

File No. . . . . .

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

Tally No. AAF . . . . . .

SUBJECT: Munitions Assignment Board's recommendation (JCS-42)

NO.	FROM	TO	DATE	COMMENTS
1.	General Kuter	General Arnold	1942 4/26	AFDAS LSK:cmc In your absence, I have expressed your approval of General Handy's proposal that the Joint Chiefs of Staff disapprove the Munitions Assignment Board's (JCS-42) recommendation to allot a "reasonable number of transport airplanes to the Russians". L.S.K. AFDAS
2	Gen Arnold	AAG File		Noted + approved HHA

AG 452.1 Russia (10-7)

DECLASSIFIED

(Do not use reverse side)

SECRET

Page No. 1

W-4071-AC, Rev. 8/24/41

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AFRBS
LPR/rr
DECLASSIFIED

~~SECRET~~

DECLASSIFIED

April 11, 1942

MEMORANDUM FOR THE SECRETARY OF WAR.

Subject: Transport Airplanes for USSR.

1. 1. Reference is made to memorandum of the Munitions Assignment Committee (Air), Case No. 23, dated April 10, 1942, allocating 29 C-47 and C-53 transport airplanes to Russia during May and June, 1942.

2. Reference memorandum also indicated the probability of additional allocations to Russia of transport airplanes during the remainder of this calendar year.

3. I protest most emphatically this allocation of transport airplanes for the following reasons:

a. The number of transport airplanes now on hand the Army Air Forces is entirely insufficient to meet our urgent and pressing needs.

b. It has been for some time and now is impossible to assign more than a very few transport airplanes to the vital mission of training parachute and airborne troops, which as you know constitutes an absolutely essential part of our contemplated effort.

c. To meet the training requirements for and to have in combat the 200 transport airplanes in August and the 400 airplanes in November which have been allocated for airborne, parachute, and glider troops for the main effort, and to provide in addition the essential minimum requirements of the Ferrying Command, the Air Service Command, and all overseas areas where the Army Air Forces are operating, will require every transport airplane that is now available, or that can be provided by our entire production.

d. I feel it essential for the success of our contemplated effort that this allocation of aircraft be cancelled

DECLASSIFIED

~~SECRET~~

452.1 Pursuit (06)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

~~SECRET~~

and that no further allocations of transport aircraft be considered until our own urgent needs have first been supplied.

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

WD, Army Air Forces
APR [illegible]
AND ENCLOSURES from Gen Weber
Orig-Prot 2cpd 4 delivered.

A-1/AS
A-2 AS
Instl. S.
A-3 AS
A-4 AS
Plans AS
Intn AS
Pil. Req.
A.
Depts.
Gr. Sup.
Proc.
Insp.
Tra.
Flying, M&C
Tech.
Pub.
Dir.
Mi.
Civ.
Surg.
J. Advoc.
Budget
Fiscal
Mgmt. Con.
Adj. Gen.
Org. PL
Stat. PL
Leg. PL
Stat. C.
U. S. C.
C.

DECLASSIFIED

~~SECRET~~

- 2 -

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DECLASSIFIED
(Written 4/7/42)
8/24/76

(AFAMC 8)
HRF:MRH

APR - 1942

Mr. L. A. Rasin, Member
Soviet Government Purchasing Commission

Dear Mr. Rasin:

Receipt is acknowledged of your letter of April 3, 1942 in regard to U. S. airplanes being shipped to Russia. I have investigated the status of these allocations and find the following:

1. B-25 Airplanes

Allocations, 1st Quarter (Jan. Feb. March)		36
(a) Delivered by Pan American (4 reached Basra) — These planes left the United States without bomb sights, head sets, and microphones. All shortages are now at Morrison Field and being placed as loose equipment on B-25's en route for Russia	5	
(b) En route to Natal by Pan American — All Equipment complete	3	
(c) Delivered to Pan American at Miami — All equipment complete	23	
(d) At Morrison Field — These planes arrived short of microphones, bombay fuel tanks, radio kits, engine tool kits. However, these shortages are now on hand at Morrison Field and being installed.	3	
(e) At Phoenix	3	
	37	

2. A-20 Airplanes

(a) All the 200 planes covering the January and February Allocation have been shipped. Some of these airplanes left without certain G.F.E. equipment which was in accordance with agreement with the Soviet representatives. All the G.F.E. equipment that was short has now arrived at Newark, is crated, and is either shipped or in process of being shipped.

(b) March Allocation		100
(c) Shipped complete	44	
(d) At Newark	56	

DECLASSIFIED
CONFIDENTIAL

A-1/AS
A-2/AS
Asst. S.
A-3/AS
A-4/AS
Plans AS
Intg AS
Mil. Req.
A. Del.
Branch
Gr. Sup.
Base S.
War O&M
Ind. Tr
Tech. S.
Comm.
Weather
Traffic
Photo. M&C
Tech. Insp.
Fch. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pers.
Surg.
J. Advoc.
Chaplain
Fiscal
Asst. Com.
Adj. Gen.
Org. Pl.
Stat. Pl.
Log. Pl.
Hist. C.
A. S. C.
F. C.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

(Written April 7, 1942) hrp/leh

Ltr to Mr. L. A. Rasin

Page 2

All G.F.E. shortages of (d) are now at Newark or en route Air Express except four Flexible and sixty-four Fixed .30 caliber guns. These 68 guns are being picked up at Rock Island Arsenal today and are scheduled to arrive at Newark tomorrow.

3. P-40 Airplanes

344 have been shipped. All spares are being delivered concurrently. All spares for March delivery are being rapidly made up and are now 90% complete. All G.F.E. shortages have been made up.

I thank you for your suggestion as to the set-up of the Defense Aid Organization in Dayton, Ohio, and you can be assured that every consideration is being given to changes in our Organization that will permit more expeditious movement of complete equipment to Russia.

In this connection, it is suggested on all matters pertaining to shipments to your country, that your representatives keep in close contact with the Defense Aid Section, Materiel Command, which is the office set up under the supervision of Brig. General Bennett E. Meyers, who is the Defense Aid officer for the Air Forces.

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

A-1/AS
A-2/AS
Asst. S.
A-3/AS
A-4/AS
Plans/AS
Insp. AS
Mil. Req.
A. Del.
Comm.
Gr. Sup.
Base S.
Air O&M
Gnd. Tr
York. S.
Comm.
Weather
Traffic
Photo. C
Tech. Insp.
Pub. Rel.
Div. Pers.
Mil. Pers.
Civ. Pers.
Surg.
J. Advoc.
Budget
Fiscal
Mgmt. Con.
Adj. Gen.
Org. Pl.
Mob. Pl.
Log. Pl.
Mat. C.
A. E. C.

APR 8 1942
AAG

DECLASSIFIED

CONFIDENTIAL

Ltr AS 452.1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Telephone
Executive 0450

Cable Address
"Sovpurchase Washington"

DECLASSIFIED

The Soviet Government Purchasing Commission
in the U. S. A.
April 3, 1942

Washington Office
Defense Building
1026 17th Street N.W.

Lt. General H. H. Arnold
Commanding General, Army Air Force
U. S. War Department
Room 2016, Munitions Building
Washington, D. C.

Dear General Arnold:

Several times within the last two months we have received information from Moscow to the effect that planes delivered from the United States, namely, B-25s, P-40s and DB-7s, were not fully complete and lacked a sufficient quantity of spare parts and tools. Consequently, many of these planes could not be put into action and therefore, are grounded at the present time.

We wish to call your attention to the matter of shipment of planes and spare parts, particularly with reference to the incomplete condition in which some of these planes have gone forward to the U.S.S.R., as well as the inadequate quantity of spare parts supplied for these planes.

1. Planes B-25

According to schedule, 36 planes B-25 were to have been shipped to the U.S.S.R. during March. In the middle of March 21 of these planes arrived at Florida. However, up to the present writing they could not be flown, due to existing shortages of equipment. The planes lacked the following:

a. Bomb Sights
b. Auxiliary Radio Receivers
c. Microphones
d. Telephones
e. Machine Guns (on two of the planes)
Etcetera

Five planes had already left at the beginning of March, in an incomplete condition as referred to above.

These shortages resulted in a delay in shipment of the B-25 planes. Recently some spare parts for these planes arrived at Weehawken Depot, N. J. However, the quantity of these spare parts is not sufficient.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

2. Planes A-20

During the month of March, 200 planes A-20C were shipped to the U.S.S.R. Despite our requests that planes be shipped only in complete condition, these 200 planes were not in such condition when shipped. Shortages of equipment, covering about 150 of these planes, were delivered several days after the respective planes had been shipped. Up to the present time, deficiencies still exist and have not been made up on the balance of 50 planes. Shortages on the 50 planes are as listed below:

	Description	Quantity
a.	Machine Guns, caliber .30	119
b.	Cartridge Cases	1031
c.	Bomb Racks	90
d.	Bomb Sights	25
e.	Oxygen Balloons	520
f.	Telephones	362
g.	Microphones	302
	Etcetera	

Furthermore, spare parts for the 200 planes A-20C were not shipped. Only recently, two carloads of spare parts arrived at Weehawken, N. J.

3. Planes P-40

To date 334 planes P-40 have been shipped from the United States to the U.S.S.R., but spare parts for these planes have been shipped in quantities insufficient to meet requirements.

The shortages indicated above are typical of the practice followed to date, i.e., not supplying required quantities of equipment and spare parts with each shipment of planes.

The main obstacle to getting airplanes complete with all equipment and spare parts is that Defense Aid Organization has to do all its work through either the Materiel Division or Air Service Command. This consumes a good deal of additional time (so terribly expensive during the War) and also leads to some very unfortunate cases in which very definite orders and instructions are not followed in the proper manner. As an example, the March delivery of A-20C airplanes may be cited. Orders were given in advance not to ship these airplanes to Newark until they were absolutely complete. About the middle of March an official report was given on the telephone by the Pacific Coast Air Corps representative that these airplanes were completely equipped. It was only after the arrival of the first group of these airplanes at Newark that it was discovered that they had a great deal of shortages (some of these very important, such as machine guns, bomb sights, etc.), which are not covered to date, and are therefore holding up shipment of the planes. A similar situation exists with reference to B-25C airplanes.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Unfortunately, under the present set-up and existing limits of authority, Defense Aid Organization at Dayton, Ohio cannot do anything directly to prevent the shortages or speed up their delivery, and in each instance, even very minor, has to act through either the Materiel Division or Air Service Command.

In order that airplanes which are now being delivered for the U.S.S.R. may be shipped promptly, fully equipped, with all necessary spare parts and maintenance tools, we believe that it is most desirable that the Defense Aid Organization be transferred from the Air Service Command and be directly responsible to the Commanding General of the Air Force, as a separate Command.

We wish to emphasize that it is our studied opinion that only by having one specific division or group responsible for a solution of all problems can deliveries of airplanes to the U.S.S.R. be effected on scheduled dates, of fully equipped airplanes, with necessary spare parts and tools. Such measure, if accomplished, will save weeks of delivery time and will add months of active operations of airplanes on the battlefields.

We wish to ask that you be good enough to give this matter your prompt consideration, with a view towards effecting a marked improvement in the situation pertaining to delivery of planes, so that all planes may go forward fully and completely equipped, and shipments of spare parts coordinated to insure their being shipped in sufficient quantities and in due time.

Sincerely yours

L. Razin

L. A. Razin, Member
SOVIET GOVERNMENT PURCHASING COMMISSION

CC: Major General James H. Burns
Brig. General Henry S. Aurand
Colonel C. P. Kane

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

SECRET

Changes Made by Russia on American Types of Airplanes.

452.1 (Russia) 104

AFCAS AAF/A-2 4/7

AFCAS
JYY/mrb

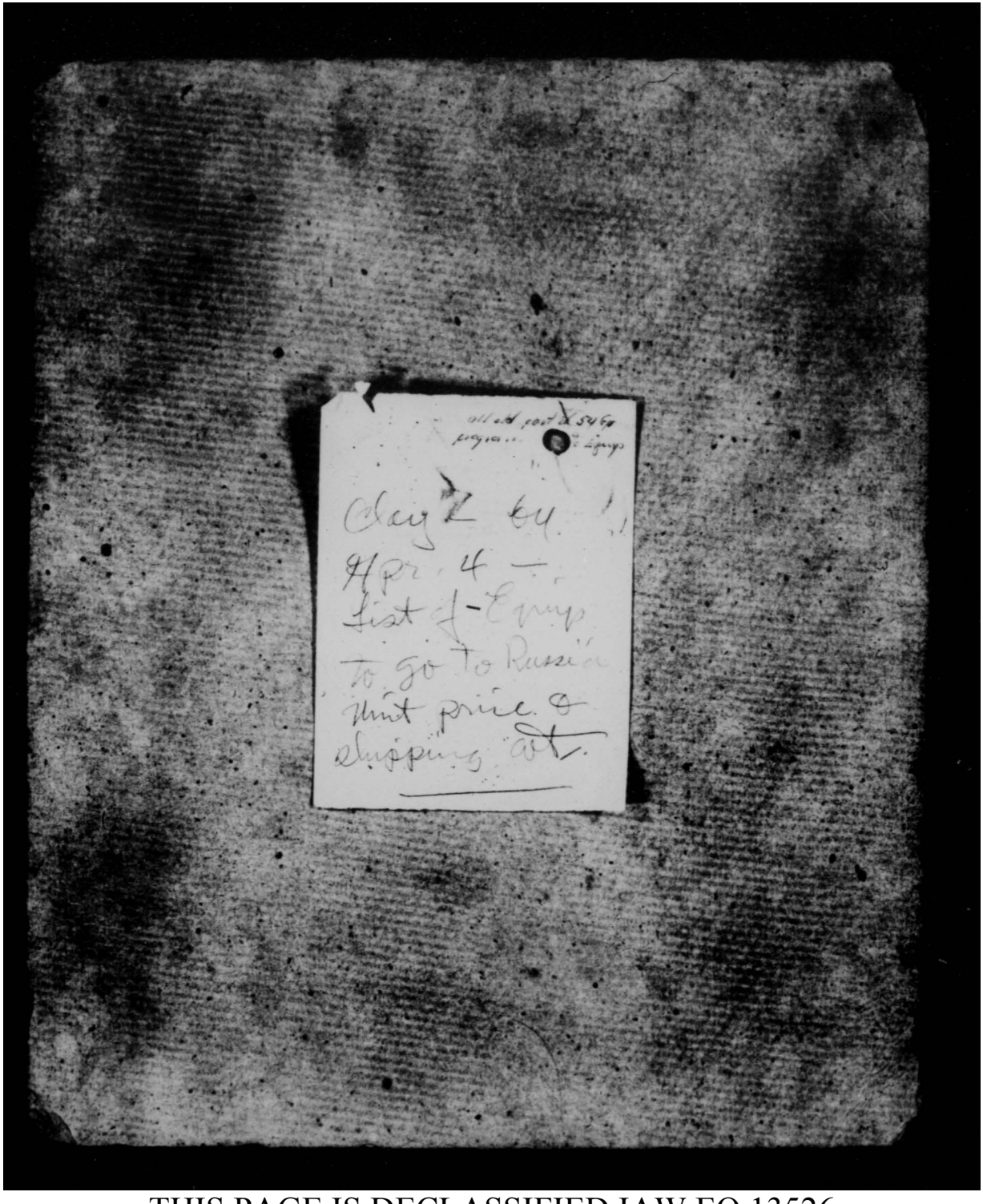
1. This directive has been noted by General Harmon. The Chief of the Air Staff directs immediate action be taken to secure information desired by General Armold.

JYY/S/AS

APR 7 1942
AAG

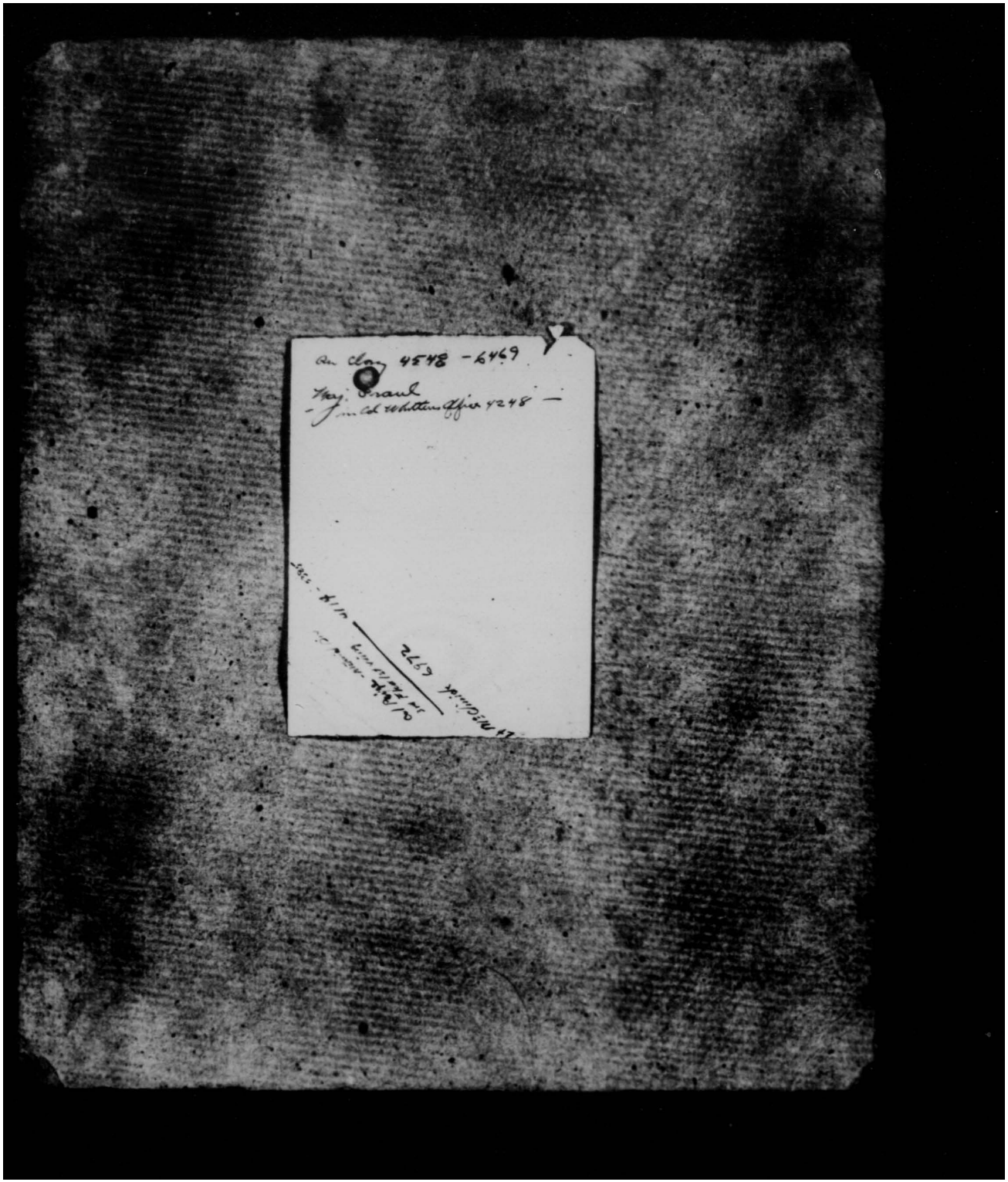
THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DECLASSIFIED
NARA

APR 5 - 1942

MEMORANDUM FOR COMMANDING GENERAL, SERVICES OF SUPPLY

ATTENTION: Brig. Gen. L. D. Clay

SUBJECT: Airplanes Available for Russia-Re The President's Letter of March 21, 1942.

1. Four charts have been forwarded to your office (by hand to Col. Wood) presenting the situation in the Army Air Forces relative to resources in airplanes to meet existing operational and materiel commitments.

2. The basis of the materiel commitments in the charts (line entitled "Less D. A. Commitments") is the so-called Arnold-Portal Agreement plus an extension into 1943 of commitments at the rate of the commitments to the British as of December, 1942, under that agreement.

3. Operational commitments (disposition of units and sources of attrition) are based on Joint Chief of Staff Study #23 plus the assumption that units activated in 1943 under approved programs will be available in active theaters in support of the offensive forces projected in J. C. S. # 23 three months after their activation.

4. A survey of the charts forwarded to your office indicates clearly that operational and materiel commitments under existing programs cannot be met.

5. A study is in preparation to the end that recommendations be made to higher authority that Defense Aid commitments be reduced and, in some categories, eliminated to enable the Army Air Forces to meet their operational commitments.

6. Tab A is attached in reply to the verbal request from your office for unit costs and shipping weights of items involved under existing commitments to Russia.

7. A study of the charts submitted herewith indicates clearly that if the Army Air Forces is to meet its present commitments and carry on essential projects for the support of these commitments that

DECLASSIFIED

M-6990, AF

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

452.1 Russia (03)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

no aircraft can be made available for transfer under a new Russian Protocol. However, it is recognized that aid to Russia is a matter of vital concern to the United States and if, in spite of the danger of limiting Army Air Forces projects, it is deemed essential that a certain number of airplanes be transferred to Russia under the new Protocol, it is recommended that the assignment of airplanes to Russia be limited to the numbers, types and rates established under the existing Protocol.

For the Commanding General, Army Air Forces:

W. F. Harmon,
Major General, U. S. A.
Chief of the Air Staff.

1 Enc.
Dispatched
APR 5 1942
AAG

SECRET

DECLASSIFIED

HEADQUARTERS ARMY AIR FORCES												COORDINATION
Chief of Staff	Secy A. C. Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Stat. Sec.		

AAF 19

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
DOD Dir. 5200.10
By AUWAF Date 8 JUL 2013

TAB A

Model Airplanes Involved	Unit Price (includes spare parts)	Unit Add 25% additio for spare parts
B-25 C	$240,000	239.5 ship tons
A-20 G	$186,000	143.0 ship tons
P-40 E	$100,000	62.5 ship tons

DECLASSIFIED

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

~~SECRET~~
DECLASSIFIED

File No.

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

Tally No. AAF

SUBJECT: Materiel Available for Russia.

NO.	FROM	TO	DATE	COMMENTS
1.	AFRCM D-4	AFCAS	1942 4-4	1. In accordance with the instructions in attached memorandum, charts indicating aircraft shortages in the Army Air Forces for the period July, 1942, through June, 1943, based on existing operational and materiel commitments (projected into 1943) have been handed to Colonel Wood in General Clay's office. (Colonel York has copies of these charts.) 2. Colonel Wood requested a memorandum presenting recommendations in relation to AAF Aircraft shortages. A suggested reply to Colonel Wood's request is attached for your signature. 3. The charts forwarded to General Clay are the same as those being used by Air Plans in preparation of the latter to the Chief of Staff recommending reductions in Defense-Aid commitments. 4. Colonel Pace's office (Mat. Command) has been requested to provide General Clay with a list of items to go to Russia under existing protocol. Incl. Memo for Dir Mil. Req. 3-26-42 " " Com. Gen. Services of Supplies. O.S.F. Col. A.C. Dir. W.C.&I.

DECLASSIFIED

(Do not use reverse side) AGO 071, AC. Rev. 8/14/41

Page No. ~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

DECLASSIFIED (AFHQ TR) By AHqAF 8/4/14

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

March 26, 1942.

MEMORANDUM FOR THE DIRECTOR OF MILITARY REQUIREMENTS:

SUBJECT: Materiel Available for Russia.

1. The President has called for a statement from all activities as to the overages that may exist over requirements in all categories during the perfod July 1942 to June 1943 inclusive, this with a view to the possibility of making these overages available to Russia.

2. The presentation of this data has been made a responsibility of General Somervell, who has called upon us to submit a report on this subject by April 3rd. This report is to be handed to General Clay in General Somervell's office.

3. It is directed that such a study be prepared on the basis of existing production estimates and on a basis of allocation of aircraft under the Arnold-Portal agreement, extended to June 1943 on ratios existing at the end of December 1942, but not exceeding actual numerical allocation to British under this agreement.

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

1 Incl:
Copy ltr to S/W
from the President
3/24/42.

DECLASSIFIED

SECRET

Air AG 452.1 Russia (10-3)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MANUSCRIPT DIVISION
DECLASSIFICATION PROJECT

ACCESS RESTRICTED

The item identified below has been withdrawn from this file:

File Heading: SAS 452.1 Russia
Section I Case 1-150

Date: 24 Mar 1942

From: F. D. R

to: Sec of War

In the review of this file this item was removed because access to it is restricted. The item identified has been withdrawn because it contains security classified information.

C - 2 copies -

aln — Reviewer

8/24/76 — Date

LC 77-57 (9/75)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

AFCAS
MFH/mwb

AAG/AW 3/24/42

March 26, 1942.

MEMORANDUM FOR THE DIRECTOR OF MILITARY REQUIREMENTS:

SUBJECT: Materiel Available for Russia.

1. The President has called for a statement from all activities as to the overages that may exist over requirements in all categories during the period July 1942 to June 1943 inclusive, this with a view to the possibility of making these overages available to Russia.

2. The presentation of this data has been made a responsibility of General Somervell, who has called upon us to submit a report on this subject by April 3rd. This report is to be handed to General Clay in General Somervell's office.

3. It is directed that such a study be prepared on the basis of existing production estimates and on a basis of allocation of aircraft under the Arnold-Portal agreement, extended to June 1943 on ratios existing at the end of December 1942, but not exceeding actual numerical allocation to British under this agreement.

Dispatched MAR 27 1942 AAG

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

1 Incl:
Copy ltr to S/W from the President 3/24/42

HEADQUARTERS ARMY AIR FORCES - COORDINATION										
Chief of Staff	Sec. Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-M&D	A-Insp.	Budget	Statistics

DECLASSIFIED

AAF-39

Air AS 452.1 Russia (6)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AAF 4-2
ALW 2d

~~SECRET~~

DECLASSIFIED

March 10, 1942

Rear Admiral W. H. Standley,
Navy Department,
Washington, D. C.

Dear Admiral Standley:

In connection with the transfer of U. S. planes to Russia, it is far more feasible due to shortage of ships to effect this transfer through Alaska than through Basra as at present. As the Russians have been reluctant to divulge any information concerning their landing fields, it is assumed that they desire to take delivery in Alaska rather than have our pilots fly planes into Russia. The transfer of pilots should be effected either at Nome or Fairbanks, preferably the latter, which is an established Air Base.

Bomber planes can be flown from the United States through to the Russian-German frontier without seriously impairing their usefulness on arrival. Pursuit planes, however, if flown that distance, approximately 12,000 miles, might well require considerable overhaul before going into service. It is, therefore, suggested that the pursuit planes from the U. S. be placed in service in the Vladivostok area, thus releasing the Russian pursuit planes in that area for service on the Russian-German frontier. This procedure will also eliminate the necessity of the Russians' supplying the area from their own distant plane factories.

Will you take this matter up with the Government of U.S.S.R. and determine if this plan is agreeable. Transfer of airplanes to Russia by this route can be started during May, 1942.

Sincerely,

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

453.1 Russia (10)

JUL 9 1942 Copy to OPD & S for Gen. Bradley 2d AF
Recvd. Joseph Smith
Asst to SE

DECLASSIFIED

~~SECRET~~

AAF/RMF

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

DECLASSIFIED
E.O. 12958
By NLWRT NARA, Date 9/24/12

Rear Admiral W. H. Standley,
Navy Department,
Washington, D. C.

Dear Admiral Standley:

In connection with the proposed transfer of U. S. planes to Russia, it is far more feasible to effect this transfer through Alaska than through Basra as at present. As the Russians have been reluctant to divulge any information concerning their landing fields, it is assumed that they desire to take delivery in Alaska rather than have our pilots fly planes into Russia. This delivery should be effected either at Nome or Fairbanks, preferably the latter, which is an established Air Base.

Bomber planes can probably be flown from the United States through to the Russian-German frontier without seriously impairing their usefulness on arrival. Pursuit planes, however, if flown that distance, approximately 12,000 miles, would require considerable overhaul before going into service. It is, therefore, suggested that the pursuit planes from the U. S. be placed in service in the Vladivostok area, thus releasing the Russian pursuit planes in that area for service on the Russian-German frontier. This procedure will also eliminate the necessity of the Russians' supplying the area from their own distant plane factories.

If this plan is agreeable to the Russian Government, transfer of airplanes to Russia can be started during May, 1942.

Sincerely,

Rewritten 3/10/42 in Gen. Arnold's office.

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secty Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-M&D	A-[illegible]	[illegible]	Sta-tistics	

AAF-39

A-3/37

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

~~SECRET~~ DECLASSIFIED

72

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

(X)
February 19, 1942

SUBJECT: Acceptance of Aircraft at Abadan

TO: Air Adjutant General,
Headquarters Army Air Forces

1. Attached copy of paraphrase of telegram received from the State Department is forwarded to you for duplication and distribution.

C. P. Cabell
C. P. CABELL,
Lt. Col., Air Corps,
Acting Asst. Exec. for Technical
Planning & Coordination.

1 Incl.
Cy. Paraphrase of teleg.
#553, 2/12/42

Cy. furnished:
Operations Services, OCAC

Hq. Army Air Forces
FEB 20 ...
AAG RECEIVED

~~SECRET~~

DECLASSIFIED TPC 8-21
A-No 3 Soviet.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Copy

~~SECRET~~ DECLASSIFIED

PARAPHRASE OF TELEGRAM

To: London

From: Washington

Dated: February 12, 1942

Rec'd:

No. 553

Refer to your telegram no. 70, January 6, our 163, January 14 and your 493, February 2.

The War Department desires to withdraw its request that port facilities at Abadan be under exclusive American control and is prepared to permit arrangements for joint use of such facilities to be made by General Wheeler and the Resident Manager of the Anglo Iranian Oil Company.

With respect to the shipping problem, see Hopkins telegram of February 11 to Harriman.

COPY

DECLASSIFIED

~~SECRET~~

TPC S-21

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

RADIOGRAM

SECRET

DECLASSIFIED

2466 (1)

ACM
WB 155
WTF

AC—4

February 12, 1942

EHB/VOC—1705

AG 400.3295 (2-17-42)MSC

1154PM

FROM: BAGHDAD

TO: MILID

No. 90 February 17th

INFORMATION

From General Wheeler to General Moore. AMSIR R&C 19. Believe that War Office London should not fear as stated by them, that we would merely provide the technicians to supervise complete running installations and that all work must be completed by them.

Answering 27 as follows:- Items 5, 6, 7 and 8 AMSIR Wash, 10 received 16th February in your Amsir Wash. Item 5., 3,000 trucks per month at ---shk is present planned capacity. February, March and April we will be able to receive this for United States. So that we can begin assembly at ---shk about 15th March, we are expecting early arrival of assembly plant.

Item 6. 1,000 additional trucks per month could be assembled for the Russians at - - -shk.

PARAPHRASE

Item 7. We informed you that no trucks would be assembled for the Russians at Karachi in our messages of the 9th of February. Arrangements now, it is believed have been completed to the Russians satisfaction.

Item 8. British have agreed to construct all houses. Personnel and equipment for our project include airplane assembly plants, ordnance depots and trucks. We have requisitioned deficiences from the United States whenever necessary materials were not locally available. At Karachi for example, the British agreed to turn over to us the recently completed but not yet occupied New Malir cantonment which was constructed for a British Armored Division, as replacement, materiel and equipment for necessary water power development and water supply was requisitioned by us.

DECLASSIFIED

SECRET

TPC S-21

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Page II, Message from Baghdad February 17th To Military

DECLASSIFIED

War Office London recently raised question with British Headquarters here, regarding Administrative and Financial arrangement and Division Work responsibility, between Americans and British on lease lend project in Iraq, Persia, Taldi and India, report was submitted by us at Iraq which for your information we repeat: "In project set up, we proceeded on bases, local expenditures by the British and they also to prepare the site of work by construction of such shops, housing and provision of utility as could be properly provided locally, in advance of the arrival of American Contractor. We requisitioned from the United States materials and equipment of which there was a shortage locally.

Discussed project details with British Headquarters in this area and we satisfactorily concluded agreements as to work division. As we assumed the question of financial arrangements or division of cost would be determined later by accountant or adopting adviser we did not consider it. So as to expedite completion of the project and to conserve shipping we considered our objective was to obtain as complete as possible preparation for the project from local sources in advance of the contractors arrival.

Since plans for some of the construction projects depended on local conditions, specifications and drawings could not be prepared in the United States. Therefore at our request and after consultations with British engineers, working drawings were prepared for Construction of Docks. Road construction specifications, completed arrangements for use of land, right of way and local source of construction material, all in advance of our contractor, who will complete all such work as cannot be completed prior to his arrival. Some of their own housing, ships and warehouses will necessarily be furnished by the Americans, who will also supply all of the equipment for these projects plus almost all of the material. Have placed in the United States large requisitions, for equipment and material necessary for the

SECRET DECLASSIFIED

TPC S-21

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

following:--Water supply; pipe lines; docking facilities; electric power; cranes; tugs; and Barges.

SECRET DECLASSIFIED

Construction of railroads; highways; pipe lines and docks are included in our project and also for the British and Russians the assembly and repair of tanks, planes and trucks.

Cooperation and assistance by the British Headquarters in Delhi and Iraq have been most effective and cordial in all preparatory work.

BAKER

EXACT ACTION COPY TO: MISSIONS, CY. NO. 1

EXACT INFORMATION COPIES TO: A. C. OF S., C-2, CY. NO. 2
SECRETARY, GENERAL STAFF, CY. NO. 3
THE QUARTERMASTER GENERAL, CY. NO. 4
A. C. OF S., C-4, CY. NO. 5
CHIEF OF ORDNANCE, CY. NO. 6
CHIEF ARMY AIR FORCES CY. NO. 7
CHIEF OF FINANCE, CY. NO. 8
CHIEF OF ENGINEERS, CY. NO. 9

Received in Cable Section, AAF/AAG
3:40 PM February 21, 1942
Paraphrased by Captain Siebert:tbt

INFORMATION

DISTRIBUTION

AIR FORCES
General Arnold
General Harmon
A-2
A-3
A-4
AWPD

(Information copies only)

Air Corps
Air Service Command

PARAPHRASE

DECLASSIFIED

SECRET

TPC S-21

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

February 16, 1942

MEMORANDUM TO: Lieutenant General H. H. Arnold.

Subject: Status on Basra Project.

1. A boat leaves Providence, Rhode Island, loaded with equipment for erecting airplanes on March 2nd. It proceeds to New York where it picks up two hundred and thirty civilians and fifty military personnel. This group is sufficient to erect one hundred airplanes per month. In addition, there will be five hundred Johnson, Drake & Piper construction personnel taken aboard at New York. This construction personnel is for the purpose of preparing the installation at Abadan, where the airplanes will be erected, and to do other engineering work such as improvements to harbors, building of roads and railroads.

2. It will be impossible to militarize the project at Basra for a considerable time, due to the fact that we do not have sufficient number of properly qualified and trained military personnel.

452.1 Russia

FEB 18 1942 Orig noted by Gen Arnold
Returned to Col

RAY A. DUNN,
Colonel, Air Corps.

Incl.
Cy. Radiogram No. 76.

HEADQUARTERS ARMY AIR FORCES											COORDINATION
Chief of Staff	Secy Air Staff	A A G	A 1	A 2	A 3	A 4	A WPD	A [illegible]	Budget	S [illegible]	

AAF 19

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

BY AUTHORITY OF THE CHIEF of the ARMY AIR FORCES

(AAF AG)

DATE INITIALS

February 17, 1942

DECLASSIFIED

MEMORANDUM TO THE CHIEF OF THE AIR CORPS.
(Attention Colonel Person)

SUBJECT: Acceptance of Aircraft at Abadan.

1. Transmitted is correspondence pertaining to Acceptance of Aircraft at Abadan.

2. Attention is invited to paragraph 1 of first Indorsement dated February 12, 1942 on the same subject.

By command of Lieutenant General ARNOLD:

R. C. LEWIS
Major, Air Corps
Acting Assistant Air Adjutant General

2 Incls-
Letter to C/AS, A-4 dated 2/7/42.
Copy of para of tel #533, 2/4/42.

452.1 Russia (92)

Dispatched
FEB 17 1942
AAG

HEADQUARTERS—ARMY AIR FORCES—COORDINATION

A	A-1	A-2	A-3	A-4	A-WPD	A-[illegible]	Budget
RCP							

DECLASSIFIED

AAG

Ltr C/S 452.1 Russia (92)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED

DECLASSIFIED
E.O. AAF/A4 8/14/46

File No.

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

Tally No. AAF

SUBJECT: Acceptance of Aircraft at Abadan.

NO.	FROM	TO	DATE	COMMENTS AAF/A-4 FSB/mw
1	AAF A-4	AAF AAG	1942 2-13	1. Reference the attached correspondence it is the understanding of this office that by direction of the Air Adjutant General, the Chief of Air Corps was assigned this project and has made certain negotiations with the proper authorities, ~~in order~~. In view of this, it is requested that this correspondence be forwarded to the Office, Chief of the Air Corps, attention of Col. Ferson, for necessary action and copy of his response be forwarded to A-4. FSB Actg. C/A-4 1 Incl. Ltr fm Col. Taylor 2/7/42 to AAG, subj. as abv w/1 incl. - Para of Tel, #532, 2/4/42 (in tripl)

DECLASSIFIED

(Do not use reverse side) W-4071, AC. Reg. 8/14/41

Page No. Air 8452-1 Russia (97)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AAF/A-4
JFW/mrb
Wrnt 2/24/42

~~CONFIDENTIAL~~
DECLASSIFIED

SUBJECT: Assembly of Tomahawk Airplane, Archangel, U.S.S.R.

1st Ind.

War Department, Headquarters Army Air Forces, Washington, D. C.
FEB 26 1942
To The Chief of the Air Corps.

1. Inviting attention to the foregoing.

By Command of Lieutenant General Arnold

1 Incl:
Rpt., 11/1/41

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

4/52.1 Russia (91)

Dispatched
FEB 26 1942
AAG

Copy of incl. not retained

Hq. Army Air Forces.
FEB 26 1942
AAG RECEIVED

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Deputy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-MPD	A-Insp.	Budget	Statistics	
						TJH/[illegible]			4		

AAF-39

DECLASSIFIED

- 2 -

~~CONFIDENTIAL~~

Air 28 452.1 Russia (91)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

DECLASSIFIED

DECLASSIFIED

February 9, 1942.

Subject: Assembly of Tomahawk Airplane, Archangel, U.S.S.R.

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

1. The report of Captain J. R. Alison and First Lieutenant Hubert Zemke, A. C., containing their factual experiences in connection with Lend-Lease aircraft supplies is of particular value.

2. The high standard of training and efficiency of the Soviet Air Corps mechanics selected for this detail greatly improves the reputation of the Soviet aviation technicians.

3. Attention is called to the recommendations in Paragraphs 5, 6, and 7 of the report, which are as follows:

a. That Air Corps mechanics be given broader training and more experience with disassembling and repairing engines to meet the stress of war time conditions when spare parts may not be available.

b. That Air Force personnel be divided into engineering and maintenance work on the one hand and pilots who confine their attention to tactical problems of flying.

c. That should airplanes in the future be sent to Russia for assembly, they be assembled solely by American crews, and turned over to the Russians only when in complete operative condition.

d. That equipment be completely assembled outside the Soviet Union before delivery.

4. A copy of this report is being forwarded in compliance with letter AG 380.05 (12-2-40) M-B-M dated December 30, 1940, Subject: Initiation of Action on "Recommendations from Military Attaches and other Foreign Sources" for necessary action.

RAYMOND E. LEE,
Brigadier General, U. S. Army,
Assistant Chief of Staff, G-2.

1 Inclosure

DECLASSIFIED

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

1st Ind.

WD HQ ARMY AIR FORCES, Washington, D. C. February 12, 1942.
TO: The Chief of Air Corps. (Attention: Colonel Person).

1. For necessary action.

2. It is requested that an extra copy of reply made in the premises be furnished this office for A-4 Division, Air Staff.

By command of Lieutenant General ARNOLD:

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

Incl. n/c.

452.1 (Russia) (9-5)

FEB 2 1942
AAG

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

AAF-39

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(X)

February 7, 1942

SUBJECT: Acceptance of Aircraft at Abadan

TO: Air Adjutant General
Headquarters Army Air Forces

1. Attached copy of paraphrase of telegram received from the State Department this date is forwarded to you for duplication and distribution.

J. G. TAYLOR
Colonel, Air Corps
Asst. Exec. Technical Planning
& Coordination

1 Incl
Ltr fr St Dept, 2-6-42
w/1 incl-Para of Tel,
#532, 2/4/42 (in tripl)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

HEADQUARTERS ARMY AIR FORCES
DECLASSIFIED
ROUTING AND RECORD SHEET

File No.

Tally No. AAF

N... A ...ne will be drawn across sheet after each command.

SUBJECT: Acceptance of Aircraft at Abadan.

NO	FROM	TO	DATE	COMMENTS AAF/A-4 FSB/mw
1.	AAF A-4	AAF AAG	1942 2-12	1. Reference the attached correspondence it is the understanding of this office that by direction of the Air Adjutant General, the Chief of Air Corps was assigned this project and has made certain negotiations with the proper authorities, ~~thereto~~. In view of this, it is requested that this correspondence be forwarded to the Office, Chief of the Air Corps, attention of Col. Person, for necessary action and copy of his response be forwarded to A-4. FSB Actg. C/A-4 1 Incl. Ltr fm Col. Taylor 2/7/42 to AAG, subj. as abv w/1 incl. - Ltr fr St Dept, 2/6/42 w/1 incl - Para of Tel, #532, 2/4/42 (in tripl)

~~SECRET~~ DECLASSIFIED

(Do not use reverse side) W-4071, AC. Rev. 8/14/41

Page No. _____ Ans as 452 / Rec'd

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Project 42-50

~~SECRET~~ DECLASSIFIED

1st Ind.

WD HQ ARMY AIR FORCES, Washington, D. C. February 12, 1942.
TO: The Chief of Air Corps. (Attention: Colonel Ferson).

1. For necessary action.

2. It is requested that an extra copy of reply made in the premises be furnished this office for A-4 Division, Air Staff.

By command of Lieutenant General ARNOLD:

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

Incl. n/c.

2nd Ind. (15-A1)
War Department, Office Chief of the Air Corps, Washington, D. C., February 14, 1942. To: Chief, Army Air Forces.

1. It is recommended that the State Department be requested to advise the American Embassy at London in response to the attached copy of dispatch from that office, that a definite commitment has been made by the Government of the United States, under the terms of which this Government has obligated itself to ship 200 Boston type airplanes to the Persian Gulf during the current month, for assembly and delivery to the U.S.S.R. at that point. Because of the additional time and labor involved in the disassembly of these airplanes to permit between-deck loading, this obligation cannot be met by that method. A sufficient number of vessels has been made available to sail during the month of February, to transport the number of aircraft involved as deck loads. These vessels will all carry other essential materials to the limit of cargo space available. Interruption of shipments of equipment mentioned in the Embassy's cable #532, is not anticipated.

2. An additional copy of this indorsement is forwarded herewith, marked for the attention of A-4 Division, Air Staff, as requested by par.2, of the preceding indorsement.

Incl.n/c(Add. of cy for A-4,cy 2nd Ind.)

For the Chief of the Air Corps:
D. S. Ferson
Colonel, A.C.
Assistant

No further action appears necessary
A-4/FSB
[illegible]

~~SECRET~~ DECLASSIFIED

Air AG 452.1 Russia (2-7-42)

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

~~SECRET~~ DECLASSIFIED

DECLASSIFIED DOD Dir. 5 Nov. & 13 June 1978 By AirAff NC, Date 8/24/78

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS (X)
WASHINGTON

Project 42-50

February 7, 1942

SUBJECT: Acceptance of Aircraft at Abadan

TO: Air Adjutant General
Headquarters Army Air Forces

1. Attached copy of paraphrase of telegram #532 SD received from the State Department this date is forwarded to you for duplication and distribution.

J. G. TAYLOR
Colonel, Air Corps
Asst. Exec. Technical Planning & Coordination

1 Encl
Ltr fr St Dept, 2/6/42
w/1 encl - Para of Tel, #532, 2/4/42 (in tripl)

DECLASSIFIED

~~SECRET~~

#C6/469
Air AG 452.1 Russia (2-7-42)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED
DOD Dir. 5...
By ... NARA Date ...

DECLASSIFIED

42-50

February 6, 1942

In reply refer to
Eu

STRICTLY ~~CONFIDENTIAL~~

The Secretary of State presents his compliments to the Honorable the Secretary of War and, with reference to his letter of February 4, 1942 concerning port facilities at Abadan, transmits herewith a paraphrase of a further telegram from the American Embassy at London, dated February 4, 1942.

Enclosure:

Paraphrase of telegram
from Embassy, London,
February 4, 1942.

DECLASSIFIED

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

DECLASSIFIED
By AHAP NARA Date 8/4/

42-50

PARAPHRASE OF TELEGRAM

TO: Secretary of State

FROM: London

Dated: February 4, 10 p.m.

Rec'd: February 4, 8:50 p.m.

No. 532

The Foreign office has just sent me the following letter signed by Sir Maurice Peterson:

Your letter of January 15 to Mr. Eden raised two points with respect to the proposals we had made concerning the aircraft assembly project at Abadan.

Colonel Llewellin has gone over with you fully the question of control of dock facilities. I am writing with regard to the other point, that of the method of shipment of the bombers destined for the Soviet Government.

We note that the monthly figure is now set at 100 Boston planes but as far as we can estimate, an average of only five of these planes can be carried on deck by one vessel. To date five to eight vessels per month have been adequate to deliver all available priority cargo to Persian Gulf ports. Accordingly, if more than 25 to 40 planes a month are to be delivered it appears that additional shipping must be provided although little or no additional priority cargo will be available. Apparently a million tons of additional vessels would be required to carry 100 bombers a month as deck load.

In our calculations we have assumed that all deck space on such vessels would be used for planes. As a matter of fact there are large scale plans for shipping river craft and locomotives to the Persian

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

Gulf to improve land transport in that area and, while it is anticipated that the river craft will be partially disassembled for shipment, a substantial part of such cargo must be carried on deck. Interruption of the flow of this material would greatly impede our joint plan for increasing transportation facilities between the Gulf and Russia and would appear most undesirable.

In view of these two factors we still believe that the possibility of disassembling the planes to permit storage below decks should be reconsidered. We fully realize that this will require additional labor and facilities at Abadan. On the other hand if this would make it possible to load 15 to 30 planes on each vessel the disadvantages would be more than made up by reduction in the amount of shipping required and the avoidance of interference with the river craft and locomotive program.

I would be most grateful if you would ask your Government to give further consideration to this matter and trust that you will not mind my raising the question even if your Government feels unable to change its decision.

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

~~SECRET~~ DECLASSIFIED

DECLASSIFIED
AUTH: RP [illegible]

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

FEB 9 1942

SUBJECT: Port Facilities at Abadan.

~~SECRET~~
By Authority of the Chief of the Air Corps
FEB 9 1942 [illegible]
Date initials

TO: Chief, Army Air Forces.

1. Confirming information furnished, Colonel Borum, A-4, informally, February 6, 1942, relative the attached Secret message # 493 from London, dated February 2nd, midnight.

2. This Division and the Commanding Officer for the Cedar Project, Colonel William H. Crom, A.C., concur in the arrangement agreed upon between General Wheeler and Mr. Jameson, Resident Director of the Anglo Iranian Oil Company, for use of the Field at Abadan and the Company's facilities at the Port of Abadan.

3. It is, therefore, recommended that action be taken to withdraw our request to the British, that our Commanding Officer, Assembly Point, Abadan, assume control of the Port facilities thereat.

For the Chief of the Air Corps:

G. S. Ferson
Colonel, A.C.
Assistant

Incl.
Message # 493
Ltr. 2/4/42
Ltr. 2/4/42
Cy of Memo.

No further action
appears necessary

A-4
FSB
jaw

DECLASSIFIED
~~SECRET~~

Air AG 452.1 Persia (2-4-42) B
900115-L

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

QQPX PARAPHRASE OF TELEGRAM QQPX

DECLASSIFIED

To: Secretary of State

From: London

Dated: February 2, midnight

Rec'd: February 2, 9 p.m.

No. 493

Refer to Embassy's telegram no. 70, January 6, and your no. 163, January 14.

A few days ago a responsible officer of the Ministry of War Transport came to see me at the request of the Foreign Office to discuss the problem of docking facilities at Abadan. He volunteered to send me a memorandum indicating his views which he has now done. I give its substance below. He also gave me a sketch map of the Abadan area which is being forwarded immediately. With reference to paragraph five of his memorandum, the anchorage points on the Shatt - AL - Arab as indicated on the map extend southeasterly from Abadan a distance of one and a half miles.

The following is the substance of the memorandum:

1. The arrangement agreed upon between General Wheeler and Mr. Jameson, Resident Director of the Anglo Iranian Oil Company, for use of the field at Abadan and the company's facilities have the following principal features:

A. The American personnel would be housed close to the field and to the east of Abadan - Khorramshahr Road.

B. The plant, stores and hangars would be at the north corner of the field.

900135

DECLASSIFIED

C. Delivery of all stores, including provisions, landed

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~
DECLASSIFIED

at Brain Creek from lighters plying from vessels anchored in this Creek would be taken by the company, which would move them to the assembly area by the projected railway (see broken green line on map). Use of the company's cargo jetties would not be involved.

D. Water and power for the project would also be furnished by the company.

2. Abadan has been developed entirely by the company. The British Government holds a majority of its ordinary shares and appoints two directors to its board. We have complete confidence in the company. Its products are vital to the joint war effort in both the Middle East and Indian Ocean areas. Amererican assistance is already being given to increase its capacity for production of 100-octane gasoline.

3. The company, under the arrangement indicated in paragraph one, would be responsible for stevedoring and delivery of the stores to the assembly area. We believe that this would in practice be the most satisfactory arrangement because (a) the company is experienced in handling native labor, (b) in an isolated locality there are definite advantages in being able to draw from a pool, and (c) labor costs are apt to be forced up by competition in the absence of a single employing agency.

4. The officers of our own air force make no claim to being experts in shipping problems and we believe yours might be reluctant to take responsibility for dealing with them. The views of the service officers would, of course, prevail over those of civilians with regard to any question of defense of the area.

900185
DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET DECLASSIFIED

5. If the arrangements indicated in paragraphs one and three above should not be acceptable to the American military authorities it would be easy to arrange for vessels carrying planes to anchor in the Shatt-Al-Arab where anchorage is available between the points marked by anchors on the map. Planes and supplies would be lightered from the ships to Brain Creek and we would be willing to give the American authorities control of the west side of the Creek and to adjacent area, leaving the general cargo berths and oil jetties under the control of the company. If this latter plan were accepted it would be understood that the company would obtain permission of the American authorities should it wish to use the western shore of the Creek and that the American authorities would obtain the permission of the company if they wished to use the cargo berths. We are fully prepared to undertake that the company will cooperate fully with the American authorities and are confident that an arrangement of the character indicated could be worked out harmoniously. End of memorandum.

DECLASSIFIED 900185 L

SECRET Air AS 452.1 Persia (44) B

SECRET DECLASSIFIED

COPY

DEPARTMENT OF STATE
WASHINGTON

COPY
DECLASSIFIED
DOD 5s
By ... NC Date ...

February 4, 1942.

The Secretary of State presents his compliments to the Honorable the Secretary of War and, with reference to a memorandum from Lieutenant Colonel J. G. Taylor, Chief of the Air Corps Intelligence Division, left with the State Department on January 13, 1942 concerning port facilities at Abadan, transmits herewith a paraphrase of a telegram dated February 2, 1942 from the American Embassy at London.

An indication of the War Department's further wishes with regard to this matter would be appreciated.

ENCLOSURE:

Paraphrase of telegram
from Embassy, London,
February 2, 1942.

SECRET DECLASSIFIED Air AS 452.1 Persia (44) B

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED
DOD Dir. 5 200.10 June 1974
By AGAP NARA Date 6/24/76

DECLASSIFIED

(X)
February 4, 1942.

Acceptance of Aircraft at Abadan

Air Adjutant General,
Headquarters Army Air Forces.

1. Attached copy of paraphrase of telegram received from the State Department this date is forwarded to you for duplication and distribution.

2. It is felt that the questions raised herein should be answered immediately as both the Air Corps and the State Department consider it extremely urgent that a decision be reached concerning the control of the port facilities at Abadan.

J. G. Taylor,
Colonel, Air Corps,
Asst. Exec. for Technical
Planning and Coordination

1 Incl.
Lt. fr. st. Dept., 1/4/42
w/1 incl. - Para. of Teleg. #493,2/2/42

DECLASSIFIED

SECRET

Air AG 452.1 Russia (4-4) B

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

~~SECRET~~

DECLASSIFIED

MEMORANDUM FOR EUROPEAN DIVISION, STATE DEPARTMENT

Attention: Mr. T. C. Achilles
Room 380
State Department

Subject: Aeronautical Aid to Russia

1. With reference to London cable No. 70, dated January 6th, 5 p.m., re Basra Project, the Air Forces desire that in answer to the first and second limitations based upon the Abadan port to request that the British Government be informed that the maximum deliveries now planned per month will be approximately 100 as long as P-40's are being delivered at Archangel.

2. It is considered highly impracticable to break down twin engine bombers such as A-20's for below-deck shipment as it would involve an inordinate amount of labor and equipment to permit reasonably at Abadan. We prefer to ship by deckload even if it becomes necessary to lighter some of the planes ashore.

3. It is still considered preferable that the control and allocation of dock facilities at Abadan be vested in the Senior American Air Force Officer commanding that station. However, this point should be settled and it is considered advisable that the British Government be queried further on this point.

For the Chief of the Air Corps:

J. G. TAYLOR
Lieut. Colonel, Air Corps,
Chief, Intelligence Division.

DECLASSIFIED

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

DECLASSIFIED
AUTH: NND 947 [illegible]

RCL: jd
(Air AG)

February 13, 1942

SUBJECT: Acceptance of Aircraft at Abadan.

TO : The Office of the Chief of the Air Corps.
Attention: Colonel O. S. Person.

The attached correspondence is forwarded to your office for your information.

By command of Lieutenant General ARNOLD:

R. C. LEWIS,
Major, Air Corps,
Acting Ass't. Air Adj. Gen.

452.1 Russia (6)

Incl.
Ltr.2/4/42 to AAG fr. Col. Taylor, Subj. as above w/1 incl. Ltr. fr. State Dept. 2/4/42 w/1 incl. Para. of Teleg. #493 - 2/2/42.

HEADQUARTERS ARMY AIR FORCES — COORDINATION											
Chief of Staff	Sec. A. Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Statistics	
		RCL									

AAF 39

DECLASSIFIED
SECRET
Auth: NND 947 452.1 Russia (6)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
Auth/AR
SECRET
DECLASSIFIED

File No.

Tally No. AAF

N... A ...ne will be drawn across sheet after each comment.

SUBJECT: Acceptance of Aircraft at Abadan.

NO	FROM	TO	DATE	COMMENTS
1.	AAF A-4	C/AC Att: Col. J.G. Taylor, Asst. Exec. Plan. & Coord.	1942 2-7	AAF/A-4 FSB/mw 1. It is requested that you advise the State Department that action be taken to withdraw the War Department's request to the British regarding the control of the port facilities at Abadan and in lieu thereof, make arrangements as per agreement between General Wheeler and Mr. Jameson of the Anglo Iranian Oil Company for the use of these facilities. TJH C/A-4 1 Incl. Ltr., 2/4/42, to AAG fm Col. Taylor, subj. as abv., w/1 incl. - Ltr. fr.St.Dept.,2/4/42 w/1 incl. - Para.of Teleg. 5493,2/2/42.
2.	OCAC Tech Plan & Coord	AAF A-4	1942 2-11	OCAC/EX JGT:mck 1. Necessary action has been taken in this case. See copy of attached memo to State Department. JGT AE/TP & C Encls - n/c 1 Encl. added - Cy memo to St Dept, 2/12/42
3.	AAF A-4	AAF AAG	1942 2-12	AAF/A-4 FSB/mw 1. It is requested that the attached correspondence be forwarded to the Office, Chief of Air Corps, Attention: Col. Ferson, for his information. Hq. Army Air Forces FEB 12 ... AAG RECEIVED SECRET DECLASSIFIED FSB Actg. C/A-4 Incl. n/c

(Do not use reverse side) W-4071, AC. Rev. 8/14/41

Page No.

Air 452 / Russia

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~
DECLASSIFIED

AAF/A-4
FSB/mm

3.	AAF A-4	AAF AAG	1942 2-12	

1. It is requested that the attached correspondence be forwarded to the Office, Chief of Air Corps, Attention: Col. Ferson, for his information.

FSB
Actg. C/A-4

Incl. n/c

DECLASSIFIED

~~SECRET~~

Air WP 452.1 Russia (14)

THIS PAGE IS DECLASSIFIED IAW EO 13526

AGE IS DECLASSIFIED IAW E

WAR DEPARTMENT
Headquarters Army Air Forces
Office of the Air Adjutant General

Date 2/5/42

TO:

___Chief of the Army Air Forces
___C.G., Air Force Combat Command
___Chief of the Air Corps
___Chief of the Air Staff
___Secretary of the Air Staff
___A-1 Division
___A-2 Division
___A-3 Division
✓ A-4 Division - Col Bonn
___Air War Plans Division
___Budget Section
___Statistics Section
___Air Inspector
___A.F. Files

For necessary action

gyC

C/AC - Col Forson has been handling.. This

gyl

AF-110

452.1 Russia (94)

AGE IS DECLASSIFIED IAW E

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

Acceptance of Aircraft at Abadan.

AAF/A-4
FSB/mw

1. AAF A-4 C/AC Att: Col. J.G. Taylor, Asst. Exec. Plan. & Coord. 1942 2-7

1. It is requested that you advise the State Department that action be taken to withdraw the War Department's request to the British regarding the control of the port facilities at Abadan and in lieu thereof, make arrangements as per agreement between General Wheeler and Mr. Jameson of the Anglo Iranian Oil Company for the use of these facilities.

TJH
C/A-4

1 Incl.
Ltr., 2/4/42, to AAG fm Col. Taylor, subj. as abv., w/1 incl. - Ltr. fr.St.Dept.,2/4/42 w/1 incl. - Para.of Teleg. $493,2/2/42.

4552, 1 Russia (94)

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	
						6	RCT				

DECLASSIFIED

AAF-59

4552, 1 Russia (94)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DOD DIR. 5200.9
6 Jan. & 30 June 1978
By AGO/AF NARS Date 8/4/83

(X)

February 4, 1942.

Acceptance of Aircraft at Abadan

Air Adjutant General,
Headquarters Army Air Forces

1. Attached copy of paraphrase of telegram received from the State Department this date is forwarded to you for duplication and distribution.

2. It is felt that the questions raised herein should be answered immediately as both the Air Corps and the State Department consider it extremely urgent that a decision be reached concerning the control of the port facilities at Abadan.

J. C. TAYLOR,
Colonel, Air Corps,
Asst. Exec. for Technical
Planning and Coordination

1 Incl.
Ltr. fr.St.Dept.,2/4/42
w/1 incl. - Para.of Teleg.#493,2/2/42

DECLASSIFIED
900185

~~SECRET~~

AGO AG 452.1 Russia (4-4)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DECLASSIFIED

February 4, 1942

In reply refer to
Eu

The Secretary of State presents his compliments to the Honorable the Secretary of War and, with reference to a memorandum from Lieutenant Colonel J. C. Taylor, Chief of the Air Corps Intelligence Division, left with the State Department on January 13, 1942 concerning port facilities at Abadan, transmits herewith a paraphrase of a telegram dated February 2, 1942 from the American Embassy at London.

An indication of the War Department's further wishes with regard to this matter would be appreciated.

Enclosure:

Paraphrase of telegram from Embassy, London, February 2, 1942.

DECLASSIFIED
SECRET
900185

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

~~SECRET~~

DECLASSIFIED
Chief Div.
By Alnar 3/24/76

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON (X)

February 4, 1942.

SUBJECT: Acceptance of Aircraft at Abadan DECLASSIFIED

TO: Air Adjutant General
Headquarters Army Air Forces

1. Attached copy of paraphrase of Telegram, received from the State Department, is forwarded to you for duplication and distribution.

2. Reference is made to our memorandum to you of January 24, 1942, on the same subject.

J. G. TAYLOR,
Colonel, Air Corps,
Asst. Exec. for Technical
Planning and Coordination.

1 Incl.
Cy. of Par. of Tel. #405, 1/28/42

~~SECRET~~

DECLASSIFIED 900160

AG 384.7 Russia (3)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DEPARTMENT OF STATE

DIVISION OF EUROPEAN AFFAIRS

Dear Colonel:

I assume if I know whether this means they want abortive planes delivered there or at Basra. Maybe they are deliberately leaving it vague.

T. C. A.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED
E. Auster ... 8/1/75

PARAPHRASE OF TELEGRAM

To: The Secretary of State
From: London
Dated: January 28, 8 p.m.
Rec'd: January 28, 8:50 p.m.
No. 405

DECLASSIFIED

With reference to my telegram no. 217 of January 15 and other messages concerning the point at which American planes are to be delivered to the Russians, I have now received a further letter from Mr. Eden.

He refers to his letter of January 7 in which he stated that the British Government had agreed to the collection by Soviet pilots at Basra of American planes assembled there and adds that the British Government agrees that this arrangement "should apply equally in the case of aircraft assembled under the long-term scheme at Abadan."

NB
Copy sent to OPERN'S SERV. OCAC.
No action DECLASSIFIED BY

SECRET

900160

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

(X)

February 4, 1942.

Acceptance of Aircraft at Abadan

Air Adjutant General
Headquarters Army Air Forces

1. Attached copy of paraphrase of Telegram, received from the State Department, is forwarded to you for duplication and distribution.

2. Reference is made to our memorandum to you of January 24, 1942, on the same subject.

J. O. TAYLOR,
Colonel, Air Corps,
Asst. Exec. for Technical
Planning and Coordination.

1 Incl.
Cy. of Par. of Tel. #405, 1/28/42

DECLASSIFIED

SECRET

900160

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AAF/A-2
WMB/ekp
(1/30/42)
JAN 31 1942

~~SECRET~~

DECLASSIFIED

MEMORANDUM FOR: The Assistant Chief of Staff, G-2.

Subject: Delivery of Aircraft to U.S.S.R.

1. Permission has recently been received from the British Government for Russian pilots to take delivery of American aircraft at Basra and later from Abadan, at which place it is estimated our assembly plant will be in operation on or about May 1, 1942. (Source - Cable from London to State Department, No. 93, January 7, 1942)

2. Request that proper steps be taken to notify U.S.S.R. of this arrangement.

For the Chief of the Air Staff:

Martin F. Scanlon,
Brigadier General, U.S. Army,
Assistant Chief of the Air Staff, A-2.

452.1 Russia (92)

DECLASSIFIED

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	
				WMB							

~~SECRET~~

AAF (2)

air 46452.1 Russia A-2/66 (92)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

361

~~SECRET~~ DECLASSIFIED

2nd Ind.

W.D., A.C., Defense Aid Organization, Third National Building, Dayton, Ohio, March 3, 1942. To: Chief of the Air Corps, Washington, D. C.

1. In compliance with Paragraph 5 of first indorsement, the following information received from Air Service Command under date of February 28, 1942, is submitted for your information:

"a. ....all pertinent publications are being forwarded immediately to the Foreign Liaison Section, A-2 Division, Headquarters of the Army Air Forces, Washington, D. C. for transmittal through channels to the address specified in the basic communication.

b. The foreign Liaison Section, A-2 Division, Headquarters of the Army Air Forces, Washington, D. C. has been notified of action taken."

for Major C

C. P. KANE,
Colonel, Air Corps,
Chief, Defense Aid Organization.

3rd Ind. (15-C3)

War Department, Office, Chief of the Air Corps, Washington, D. C. MAR 6 1942
TO: Chief of the Army Air Forces.

Attention invited to action taken in 1st and 2nd Indorsements.

For the Chief of the Air Corps:

Chas. A. Horn
Lt. Col., A. C.
Executive
Operations Services.

Hq. Army Air Forces
MAR 8 1942
AAG Received

File
MS

~~SECRET~~ DECLASSIFIED

6 P.

852418 MAR 1942
CENTRAL MAIL SECTION A.A.F.

RM#49903

Re AS 452.1 Britain (91)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir. 5200.9, 27 Sep 1979
By [illegible] NARA Date 3/29/12

DECLASSIFIED

3rd Ind. (15-C3)

War Department, Office, Chief of the Air Corps, Washington, D. C. MAR 6 1942

TO: Chief of the Army Air Forces.

Attention invited to action taken in 1st and 2nd Indorsements.

For the Chief of the Air Corps:

Chas. A. Horn
Lt. Colonel, A. C.
Executive
Operations Services

DECLASSIFIED

SECRET

Ltr 48 48 2.1 Annex (2)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
DOD Dir. 5200.9 & 5200.10 (1974)
By AUG/NA DOE Ltr. 3/4/13

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

(Air AG)
A C 251

42-35

January 31, 1942

~~SECRET~~
BY AUTHORITY OF THE
CHIEF OF STAFF
2/11/42 W.D.
DATE INITIALS

SUBJECT: Equipment for Russia.

TO : The Chief of the Air Corps

1. It is directed that five (5) sets of assembly and operating instructions, individual instructions for maintenance, assembly, and operations, and pilot's handbooks of instructions, and illustrated part lists for O-52 and Air acobras planes, engines, and armament be shipped to Michela, MA, American Embassy, Kouibychev, U.S.S.R. for delivery to responsible individuals.

By command of Lieutenant General Arnold:

W. W. Dick

WILLIAM W. DICK
Colonel, A.G.D.
Air Adjutant General.

DECLASSIFIED

~~SECRET~~

852419 MAR 1942

CENTRAL MAIL SECTION A.A.F.

Air AG 452.1 Russia (91)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~
DECLASSIFIED

1st Ind.

War Department, Office, Chief of the Air Corps, Washington, D. C. FEB 8 1942
TO: Defense Aid Administrator (Colonel C. P. Kane) 3rd National Building, Dayton, Ohio.

1. Attention is invited to directive contained in basic communication.

2. Information obtained by this Office indicates that instruction books for the O-52's were delivered by the Air Corps to the Soviets and for the P-39's by the British. These deliveries were made in this country for translation and transmittal to the using activities. They were not made concurrently with deliveries of associated airplanes and may have become lost.

3. It is, therefore, believed desirable to assure availability of this information in the U.S.S.R. and the directive contained in basic communication will be meticulously complied with.

4. Furthermore, it is desirable that any other information pertaining to these airplanes, which may be helpful and available, be included in the shipment though not specifically requested. Every effort should be made to anticipate the difficulties due to unfamiliarity of allied users of United States aircraft and equipment.

5. It is requested that this Office be advised of exact date of shipment for purposes of record and information to all concerned.

For the Chief of the Air Corps:

O/S. Ferson
Colonel, A.C.
Assistant

DECLASSIFIED 853418 MAR 24 42

~~SECRET~~

CENTRAL MAIL SECTION A.A.F.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

(Air AG)

A C 25L

January 31, 1942

SUBJECT: Equipment for Russia.

TO : The Chief of the Air Corps

1. It is directed that five (5) sets of assembly and operating instructions, individual instructions for maintenance, assembly, and operations, and pilots handbooks of instructions, and illustrated part lists for O-52 and Air acobras planes, engines, and armament be shipped to Michela, MA, American Embassy, Kouibychev, U.S.S.R. for delivery to responsible individuals.

By command of Lieutenant General Arnold:

WILLIAM W. DICK
Colonel, A.G.D.
Air Adjutant General.

452.1 Russia (9-1)

DECLASSIFIED

HEADQUARTERS ARMY AIR FORCES							COORDINATION				
Chief of Staff	Secy. Air Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Sea [illegible]	

AAF 39

Air AG 452.1 Russia (11)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED

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

File No.

Tally No. AAF/A-4/24

SUBJECT: Equipment for Russia.

NO	FROM	TO	DATE	COMMENTS
				AAF/A-4 JRF/soc
1	AAF A-4	AAF AAG	1942 1/29	1. It is requested that a directive, substantially as follows, be sent to the Chief of the Air Corps: "1. It is ~~requested~~ that five (5) sets of assembly and operating instructions, individual instructions for maintenance, assembly, and operations, and pilot's handbooks of instructions, and illustrated part lists for O-52 and Airacobras, planes, engines, and armament be shipped to Michela, MA, American Embassy, Kouibychev, U.S.S.R. for delivery to responsible individuals." for TJH, Jr. C/A-4

DECLASSIFIED

SECRET (Do not use reverse side) Page No.

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

aaa 452.1 Russia (1)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
DOC. NR.
By virtue of E.O. 12958 & 29 June 1974
By AUWAF NO. Date 3/4/78

AAF/A-2
WHR/ekp
(Wtn 1/30/42)

Subject: Delivery of Aircraft to U.S.S.R.

1st Ind.

War Department, Headquarters Army Air Forces, Washington, D. C.
FEB 3 1942 To: The Chief of the Air Corps.

1. Request has been made by memorandum to the Assistant Chief of Staff, G-2 that information in basic communication be transmitted to U.S.S.R.

By Command of Lieutenant General Arnold

WM. W. DICK
Col., A.G.D.
Air Adjutant General

1 Incl.
as Memo to AC/S, G-2
fr AC/AS, A-2

DECLASSIFIED

HEADQUARTERS ARMY AIR FORCES — COORDINATION

Chief of Staff	SOC Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	

~~SECRET~~

SEE GENERAL FILES FOR COPY OF INCL.

also 452.1 Russia (90)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
Authority
By AAFHQ Date 8/5/75

JBC/gr

(Air AG)
AC___

January 28, 1942

SECRET
BY AUTHORITY OF THE CHIEF of the ARMY AIR FORCES
DATE INITIALS

SUBJECT: Radiogram.

TO: Chief of the Air Corps.

1. Reference is made to paraphrase of radiogram from KOUIBYCHEV, January 23, 1942 on the subject of shipment of munitions to Russia via Archangel.

2. It is directed that action in reply to this cable message be taken as early as practicable and that full corrective measures be instituted to avoid a repetition of difficulties reported, and correct present deficiency without delay.

3. It is directed that an investigation be made and a report rendered by February 5, 1942 concerning the fact as reported in cable message that no instructions regarding assembly and operation of airplanes were forwarded therewith; also, no spare parts were forwarded with airplanes.

4. Comments are requested with reference to that statement "that high officials in Washington could obviate another similar mistake by giving close attention to vigorous assumption of complete responsibility for delivery of American spare parts and planes rather than having dual responsibility for same with British."

By command of Lieutenant General ARNOLD:

452.1 Russia (89)

JOHN B. COOLEY,
Lieut. Col., A.G.D.,
Asst. Air Adjutant General.

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4					
	WJF ✓Incls: Action copy radio 1/23/42.	JBC				✓					

AAF-39

DECLASSIFIED

SECRET

air 452.1 Russia (89)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
By NARS Date 8/14/08
DECLASSIFIED

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

File No.

Tally No. AAF

SUBJECT: Radiogram.

NO.	FROM	TO	DATE	COMMENTS
1.	AAF/A-4	AAF/AAG	1942 1/26	AAF/A-4 JFW/mwb 1. It is requested that a directive, substantially as follows, be sent to the Chief of the Air Corps: "1. Reference is made to paraphrase of radiogram from KOUIBYCHEV, January 23, 1942 on the subject of shipment of munitions to Russia via Archangel. 2. It is directed that action in reply to this cable message be taken as early as practicable and that full corrective measures be instituted to avoid a repetition of difficulties reported, and correct present deficiency without delay. 3. It is requested that an investigation be made and a report rendered by February 5, 1942 concerning the fact as reported in cable message that no instructions regarding assembly and operation of airplanes were forwarded therewith; also, no spare parts were forwarded with airplanes. 4. Comments are requested with reference to that statement 'that high officials in Washington could obviate another similiar mistake by giving close attention to vigorous assumption of complete responsibility for delivery of American spare parts and planes rather than having dual responsibility for same with British.'" Incl: Action copy radio 1/23/42. WJF TJH, Jr., C/A-4

JAN 26 1942

SECRET DECLASSIFIED

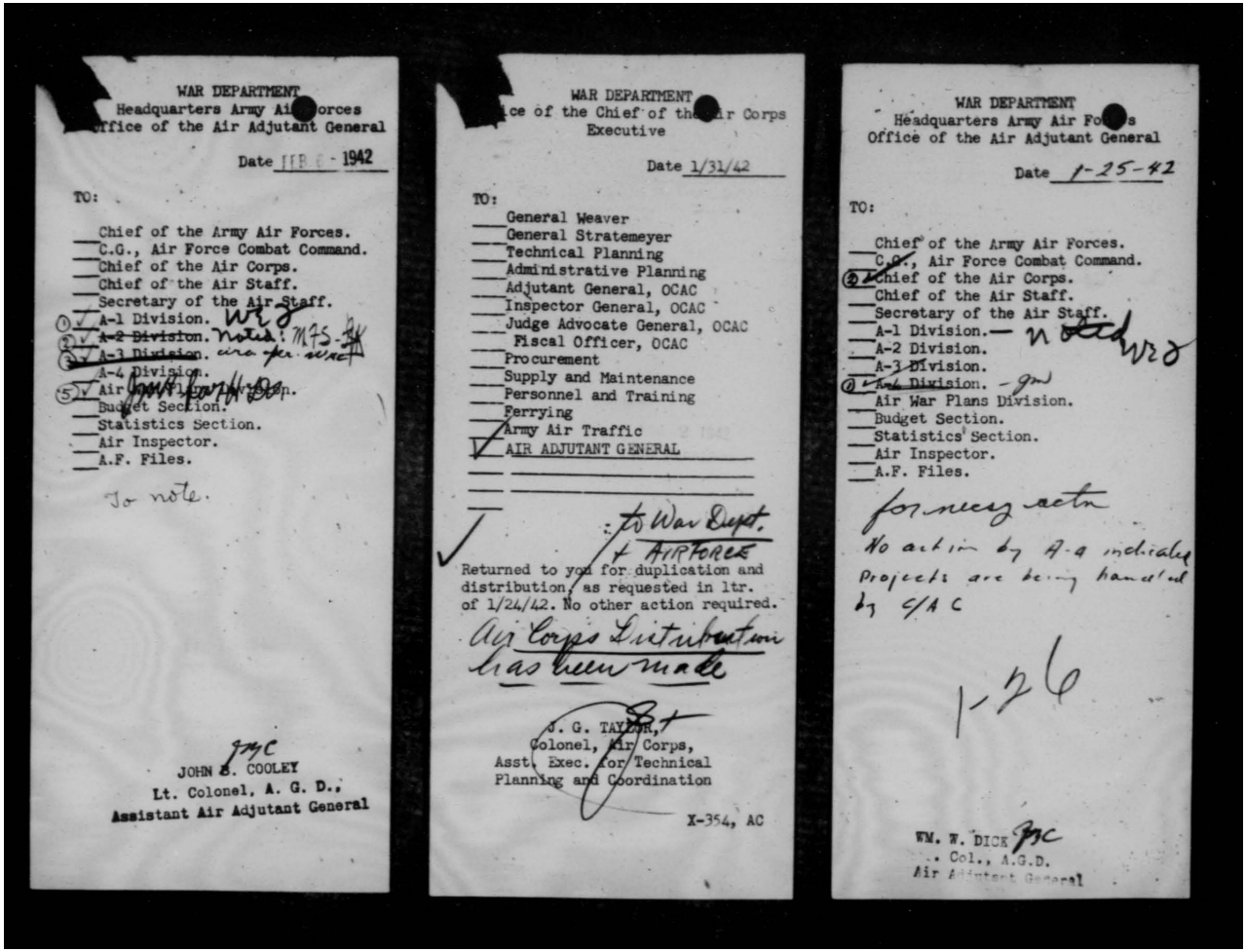
(Do not use reverse side) W-4071,AC.Rev.8/14/41

Page No.

an 22457.1 Russia (89)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



WAR DEPARTMENT
Headquarters Army Air Forces
Office of the Air Adjutant General

Date JAN 6 - 1942

TO:

- Chief of the Army Air Forces.
- C.G., Air Force Combat Command.
- Chief of the Air Corps.
- Chief of the Air Staff.
- Secretary of the Air Staff.
- (1) ✓ A-1 Division. WRS
- (2) ✓ ~~A-2 Division.~~ Noted: MAS-AK
- (3) ~~A-3 Division.~~ cira per secty
- A-4 Division.
- (5) ✓ Air War Plans Division.
- Budget Section.
- Statistics Section.
- Air Inspector.
- A.F. Files.

To note.

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

WAR DEPARTMENT
Office of the Chief of the Air Corps
Executive

Date 1/31/42

TO:

- General Weaver
- General Stratemeyer
- Technical Planning
- Administrative Planning
- Adjutant General, OCAC
- Inspector General, OCAC
- Judge Advocate General, OCAC
- Fiscal Officer, OCAC
- Procurement
- Supply and Maintenance
- Personnel and Training
- Ferrying
- Army Air Traffic
- ✓ AIR ADJUTANT GENERAL

✓ to War Dept. + AIRFORCE

Returned to you for duplication and distribution, as requested in ltr. of 1/24/42. No other action required.

Air Corps Distribution has been made

O. G. TAYLOR,
Colonel, Air Corps,
Asst. Exec. for Technical
Planning and Coordination

X-354, AC

WAR DEPARTMENT
Headquarters Army Air Forces
Office of the Air Adjutant General

Date 1-25-42

TO:

- Chief of the Army Air Forces.
- C.G., Air Force Combat Command.
- (2) ✓ Chief of the Air Corps.
- Chief of the Air Staff.
- Secretary of the Air Staff.
- A-1 Division. — noted WRS
- A-2 Division.
- A-3 Division.
- (4) ✓ A-4 Division. - gm
- Air War Plans Division.
- Budget Section.
- Statistics Section.
- Air Inspector.
- A.F. Files.

for necy actn

No action by A-4 indicated Projects are being handled by C/A C

1-26

WM. W. DICK JGC
Col., A.G.D.
Air Adjutant General

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

SECRET

DECLASSIFIED

3731

WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE AIR CORPS

WASHINGTON

(15-B-2)

SUBJECT: Acceptance of Aircraft at Abadan

TO: Air Adjutant General,
Headquarters Army Air Forces

1. Attached copies of paraphrases of telegrams received from the State Department are forwarded to you for duplication and distribution.

J. G. TAYLOR,
Colonel, Air Corps,
Assistant Executive for Technical
Planning and Coordination

FEB 1 42 PM

4 Incls.
1. #163, 1/14/42
2. #57, 1/17/42
3. #217, 1/15/42
4. #130, 1/10/42

RECEIVED
AIR WAR PLANS DIV.

DECLASSIFIED 12976 FEB 11 42
CENTRAL MAIL SECTION A.A.F.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

PARAPHRASE OF TELEGRAM SENT

DECLASSIFIED

FROM: Secretary of State, Washington.

TO: London.

DATED: January 14, 1942, 5 p.m.

NO. 163

With reference to your January 6 telegram No. 70 you are informed that in respect of the conditions which have been attached by the British to the approval of the project of Abadan the following comments are made by the War Department.

1. It is estimated that at present 100 planes are maximum monthly deliveries as long as the northern route is being used to deliver fighter planes. The breaking down for stowing below deck of certain types such as two-engined A-20 bombers is considered highly impracticable as this would involve at the assembly point inordinate equipment and labor requirements. Even though lighters might have to be used in order to take some planes ashore in case of shipment by deckload, this latter method of shipment is considered preferable.

2. There is no desire for exclusive cargo berths use and it is fully recognized that the maintenance of oil refinery operations is important. Notwithstanding these facts the control and allocation of dock facilities are

DECLASSIFIED

SECRET

12978 FEB 1942
CENTRAL MAIL SECTION A.A.F.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

are desired vested in the Senior Officer of the American Air Force commanding the station of Abadan.

You are instructed to approach the British again and make an effort to have the wishes of the War Department given effect in connection with this matter. Every effort, it goes without saying, will be made, in view of future and current demands upon shipping, to keep to a minimum the number of ships used in connection with this project, and in giving the British such assurances it may be added also by you that instructions to give the docking space needs of the refinery every consideration will be issued to the American officer in command.

HULL

DECLASSIFIED
SECRET
12976 FEB 1942
CENTRAL MAIL SECTION A.A.F.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED
DOD DIR
E.O. 12356, Sec. 3.4
By NARA, Date 12/2/13

PARAPHRASE OF TELEGRAM

DECLASSIFIED

To: The Secretary of State

From: Kuibyshev

Dated: January 17, 1 p.m.

Rec'd: January 17, 5:15 p.m.

No. 57

My telegram no. 28 of January 8.

I received last night from Vyshinski an answer to my note of January 2. It is in general terms but confirms the statements made to the military attaché by the Soviet War Office.

It states in addition that the Russian Government is hopeful of obtaining assistance from the British forces in Iran in so far as supplies of high octane fuel and lubricating oils and radio and meteorological services are concerned.

DECLASSIFIED

SECRET

12976 FEB 11 42
CENTRAL MAIL SECTION A.A.F.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Xtr
By ALN/AF NARA Date

~~SECRET~~

PARAPHRASE OF TELEGRAM

DECLASSIFIED

To: Secretary of State

From: London

Dated: January 15, 7 p.m.

Rec'd: January 15, 1:20 p.m.

No. 217

Refer to your telegram no. 130 of January 10, 7 p.m. In the opinion of the Foreign Office Mr. Eden's letter, quoted in my telegram no. 93 of January 7, conveys the desired consent. The Foreign Office would, nevertheless, be glad to be advised if we wish any more specific assurance.

DECLASSIFIED
12976 DEC 1942
CENTRAL MAIL SECTION A.A.F.

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

PARAPHRASE OF TELEGRAM SENT

FROM: Secretary of State, Washington.

TO: London.

DATED: January 10, 1942, 7 p.m.

NO.130

With reference to the Embassy's January 7 telegram No. 93, a telegram dated January 8 has been received from the Kuibyshev Embassy to the effect no reply from the Foreign Office had as yet been received although the Soviet War Office had advised the Military Attache that the suggestion was not acceptable that Kazvin be used as a point of delivery. An official of the Commissariat for Defense stated that about January 18 Russian technicians and pilots would proceed to Basra in order to take delivery of planes and make a study of the assembly method of the British; also that it was considered by the Soviet Government to be a waste of time and unnecessary to establish a delivery point immediately since at Abadan the procedure outlined above could be followed.

It is hoped that soon we shall be able to reply to your January 6 telegram No. 70.

Referring to your telegram 93 it is assumed that the letter quoted therein of Mr. Eden implies that the

DECLASSIFIED British

SECRET

12976 FEB 1942
CENTRAL MAIL SECTION A.A.F.

SECRET

-2- DECLASSIFIED

British will find agreeable delivery at Abadan. It would be appreciated however if, when finally agreement is reached, confirmation may be received.

HULL

DECLASSIFIED 12976 FEB 1942

SECRET

CENTRAL MAIL SECTION A.A.F.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED

AWAP 8041/74

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

File No. .....

Tally No. AAF .....

SUBJECT: Point where the USSR will receive aircraft set up at Basra or at a Middle Eastern Base.

NO.	FROM	TO	DATE	COMMENTS
1	AAF A-WPD	AAF A-2	1941 11/7	AAF/A-WPD KNW-dmn 1. A decision by the Secretary of War has been made that the airplanes committed to the USSR be sent by boat to Basra and thence by air to the nearest Russian airport where they can be received. 2. It is requested that you take the necessary action to secure information from representatives of the Russian Government as to the point where they can take over the airplanes after their being set up in Basra. 3. The information should be transmitted to A-4, who is controlling all staff matters pertaining to this subject. /// Mc for HLG HLG C/A-WPD

file T.J.K.
gen file.

Ref ID 452.1 Russia (86)

DECLASSIFIED

(Do not use reverse side)

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

Page No. ----------

ADJ 452.1 Russia (86)

SECRET

A-2 11/7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED
DECLASSIFIED
DOD Dir.
By ALM/NARS Date 8/24/78

452.1 Russia (85)

Subject: Transport Airplanes for Cedar and Oak.

1st Ind.

War Department, Headquarters, Army Air Forces, Washington, D. C.
Written 2/6/42 To: The Chief of the Air Corps.

FEB 1 1942

1. [illegible] airplanes has been allocated for production

Chief of Staff	Secretary Project Air Staff	AAG	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	

AAF-39

DECLASSIFIED

Air AG 452.1 Russia (12)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

2. Six C-47 airplanes from March production, and six C-47 airplanes from April production, have been allocated for the Oura project.

By Command of Lieutenant General Arnold

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

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

-2-

DECLASSIFIED

AAF-39

Air 03 4521 Russia (83)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~ (15-CS)

DECLASSIFIED

DECLASSIFIED
DOD Dir. 5 200.9 & 200.10 Sept 1972
By Auth _____ NARS Date 2-14-78

January 15, 1942.

Transport Airplanes for Cedar and Gura.

Chief of the Army Air Forces.

1. In the estimate for transportation equipment for the Cedar Project, the Douglas Company included three each airplanes, Transport, C-47, at $131,000.00 each. These Transports were to be used mainly for the returning of our ferry pilots to the assembly plant. Since this estimate was submitted on December 1, 1941, arrangements have been made with the British and Russian authorities to have the Russian pilots take delivery of their Land-Lease aircraft at Abadan. In view of these arrangements, it is requested that only one C-47 be allotted to this Project. This airplane to be turned over to the Douglas Company in March, 1942.

2. It is estimated that twelve each airplanes, Transport, C-47 will be required for the Gura Project. Two of these airplanes are to be equipped with machine shops. The other ten will be used to ferry spares, equipment, supplies and personnel between Massaua and Gura, and between Gura, tactical bases and Cairo. It is requested that these airplanes be allotted to this project out of March and April production.

For the Chief of the Air Corps:

Wm. F. PEARSON,
Colonel, A.G.D.,
Adjutant General.

DECLASSIFIED

~~SECRET~~

5/213

AG 452.1 Russia (85)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WAR DEPARTMENT
Headquarters Army Air Forces
Office Chief of the Air Staff
Washington, D.C.

Date 11/14/42

TO:

A-4 DIVISION

X-225-D, A. C.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Aeronautical Aid to Russia

OCAC/Intel.
JGT/lwo

1. OCAC AAF 1942 Intel. A/AG 1/9

1. Attaching copies of State Department telegrams for duplication and distribution.

2. The State Department has asked the British Government to state whether they would be agreeable to having the Russians accept the planes at Basra and Abadan, thus saving us the necessity of providing ferrying pilots and establishing delivery point in Iran.

JGT
G/Intel.

5 Incls.
Cy. Para. Tel. #70, 1/6/42
Cy. Para. Tel. #58, 1/6/42
Cy. Para. Tel: #6066, 12/30/41
Cy. Para. Tel. #7317, 12/30/41
Cy. Para. Tel. #166, 12/29/41

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

SECRET

PARAPHRASE OF TELEGRAM

DECLASSIFIED
DOD ltr
By [illegible] NARA

To: Secretary of State

From: London

Dated: January 6, 5 p.m.

Rec'd: January 6, 1:19 p.m.

No. 70

Your telegram 6066, December 30, 8 p.m.

The following is the substance of a reply just received from Mr. Eden:

I have received your letter of January 1 with further reference to the proposals for delivering American planes to Russia.

I note that your Government accepts the British offer temporarily to assemble these planes at Basra and that the first shipment of planes is being delivered there. The British Ambassador at Baghdad is accordingly being informed and instructed to give such notification as he thinks advisable to the Iraqi Government after consulting the air officer commanding and the American Minister.

Your Government further requests my Government's definitive agreement to the creation at Abadan of an assembly project for the delivery of 200 planes a month to the Soviet Government, the project to be a purely American one as indicated in your letter of November 25, 1941.

I may

SECRET

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

I may advise you that the British Government gladly accepts the proposal for the establishment of this project at Abadan in principle, subject to two conditions:

(1) As the port of Abadan has a limited capacity it is most important that the number of ships calling there be held to a minimum. It would appear that aircraft broken down and stowed in cases so that fifteen to thirty could be shipped on each vessel would ensure that the docking facilities there could handle the necessary 200 planes monthly.

(2) The three general cargo berths cannot be put under exclusive American control or allocated exclusively for the unloading of planes. These berths must be used when necessary for unloading of stores and equipment of the Anglo-Iranian Oil Company's refineries and fields. The oil jetties also cannot be used in connection with the assembly project. Your Government will, I am sure, agree that continued operation of the oil refineries is essential in connection with prosecution of the war.

I would also remind you of the point made in our letter of December 12 with regard to ferry crews to deliver the planes to the Russians and ferry planes to return these crews to the assembly point. We would be glad to have assurance that your Government will provide these planes and crews.

SECRET DECLASSIFIED

The

SECRET

DECLASSIFIED

The British Minister at Tehran is being informed of the project and advised that the American authorities and personnel should be accorded every facility and privilege to which corresponding British subjects in Iran are entitled. The Minister is being advised that if the treaty now under negotiation with Iran comes into effect the British Government will be subletting to your Government a location provided for us under the treaty by the Iranian Government but that it would be advisable to notify that Government when the assembly base is established. If the treaty has not come into effect by that time we would probably not notify the Government of Iran but merely assist your authorities to establish the project on the basis of our military occupation. The British Minister has been instructed to consult the American Minister but not to mention the project to the Iranian Government for the time being unless he and the American Minister think it advisable to do so.

DECLASSIFIED

SECRET

Pencil notation by Col. Taylor:

Note conditions imposed by British on dockage. Is this acceptable to us? JHT

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

SRPX

SRPX

DECLASSIFIED

PARAPHRASE OF TELEGRAM SENT

FROM: Secretary of State, Washington

TO: AMERICAN LEGATION, Tehran

DATED: December 29, 1941

NUMBER: 166

The following is for your information:

There has been reached an agreement in principle between the appropriate British officials in the Near East and in India and General Wheeler and with the Government of Britain that at Abadan a plant shall be established for the assembly of planes to be delivered to the Soviet Government by air after transportation by sea. The American military will have exclusive command and control of the project. Accommodations and facilities are to be provided for 800 civilians, 50 enlisted men and 135 officers by construction which is immediately being started, and it is expected that by January 15 housing and hangars will be completed. Basra will be the delivery point for crated planes until the assembly plant is completed, and the British will assemble them there.

The question as to the place in Iran where delivery of the planes is to be made is being taken up by the Kuibyshev Embassy with the Soviet Government, and a suggestion has been made that Kasvin be selected. An effort is being made by General Wheeler to arrange to discuss details

SECRET DECLASSIFIED

SECRET

DECLASSIFIED

-2-

with officials of the Soviet Union in Iran whom he is trying to contact. It is stated by the Foreign Ministry of Britain that the terms of the Treaty of Alliance between Britain and Iran would cover the Abadan arrangement in the event the alliance goes into effect, and also that instructions would be sent to Tehran to the British Minister that he should by way of courtesy inform the Government of Iran. The American Government would in effect be subleasing part of a site from the British Government which under the treaty had been made available by Iran to the British. The British say that since they are in military occupation of the country they would simply give us help in setting up the base if the treaty with Iran as drafted should not materialize and probably a notification to the Government of Iran would not even be considered necessary.

Do not approach the Government of Iran until further instructions have been received by you from us and until instructions have been received by your British colleague.

HULL

Col. Taylor's pencilled note:

No action required.

DECLASSIFIED JBT

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

SECRET

SECRET PARAPHRASE OF TELEGRAM SENT SECRET

DECLASSIFIED
By AHJAP 12/14/76

FROM: Secretary of State, Washington

TO: AMBASSADY, London

DATED: December 30, 1941

NUMBER: 6066

With reference to your December 12 telegram 6027 and No. 5426 from the Department dated November 25, you are informed that according to a report received by the War Department from General Wheeler construction work is being started immediately by the British, and agreement having been reached with Commanding Air Officer in Iraq of the R.A.F. and the Commander in Chief in India to set up at Abadan a plant for the assembly of airplanes and that 200 are to be delivered to the Soviets monthly.

Department's telegram mentioned above indicated desirability that this project be established purely as an American operation and the British Government's definitive approval of this should be requested by you.

At Basra delivery is being made of the first plane contingent and while the British offer is gladly accepted by us temporarily to assemble planes there Abadan will be the delivery point of consignments in future.

It is requested also that you kindly ask that necessary instructions be sent to Tehran by the British to their Minister, intelligence of such instructions to be imparted to you for the information of your Government. While our Tehran Legation is being advised by us Dreyfus is being instructed that, pending receipt of appropriate instructions by his British colleague, he should not approach the Government of Iran.

The Soviet Government, under instructions being sent to our Kuibyshev Embassy, is to be advised of these plans and the matter of a point which would be a suitable destination for deliveries is a question the Embassy is being

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET DECLASSIFIED

instructed to discuss with the Soviet Government. Meanwhile a conference is being sought by General Wheeler for the discussion of details in Iran with the Soviet authorities.

HULL

Col. Taylor's pencilled note:

No action req'd.

JGT

DECLASSIFIED SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

SOPX

PARAPHRASE OF TELEGRAM SENT

SOPX

FROM: Secretary of State, Washington

TO: AMERICAN EMBASSY, Kuibyshev (USSR)

DATED: December 30, 1941

NUMBER: 1317

A decision has been reached, after various methods were thoroughly studied whereby deliveries of aircraft to the Soviet Government might be effected, that it would be most expeditious and practical to have the planes flown to Russia from a point at the Persian Gulf to which they would be sent by sea for assembly.

There is being undertaken at once the construction at Abadan in Iran of necessary facilities, since an agreement with the British Government for erection of an American assembly plant there has been reached in principle. The British will assemble planes at Basra to which point planes are being shipped until such time as above-mentioned assembly project is completed.

You should discuss with the Soviet authorities, whom you should advise of the above, the point where they desire to have the planes delivered; a suggestion has been made that Kazvin be selected. Rather than have some point designated in the Soviet Union a point in Iran would be preferred by us. In order tha t all technical requirements may be met, adequate American personnel will be provided by War Department at point of delivery. It is expected that sufficient amounts of oil and 100-octane fuel as well as working facilities and hangar space will be supplied by the Soviet Government. The necessary personnel should have ample living and working accommodations as well as facilities for fueling which would be ample and a satisfactory field at the selected point all of which the Russians should defend adequately.

In order that he may discuss details with the Soviet authorities, an effort is being made by General Wheeler to contact them in Ir

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

COPY

PARAPHRASE OF TELEGRAM SENT

COPY

DECLASSIFIED

FROM: Secretary of State, Washington

TO: AMEMBASSY, London

DATED: January 6, 1942

NUMBER: 58

You are informed that, with reference to the December 30 telegram of the Department, No. 6066, the British Embassy in Kuibyshev had advised our Embassy there that there has been a reversal in the policy formerly held by the British of opposing the making of flights over Iran by Soviet aviators. There will arrive at the front more planes and more quickly, in the opinion of Colonel Griffiss, if planes may be flown from assembly point direct by Soviet pilots who know their own facilities and conditions of weather in that geographic area.

There would be a definite advantage in this arrangement in the view of the War Department since maximum efficiency might be achieved in connection with the project by the American Staff who thus would not be divided between delivery point and point of assembly but could be concentrated at the latter. An urgent effort should be made to ascertain the correctness of the report that the British have changed their attitude and also as to whether the temporary taking of delivery at Basra of planes by Soviet pilots and later at Abadan would be agreeable to the British.

HULL

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WAR DEPARTMENT
Headquarters Army Air Forces
Office Chief of the Air Staff
Washington, D.C.

Date _____

TO:

Maj. Richardson
I don't know
who the background
of this is - but if
Bert does

Gen Spaatz wanted
this [illegible]

A-4 DIVISION

X-225-D, A.C.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

AAF/A-4
WNB/elm

January 7, 1942

MEMORANDUM FOR GEN. SIDNEY P. SPALDING:

Subject: Costs under Arnold-Balfour Agreement of Aid to Russia

1. In compliance with your telephoned request to this office (Col. Sorensen), there is forwarded herewith an estimate of costs of the complete airplanes (F.O.B.) to be made available to Russia under the so-called Arnold-Balfour agreement.

For the Chief of the Air Staff:

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

Incl.
Monthly Cost of
Allocated Airplanes
Project X Y Z

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	
					DECLASSIFIED						

AAF-39

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

DECLASSIFIED
E.O. 12958, Sec. 3.4
By NARA, Date 8/24/06

2670

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

File No. .....

Tally No. AAF .....

SUBJECT: Monthly Cost of Airplane Allocations to Russia.

NO.	FROM	TO	DATE	COMMENTS
				AAF/A-4 WRB/mhh
1.	AAF C/AS	C/AC	1941 10/27	1. It is requested that this office be supplied with a complete monthly cost estimate (F.O.B. factory) of the airplanes recently allocated to Russia in accordance with Arnold - Balfour agreement of 10/23/41. (Col. Meyers of Materiel Division has a copy of the agreement). C/AS
				OCAC/14-A HNC:cad
3.	OCAC Air Ser. Com.	AAF C/AS	1941 12/27	1. In accordance with the directive contained in comment 1 above, there is forwarded herewith a complete monthly cost estimate (F.O.B. factory) of the airplanes which were allocated to Russia in accordance with the Arnold-Balfour agreement of 10-23-41. H. [illegible] M. C/ASC 1 Incl. Chart (X Y Z)
				Incl forwarded on to Gen. Sidney P. Spalding DECLASSIFIED ~~SECRET~~

(Do not use reverse side)

Page No. _____

W-4071, AC. Rev. 8/1/41

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WAR DEPARTMENT
Headquarters Army Air Forces
Office of the Air Adjutant General

Date _____

TO: Gen. Arnold.

___Chief of the Army Air Forces
___C.G., Air Force Combat Command
___Chief of the Air Corps
___Chief of the Air Staff
___Secretary of the Air Staff
___A-1 Division
___A-2 Division
___A-3 Division
___A-4 Division
___Air War Plans Division
___Budget Section
___Statistics Section
___Air Inspector
___A.F. Files

The Materiel Division had prepared reply as attached at time I got your note. It was dispatched yesterday.

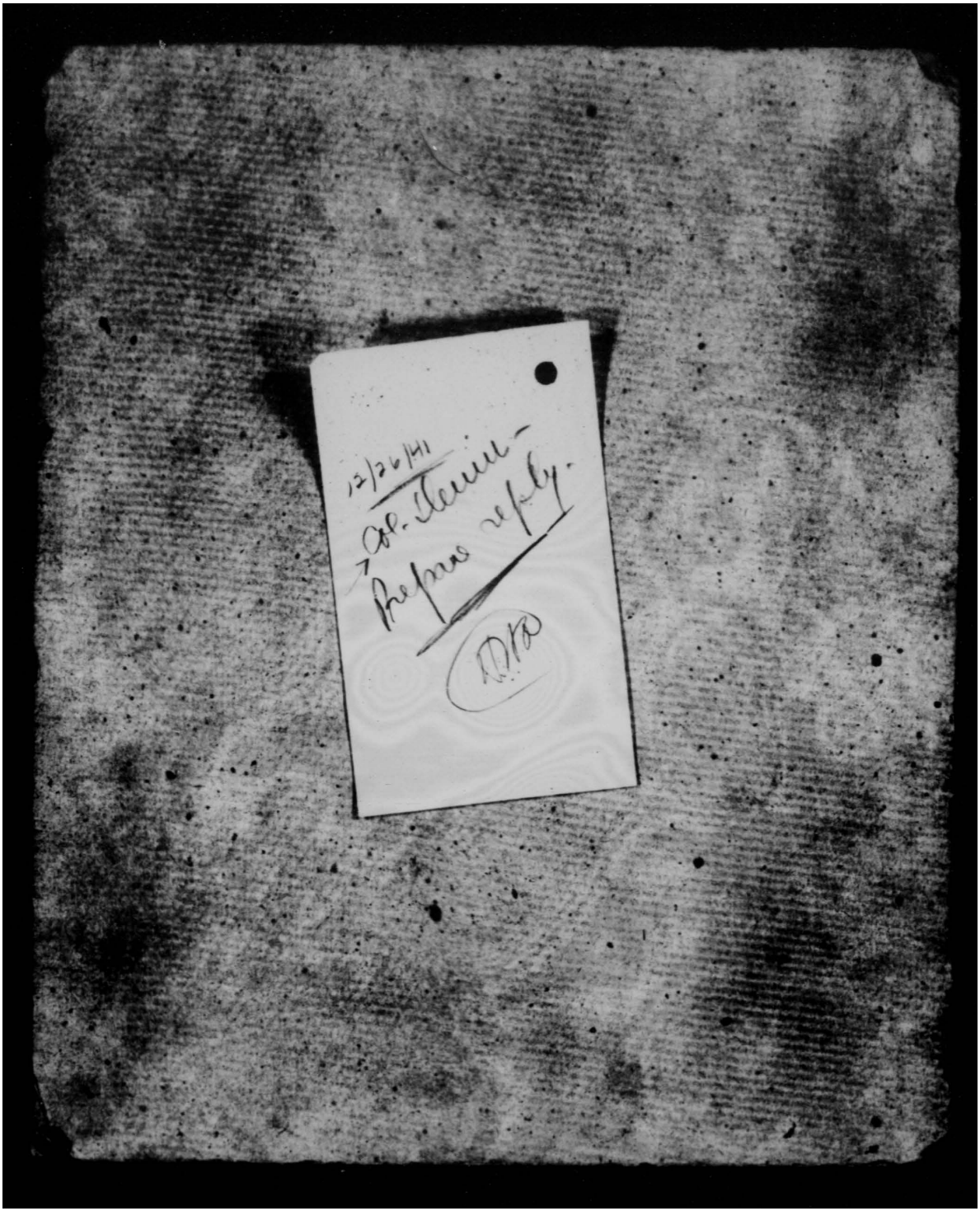
Paul.

AAF-110

Air AG 452.1 Russia (8)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CONFIDENTIAL~~
DECLASSIFIED

Air Sec., I.B., G-2, War Dept.
12/23/41
From: Kuibyshev, No. 131

This message primarily explains why American Curtis planes in Russia cannot get into the air, but it also reveals nationalistic friction among air liaison officers there which demands smoothing for better Russian relationships.

DECLASSIFIED
E.O. 12958
By NARA Date 3/14/11

DECLASSIFIED
2 A 12/23/41, I.B. #26

~~CONFIDENTIAL~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD DIR
By Authority of 7.39 dtd 6/6/76
DECLASSIFIED
CONFIDENTIAL
(Classification Stamp)

PARAPHRASE OF A ~~SECRET~~
CONFIDENTIAL ~~RESTRICTED~~ MESSAGE
RECEIVED AT WAR DEPT.

at 7:02 {a.m. / p.m.} December 24, 1941

From Kuybyshev Filed 22:18 {a.m. / p.m.} December 23, 1941

Received in I. B. 9:05 {a.m. / p.m.} December 24, 1941 No. 131

In reference to your No. 116 (AF No. 650), I today informed Chief Soviet Foreign Liaison Officer of shipment of generator gear assembly parts. When he was told that shipment was to be made through the British, he was plainly disappointed. This attitude is a result of dealing in the past with the British, on supplies of generator parts for Tomahawks. My insistence that the United States believed shipment through England would expedite delivery, caused the Liaison Officer to read to me extracts from a written report, the substance of which follows: that when Tomahawks arrived in Archangel without spare parts and tools, Wing Commander Byrd, British Air Officer in Charge, answered Soviet inquiries as to shortages by saying that the planes were American and the supply of spare parts therefore was the responsibility of American representatives; that later when weakness in generator gear assembly developed, grounding most of these planes, Soviet officers appealed to Air Marshal Collier of the RAF, who again stated that the planes were American-made, and therefore spare parts was an American responsibility. (end of extract). The subject of generator gear assemblies was first brought to my attention early in November, and reported in my report 98. At that time it was generally believed that modified rubber couplings would correct this trouble. I took up the matter with Marshal Collier who told me that modifications and instructions were enroute from England) by courier. Due to the Soviet failure to furnish air transportation for this courier as requested by Marshal Collier, the courier was delayed six weeks traveling by (word omitted) may be train or bus from Archangel.

452.1 Russia (81)

I. B. No.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PARAPHRASE OF A SECRET
CONFIDENTIAL RESTRICTED MESSAGE
RECEIVED AT WAR DEPT.

DECLASSIFIED
CONFIDENTIAL
(Classification Stamp)

at _____ {a. m. / p. m.} _____, 194_

From _____ Filed _____ {a. m. / p. m.} _____, 194_

Received in I. S. _____ {a. m. / p. m.} _____, 194_ No. _____

-2-

Marshal Collier appeared somewhat annoyed because the Soviets consulted this office, and placed responsibility for delays back on the Soviets. Marshal Collier requested me to advise the Soviets in the future to consult him. This I did not do. The Soviets consistantly have stated their desire that shipments from the United States be made directly to U.S.S.R. ports, and not through British intermediaries. Now they apparently feel that the (motor car?) is responsible for failure of necessary generator gear parts to arrive. There is no doubt that this feeling adversely affects all American-Soviet relations at this time. In order to enjoy full Soviet confidence and to overcome the present attitude, I cannot recommend too strongly vigorous action to expedite immediately shipment of these vitally needed generator gear assemblies, lack of which is keeping the majority of American Tomahawks grounded. Soviets continually ask arrival dates of Douglas A20 planes.

JOSEPH STILWELL

DEC 25 1941

OUT
WAR ROOM, WPD

-2-

DISTRIBUTION:
[illegible]
Projects #3
Plans #4
[illegible]
G/S
File 78 6

Paraphrase by Major S. T. Moore, A.C.

Distribution as indicated.

crl

I. S. No. 26 12/25/41

Indicate distribution by check for one copy, by figure for more than one. Message center indicate recipient of particular copy by drawing circle.														
State	WPD 6	ONI	GHQ	OASW	ASWA	OCAC 5	CAAF	S W	C/S	USW	ACS, G-2	ACS, G-3	ACS, G-4
Ch. I B	MA	FL	CIB	Air 2	BES 2	SES	WES	CES	EES	LAS	FES	Sig. 2	Armd.
DAD X	Hinton	OLLA X	Mr. Currie		RS X								

WAR DEPARTMENT
G-C-S-11-8

Classification Stamp
CONFIDENTIAL

WPD

Carr AG 452.1 Russia (8-27-41) 1419

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WAR DEPARTMENT
Headquarters Army Air Forces
Office Chief of the Air Staff
Washington, D. C.

Date _____

TO: Col Vanaman

copies have been furnished to

A-3
A-4
OCAC

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

X-218, A.C.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
E.O. 12958
By NARA, Date 8/4/16

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

December 29, 1941

DECLASSIFIED

SECRET

452.1 Russia (78)

MEMORANDUM FOR GENERAL SPAATZ:

Subject: Allocation of Airplanes to Russia.

The following allocation of airplanes is made to the Russians.

	Bombers		
	Medium	Light	Pursuit
Jan.	12	100	100
Feb.	12	100	100
March	12	100	100
April	12	100	100
May	12	100	100
June	12	100	100
July	-	100	100
Aug.	-	100	100
Sept.	-	100	100
Oct.	-	-	-
Nov.	-	-	-
Dec.	-	-	-

H. H. ARNOLD,
Lieutenant General, U. S. Army,
Deputy Chief of Staff for Air.

Copies for: Mr. Lovett
General Moore
A.C. of S. W.P.D., G.S.
Colonel Aurand

Copies furnished
A-3
A-4
OCAC

DECLASSIFIED

SECRET

AG 452.1 Russia (78)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND RECORD SHEET

2262

SECRET

DECLASSIFIED

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

File No. _____

Tally No. AAF/ _____

Subject: Aeronautical Aid to Russia

NO.	FROM	TO	DATE	COMMENTS
				OCAC/Intel. JGT/lwc
1.	OCAC Intel.	AAF AAG	DEC 17 1941	1. Attached correspondence received from State Department and forwarded to you for duplication and distribution. 2. Operations Division, OCAC, and A/WPD have been furnished copies in advance with comments. JGT C/Intel. Hq. Army Air Forces DEC 17 1941 AAG Received 2 Incl. 1-Ltr. 12/15/41 fr. State Dept.(In dupl.) w/2 incls. - 1.Paraphrase of teleg. fr. London, #6011, 12/11/41 2.Paraphrase of teleg. fr. London, #6027, 12/12/41 2-Cy of R&R to Oper.Div.,OCAC, same subject

452.1 Russia (77)

DECLASSIFIED

SECRET

(Do not use reverse side)

W-4071, AC. Rev. 8/1/41

Page No. _____

5-2862 12/17/41 HJ

AAF 452.1 Russia (77)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ADDRESS OFFICIAL COMMUNICATIONS TO THE SECRETARY OF STATE WASHINGTON, D. C.

SECRET
DECLASSIFIED

DECLASSIFIED
DOD DIR. 5200.9 Sec. 4.20 Nov. 1973
By AHolland NARS, Date 8/14/76

DEPARTMENT OF STATE
WASHINGTON

In reply refer to
Eu

December 15, 1941

SECRET

The Secretary of State presents his compliments to the Honorable the Secretary of War and, with reference to Mr. Hull's note of December 2, 1941 transmitting a paraphrase of a telegram dated November 29 from the American Embassy at London concerning aeronautical aid to Russia, transmits herewith paraphrases of two further telegrams dated December 11 and December 12, 1941.

An indication of Mr. Stimson's wishes with respect to further action concerning this matter would be appreciated.

Enclosures:

1. Paraphrase of telegram from London, no. 6011, December 11, 1941;
2. Paraphrase of telegram from London, no. 6027, December 12, 1941.

DECLASSIFIED

S-2862 12/17/24-V

SECRET 424.93/532 Russia Encl. #1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

DECLASSIFIED
Authority NND 969078
By NARA Date 8/14/96

PARAPHRASE OF TELEGRAM

To: Secretary of State

From: London

Dated: December 11, 11 p.m.

Rec'd: December 11, 6 p.m.

No. 6011

I received the following message this afternoon after repeatedly urging the Foreign Office to expedite its reply. I immediately inquired orally why the message made no mention of the Iraqi Government and have been promised an explanation tomorrow. The following is the substance of the message received:

On November 26 you conveyed to Mr. Eden a message from your Government making certain proposals with respect to the delivery of American aircraft to the Soviet Government. As you recall, Mr. Eden advised you that the British Government accepted these proposals in principle but that a number of questions, including the exact site of the proposed point of assembly, would require careful examination by the authorities concerned.

As a result of this examination it has been found that there are certain objections to the use of either Basra or Karachi for the assembly point. At the former loading and unloading

DECLASSIFIED

SECRET

S-LF62/2A-2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

unloading facilities are limited and will probably be very strained by increasing amounts of military and civilian material which must be imported for our armed forces and for the civilian population of Iraq. At the latter there are adequate port facilities but all air force facilities will be required for the use of the R.A.F. in India. Any further capacity which can be developed will be required to meet Far Eastern commitments.

Two alternative sites would be Khosrowabad, fifteen miles below Abadan, and Umm Qasr, on the western side of the Gulf below the mouth of the river. From available information it seems that the former, which has light and water and deeper anchorage than Basra, might be particularly suitable. Apparently these two locations are now being studied by R.A.F. forces and representatives of General Wheeler's Mission and a report should be available in the near future.

(Garble) The location of the assembly point for operation under American command and control it is probable that it will be some time before the point is ready to assemble planes. The British Government suggests that in the meantime your Government deliver American bombers destined for the Soviet Government at Basra, where the

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

the strain on port facilities will probably not reach its peak for some time and where the R.A.F. can for the present provide the requisite erection and flying field facilities.

Apparently American fighter planes for the Soviet Government are, at the request of the latter, now being delivered at Archangel. Should it be desirable to divert them to the Persian Gulf, they could also be received at Basra for the time being.

I regret the delay in sending this message, which has been due to the need for careful study of the question of port facilities. (End of message from Foreign Office).

Since your first message on this subject was received Harriman has transmitted to Hopkins and Stettinius in telegrams dated December 6 and December 9 information from the Air Ministry and Ministry of War Transport.

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

PARAPHRASE OF TELEGRAM

To: The Secretary of State

From: London

Dated: December 12, 11 p.m.

Rec'd: December 12, 7:50 p.m.

No. 6027

My 6011, December 11, 11 p.m.

I have just received a message from the Foreign Office of which the following is the substance:

In your original message you suggested that the British Government approach the Governments of India, Iraq and Iran to ask their approval and assistance in connection with the project for assembly of aircraft. As stated in our letter of December 11, the competent authorities do not consider Karachi a suitable place for an assembly plant due to the great demand upon facilities there for the R.A.F. in India and the Far East. There accordingly appears to be no need to approach the Government of India.

With regard to Iraq we believe that the temporary arrangements suggested in our letter of December 11 for assembly by the R.A.F. of American planes at Basra would be covered by Treaty of Alliance, Article IV, which stipulates that in case of war Iraq shall provide Great Britain every facility and assistance in its power, including

DECLASSIFIED

SECRET

5-2562 (14-2)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

including the use of means of communication and transportation, rivers, harbors and air fields. It might be well, nevertheless, to advise the Iraqi Government as a matter of courtesy as to what is contemplated. We will be glad to send the necessary instructions to the British Ambassador at Baghdad as soon as we are advised whether the temporary arrangements meet with the approval of your Government.

The Anglo-Iraqi Treaty, we believe, would also cover the long term plan for a purely American assembly base if the site selected is in Iraq, as is Umqasr. In effect the position would be that the British Government was subletting to the Government of the United States part of the site made available to them by the Government of Iraq under the Treaty of Alliance. We feel that it would be sufficient to advise the Iraq Government of this development when the time arises to establish the base. We would also be glad to do this.

You will recall that our letter of December 11 suggested Khosrowabad as an alternative site as a permanent base (in Iran). We expect the Anglo-Iranian Alliance to be concluded shortly and in this case the position would be fully parallel to that described above with regard to Iraq. We would be glad to send suitable instructions to the British Minister at Tehran. If by any chance the treaty with Iran does

does not come into effect we would probably not think it necessary even to advise the Government of Iran and we would merely assist the American authorities to set up the assembly base as we are in military occupation of that part of Iran.

Another question raised in your original letter concerns the point at which the assembled planes are to be delivered to the Soviet authorities. We note your Government's desire that this point be somewhere in Iran and that it be adequately defended. Tehran was suggested. It may be best for your Government to consult the Soviet Government with regard to the exact point of delivery and make the necessary arrangements directly with it.

OK with USSR GET

We believe, however, that it would be advisable to select a delivery point in the area now occupied by the Russians, possibly Kazvin. There are no longer either British or Russian troops at Tehran and their return would raise undesirable political questions. There might be practical difficulties if a delivery point were selected in the part of Iran occupied by our troops.

There is one further point which we wish to mention. Your letter did not indicate the arrangements contemplated for ferry crews and communication planes to return the crews from the point of delivery to the assembly site. We assume

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

assume that as the project is to be entirely American your Government will furnish these facilities. We would welcome confirmation on this point as we believe it would not be possible for the R.A.F. to undertake this work.

DECLASSIFIED

SECRET

ar 123452.1 Russia (77)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

Aeronautical Aid to Russia

OCAC/Intel.
JJT/lwc

1. OCAS Intel. OCAC DEC 17 1941 Opera. Div. (Attn: Col. Person)

1. There is inclosed copy of State Department telegram #6011, December 11, 1941, and #6027, December 12, 1941.

2. Desire to invite your attention to the previous message transmitted to your office, saying that the British had accepted our proposal concerning Basra in principle, but that certain questions had come up. These questions have now been amplified and indicate that the British Government is trying to:

a. Assume control of this project by virtue of asking us to set up a temporary procedure whereby we deliver the stuff to the British assembly point at Basra where apparently our people would assemble planes under British control for the Russians,

b. Refuse to divide existing facilities or personnel immediately to establish such point either at Basra or Karachi.

c. Insist on side-tracking us down the river to Khosrowabad, fifteen miles below Abadan, or on the west side of the gulf below the mouth of the river at Umm Qasr. Apparently the former is the better of the two. It is likely that neither is entirely suitable. They say that representatives of General Wheeler's Mission are working with the R.A.F. and will make a report. This office does not recommend that we accept the alternate plan of delivering at Basra unless the British agree now to provide us with a share of the existing port facilities and airdrome hangar space, etc., as previously requested.

2. Instructions regarding this matter are requested, as to what immediate presentations should be made through the State Department to London, in an attempt to prevent this side-stepping of our joint responsibility. It will be noted that they have also attempted to by-pass the Air Corps in this matter through the means of telegrams dated December 6 and 9

DECLASSIFIED

1

~~SECRET~~

Ind. #2

5-2f62(2A-2)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~
DECLASSIFIED

Aeronautical Aid to Russia

DEC 17 1941

1 (Cont.)	OCAC Intel.	OCAC Opers. Div.	sent to Mr. Hopkins and Mr. Stettinius by the Air Ministry and Ministry of War Transport. This office has not received copies of those telegrams and it is presumed that yours has not. It is felt that if the Air Corps is to handle this, all negotiations and data should pass through your hands.

2 Incls.
#1, Cy.St.Dept.tel.#6011, 12/11/41
#2, Cy.St.Dept.tel.#6027, 12/12/41

JGT
C/Intel.

~~SECRET~~
DECLASSIFIED
2

AG 336.2 Russia (77)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

No. 99

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

DECLASSIFIED

Received from the Office, Chief of the Air Corps the following (SECRET, C[redacted] document:

[redacted]

C-2862 #1 BAR fr. Intell to Air AO, 12/17
subj: Aeronautical Aid to Russia w/4 encls.

[redacted]

PLEASE ACCOMPLISH AND
RETURN IMMEDIATELY TO:
[redacted], Executive Sect.,
[redacted], Intelligence Div.
Office, Chief of Air Corps.

Hq. Army Air Forces
17 1941
DATE RECEIVED AAG Received

BY Orig rec'd & returned
Name

Rank Branch

OFFICE OF:

OCAC NO.

W-4003, AC. Rev. 12/2/41

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

OFFICE OF THE CHIEF OF THE AIR CORPS

2590

ROUTING AND RECORD SHEET

DECLASSIFIED

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

File No.

Tally No.

Subject: Secret Message No. C/421, Dec. 6.

NO.	FROM	TO	DATE	COMMENTS (15-C3) mlp
1.	OCAC (Opera. Div.)	C/AAF	1941 12/11	1. For your information. 2. General Adler is being requested to investigate Abadan and make recommendations. O.S.F. 1 Incl. Cy. Sec.Message, #C/421 of Dec. 6 L. S. F. Colonel, A. C. Chief, Operations Division

DECLASSIFIED

(Reverse side)

SECRET

W-4071, AC, Rev. 8/1/41

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

MESSAGE

IN RECEIVED

TIME: 1100

DATE: 12/12

FROM: Iraq

TO: British Army Staff Washington.

No: Q/421 of Dec 6.

Following from Gen Wheeler for Gen. Moore.

Begins.

Ref telegram No 167 of 12/11. regarding message from Army air Force.

Firstly. Delivery plan for aircraft to RUSSIA should provide for shipment to ABADAN and assembly plant there instead of BASRA because BASRA and SHAIBA will be used to capacity as port and assembly plant for the erection of 300 planes per month for British.

Secondly. ABADAN is site of Anglo-Iranian Oil Coy refinery on ABADAN Island 30 miles below BASRA on SHATAL ARAB CHANNEL. It has 1500 feet of cargo wharf with depth of 32 feet alongside seven travelling cranes of 3 ton capacity each and one floating crane of 200 ton capacity. General cargo amounting to 40000 tons per month has been discharged at wharf. Monthly discharge can be increased by use of barges. Ample domestic water supply and from 10000 to 20000 kilowats are available. Motor fuel in any desired quantity can be obtained but it will be necessary to bring lubricating oil from USA. An airdrome with paved runway 6000 feet (corrupt gp) is available. Airdrome has one hanger 100 feet by 150 feet used by oil coys planes. Paved highway with 3 foot guage railway connect docks to vicinity of airfield and ample area is available near airdrome for american operations..

DECLASSIFIED

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

Thirdly. British will erect three hangers 200 by 250 feet by January 15th for American use these hangers being loan from another project will need replacement early. They will provide by same date mess huts and tents for shelter of 135 officers, 50 enlisted men and 800 civilians. Space for 100 hospital beds will be provided in existing permanent buildings but beds and medical personnel, equipment and supplies must be brought from USA. Royal Air Force has plan for defence of refinery at ABADAN.

Fourthly. In vicinity of ABADAN uncrated aircraft can be discharged from shipdeck and rolled to airdrome. Aircraft of largest dimensions loaded on deck of Navy Aircraft Carrier could be unloaded to barges and transported to airdrome. Advance notice of arrival of aircraft carrier is advisable in order to arrange barges and expeditious discharge. Navigable channel has width of about 2000 ft at this point 32 miles above the open waters at head of gulf.

Fifthly. Ferry route and point of acceptance are under consideration. If TEHERAN is acceptable to Russians for point of acceptance staging points will NOT be necessary. Chief of Mission has sought conference with Russians at which time housing for American personnel at delivery point, protection and supply of 100 octane fuel and oil will be determined.

Sixthly. At conference today with two commanders of British Force in IRAQ and of Royal Air Force in IRAQ, Air Force Commander expressed the view that American activity at ABADAN would enhance an already lucrative target. He suggested that Americans take over from RAF the assembly plants for erection of 300 planes per month at BASRA and SHAIBA of which 200 planes per month could be delivered to Russia and only 100 planes per month to British

SECRET DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

Seventhly. Commander of British Force in IRAQ and Chief of Mission however consider that it will not be possible to develop assembly at such rate for sometime due to present demands upon port of BASRA and consequently flow to both Russian and Britain would be delayed and because of vital necessity of relieving port of BASRA by diversion to other ports in vicinity of all possible tonnage and activities. Since it is evident that every port and suitable location near head of gulf must be developed to maximum to meet increasing demands. ABADAN should be used to maximum provided NO interference with refinery. Oil Coy officials state that our use of dock facilities could be coordinated with their requirements.

Eightly. Reports by Commanders of British Forces in IRAQ and Air Force in IRAQ are being submitted to their higher authorities. It is recommended that American activities for erection of 200 planes per month for delivery to Russians be established on ABADAN Islands. Ends.

Gen Moore (1)

E & TN

SECRET

DECLASSIFIED
AR AD 45711 Russia (76)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

(15-03)

DECLASSIFIED
DOD Ltr
By ALD/ISP Date 3/4/96

JAN 27 1942

Delivery of Aircraft to U.S.S.R.

~~SECRET~~
By Authority of
the Chief of the Air Corps
JAN 27 1942
Date Initials

Chief of the Army Air Forces.

1. It is requested that the U.S.S.R. Government be advised that permission has been obtained from the British Government for the Russian pilots to take delivery of American aircraft at Basra and at our assembly point at Abadan. It is estimated that our assembly plant at Abadan will be in operation on or about May 1, 1942.

For the Chief of the Air Corps:

C. S. Ferson
Colonel, A.C.
Assistant

DECLASSIFIED

~~SECRET~~

A-2/71

AG 452.1 Russia (5-10-41)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HENRY HARLEY ARNOLD
Box 127 Folder 3

MILITARY

Decimal

SAS 452.1
Russia
(152-215)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD dirs
By: AUS/NP NC, Date: 9 Feb

SECRET

DECLASSIFIED

AFADS
WNR/gwd
Ext. 4649
Rm. 3D1089, Pentagon Bldg.

1133

March 3, 1943.

Major General A. I. Belyaev,
Chairman, The Government Purchasing Commission
of the Soviet Union in the U. S. A.,
3325-16th Street, N. W.,
Washington, D. C.

Dear General Belyaev,

I have directed that the B-24D airplane, which was used by General Bradley and his party on their return flight from the U.S.S.R. and which is now down in the town of Jakutsk, be turned over to your Government.

In view of the fact that the plane will have been standing for some three months, I am directing that all of the necessary engines and parts to completely rehabilitate this plane for use be shipped to Fairbanks, and turned over to your mission at that place.

With kind personal regards,

Sincerely,

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

For and in the absence of Lt. General Arnold:

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

Copy for General Stratemeyer.

SECRET

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By Ltr/Ltr JC, Date 8/24/76

COPY

SECRET

DECLASSIFIED

The Government Purchasing Commission
of the Soviet Union in the U.S.A.

Major General A. I. Belyaev
Chairman

3355-16th Street, N. W.
Washington, D. C.

February 22, 1943.

Lieut. General H.H.Arnold
Commanding General, Army Air Forces
War Department
Pentagon Building
Washington, D.C.

Dear General Arnold:

I am taking this opportunity of writing to you in reference to the U.S.A. bomber of the B-24 type which was used by General Follet Bradley and his party on their return flight from U.S.S.R. to the U.S.A.

As you are well aware of, the above mentioned plane due to some defects is still on U.S.S.R. territory in the town of Jakutsk. The plane is out of commission and of no practical use at the present time.

In view of the above I wish to ask you to give this plane for the Red Army use. In case you will give your approval to this request I shall also ask for two motors for the above mentioned bomber of the B-24 type.

With kind personal regards, I am

Sincerely yours,

/s/ Belyaev

A.I. Belyaev
Major General, U.S.S.R. Army
Chairman.

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

A-4/2,0

DECLASSIFIED
DOD Rls.
8 Jan. & 20 June 1974
By [redacted] NC, Date 8/11/74

SECRET

DECLASSIFIED

AFADS
WMB/ro
Ext.4849
Rm.3D1039,Pentagon

FEB 22 1943

MEMORANDUM FOR MR. HARRY L. HOPKINS:

Subject: Delivery of Airplanes to Russia

1. Everything possible is being done to carry out the directive of the President to deliver airplanes to Russia in accordance with protocol schedules by the most expeditious means possible.

2. In order to assure the success of the program, as laid down by the President, the Army Air Forces have taken the following steps:

a. The Assistant Chief of the Air Staff, A-4, has been appointed special monitor of the whole program to coordinate the activities of the various Commands in the Air Forces.

b. Present facilities have been and are being expanded at stations on the route and additional personnel have been assigned these stations.

c. New facilities are being installed where bottlenecks have developed.

d. The highest priority has been placed on the manufacture, service and movement of aircraft destined for the U.S.S.R.

e. All fighter aircraft from January allocations and two-thirds of February's allocations were crated and shipped by water.

air [illegible] 452.1 Russia (2-10)

DECLASSIFIED

SECRET Copy for General Arnold

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

3. Flight deliveries are progressing at an accelerated rate, and by the end of this month, with the exception of a very few airplanes needing service, we should have in transit within the United States only those aircraft from February's production.

4. The following is a comparative summation of the results of 1943, as of January 31, 1943, and a cumulative total as of February 15, 1943, of our deliveries by air:

	Jan. 31, 1943	Feb. 15, 1943
Enroute in the United States	220	169
At departure points in the US	71	96
Enroute to foreign delivery points (outside United States)	83	113
Delivered at acceptance points (foreign)	84	146

5. Over and above the one hundred and sixty-nine (169) airplanes shown as being within the continental limits of the United States as of February 15, there will be an additional one hundred and twenty-five (125) airplanes available from production for flight delivery during the latter half of February, and these should be enroute to departure stations within the United States by the end of the month.

6. The movement of the aircraft as set forth above to their ultimate destinations will fulfill the protocol agreement with the exception of ninety-seven (97) A-20 airplanes which are not yet available from production.

George E. Stratemeyer,
Major General, U. S. A.
Chief of the Air Staff.

Dispatched
FEB 22 1943
AAG

DECLASSIFIED

SECRET
- 2 -

Air AG 452.1 Russia (214)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

122

MANUSCRIPT DIVISION

CLASSIFIED ITEMS REMOVED

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

Series: 452.1 Russia

Folder Title:

Item(s) and Security Classification:

1. Memo., Harry Hopkins to Arnold, 2/2/43, 1p. S.
   Originating Agency: White House

PK JAW .1994 10.94

Reviewer Date

85-57 (rev 4/90

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dirs. 5200.9 & 20 June 1974
By [illegible] NARS, Date 8/24/78

SECRET

DECLASSIFIED

February 12, 1943

Major General A. I. Belyaev, Chairman
The Government Purchasing Commission of the Soviet Union in the USA
3355 16th Street, N. W.
Washington, D. C.

Dear General Belyaev:

With reference to your letter of February 12, pointing out some of the specific difficulties attendant to the delivery of aircraft to the U.S.S.R., I should like to assure you again that every effort is being made by the Army Air Forces to insure the prompt movement of these planes.

According to the latest available figures, in the period January 1, 1943 to February 15, 1943, we had delivered by air a total of one hundred fifty-five (155) airplanes to your missions at Abadan and Fairbanks; there were en route, having departed the United States, an additional one hundred twenty (120) planes; and there were one hundred twenty-five (125) planes ready at departure stations in the United States. This compares with deliveries by air of a total of four hundred eighty-seven (487) aircraft deliveries in 1942.

In the past, it has been necessary to use combat aircraft for the training of ferrying crews in order that we might have sufficient crews trained to handle deliveries of aircraft abroad at an accelerated rate. This is no longer necessary, and I have taken action to stop the use of planes scheduled for the U.S.S.R. for this purpose and to assure the delivery of aircraft with a minimum expenditure of their motor resources.

The delivery of the one hundred two (102) A-20B type aircraft was admittedly slow, due to the numerous changes in winterization requirements, and the necessity for engine inspection and change, because of corrosion on the piston rings. Some winterized aircraft were erroneously routed South early in January,

WDCSO 452.1 Russia (213)

DECLASSIFIED

SECRET

WDCSO 452.1 Russia (Copy for Gen Streatmeyer)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

as a result of the confusion caused by the numerous changes in our winterization requirements. This situation has now been corrected, and almost all of the A-20Bs are now en route. As of February 15, twenty (20) of these aircraft were still in modification centers and these are scheduled to be released during the current month.

The A-20G airplanes scheduled for delivery against Munitions Assignments Board's commitments for January and February, totalling one hundred twenty-one (121), that have been delayed because of the necessity of changing the fuel hoses and the lack of radio compasses are now moving in substantial numbers. I expect a total of at least ninety (90) of these planes to be available for movement prior to the end of February, the balance, coming from the last of the month's factory production, to be available from Modification Centers in the early part of March.

Our Commands have been directed to expedite the shipment of parts necessary to repair the aircraft delayed enroute, both to Fairbanks and Abadan, and where I have checked, I find that the necessary supplies and equipment are already enroute to service the aircraft that are down at the various staging fields.

We are fast approaching a minimum of aircraft in transit in the United States, and are now working on the problem of speeding up deliveries from the Modification Centers.

Sincerely,

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

Dispatched
FEB 20 1943
AAG

-2-

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD 5200.
8 Jan. & 20 June 1974
By: AGAF/AF ltr, Date 3/4/74

SECRET

DECLASSIFIED

AFADS 758
WMR/rs/4849

February 9, 1943

FEB 17 1943

Major General A. I. Belyaev
The Government Purchasing Commission of the Soviet Union, USA
3355 16th Street, N. W.
Washington, D. C.

Dear General:

In reply to your letter of February 5, 1943, covering the plan for delivery of aircraft from the February and March allocations to the USSR, I have issued necessary directives to the appropriate commands of the Army Air Forces to accomplish the delivery of the planes in the manner you desire.

With particular reference to numbered paragraphs six and seven, I see no way in which we can meet both of your requests. I feel that we can deliver one hundred fifty (150) P-39s and forty (40) P-40s for the March account to the New York Port by March 15, 1943, but if we use production from early in the month to meet this deadline, there is not sufficient time remaining to winterize production from the last part of the month and have these airplanes dispatched through Fairbanks before April 1st.

I have asked Lt. Colonel Paige to take this matter up with Colonel Piskounov and to ascertain which method and route of delivery is most important to your Government.

Our winterization program is proceeding much more smoothly as a result of our protocol of December 28-30, and I believe this series of meetings has resulted in the solving of a great many of the winterization problems.

With kindest personal regards, I am,

Sincerely yours,

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

DECLASSIFIED

SECRET

DECLASSIFIED

Copy for General Strategic Air Force (312)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD IBS.
6 Jan. & 20 June 1972
By: [illegible] NC, Date: [illegible]

SECRET

DECLASSIFIED

4 February 1943

MEMORANDUM FOR RECORD:

A conference was held between General Belyaev and General Stratemeyer with General Hanley and Captain Vladimiroff also present. General Belyaev requested that 270 fighter airplanes and 1000 tons of spare parts be delivered to New York for boat shipment prior to February 10th. He was informed that it would probably be possible to deliver 75 P-39's and 35 P-40's by that date.

General Belyaev was requested to inform the Army Air Forces whether the balance of the February allocation would be prepared for shipment by boat or for fly-away.

General Belyaev reported that the A-20's intended for movement via Alaska had been diverted to the Southern route. General Hanley stated this was through error of the Air Transport Command in taking these airplanes on the assumption that airplanes not fully winterized had to go via that route and that steps have been taken to correct it and to send all winterized airplanes North.

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

DECLASSIFIED

SECRET

AG 452.1 Russia (2-11)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir. 5 Jan. & 20 June 1972
By [illegible] NLC, Date [illegible]

SECRET

DECLASSIFIED

AFDAS
TJH/cmc/6371

February 4, 1943.

Major General A. I. Belyaev,
3355 - 16th Street, N. W.,
Washington, D. C.

My dear General Belyaev:

Replying to your letter of February 1st, the Materiel Command, Army Air Forces, informs me that they will be able to make delivery at the factory to your agents, Moore-McCormick, by February 10, 1943, the following number of airplanes prepared for overseas shipment:

75 - P-39's
35 - P-40's

This is the maximum number of fighter planes which will be available for the Russian Government by that date. The balance of the February allocation will be produced later during the month.

A proportionate share of spare parts will be delivered prior to February 10th and the Air Service Command has been directed to deliver as much of the 1000 tons requested as possible.

With kind personal regards, I am,

Sincerely yours,

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

Dispatched
Feb 5 1943
AAG

DECLASSIFIED

SECRET

AIR AG 452.1 Russia (2)

AIR AG 452.1 Russia (2-10)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Rts
By [illegible] NC, Date [illegible]

DECLASSIFIED

~~SECRET~~

Представительство Закупочная Комиссия СНК СССР в США

To - Gen. Hawley
1. Resp. for supply
2. Resp. to Soviet Purchasing Commission

Major General A. I. Belyaev
Chairman

3355 16th Street N.W.
Washington, D.C.

February 1, 1943 .

Major-General George E. Stratemeyer
Chief of the Air Staff
War Department
Room 3E-1015
Pentagon Bldg.,
Arlington, Virginia.

Dear General Stratemeyer:

As you probably know the U.S.A. Government has allocated 20 ships for delivering to the U.S.S.R. via the Northern Route some cargoes urgently needed by the front. The ships are to sail by the close of the first half of this month.

Due to the fact that this route is being used extremely irregularly it is our desire to send with these 20 ships as many as possible planes and aviation spare parts.

The allocated tonnage makes it possible to load on these ships 400 pursuit planes and 1000 tons of aviation s pare parts. Bearing in mind that the pursuit planes and the spares are ergently demanded by the front I most earnestly ask you to find some possibilities for delivering the pursuit planes of the February program i.e. - 270 planes and the above mentioned 1000 spare parts (from depot No.8) to the port of New York, N.Y. by the 10th of this month.

I am most sure that my request will find your kind consideration and complete support.

With kind personal regards

Sincerely yours,

A. I. Belyaev
Major General
Chairman.

DECLASSIFIED

~~SECRET~~

Air 20 430.1 Russia (21

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD ltr.
8 Jan. & 20 June 1974
By A-1a/AF NC, Date 3/24/76

CONFIDENTIAL
DECLASSIFIED

Winterization Meeting with Russian Representatives at Wright Field.

Director of Military Requirements.
THRU Assistant Chief of Air Staff, A-4.
Deputy Chief of Air Staff.

Feb. 3, 1943.

1

TJH/ewa/6371

1. Attached hereto is a copy of an agreement entered into by the Russian representatives of the Soviet Purchasing Commission and the Material Division on the subject of winterization.

2. The agreement reached should be checked against directives issued by you on the subject of winterization and, in cases of differences, actions should be taken to amend your instructions or require compliance therewith.

Incls: CONF cpys memo. rpts dtd 1/2/43 frm Material Div.: Serial No. PES-M-140 (P-39 airplanes) No. PES-M-141(A-20 airplanes) No. PES-M-142 (B-25 airplanes).

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

Dispatched
FEB 4 1943
AAF

Air AG 452.1 Russia (2-9)

DECLASSIFIED
CONFIDENTIAL

Air AG 452.1 Russia (2-9)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES

Routing Slip Date 2/4/43

TO: AFMAG (Office or Symbol) Bldg.

Attn: Room

Coord.	Invest.	Nec. Action
Infor.	Recomd.	Sig.
File	Confer.	

Remarks:

Noted by Gen. Hanley
For files

From: Name. MMAH. Phone

Office S/AS (Name or Symbol) Bldg. Rm.

3-218, AF.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dirs.
8 Jan. & 20 June 1974
By Ltr/AF 10; Date 8/24/76

SECRET
DECLASSIFIED

738

SECRET

AFADS
AMR/rs/4849

February 3, 1943

MEMORANDUM FOR MAJOR GENERAL L. D. CRAIG,
Assistant Chief of Staff for Material,
Headquarters, Services of Supply

SUBJECT: Memorandum from the President to the Secretary of War, dated October 2, 1942, Concerning Russia

1. The Commanding General, Services of Supply, has requested the Commanding General, Army Air Forces, to furnish information not later than the sixth of each month, concerning action taken on matters indicated in paragraph c of the President's memorandum of October 2, reading as follows:

"c. That airplanes be delivered in accordance with protocol schedules by the most expeditious means, whether by ship or flight."

2. The status as of January 31, 1943, follows:

a.

	Protocol Requirements thru Jan.	Delivered from Factories thru Jan.
Medium Bombers	84	84
Light Bombers	650	600
Fighters	700	742

b. In addition to the above protocol commitments, 30 AT-6s delivered from factory in November, were shipped from U. S. in December.

c. 119 P-39 Fighters were delivered, ex-factory in December to U.S.S.R., for U. K. account, to complete the repayment of the 179 diverted to U. S. in U. K., and the 250 allocated to U. K., for U.S.S.R., for the four month period ending December 31.

d. 72 Fighters were delivered, ex-factory, in January to the U.S.S.R., for U. K. account, against the 100 allocated to the U. K. for the U. S. S. R. for the month of January.

DECLASSIFIED
SECRET

580

DA 400.5295 Russia (2-3-43) General Henley

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

3. The initial second protocol basis of 12 Medium Bombers, 100 Light Bombers, and 100 Fighters each month was changed for the month of January and 12 Medium Bombers, 50 Light Bombers and 100 Fighters were allocated for January delivery. Flight deliveries via Alaska, beginning with January's allocation, were changed and Fighters were routed for water shipment and Light Bombers will be routed via the South Atlantic.

4. Deliveries from the factory but not yet departed the United States show the progress made against the backlog of undelivered planes in the U. S., scheduled for flight delivery:

	As of December 31, 1942	As of Jan. 31, 1943
A-20s	178	148
Fighter Aircraft	194	112

The drastic steps taken early in January to push the winterization program are beginning to have a very definite effect on deliveries. The full effect of this is just beginning to be felt and shows up more strikingly in comparing the number of aircraft in Modification Centers and Sub-Depots. A very large number of the 112 Fighters and 148 Light Bombers are immediately available for delivery, but are held because of the weather.

For the Commanding General, Army Air Forces:

RICHARD H. BALLARD
Colonel, G. S. C.
Assistant Chief of the Air Staff, A-4.

FEB 3 1943 PM

1/22/43 ✓

DECLASSIFIED

-2-

~~SECRET~~

WDGS 452.1 Russia (28)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dirs.
8 Jan. & 20 June 1974
By AUG/AP NC. Date 9/4/78

DECLASSIFIED

Difficulties with Winterization at Ladd Field.

Assistant Chief of Air Staff, A-4. 1/28/43

Deputy Chief of Air Staff. 1

TJH/ewa/6371

1. Colonel Gaffney, Commanding Ladd Field, has just reported that he has concluded another conference with the Russian authorities at that station. He states that the Russian opinion of our ability to equip aircraft for cold weather operations is very low. He further states that we have lost their confidence.

2. It is desired that you keep General Belyaev informed of our efforts and assure him that everything possible is being done to expedite this movement.

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

Cpy: Gen.Stratemeyer.

Dispatched
JAN 30 1943
AAG

DECLASSIFIED

CONFIDENTIAL air AG 452.1 Russia (20)

DECLASSIFIED
DOD Dirs.
8 Jan. & 20 June 1974
By AUG/AP NC. Date 9/4/78

DECLASSIFIED

Return of Ten (10) C-47's Loaned to U.S.S.R.

Asst. Chief of Air Staff, A-3. 15 Feb. 43

Deputy Chief of the Air Staff MAL/mdc/52655 5

General Hanley desires a brief statement giving him the complete picture reference the 10 C-47's loaned the Russians.

Dispatched
FEB 15 1943
AAG

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

air AG 452.1 Russia (20)

DECLASSIFIED

air AG 452.1 Russia (20)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

SECRET

Return of Ten (10) C-47's Loaned to U.S.S.R.

3. WAC(Air) AFACT 2/11 1943 DSB/hia/72852

1. On February 10, 1943 the Munitions Assignments Board disapproved the above proposal to charge ten (10) C-47's, loaned to Russia in 1942 against the 200 committed for delivery to Russia in 1943.

For the Chairman, Munitions Assignments Committee (Air):

D. S. BLOSSON
Capt., Air Corps
Asst. Secretary

TO: Deputy Chief of Air Staff (General Hanley) DATE 2/12/43

FROM: Assistant Chief of the Air Staff, A-3 COMMENT NO. 4

JJO'S/ek/6702

1. In view of the decision of the Munitions Assignment Board, information is requested if the Army Air Forces should take action to have Russia return the ten (10) C-47's loaned to them and to whom the request should be addressed.

2. The return of the ten (10) C-47's is not desirable from an operational standpoint because these airplanes have special winterization features which are not required for our operations. The return is desirable, however, because of the shortage of transports.

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

DECLASSIFIED

SECRET

Air Ops 452.1 Russia (2-04)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dirs.
By AJC/MP NC. Date 8/14/75

CONFIDENTIAL
DECLASSIFIED

Letter from RAF Delegation re request for supplies

A-4 1-28-43

Chief of the Air Staff 1

WEH:JT 5246

For necessary action including preparation of reply for General Stratemeyer's signature.

1 Incl.
Ltr 1-27-43 fr Dir of Signals RAF to CG, AAF

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

Dispatched
JAN 28 1943
AAG

AIR A&E 452.1 Russia (206)

DECLASSIFIED
CONFIDENTIAL

AG 452.1 Russia (206)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES

Routing Slip

Date 1-20-43

TO: Air A. G. (Office or Symbol) Bldg.

Attn: Miss Sagraham Room

Coord.	Invest.	Nec.Action
Infor.	Recomd.	Sig.
File	Confer.	

Remarks:

For filing.

1/20/43

From: Name. Miss Anderson Phone

Office Gen. Hawley's Office (Name or Symbol) Rm.

3-218,AF

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

Received from * AFAMC-3D . Headquarters Army Air Forces,
the following document:

Addressed to: Brig. General T. J. Hanley, Jr.
3-D-1039, Pentagon Bldg.
Washington, D. C.

Subject: U S S R C W M G B A M G B O D 8 1943

Type of Corres. : Memo

Date: Dec. 10, 1942

Basic Dated: Dec. 10, 1942

Number of Incls.: Memo 4 pages, no incls.

PLEASE ACCOMPLISH AND
RETURN IMMEDIATELY TO:

Commanding General,
Army Air Forces,
Office of Air Adjutant General,
Classified Mail Unit,
Washington, D. C.

DATE RECEIVED _____

BY _____
Name

_____
Rank Branch

OFFICE OF: _____

AAF No. _____

*Insert symbol of office of origin.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir.
By Ala/Af NC, Date 8/31/76

SECRET
DECLASSIFIED

AFAMC-3D

December 10, 1942

MEMORANDUM TO: Brigadier General T. J. Hanley, Jr.

SUBJECT: U.S.S.R. Conference with Major General Bradley and Major General Belyaev on December 8, 1942

A. Major General Follett Bradley met with General Hanley, Major General A. I. Belyaev, and Captain Y. Vladimirov of the Soviet Purchasing Commission, Colonel Richard H. Ballard, A-4, Air Staff, Colonel Tunner, A.T.C., Colonel Schulgen, W.D.G.S., and Major W. W. Goodman, Materiel Command, in General Hanley's office, 3-D-1039, Pentagon Bldg., at 11:15 a.m. on that date, regarding Russian airplane deliveries.

B. The following items were mentioned, and have since been handled to the extent stated:

1. Hand tools, heaters, and other equipment approved on November 5 for Alsib had not yet arrived at Fairbanks when General Bradley left there last week. The assignment to U.S.S.R., for this purpose, covers the following items from Air Forces stocks: 35 kits, crew chief, T.O.-00-30-45, various hand taps and dyes to make screws and bolts, 36 pneumatic riveting hammers, 54 electric portable drills, 9 portable 5 cfm air compressors, 300 C10 electric power plants (generators), 9 portable welding kits, 13 cups and guns, paint spray, 8 solid handle drills, 40 B-2, 40 C-3, and 40 12-volt electric signal lamps, 14 L-2 and 18 L-1 oil servicing trucks, 450 24-VG-1 batteries, 450 propeller feed shoes, primer and cement. From November production there were allocated 900 D-1 and 225 hand crank heaters and 5 C-1 field instrument testing sets. From January 1942 or earlier production 15 jacks, 17 ton tripod. From earliest production, date not stated, 450 P-39, 450 A-20, 180 B-25, and 30 C-47 wing, propeller and engine covers.

These deliveries are to be rushed, and a delivery status report has been requested, for General Hanley.

2. General Bradley suggested that 14 Sno-Go's (rotary snow plows), two each for seven airports in Siberia, be allocated and transported by air.

It appears that 15 of these have been allocated under requisition 11551 and 25 under 11552, that they are under procurement, and that 10 are being shipped on December 10 from Chester Tank Depot to Seattle, for water shipment, and 16 others are on hand. Estimated weight is 16,000 lbs. each, so 7th emergency airport might be eliminated, and other 6 reduced to one Sno-Go each. Availability of air transport has been requested from A.T.C.

DECLASSIFIED

SECRET aid to USSR - Russia 705

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

Memo to General Hanley--December 10, 1942

Page 2

3. General Bradley suggested installing low frequency radio equipment of a type fitted for arctic operation, particularly for weather information, in 7 stations in Siberia, and that similar equipment be installed at Nome, Fairbanks, and along the route from Great Falls to Fairbanks, with coordination of existing facilities in and to Alaska.

General Hanley may wish to issue a directive to Colonel A. W. Marriner, Director of Communications, to study the problem, and take necessary steps to supply the equipment, subject to appropriate allocation by Munitions Assignments Committee, to integrate the network, and its operation, and avoid piecemeal deliveries.

4. It is reported that some U.S.S.R. Fighters arrived in Fairbanks without radio compasses.

Materiel Command advises that these were October deliveries on which compasses were waived by U.S.S.R., and that this practice has been discontinued, and that 25 compasses were shipped to Fairbanks to be installed in these earlier airplanes.

5. General Bradley stated that winterization procedure must provide for completely closing cowl flaps.

Materiel Command advises that present directives already provide for this installation.

6. General Belyaev was requested to furnish a list of spare parts, in addition to the normal complement, that U.S.S.R. desires, because of special cold weather needs. This list has not been received as yet.

7. General Belyaev was requested to send a list of minimum ground equipment and flight delivery requirements for Alsib, in addition to items already allocated. This list is also being prepared, and has not yet been received.

8. General Bradley advised that radios must also be winterized, and that this could be done with a small piece of wire carried by a plane crew for shorting the electrolitic condenser for a short time.

After the meeting, a conference was arranged between General Bradley's aide, Captain Watson, and Colonel Knowles, Radio Section, Production Engineering Branch, Materiel Command. Definite arrangements and instructions await return from leave of General Bradley's radio operator, who will furnish detailed informa-

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AFAMC-3D

~~SECRET~~

DECLASSIFIED

Memo to General Hanley--December 10, 1942
Page 3

tion, and explain which electrolitic condenser is to be shorted and for how long.

9. General Bradley stated that all Fighters and A-20's must have radio compasses, that work. General Hanley explained that U.S.S.R. airplanes had first priority, for these compasses.

Present difficulties in securing compasses for these commitments, would be minimized, if General Hanley were to issue a directive to Materiel Command and A.S.C., confirming the fact that these radio compasses for U.S.S.R. airplanes, are to have first priority.

10. General Bradley advised that he saw 9 B-24's along the route from Great Falls to Fairbanks, grounded, largely because superchargers were not winterised, by being lagged and protected against cold.

Assistant Chief of Staff (P), Materiel Command, was advised of this. It appears that this problem is known, and is receiving Materiel Command attention.

11. Coolant is to be shipped to Great Falls, to be changed there, in U.S.S.R. planes, and this item is to be added to the Great Falls check list.

Materiel Command has ordered shipment of the coolant, and the change there. A.T.C. is adding this item to their Great Falls check list.

12. A.S.C. is to speed up Great Falls final sub-depot check of Alsib planes.

General Hanley may wish to discuss this over the telephone with General McMullen, Overseas Division, A.S.C.

13. At Colonel Tunner's request (A.T.C.), the December 11 B-25C's are to be flown via Miami, rather than Fairbanks, and General Belyaev waived winterization of these planes. A.T.C. will use them for lead ships, for the A-20's.

Materiel Command has issued orders accordingly.

14. General Hanley requested the 12 January B-25C's be allocated on a basis that would permit delivery, completely modified and winterized, early in January.

Materiel Command has issued orders accordingly, and it is expected that these airplanes will be ready for flight by January 15.

DECLASSIFIED

~~SECRET~~ air ob 452.1 Russia (25)

AFAMC-3D

~~SECRET~~

DECLASSIFIED

Memo to General Hanley--December 10, 1942
Page 4

15. After close of conference, General Belyaev's office telephoned, and advised that no Wright or Allison motor spares had yet arrived at Fairbanks, requesting same complement of engine spares as other spares.

United Nations Branch of A.S.C. at Dayton, has been requested to expedite the delivery of these previously allocated spares.

16. A.T.C. (Major Leylan) reported U.S.S.R. spare parts arriving Fairbanks have insufficient or confusing markings, and that former requests for inserting duplicate shipping tickets inside each case, are not being complied with.

Information forwarded United Nations Branch, A.S.C., Dayton, for action.

17. A.T.C. (Major Leylan) reported planes arriving Fairbanks short carburetor, air thermometer, Type A-20, headsets, and throat microphones, 2 spare gun solenoids for each plane, Fabion K, tool kits, Form 263 check lists, sleeping bags, and flash light batteries.

United Nations Branch, A.S.C., Dayton, advised, requesting forwarding information to Major Gardiner, their representative at Great Falls, so that stocks of original U.S.S.R. equipment, and supply lists, are forwarded to Great Falls, to avoid recurrence.

18. A.S.C. advises that U.S.S.R. planes are stacking up at Basra, that 60 A-20's are being held there for U.S.S.R., according to last report, and that many of these planes have been operated with the throttle wide open, shaking everything loose.

This informal advice was forwarded to A.T.C., for General George, for investigation, so that the matter could be taken up with A.S.C., by General George, or his office.

W. W. GOODMAN
Major, A. C.

DECLASSIFIED

~~SECRET~~ air ob 452.1 Russia (25)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

File

COPY

March 19, 1942

MEMORANDUM FOR DIRECTOR OF MILITARY REQUIREMENTS:

1. The following construction policy is announced:

a. No more Aqua Systems will be installed at Air Corps stations.

By command of Lieutenant General Arnold:

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

This policy was changed by Gen. Arnold upon recommendation of the Director of Military Requirements. The policy now is to provide ~~Aqua~~ Zlet systems best suited to meet the needs of the particular installations which will be used. This revokes the prohibition against Aqua systems.

TJH/nmb

AAF 452.1 Russia (305)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Arnold File

March 16, 1942

MEMORANDUM FOR COMMANDING GENERAL, TECHNICAL TRAINING COMMAND:

Subject: Pinehurst, North Carolina.

As a result of my inspection of the Pinehurst site for your headquarters on March 11th, it appears to me that we are approaching this question of using hotels from the wrong angle. When we take over hotels they should be used for the purpose for which they are built and that is to house personnel.

By using the hotel for housing at Pinehurst, the difference in construction costs will be reduced from $275,000 down to about $75,000, and when finished, the plant will be more appropriate for the use to be made of it.

In general, therefore, from now on it is my policy to use, insofar as possible, the facilities for the purpose for which originally intended and to confine construction at these places to a minimum. You will therefore be guided accordingly at Pinehurst.

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

COPY FOR A-4

Dispatched MAR 16 1942 AAG

to Col McConnell, R.4230
Copy also sent to C/AS and to Dir of Base Servs

air AS V50.1 Russia 205

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dirs.
8 Jan. & 30 June 1972
By AUWW NC.

SECRET

DECLASSIFIED

Return of Ten (10) C-47's Loaned to U.S.S.R.

TO: Assistant Chief of Air Staff, A-4.
(THRU: Assistant Chief of Air Staff, A-3)
FROM: Deputy Chief of the Air Staff.

Date 18 Feb. 1943
Comment No. 7
TJH/cmc/6371

Please make the necessary representations to Major General Belyaev to obtain the return of our C-47's loaned to the Russians for the purpose of expediting the ferrying of aircraft.

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

Dispatched
FEB 19 1943
AAG

7de a 2/19/43

DECLASSIFIED

SECRET

air AG 452.1 Russia (3-27-43)

air AG 452.1 Russia (3-27-43)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dirs. 5 Nov. & 20 June 1972
By AGO/AFP NC, Date 8/31/76

~~SECRET~~

DECLASSIFIED

TO: Deputy Chief of the Air Staff

DATE 2/16/43

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

COMMENT NO. 6

JJO'S/ek/6701

1. In order for Russia to take delivery of Lend Lease combat aircraft at Fairbanks, Alaska, they requested the assignment of fifty (50) transports of the C-47 type to ferry their pilots back over the North West Ferry Route.

2. The Army Air Forces proposed to have the Air Transport Command operate transport planes over the route for the convenience of U.S.S.R. pilots but this was not acceptable to the Russians. In order to prevent a backlog of aircraft at Fairbanks, Alaska the Assistant Chief of the Air Staff, A-4, directed the loan to Russia of ten (10) C-47 production aircraft scheduled for delivery to the Troop Carrier Command. The airplanes were winterized and turned over to Russian Pilots at Fairbanks. During operations over the route the Russians stated that the aircraft were not sufficiently winterized and requested that ten (10) more C-47's, winterized to their requirement, be sent to Fairbanks to replace the original ten. This was done, and to date the Russians have returned all of the original C-47's except one (1), thereby making a total of eleven (11) C-47's that they hold on loan from the Army Air Forces.

3. Ten (10) of the C-47's have special winterization features not normally required by Army Air Force operations and, further, since it is unlikely that they will ever be returned it is the opinion of this Division that they should be charged to the 1943 transport allocations to Russia.

DECLASSIFIED

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir. 5200.9 20 June 1974
By 4cr/BP WHC, Date 8/24/78

DECLASSIFIED

Return of Ten (10) C-47's Loaned to U.S.S.R.

Deputy Chief of the Air Staff 2/16/43

Assistant Chief of the Air Staff, A-3 6

continued

4. It is suggested that the ten (10) C-47's be charged to U.S.S.R. allocations, five (5) in April and five (5) in May, 1943.

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

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD IIR 8 Jan. & 20 June 1974
By AIMAP NC, Date 8/24/76

SECRET

DECLASSIFIED

Return of Ten (10) C-47's Loaned to U.S.S.R.

Munitions Assignment Board (Air) 1/20/43
THRU Deputy Chief of Air Staff (General Hanley)
A-3, Assistant Chief of the Air Staff 1

JJO'S/ek/6701

1. In order to expedite the delivery of lend lease aircraft to Russia over the Northwest Ferry Route it was necessary to loan ten (10) C-47's, scheduled for delivery to the Army Air Forces, to U.S.S.R. for the transportation of their ferry crews.

2. MAC (A) Case 200 approved the allocation of 200 C-47 transports as lend lease items to Russia during 1943.

3. In view of the critical shortage of transports within the Army Air Forces and the fact that the ten (10) C-47's presently on loan to the Russians have special winterization features, it is requested that a case be prepared charging these ten (10) transports against the 1943 allocations to Russia.

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

TO: Munitions Assignment Board (Air) DATE: 1/22/43

FROM: Chief of the Air Staff. COMMENT NO. 2
MAL/mig/5265

For necessary action in connection with request contained in Par. 3; preceding item, which is approved.

Dispatched
JAN 23 1943
AAG

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

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir. 5 200. 6 20 June 1979
By: ALW/AFC NC, Date: 10/1/78

CONFIDENTIAL
DECLASSIFIED

AFADS
WMR/gwd
Ext. 4649
Rm. 3D1039, Pentagon

504

January 19, 1943.

MEMORANDUM FOR THE COMMANDING GENERAL, MATERIEL COMMAND:
(Attention: Lt. Colonel LaVerne Cook,
Special Project Branch,
Wright Field, Dayton, Ohio.)

Subject: Delivery of Aircraft to U.S.S.R.

1. With further reference to conversation, this date, between this Division (Major Burgoyne) and the Special Projects Branch of the Materiel Command (Colonel Cook),

2. In order that the delivery of Russian airplanes may be expedited and every effort made toward meeting our commitments it is desired that the Materiel Command notify the appropriate Ferrying Division, as far as possible in advance, of the dates on which planes will be completed at factories and modification centers. A definite schedule should be furnished on the seventy-seven (77) A-20's now at Long Beach, and on the eighty-four (84) P-39's at Niagara Falls.

3. Lt. Colonel Knowles of the Communications Section, Materiel Command, has been advised concerning the procurement of radio compasses for A-20 airplanes, which are being held up for lack of these compasses.

4. The Air Transport Command is being directed to move these aircraft promptly.

By command of Lieutenant General ARNOLD:

RICHARD H. BALLARD,
Colonel, G.S.C.,
Assistant Chief of the Air Staff, A-4.

AIR AG 452.1 Russia (203)

JAN 20 43 AM

RECEIVED
Air Adjutant General

1/21/43

DECLASSIFIED
CONFIDENTIAL

Copy for Gen. Henley
AIR 0452.1 Russia (203)

165

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dirs.
8 Jan. & 20 June 1974
By: NH/AF LC; Date 3/11/75

CONFIDENTIAL
DECLASSIFIED

AFADS
WHR/gwd
Ext. 4849
Rm. 3D1039, Pentagon.

January 19, 1943.

MEMORANDUM FOR THE COMMANDING GENERAL, AIR SERVICE COMMAND:
(Attention: Lt. Colonel Prossen,
Maintenance Division,
Patterson Field, Fairfield, Ohio.)

Subject: Delivery of Aircraft to U.S.S.R.

1. With further reference to conversation, this date, between this Division (Major Burgoyne) and the Maintenance Division of the Air Service Command (Colonel Prossen).

2. The information concerning airplanes, ready for delivery, in depots and sub-depots of the Air Service Command has been referred to the Air Transport Command for immediate action.

3. It is desired that your Division furnish advance information to the appropriate Ferrying Division of the Air Transport Command, giving them a schedule of approximate dates that airplanes will be ready for fly-away. Each Depot and Sub-depot Commander should be made personally responsible for seeing that the Air Transport Command is advised at least twenty-four (24) hours before planes are ready to move.

By command of Lieutenant General ARNOLD:

RICHARD H. BALLARD,
Colonel, G. S. C.
Assistant Chief of the Air Staff, A-4.

DECLASSIFIED
CONFIDENTIAL

Copy for Gen. Henley
Air AG 452.1 Russia (20 3)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir. 5 Jan. & 20 June 1972
By A1A/Ref MC, Date 8/24/76

DECLASSIFIED

Delivery of American type fighters .

Asst. Chief of Air Staff, A-4 1-19-43

Deputy Chief of the Air Staff.

MAL/mdg/5265

For preparation of reply for signature of General Stratemeyer.

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

Incl.
Ltr to Gen. Arnold fm.
Maj. Gen. Bekyesev, 1/14/43

Dispatched
JAN 20 1943
AAG

air AG 452.1 Russia (202)

Yle 1/21/43

DECLASSIFIED

air AG 452.1 Russia (202)

TO: A-4 DATE: 1-16-43

FROM: Deputy Chief of the Air Staff COMMENT NO1 2
MAL:hjb 5265

1. Noted by General Hanley and returned herewith.

Dispatched
JAN 17 1943
AAG

Incl. n/c

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

air AG 452.1 Russia (201)

DECLASSIFIED

air AG 452.1 Russia (201)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

A 4/50

DECLASSIFIED

JAN 29 1943

Major General A. I. Bolgaov
2000 16th Street, N. W.
Washington, D. C.

Dear General Bolgaov:

Your letter of January 14, 1943 to General Arnold on the subject of P-39 allocations to Russia has been referred to me for reply.

The Munitions Assignments Board has established the following allocations of fighter type aircraft from United States production for the U.S.S.R. The allocations schedule was based upon the November (1942) estimates of deliveries of aircraft from the factories during 1943.

		1943						
TYPE	AGENCY	JAN	FEB	MAR	APR	MAY	JUNE	TOTAL
P-39	U.S. for Russia	100	100	100	100	100	100	600
P-39	U.K. for Russia	50	50	50	150	150	150	600
P-40	U.K. for Russia	100	100	100	---	---	---	300
		250	250	250	250	250	250	1500

It now appears that the best delivery schedule we can expect to accomplish is the following:

		1943						
TYPE	AGENCY	JAN	FEB	MAR	APR	MAY	JUNE	TOTAL
P-39	U.S. for Russia	100	100	100	100	100	100	600
P-39	U.K. for Russia	50	50	50	150	150	150	600
P-40	U.K. for Russia	100	100	100	---	---	---	300
		250	250	250	250	250	250	1500

air ab 400.1 Russia (30-2)

DECLASSIFIED DOD Dir. 5 & 20 June 1974 2/20/76 By ALC; Date

CONFIDENTIAL

COPY FOR MAJOR GENERAL GEORGE E. STRATEMEYER

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL
DECLASSIFIED

The above schedule will result in a slight deficiency in deliveries through February but our account will be even by the end of March.

We trust the proposed schedule of deliveries will be satisfactory to your Government. There is, at this time, no apparent alternate solution to the problem.

Sincerely yours,

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

Dispatched
JAN 29 1943
AAG

file
a/1/29/43

DECLASSIFIED
DOD Dir. 5200.9 June 1974
Jan. & 20 June 1974
Date 2/20/76
CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir. 5 Jan. & 20 June 1971
By AFCIOP Date 2/24/76

SECRET

HEADQUARTERS ARMY AIR FORCES

DECLASSIFIED

ROUTING AND RECORD SHEET

TALLY NO	15
FILE NO	

SUBJECT: Movement of Russian Aircraft Over Alaskan Route.

ITEM NO.	FROM	TO	DATE	COMMENTS TJHigva 6871
1.	Deputy Chief of the Air Staff.	Assistant Chief of Air Staff, A-4	1942 12-28	1. This confirms my conversation with you on the movement of Russian aircraft over the Alaskan Route, and your receipt of a copy of a report made by General George to General Arnold on the same subject dated December 24, 1942. 2. It is desired that you take the necessary action through the Director of Military Requirements to eliminate conflicts reported, avoid unnecessary checking and rechecking, and expedite delivery of airplanes from factories, completion of modifications, and deliveries.

[redacted]

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

[redacted]

FROM: Asst. Chief of Air Staff, A-4. COMMENT NO. 2

MTF/gwd . 2879

1. The report mentioned in Item 1 above has been forwarded to the Director of Military Requirements, together with copies of memoranda from this Division to the Air Service Command and the Materiel Command, for his information.

2. The Air Service Command, Air Transport Command and Materiel Command have been advised that this project must be given highest priority, and have been directed to appoint responsible officers to follow this matter through for each of their respective Commands. Reports are to be submitted twice weekly by each of the Commands mentioned, in order that this Division may keep informed as to the status of the project at all times.

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

DECLASSIFIED

SECRET

Ass AS 452.1 Russia (12-28-42) (1)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TO: Air Transport Command. 1/13/43

FROM: Chief of the Air Staff.

6.
MAL:af 5365

1. Note the remarks of the Materiel Command as stated in their item #4.

2. In view of the apparent inconsistency between the alleged facts as reported by you in item #2, and the report of the Materiel Command reference this subject, it is desired that further remarks be furnished by you.

3. Prompt return of these papers is directed.

AAG

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

File a/1/2/43

AAF AD 452.1 Russia (196)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dirs.
8 Jan. & 20 June 1974
By AUS/AD LC: Date 2/1/75

~~SECRET~~

DECLASSIFIED

AFACT
Major W. R. Burt
Ext. 6701
ek

JAN 9 1943

Group Captain G. C. H. Du Boulay
Public Health Building
1901 Constitution Avenue
Washington, D. C.

My dear Group Captain Du Boulay:

General Deane of the Combined Secretariat has referred your request for information covering actual operations and deliveries of aircraft over the Alaskan route to me.

Deliveries to Russia during the August, 1942, through January 14th period have been as follows:

Fighters 66
Bombers 76
Other types..... 9

During the period from April, 1942, through January 14th the following aircraft have been delivered to the Army Air Forces units in Alaska by air via the "Alaskan Route:"

Fighters.....80
Bombers.....60
Other types.....28

I trust this information will meet your requirements.

Sincerely yours,

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

Dispatched
JAN 24 1943
AAG

Thru Gen. Deane
per CASC

DECLASSIFIED

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD ltrs.
9 Jan. & 30 June 1974
By AUWAP LC, Date 5/24/K

SECRET

Delivery of Aircraft to Russia

DECLASSIFIED

TO: Air Adjutant General

DATE 1-23-43

FROM: Chief of the Air Staff

COMMENT NO. 5
WKH:JT 5246

For dispatch through General Deane.

Incls.
n/c

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

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dirs
5 Jan & 20 June 1974
By: AUS/AG (C), Date: 3/24/76

~~SECRET~~

DECLASSIFIED

Delivery of Aircraft to Russia

WAL:JT 5265

1 AFCAS AFACT 1942 12-26

General Stratemeyer desires that you procure the figures requested by the British as indicated in Group Captain DuBoulay's memorandum of 12-2-42 and prepare a letter for his signature transmitting this data to the appropriate officer in the RAF Delegation.

Dispatched
DEC 27 1942
AAG

1 Incl.
Memo 12-23-42 fr the JCS
to Gen Stratemeyer

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

AG 452.1 Russia (12-7)

file
ISK

~~SECRET~~ DECLASSIFIED

AG 452.1 Russia (12-7)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dirs.
6 Jan. & 20 June 1974
By: AIA/AP Date: 8/24/76

SECRET
DECLASSIFIED

January 21, 1943.

MEMORANDUM FOR MAJOR GENERAL FOLLETT BRADLEY:

Subject: Use of "Reject" Engines by the Army Air Forces.

1. Major General George E. Stratemeyer has directed that you be informed of the status of the investigation of the alleged use of "reject" engines by the Army Air Forces.

2. As a result of a report made by an officer of the Air Transport Command, the Army Air Forces investigated the possibility of "reject" engines being placed in any airplane and particularly in A-20's intended for the Russians. The investigation has proved that this condition does not exist.

3. The rumor was started because certain officers discovered that the marking plates on engines had been obliterated. This condition occurred on certain engines manufactured after May 6, 1942, when instructions were issued to eliminate engine marking data from engines for security reasons.

4. The question of the elimination of these markings was later submitted to the Joint Aircraft Standardization Committee which failed to approve this procedure and on July 3, 1942, the instructions were rescinded. However, engines produced during the interim had had the identification plates scratched.

Dispatched
JAN 21 1943
AAF

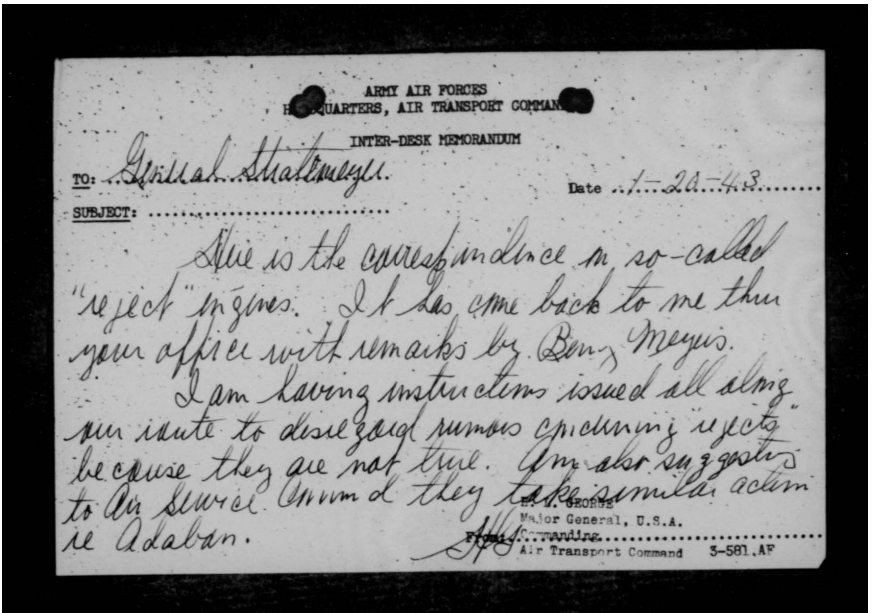
T. J. HANLEY, JR.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

File
a/122/4

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



ARMY AIR FORCES
HEADQUARTERS, AIR TRANSPORT COMMAND

INTER-DESK MEMORANDUM

TO: General Stratemeyer. Date 1-20-43

SUBJECT:

Here is the correspondence re so-called "reject" engines. It has come back to me thru your office with remarks by Benny Meyers.

I am having instructions issued all along our route to disregard rumors concerning "rejects" because they are not true. I am also suggesting to Air Service Command they take similar action re Adalan.

H. H. GEORGE
Major General, U.S.A.
Commanding
Air Transport Command 3-581.AF

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD ltrs.
6 Jan. & 20 June 1972
By AIN/AF Lic. Date 2/24/76

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED

TALLY NO.	385
FILE NO.	

SUBJECT: Reject Engines in Russian A-20's.

TO: Chief of Air Staff.

DATE 1/12/43

FROM: Assistant Chief of Air Staff, A-4.

COMMENT NO. 5
MMF/mhh/2879

Noted.

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

TO: Air Transport Command.

1/13/43

FROM: Chief of the Air Staff.

6.
MAL:af 5265

1. Note the remarks of the Materiel Command as stated in their item #4.

2. In view of the apparent inconsistency between the alleged facts as reported by you in item #2, and the report of the Materiel Command reference this subject, it is desired that further remarks be furnished by you.

3. Prompt return of these papers is directed.

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

DECLASSIFIED

52 169

SECRET

3-1109 A.F.

AAG 452.1 Russia (196)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dirs. 5200.9 & 20 June 1974
By AU/AF UC, Date 2/24/76

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO	
FILE NO	

SECRET DECLASSIFIED

SUBJECT: Reject Engines in Russian A-20's.

ITEM NO.	FROM	TO	DATE	COMMENTS
1	AFCAS	General George Air Transport Command	1942 12-23	3373 GES/hd 1. Major General Follet Bradley called to my attention last evening the question with which Colonel Robert M. Love is thoroughly familiar, and that is that Russian A-20 airplanes have been equipped with reject engines. 2. It is desired that you discuss this with Colonel Love and submit a report hereon stating the results of your investigation and recommendations as to corrective action. GEORGE E. STRATEMEYER, Major General, U.S.A., Chief of the Air Staff.
2	AFATC	AFCAS	1942 12-28	1. Lt. Col. Robert M. Love, the Deputy Chief of Staff of this Command personally delivered recently an A-20 from Nashville, Tennessee to Abadan in order to familiarize himself with operating procedures in connection with the ferrying of aircraft over these routes. Col. Love was assigned an aircraft at Nashville on which there had been an engine change presumably due to mechanical reasons. This change only was made on the right engine, the left being that with which the airplane had been delivered. During the cursory inspection of the airplane along the route, Col. Love noted that a small amount of metal had been routed out of the manufacturer's nameplate on the newer engine. The position on the nameplate which had been routed out was that normally given the words "Date Acceptance" and normally beneath this was punched the date. Both the words and the date appeared on the older engine's nameplate. This was first noticed at Morrison Field, WPB, and operations at this point advised that they were aware of this as the newer ships going to the Russians and those requiring engine changes were being equipped with engines which had had this sort of treatment. They stated that they had been advised that these engines had failed in some small way to meet the Air Corps acceptance standards and that although the manufacture had guaranteed their performance and presumably Lend-Lease was willing to accept them, the Air Corps had definitely rejected them. This statement was confirmed by various other stations along the route, including Abadan where the Cedar project is responsible for the acceptance by the Russians of said aircraft. While at Abadan,

DECLASSIFIED
SECRET

PAGE ___ 3-1109 A

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

DECLASSIFIED

SUBJECT: Reject Engines in Russian A-20's Con't

ITEM NO	FROM	TO	DATE	COMMENTS
	AFATC	AFCAS	1942 12-28	Col. Love had an opportunity to casually meet the Russian Colonel in charge through the Commanding Officer of the Cedar project and an interpreter, and he expressed dissatisfaction at this condition among others, although he stated that inasmuch as the Russians were in the midst of violent warfare at the moment and required any equipment that would run, nothing could be done about refusing the equipment for the time being. He also evinced considerable displeasure at the assignment to the Douglas Depot at Abadan for delivery through Cedar to the Russians of a number of DB-7s manufactured two years ago and assigned for delivery to the Dutch. These airplanes had very obviously been through considerable weather having been shipped by boat to several places before they got to Abadan. They were equipped with Dutch instruments and did not have the type of firepower and equipment that the Russians were normally taking delivery of. 2. This matter has been discussed by Col. Love with various personnel within the ATC and in conversation with General Bradley as stated in Comment No. 1 above. It is desired to point out that Col. Love has been advised since his return that the removing of the acceptance mark on the nameplates had to do with security of the engine. The statement has been made that by removing all signs of the date of acceptance the enemy could not upon disassembling a shot down engine determine the modifications which had been made since prior deliveries. This would not seem to be a particularly sound explanation in view of the fact that anyone sufficiently experienced to determine the modifications which might occur between two dates as closely associated as that of the two engines of Col. Love's ship, would certainly hot need the information which had been made unavailable by the removal of the acceptance date. 3. I shall be glad to make Col. Love available to you at your convenience if you desire to discuss this further with him inasmuch as he flew the airplane personally from this country to its delivery point and may have other observations of interest to you. H. H. ARNOLD Major General, U.S.A., CG,ATC

DECLASSIFIED

~~SECRET~~

PAGE ____

AAF 8-452 / Russia (ME) 3-1109 A.F.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD ltrs. 8 Jan. & 20 June 1974
By ALU/IAF UC Date 8/4/76

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

SECRET

TALLY NO.	385
FILE NO.	

SUBJECT: Reject Engines in Russian A-20's. WEH:JT 5246

TO: Materiel Command

DATE 1-4-43

FROM: Chief of the Air Staff

COMMENT NO. 3

RECEIVED JAN 6 1943 PROD. DIV. AFAMC

...or remark and return thru A-4.

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

To: Chief of the Air Staff, Thru Asst. Chief of the Air Staff, A-4.

Date 1/8/43

From: Materiel Command

Comment No. 4
JWS:epc 3365

1. There is no basis for the attached remarks that reject engines are installed in airplanes going to Russia. The same Army Air Force Inspectors are responsible for all Army Air Force inspection and generally do not know the destination of the equipment they are inspecting. Assignments of airplanes by serial numbers are quite often changed in the case of Russian airplanes in order that they may be available more promptly. No instructions to relax inspection on Lend Lease articles have been issued by the Materiel Command at any time except where specifically requested by the recipient Government in order to expedite delivery. No such requests have been received from the Russians.

2. Such reports apparently have emanated from various people observing engine marking being destroyed over a period when engine markings were removed for security reasons. On May 6, 1942 instructions were issued to eliminate engine marking data from engines. The matter was then brought up before the Joint Aircraft Committee Standardization Sub-Committee as this procedure was standard on Army, Navy and United Kingdom engines. The Joint Aircraft Committee failed to approve this procedure, and on July 3, 1942 the instructions were rescinded. The engines during the interim had the identification obliterated.

B. E. MEYERS,
Brig. General, USA

DECLASSIFIED

SECRET

PAGE ____

3-1109 A.F.

AAG 452.1 Russia (196)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir
By AIA/AH NC, Date 8Jul76

SECRET

DECLASSIFIED

Reject Engines in Russian A-20's.

3373
GBS/hd

1 AFCAS General George Air Transport Command 1942 12-23

1. Major General Follet Bradley called to my attention last evening the question with which Colonel Robert M. Love is thoroughly familiar, and that is that Russian A-20 airplanes have been equipped with reject engines.

2. It is desired that you discuss this with Colonel Love and submit a report hereon stating the results of your investigation and recommendations as to corrective action.

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

---

airdg 452.1 Russia (196)

Tele
12/23/42

DECLASSIFIED

SECRET airdg 452.1 Russia (196)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED
DOD dirs
8 Jan. & 20 June 1974
By AL4/AF NC, Date 8/24/78

HEADQUARTERS ~~ARMY AIR FORCES~~ DECLASSIFIED

ROUTING AND RECORD SHEET

TALLY NO 4 Jan 3017
FILE NO

SUBJECT: Conference on Expediting Delivery of Aircraft to U.S.S.R.

FWM/mhh 2879

ITEM NO	FROM	TO	DATE	COMMENTS
1.	AFADS	AFDAS	1942 12/12	1. Reference the attached routing sheet and memorandum for record, dated December 10th, subject, "Method of Operation of the Alaska-Siberia Route and the Delays Caused by Lack of Winterization," it is believed that Major Goodman's Report covers all pertinent points. 2. Major Goodman's Report was addressed to you and you, no doubt, have copy in your office. Incl. Routing Sheet, 12/10/42 w/memorandum for record. RICHARD H. BALLARD, Colonel, G. S. C., Assistant Chief of the Air Staff, A-4.

DEC 14 '42 AM

RECEIVED
Air AF

File
12/14/42

DECLASSIFIED

104

SECRET
PAGE

3-1109-45

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES

Routing Slip Date 12/10

TO: A-4 --Col. Ballard Bldg. Pentagon
(Office or Symbol)

Attn: Room

Coord.	Invest.	Nec.Action
Infor.	Recomd.	Sig.
File	Confer.	

Remarks:

ALN/AP 8/4/2

Add such other things as you can remember, and send back to me to put in final form and send to General Belyaev for record.

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

From:
Name. Phone 6371
Office Bldg. Pentagon Rm.
(Name or Symbol)

3-218,AF.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dirs.
8 Jan. & 20 June 1974
By [illegible] DC. Date 8/24/76

~~SECRET~~

DECLASSIFIED

3017

MEMORANDUM FOR RECORD

The following summary of points discussed between the Soviet Purchasing Committee and members of the Air Staff in the office of the Deputy Chief of Air Staff on Tuesday, December 8th, is made for the purpose of record.

Present: Major General Follett Bradley; Major General Belyaev; Brigadier General T. J. Hanley, Jr.; Colonel Ballard (A-4); Colonel Tunner (ATC); Major Goodman (Materiel Command); Captain Yuri V. Vladimirov.

There was a general discussion of the method of operation of the Alaska-Siberia route and the delays caused by lack of winterization. The necessity for complete winterization was recognized.

It was stated that, with the possible exception of B-25's, sufficient airplanes are now available to start delivery at the original rate agreed upon--that is, 80 Fighters, 50 A-20's, and 12 B-25's per month. The delivery of these airplanes will not be tied to any calendar month, but the total number agreed upon will be delivered. The backlog of October and November airplanes cannot be made up since this number of airplanes will be constantly in the Modification Centers.

General Belyaev interposed no objection to the delivery of B-25's over the Southern Route.

General Hanley directed that radio compasses be installed in accordance with previous directives.

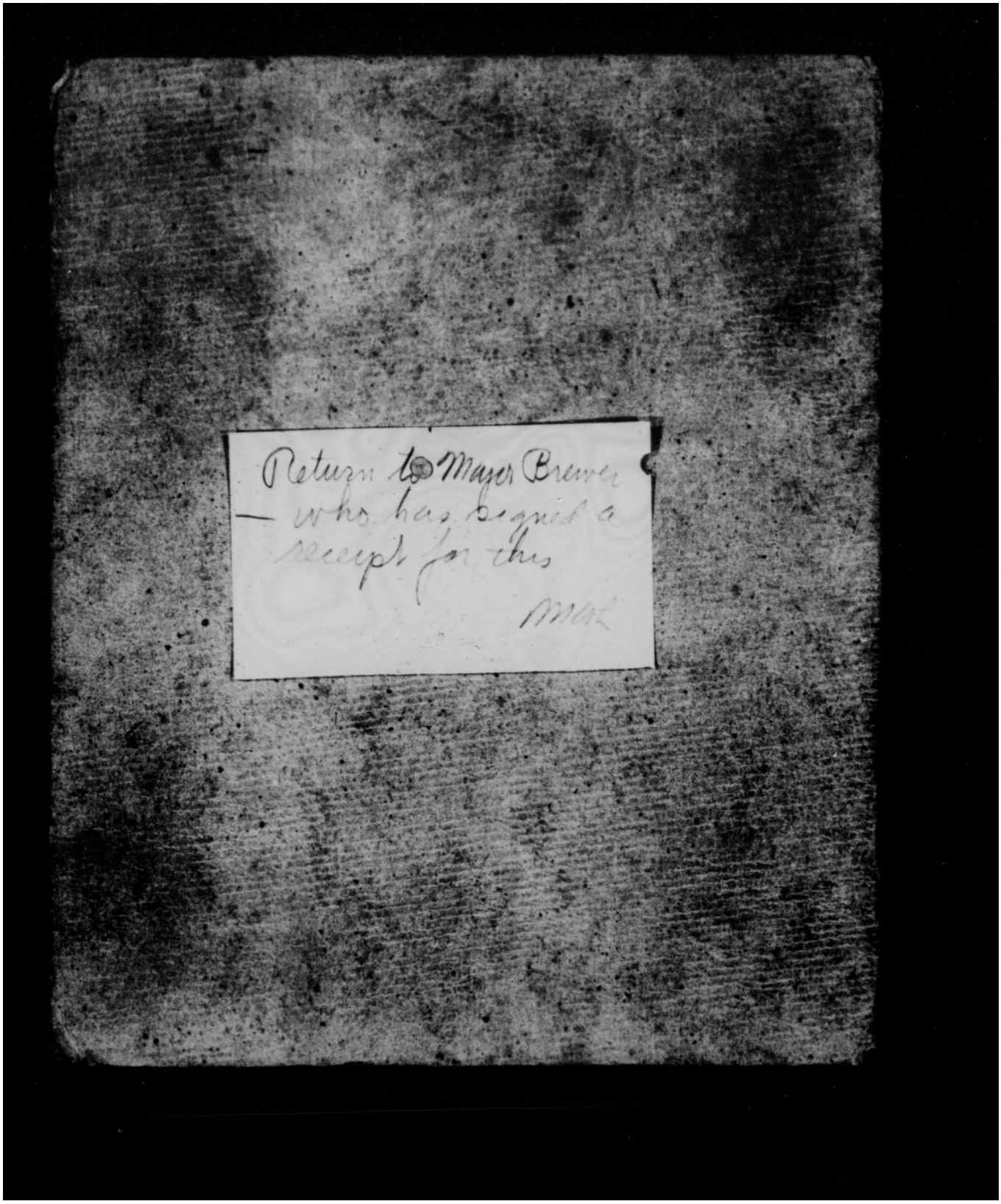
General Belyaev was requested to submit his request for additional ground equipment to the Munitions Assignment Board.

~~SECRET~~

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD 5200
8 Jan. & 20 June 1972
By AIR/AF NC, Date 8/14/72

SECRET

DECLASSIFIED

AFAMC-3D

WWH:bjh
Tel. 6767

December 10, 1942

MEMORANDUM TO: Brigadier General T. J. Hanley, Jr.

SUBJECT: U.S.S.R. Conference with Major General Bradley and Major General Belyaev on December 8, 1942

A. Major General Follett Bradley met with General Hanley, Major General A. I. Belyaev, and Captain Y. Vladimirov of the Soviet Purchasing Commission, Colonel Richard H. Ballard, A-4, Air Staff, Colonel Turner, A.T.C., Colonel Schulgen, W.D.G.S., and Major W. W. Goodman, Material Command, in General Hanley's office, 3-D-1039, Pentagon Bldg., at 11:15 a.m. on that date, regarding Russian airplane deliveries.

B. The following items were mentioned, and have since been handled to the extent stated:

1. Hand tools, heaters, and other equipment approved on November 5 for Alsib had not yet arrived at Fairbanks when General Bradley left there last week. The assignment to U.S.S.R., for this purpose, covers the following items from Air Forces stocks: 35 kits, crew chief, T.O.-00-30-45, various hand taps and dyes to make screws and bolts, 36 pneumatic riveting hammers, 54 electric portable drills, 9 portable 5 cfm air compressors, 300 C10 electric power plants (generators), 9 portable welding kits, 13 cups and guns, paint spray, 8 solid handle drills, 40 B-2, 40 C-3, and 40 12-volt electric signal lamps, 14 L-2 and 18 L-1 oil servicing trucks, 450 24-VO-1 batteries, 450 propeller feed shoes, primer and cement. From November production there were allocated 900 D-1 and 225 hand crank heaters and 5 C-1 field instrument testing sets. From January 1942 or earlier production 15 jacks, 17 ton tripod. From earliest production, date not stated, 450 P-39, 450 A-20, 180 B-25, and 30 C-47 wing, propeller and engine covers.

These deliveries are to be rushed, and a delivery status report has been requested, for General Hanley.

2. General Bradley suggested that 14 Sno-Go's (rotary snow plows), two each for seven airports in Siberia, be allocated and transported by air.

It appears that 15 of these have been allocated under requisition 11551 and 25 under 11552, that they are under procurement, and that 10 are being shipped on December 10 from Chester Tank Depot to Seattle, for water shipment, and 16 others are on hand. Estimated weight is 16,000 lbs. each, so 7th emergency airport might be eliminated, and other 6 reduced to one Sno-Go each. Availability of air transport has been requested from A.T.C.

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AFAMC-30

~~SECRET~~

DECLASSIFIED

WWG:bjh
Tel. 6767

Memo to General Manley--December 10, 1942

Page 2

3. General Bradley suggested installing low frequency radio equipment of a type fitted for arctic operation, particularly for weather information, in 7 stations in Siberia, and that similar equipment be installed at Nome, Fairbanks, and along the route from Great Falls to Fairbanks, with coordination of existing facilities in and to Alaska.

General Manley may wish to issue a directive to Colonel A. N. Marriner, Director of Communications, to study the problem, and take necessary steps to supply the equipment, subject to appropriate allocation by Munitions Assignments Committee, to integrate the network, and its operation, and avoid piecemeal deliveries.

4. It is reported that some U.S.S.R. Fighters arrived in Fairbanks without radio compasses.

Materiel Command advises that these were October deliveries on which compasses were waived by U.S.S.R., and that this practice has been discontinued, and that 25 compasses were shipped to Fairbanks to be installed in these earlier airplanes.

5. General Bradley stated that winterization procedure must provide for completely closing cowl flaps.

Materiel Command advises that present directives already provide for this installation.

6. General Belyaev was requested to furnish a list of spare parts, in addition to the normal complement, that U.S.S.R. desires, because of special cold weather needs. This list has not been received as yet.

7. General Belyaev was requested to send a list of minimum ground equipment and flight delivery requirements for Alsib, in addition to items already allocated. This list is also being prepared, and has not yet been received.

8. General Bradley advised that radios must also be winterized, and that this could be done with a small piece of wire carried by a plane crew for shorting the electrolitic condenser for a short time.

After the meeting, a conference was arranged between General Bradley's aide, Captain Watson, and Colonel Knowles, Radio Section, Production Engineering Branch, Materiel Command. Definite arrangements and instructions await return from leave of General Bradley's radio operator, who will furnish detailed informa-

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AFAMC-XD

~~SECRET~~ DECLASSIFIED

WWG:hjh
Tel. 6767

tion, and explain which electrolitic condenser is to be shorted and for how long.

9. General Bradley stated that all Fighters and A-20's must have radio compasses, that work. General Manley explained that U.S.S.R. airplanes had first priority, for these compasses.

Present difficulties in securing compasses for these commitments, would be minimized, if General Manley were to issue a directive to Material Command and A.S.C., confirming the fact that these radio compasses for U.S.S.R. airplanes, are to have first priority.

10. General Bradley advised that he saw 9 B-24's along the route from Great Falls to Fairbanks, grounded, largely because superchargers were not winterized, by being lagged and protected against cold.

Assistant Chief of Staff (P), Material Command, was advised of this. It appears that this problem is known, and is receiving Material Command attention.

11. Coolant is to be shipped to Great Falls, to be changed there, in U.S.S.R. planes, and this item is to be added to the Great Falls check list.

Material Command has ordered shipment of the coolant, and the change there. A.T.C. is adding this item to their Great Falls check list.

12. A.S.C. is to speed up Great Falls final sub-depot check of Alsib planes.

General Manley may wish to discuss this over the telephone with General McMullen, Overseas Division, A.S.C.

13. At Colonel Tunner's request (A.T.C.), the December 11 B-25C's are to be flown via Miami, rather than Fairbanks, and General Belyaev waived winterization of these planes. A.T.C. will use them for lead ships, for the A-20's.

Material Command has issued orders accordingly.

14. General Manley requested the 12 January B-25C's be allocated on a basis that would permit delivery, completely modified and winterized, early in January.

Material Command has issued orders accordingly, and it is expected that these airplanes will be ready for flight by January 15.

DECLASSIFIED
~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~ DECLASSIFIED

AF

WWG:bjh
Tel. 6767

Memo to General Hanley--December 10, 1942
Page 4

15. After close of conference, General Belyaev's office telephoned, and advised that no Wright or Allison motor spares had yet arrived at Fairbanks, requesting same complement of engine spares as other spares.

United Nations Branch of A.S.C. at Dayton, has been requested to expedite the delivery of these previously allocated spares.

16. A.T.C. (Major Leylan) reported U.S.S.R. spare parts arriving Fairbanks have insufficient or confusing markings, and that former requests for inserting duplicate shipping tickets inside each case, are not being complied with.

Information forwarded United Nations Branch, A.S.C., Dayton, for action.

17. A.T.C. (Major Leylan) reported planes arriving Fairbanks short carburetor, air thermometer, Type A-20, headsets, and throat microphones, 2 spare gun solenoids for each plane, Arabian K, tool kits, Form 263 check lists, sleeping bags, and flash light batteries.

United Nations Branch, A.S.C., Dayton, advised, requesting forwarding information to Major Gardiner, their representative at Great Falls, so that stocks of original U.S.S.R. equipment, and supply lists, are forwarded to Great Falls, to avoid recurrence.

18. A.S.C. advises that U.S.S.R. planes are stacking up at Basra, that 60 A-20's are being held there for U.S.S.R., according to last report, and that many of these planes have been operated with the throttle wide open, shaking everything loose.

This informal advice was forwarded to A.T.C., for General George, for investigation, so that the matter could be taken up with A.S.C., by General George, or his office.

W. W. Goodman
W. W. GOODMAN
Major, A. C.

DECLASSIFIED

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dirs. 5 Jan. & 20 June 1974
By AUS/AF UC Date 2 Mar 78

~~SECRET~~ DECLASSIFIED

Difficulty in Delivery of Aircraft to Russians.

TJH:ewa 6372

1. AFDAS AFASC 1942 12/10

1. Several reports have reached this Headquarters that great difficulty is being experienced, particularly at Abadan, in effecting delivery of aircraft to the Russians. Reports indicate that any shortage of equipment or any minor defect in the airplane constitutes cause for rejection.

2. I have discussed this matter with General Belyaev of the Soviet Purchasing Committee. General Belyaev stated that he would like to have a list of special instances, and he would be very glad to issue instructions that these minor deficiencies will be disregarded by his inspectors. However, he does not wish to issue a blanket directive of this nature.

3. Would you please check the reports from our assembly plants, such as Abadan, and transfer points, such as Fairbanks, and submit a report showing the minor deficiencies which have been causes for rejection. This Headquarters will then discuss the matter with the Soviet Purchasing Committee.

Dispatched
DEC 11 1942
AAG

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

AAF AG 452.1 (Russia) (12-2)

DECLASSIFIED

~~SECRET~~ (12) AAF AG 452.1 (Russia) Mr. Will

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD
By ALAFF NARA Date 2010

SECRET DECLASSIFIED

Movement of Russian Airplanes Through Great Falls.

TJH:ewk 6371

1. AFDAS AFADS 1942 12-10

1. At a conference with General Belyaev, there was some indication that airplanes are being delayed at Great Falls for final check and installation and equipment of certain winterization items.

2. It is desired that you take the necessary steps to inform the Air Service Command that sufficient personnel and material be provided at this sub-depot to equip these airplanes, and that a special effort be made to expedite the movement of airplanes for the Russians through this sub-depot.

Dispatched
DEC 11 1942
AAG

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

AG 452.1 Russia (12)

DECLASSIFIED

~~SECRET~~

AG 452.1 Russia (12)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir. 5200.1
By AFDAS Date 8/24/71

DECLASSIFIED

SECRET

Winterization.

TJH:CMC 6371

1. AFDAS AFAMR 1942 12-4

1. During a conversation between General Arnold and General Follett Bradley, who has just returned from Russia, the question of winterization was stressed and General Arnold has directed that increased and continuing efforts be made to expedite and complete the winterization of all airplanes destined for the Alaska Theater and for the Russian Ferry Route. It is requested that the interested directorates and commands be informed and that every effort be made to expedite the work now going on.

2. It is important that all airplanes set-up for the winter test station at Fairbanks be expedited to destination so that full benefit can be obtained during the present cold weather.

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

Copy for General Stratemeyer

Dispatched
DEC 5 1942
AAG

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir. 5200.9
8 Jan. & 30 June 1974
By Enright NND

HEADQUARTERS ARMY AIR FORCES

~~SECRET~~

ROUTING AND RECORD SHEET

DECLASSIFIED

TALLY NO.	
FILE NO.	

SUBJECT: Assignment of C-53 to Major General Follett Bradley

TO: Deputy Chief of the Air Staff

DATE 1/1/43

FROM: A-3 Division

COMMENT NO. 4

JJO'S:ek 6701

JAN 2 - '43 PM

For your information.

Kurtt

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

RECEIVED
Air Adjutant General

TO: Adjutant General, AAF

DATE: 1-3-43

FROM: Deputy Chief of the Air Staff

COMMENT NO. 5.

MAL:hjb 5265

1. For file.

mal

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

file a/c 452.1 Russia (12-31-42)

file a/c 452.1 (1-1-43)

DECLASSIFIED

512

~~SECRET~~

3-1109 A. F.

a/c a 452.1 Russia (12-31-42)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOE ltr.
8 Jan. & 30 June 1978
By AFHRA NR Date 6/6/78

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

SECRET DECLASSIFIED

TALLY NO.	
FILE NO.	

SUBJECT: Assignment of C-53 to Major General Follett Bradley.

ITEM NO.	FROM	TO	DATE	COMMENTS — TJH:cmc 6371
1	AFDAS	AFACT	1942 12-4	General Arnold has directed that a C-53, preferably out of production, equipped with extra tanks, and completely and thoroughly winterized, be set up and assigned to Major General Follett Bradley. Work should start on this airplane at once. T. J. HANLEY, JR., Brigadier General, U.S.A., Deputy Chief of Air Staff. JJO'S:ek 6701
2	AFACT	AFROM	12-7	For necessary action. ROBERT W. HARPER Colonel, G. S. C.
				RCB:gv 71079
3.	AFROM	AFDAS THRU AFACT	12-28	1. C-53C airplane serial number 43-2034, has been assigned to the 1st Staff Squadron, Bolling Field, for the use of Major General Follett Bradley. This airplane is near the end of the production line and every effort is being made to expedite delivery. F. W. EVANS, Brig. Gen., USA, Dir., WO&M

DECLASSIFIED

SECRET

3-1109 A.F.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir. 5 Jan. & 28 June 1974
By AGAF NARA, Date 8/1/78

SECRET

DECLASSIFIED

Allocation of transports

3375
GRS:ml

1. AFCAS Ass't Ch. of Staff, A-3 1942 12-1

1. Confirming a statement made by General Arnold this date of the 600 transports tentatively set up for U.K; 150 will be earmarked for Russia. At a later date 150 more transports will be earmarked for Russia, making a total of 300 for that country.

2. The Commander-in-Chief has approved this diversion of 150 transports from the tentative 600 transport commitment to U.K. You will consider the above in your future plans for the allocation of transports.

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

cc- Plans, Ass't Ch of Air Staff
cc- Colonel Langmead
cc- General Hanley

File

AAF 452.1 Russia (27)

SECRET

DECLASSIFIED

AAF 452.1 Russia (27)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir
By [illegible] 3/24/13

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO 748

FILE NO

DECLASSIFIED

SUBJECT: Cablegrams

5575
GES:nl

ITEM NO	FROM	TO	DATE	COMMENTS
1.	AFCAS	Ass't Ch. of Staff, A-4.	11-19	1. Your attention is invited to the enclosed two cablegrams; one sent by General Somervell, and the reply #2589, November 17th, which shows the action copy to SOS. 2. This is strictly our business and General Arnold does not understand why SOS should have handled this problem. It is desired that you let SOS know that this question of airplanes and personnel for erection is our job and that we will handle same. 3. It is desired that you take the necessary action reference the reply to cable #2589, dated November 17th. 4. I want to see reply. GEORGE E. STRATEMEYER Major General, U.S.A. Chief of the Air Staff Incl: Cable #2589, Nov. 17,1942 Cable #634, October 13,1942
2.	AFADS	AFDAS	12-2	AFADS 13MF/ceh 4849 1. Reference above. This matter has been thoroughly discussed with O.P.D., W.D. (Colonel Upston and Colonel Johnson), with a view of preventing a recurrence. 2. Cable 258, was answered by Air Service Command, Paraphrased below: "You are advised that your recommendations are being given full consideration here, and as soon as a decision is reached you will be advised." RICHARD H. BALLARD Colonel, G. S. C. Assistant Chief of the Air Staff, A-4. Incls: n/c

DEC 42 AM

RECEIVED

Noted H.H.A.

Cable # 2589 Amome Returned & Cable See for file.

DECLASSIFIED

829

PAGE ____

3-110v A.F.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
OSD DIR.
By [illegible] NARA, Date [illegible]

~~SECRET~~
DECLASSIFIED

AFADS MMF/ceh 4849

2. AFADS AFDAS 12-2

1. Reference above. This matter has been thoroughly discussed with O.P.D., W.D. (Colonel Upston and Colonel Johnson), with a view of preventing a recurrence.

2. Cable 258, [illegible] signed by Air Service Command, paraphrased below:

"You are advised that your recommendations are being given full consideration here, and as soon as a decision is reached you will be advised."

RICHARD H. BALLARD
Colonel, G. S. C.
Assistant Chief of the Air Staff, A-4.

Incls: n/c

DECLASSIFIED
~~SECRET~~

AAF 452.1 Russia (195)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir. 5
By [illegible]

SECRET

DECLASSIFIED

International Division
Cable Section
Liaison Branch, SPLLM
Ph. 5814

October 13, 1942

To COMMANDING OFFICER
PERSIAN GULF SERVICE COMMAND
BASRA, IRAQ

Number 634

Anticipated that the following Russian airplanes will depart by air ferry for Basra during remainder of 1942; October, 10 B-25's, 119 A-20's, November, 100 A-20's, December, 50 A-20's. For Shingler from Spalding SPLLM. Following water shipments from United States are contemplated during 1942; October, 28 A-20's, 150 P-40's, 80 P-39's, November, 70 P-40's, 80 P-39's, December, 50 P-40's, 86 P-39's. Planning under way for the period after December 1942. Will advise when completed. New subject. For Lieutenant W.A.Crady daughter born October 9th. For Lieutenant K.M.Keane daughter born October 7th. Both Mothers and Babies doing well.

SOMERVELL

ORIGINATOR: SOS-INTER DIV

INFO COPIES: OPD, CG AAF, LOG

CM-OUT- 04313 (10-14-42) 0100Z eob

SECRET

DECLASSIFIED

air ag 452.1 Russia (11-5)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD ltr
8 Jan & 30 June 1972
By AGAP 3/24/78

~~SECRET~~ DECLASSIFIED

Cablegrams

5375
GES:ml

1. AFCAS Ass't Ch. of Staff, A-4. 11-19

1. Your attention is invited to the enclosed two cablegrams; one sent by General Somervell, and the reply #2589, November 17th, which shows the action copy to SOS.

2. This is strictly our business and General Arnold does not understand why SOS should have handled this problem. It is desired that you let SOS know that this question of airplanes and personnel for erection is our job and that we will handle same.

3. It is desired that you take the necessary action reference the reply to cable #2589, dated November 17th.

4. I want to see reply.

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

Inal: Cable #2589, Nov. 17,1942
Cable #634, October 13,1942

Air WS 452.1 Russia (185)

~~SECRET~~ DECLASSIFIED

DECLASSIFIED
DOD ltr
8 Jan & 30 June 1972
By AGAP 3/24/78

~~SECRET~~ DECLASSIFIED

CA 379 R

November 2, 1942

Major General A. I. Belyaev,
Chairman, Government Purchasing
Commission of the U.S.S.R.,
3355 Sixteenth Street, NE.,
Washington, D. C.

Dear General Belyaev:

I am glad to be able to advise you that arrangements have been made for the exchange of ten C-47 transport airplanes now loaned to the U.S.S.R. for ferry duty between Alaska and Siberia, for ten other transports completely winterized and equipped with auto-pilots. This exchange will be effected prior to the end of November, and probably by November 20th.

In connection with the ferrying of fighter aircraft, you are doubtless aware of the difficulties that were experienced in meeting the desired rate of delivery during the month of October. Nearly all airplanes allocated were delivered at one time, and our modification facilities were not adequate to winterize these planes. The October allotment is now being delivered to Fairbanks.

Arrangements are being made to provide a more even flow of fighter aircraft during the month of November, and it is hoped that no delay will occur this month.

Yours sincerely,

Dispatched
NOV 3 1942
AAG

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

452.1 Russia (12)

DECLASSIFIED

~~SECRET~~ Air AG 452.1 Russia (184)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD ltr
8 Jan. & 20 June 1974
By AUS/AF NO. Date 8/14/76

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO	
FILE NO	

SECRET DECLASSIFIED

SUBJECT: Winterization and Auto-Pilots for C-47.

ITEM NO.	FROM	TO	DATE	COMMENTS — TJH:cmc 6371
1.	AFDAS	AFADS	1942 10-29	Attached letter is forwarded to you for necessary action.

Incl: Ltr to Gen.Hanley frm A.I.Belyaev, USSR, 10-28-42, above subject.

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

DECLASSIFIED

SECRET

PAGE ____

3-1109 A.F.

Acc A8452-1 Russia (182)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Правительственная Закупочная Комиссия
Союза ССР в США

The Government Purchasing Commission
of the Soviet Union in the U.S.A.

October 28, 1942

Major General A. I. Belyaev
Chairman

3335 16th Street, N.W.
Washington, D.C.

RE: Winterization, and
auto-pilots for C-47

Brigadier General T.J.Hanley, Jr.
Deputy Chief - Air Staff
War Department
Room 2006 Munitions Bldg.
Washington, D.C.

Dear General Hanley:-

The ten (10) C-47 transport airplanes, allocated to the U.S.S.R. for carrying cargo between Fairbanks and Siberia, are not winterized, and are not equipped with auto-pilots.

In connection with the approaching winter, and the subsequent meteorological conditions, which will affect air communications unfavorably, I shall appreciate it, if you will authorize the substitution of properly winterized airplanes, equipped with auto-pilots, for the ten (10) C-47 referred to above.

I thank you for your early and kind consideration to this request.

Sincerely yours,

Belyaev

A. I. Belyaev

jr

A-4
1-5-2-

Aus AS052 Russia (182)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

AFADS - 2 / / 2
FMW /mhh
2789

DECLASSIFIED
DOD ltrs
By AGA/BR

452.1 (Russia) (10)

October 31, 1942.

MEMORANDUM FOR: COMMANDING GENERAL, AIR TRANSPORT COMMAND;
COMMANDING GENERAL, MATERIEL COMMAND;
COMMANDING GENERAL, AIR SERVICE COMMAND;

Subject: Modification of Directive, October 7th, Reference Delivery of Aircraft to the Soviet Government.

1. Reference delivery of airplanes to the Russians via Alaskan - Siberian Ferry Route, the following airplanes will be delivered for the month of November:

80 P-39's
50 A-20's
12 B-25's

2. The above airplanes are to be winterized, equipped with compasses and delivered to Fairbanks during the month of November.

3. It is desired that the above airplanes be delivered in an even flow throughout the month with heavy emphasis on the first half, rather than the last half of the month, insofar as is practicable.

By command of Lieutenant General ARNOLD:

RICHARD H. BALLARD,
Colonel, G. S. C.,
Assistant Chief of the Air Staff, A-4.

OCT 31 '42 PM

RECEIVED
Air Adjutant General

DECLASS

27

Air Ops 452.1 Russia (10) Copy for Sec/Air Staff

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
DOD dirs.
6 Jan. & 29 June 1954
By: AWAF Lic. Date: 8/24/78

WAR DEPARTMENT
Headquarters Army Air Forces

WASHINGTON

October 27, 1942.

452.1 Russia (17)

MEMORANDUM FOR GENERAL ARNOLD:

Subject: Radiogram No. 108 From Bradley.

1. With further reference to the above radiogram, the following information is submitted:

a. At a conference at the Soviet Purchasing Commission yesterday afternoon, it was agreed that the information in the above radio was inaccurate, in that all ten (10) of the transports had been made available at Fairbanks, and in that arrangements were made some time ago to permit the radio compasses to remain in the planes at the time that planes are delivered to U.S.S.R.

b. General Belyaev agreed to cable his people in Moscow to this effect, so that they can know that both matters are currently being handled to his satisfaction.

Richard H. Ballard
RICHARD H. BALLARD,
Colonel, G. S. C.,
Assistant Chief of the Air Staff, A-4.

Radio #108 returned to Cable Sec.

FOR DEFENSE
BUY
UNITED STATES SAVINGS BONDS AND STAMPS

A-1208

DECLASSIFIED

~~SECRET~~

air 09 452.1 Russia (17)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir. 5200.9, 27 Sept 1974
By Auth of [illegible] Date 8 Jul 74

SECRET
DECLASSIFIED

5978
GHS mi

Russian Airplanes

1. AFCAS Ass't Ch of Staff, A-4 10-20

1. Confirming General Arnold's instructions issued to you during staff meeting this date, you will gather all cables and other information reference the delivery and winterization of airplanes for Russia together and prepare a report to General Arnold setting forth the status of our delivery of airplanes, winterization of airplanes and any other information which will give General Arnold a full picture of this matter. Your report will be coordinated by Materiel Command, the Director of Military Requirements, A-3, and the Air Transport Command.

2. The report for General Arnold will be attached to this paper by return comment.

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

Copies: General Echols
General Hanley
Dir. of Military Requirements

452.1 Russia (27)

Dispatched
OCT 21 1942
AAG

File WMS

DECLASSIFIED
SECRET
Auth 452.1 Russia (27)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD WHS
Auth: [illegible] 3/24/11

Aircraft for Russia.

SECRET

DECLASSIFIED

LSK:cmc - 6371

1. AFDAS AFMAG 1942 10-12

1. The attached correspondence is forwarded to you for file.

Done 10/14 Gray

2. Please prepare and forward copies for information and file to Advisory Council, Assistant Chief of Air Staff, Plans, Assistant Chief of Air Staff, A-3, and the Director of Military Requirements.

452.1 Russia (173)

Incls: Copy of Secret letter to General Marshall from Mr. Hopkins dtd 10-10-42, and 2 cys, of Secret Memorandum for the President from General Marshall, dtd 10-10-42, subj.as above.

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

Full file
Drug sent to Classified Files

SECRET

DECLASSIFIED
auth: DD Mr. 5/18/11 Russia

Gray (173)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

THE WHITE HOUSE

WASHINGTON

October 10, 1942

SECRET

Dear George:

The President has had a very urgent wire from Stalin asking that for the next few months our airplane deliveries to Russia be increased to 500 a month. The President, through Litvinov, sent word to Stalin that he would look into it at once. This morning Stalin has followed it up with a very urgent request for an immediate answer.

The British, as you know, have made some additional commitments over and above their protocol agreements.

The President asked me this morning to tell you that he felt that because of the strategic situation it is very desirous that Stalin be answered in the affirmative. Not, of course, in terms of 500 planes a month, which the President realizes is impossible, but he would like to be able to say to Stalin that over and above all of our protocol commitments we could and would send him at the earliest possible moment 300 additional airplanes, preferably at the rate of 100 a month and beginning immediately.

Stalin has requested fighters and in addition to fighters he would welcome B-25's and/or transports. The President told me that he was quite prepared to see some of our coast-defense fighter planes be sent to Russia at once.

The President is anxious to get off a message to Stalin tonight, hence this note to you.

The President also made the point to me of getting the planes to Russia at the earliest possible time, which, of course, means giving consideration to the delivery routes.

Very cordially yours,

/s/ Harry
HARRY L. HOPKINS

General George C. Marshall,
Chief of Staff.

COPY

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AFAIC-2
BEM:dh
10-15-42

Major General A. I. Belyaev
Soviet Government Purchasing Commission
3355 Sixteenth Street, N. W.
Washington, D. C.

Dear General Belyaev:

I acknowledge receipt of your letter of October 12, 1942. The problem of furnishing to the U.S.S.R. shipping documents promptly and concurrently with time of shipment is a matter which has been of great concern to us all. However, I believe the delays which have occurred will not occur in the future and the methods now being used will meet your requirements.

All shipments going by water have shipping tickets in their entirety accompanying the shipment. I also find that copies of shipping tickets of each lot (both water and air shipments) are being air mailed to the Commanding General destination.

With particular reference to the shipping details of the operational spares for A-20's, P-40's, P-39's, and B-25C's being delivered to Alaska for flight to U.S.S.R., I can assure you that the detailed information covering contents of each kit will be given to you immediately. As you know, some delay in this matter was occasioned by your changed flight plans.

Your comment on the methods now being used by Wright Field, whereby the spare parts are shipped from the factories direct to Army depots instead of to Port of Embarkation as previously done, should not cause any delay. However, the matter is being investigated.

It is our desire to cooperate and do everything possible to not only expedite shipments to your Government, but to see that the necessary detailed information as to the contents of each shipment reaches your Government promptly.

I have requested General Meyers to arrange a conference between your men and those officers in our organization directly concerned with the problems involved, and I am sure that all these matters can be straightened out to your entire satisfaction.

Very truly yours,

Sgd. H. H. Arnold

A-1/AS
A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
A. Def.
Bomb.
Gr. Exp.
Ships
War O&M
Ind. Tr.
Tech. S.
Comm.
Weather
Photo. M&C
Pub. Rel.
Pers.
Mil. Pers.
Civ. Pers.
Surg. Gen'l
Judge Advoc.
Budget
Fiscal Dir.
Hqtrs. Com.
Adj. Gen.
Org. Pl.
Stat. Pl.
Leg. Pl.
Met. C.
A. S. C.
F. C.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Представительство Государственной Комиссии
Союза ССР в США

The Government Purchasing Commission
of the Soviet Union in the U.S.A.

October 12, 1942

Major General A. I. Belyaev
Chairman

3355 16th Street, N.W.
Washington, D.C.

Lt.General H. H. Arnold
Commanding General Army Air Forces
War Department
Room 2018 Munitions Bldg.
Washington, D.C.

Office, C. G., A.A.F.
OCT 13 1942
Received

Dear General Arnold:

I am writing to ask your kind assistance in the solution of the following problems, with which we are confronted in our work.

1. During the entire year the U. S. Government has been delivering airplanes and spare parts to the USSR, shipping papers for which have been furnished with great delay, which considerably complicates our work in keeping the accounting records. The delay in receiving these shipping documents on time also makes it difficult for us to check the completeness of the spare parts shipped to the Soviet Union, due to which a certain portion of the planes, which reached the USSR, are not being utilized because of the shortage of the necessary spares, which undoubtedly to a certain degree reflects in the fighting capacity of our front lines.

   The Aviation Department of the Soviet Government Purchasing Commission has repeatedly asked Wright Field for the timely preparation and sending of the shipping papers for the spare parts shipped to the Soviet Union, from the various army warehouses, bases and factories, but up till the present writing this problem has not been solved. The matter of receiving shipping papers for the aircraft flown from Florida to Teheran is in an equally bad state. Up till the present writing we have not received any lists, or any documents, for the spare parts for A-20B, P-40, P-39 and B-25C's delivered to Alaska, for flight to the USSR - which makes it impossible for us to know the extent to which the planes shipped via Alaska, are provided with operational spares, as well as prevents us from keeping a record of the spare parts shipment.

2. Up till September 15th, spare parts for the already delivered planes were shipped directly from airplane and aviation motor factories, where our representatives were in a position to directly, and in time, follow through the completion of spare parts complements. At present, however, the spare parts go from the factories directly to the army bases and warehouses, and from there on, on instructions from Wright Field, the spare parts complements are to be made up for delivery to port of shipment, i.e. in this instance we are deprived of the opportunity of following through the make-up of the spare parts complements, which are ready for shipment, and to

(over)

Air Adj 452.1 Russia (12)

Letter to General Arnold - continued.

take the necessary measures to have them completed. This method of work protracts the delivery of the spares to port of shipment, by atleast one month. We have requested the authorities at Wright Field to adhere to the old method of shipping spare parts, i.e. directly from factory to port, but our request was declined.

3. Taking into consideration that the beginning this month and in the future, all Bomber planes, as well as a part of the Pursuits will be ferried across, and will arrive at the front lines within two-three (2-3) weeks, and the spares shipped for these will reach their destination in two-three (2-3) months, I shall appreciate it, General Arnold, if you will authorize the shipment of spare parts for the subject planes two months ahead of the airplane deliveries, which means that spare parts scheduled for November and December airplane deliveries, are to be shipped in October; also, motor and airplane spares of small weights and dimensions are to be shipped by air via Iran and Alaska. For this purpose I would like to ask your appointment of an officer, with whom representatives of our aviation department could make up the necessary lists of spare parts allocated for air shipment, as well as make up a delivery shhedule for same.

I trust, General Arnold, that the importance and urgency of the problems outlined herein will merit your early and favofable consideration.

Sincerely yours,

Belyaev

A. I. Belyaev

apd/jr

Air Adj 452.1 Russia (12)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ACT/WSO's

SECRET

DECLASSIFIED

January 6, 1943

Major General A. I. Belyaev
Soviet Purchasing Commission
3336 16th Street, N.W.
Washington, D.C.

Dear General Belyaev:

With reference to your letter of December 30th, it is tentatively planned to allocate eighty (80) two-engine transports of the C-47 type to your government on the following schedule in 1943:

January	February	March	April	May	June
10	10	10	10	20	20

In order to complete the allocation of transports during the year, additional will be scheduled at a later date. If deliveries indicate that our production estimates will be realized in 1943, we further propose to allocate an additional of perhaps 100 transports of the same type during the second half of the year.

The above allocation of two-engine transports to U.S.S.R. will in no way curtail the allocation of combat type aircraft already scheduled for your government.

Sincerely,

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

As rewritten by General Arnold's Office

DECLASSIFIED
DOD Dir. 5200.9 & 20 June 1974
SECRET By LTC, LCi Date 2/20/76

File CK 1/15/43

Air AG 452.1 / Russia (199)

Air AG 452.1 / Russia (199)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

THE WHITE HOUSE

WASHINGTON

DECLASSIFIED
NND 760123
9/13/06

October 10, 1942

SECRET

Dear George:

The President has had a very urgent wire from Stalin asking that for the next few months our airplane deliveries to Russia be increased to 500 a month. The President, through Litvinov, sent word to Stalin that he would look into it at once. This morning Stalin has followed it up with a very urgent request for an immediate answer.

The British, as you know, have made some additional commitments over and above their protocol agreements.

The President asked me this morning to tell you that he felt that because of the strategic situation it is very desirous that Stalin be answered in the affirmative. Not, of course, in terms of 500 planes a month, which the President realizes is impossible, but he would like to be able to say to Stalin that over and above all of our protocol commitments we could and would send him at the earliest possible moment 300 additional airplanes, preferably at the rate of 100 a month and beginning immediately.

Stalin has requested fighters and in addition to fighters he would welcome B-25's and/or transports. The President told me that he was quite prepared to see some of our coast defense fighter planes be sent to Russia at once.

The President is anxious to get off a message to Stalin tonight, hence this note to you.

The President also made the point to me of getting the planes to Russia at the earliest possible time, which, of course, means giving consideration to the delivery routes.

Very cordially yours,

/s/ Harry
HARRY L. HOPKINS

Record back by Col. Cooley from Lt. Conroy 10/16/42.

General George C. Marshall,
Chief of Staff.

COPY

DECLASSIFIED
Aug 29, 1957 Rule 1173

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

SECRET

DECLASSIFIED

DECLASSIFIED
DOD Dirs.
6 Jan. & 30 June 1954
By dtd/DE NC, Date 3/14/74

October 10, 1942

MEMORANDUM FOR THE PRESIDENT:

Mr. Hopkins communicated your desire to dispatch this evening a favorable reply to the request from Mr. Stalin for an immediate increase of the flow of combat aircraft from the United States to Russia.

I have had the Air Corps Staff carefully examine our commitments to see if it appears practicable to find additional planes for Russia. I find that any immediate increase beyond the 212 airplanes per month now scheduled for Russia could only be managed by a reduction of planes urgently needed for our units in combat theaters, or to curtail seriously the planes for TORCH. That operation will undoubtedly be the most effective aid within our power which we can extend to Russia at this time.

The coastal defense units referred to as a possible source for aircraft are actually operational training units. Furthermore, their planes are not suitable for an active theater. Also these units only have 50% of their planes and they have a combat mission, limited though it may be, in defense of coastal installations against a possible trick carrier air raid.

The only way to make additional aircraft available for Russia will be to reduce the number of units now committed to our active combat theaters. For example, we can make available 25 fighter airplanes per month by a reduction of one fighter group in an active theater. We can add 13 medium or light bombardment airplanes per month by a reduction of one bombardment group in an active combat theater.

While it does not answer Mr. Stalin's specific request for an immediate increase of medium or light bombers and fighters, he can be told that we are rushing the organization of a heavy bombardment group for the Caucasus by drafts on groups actually in active operations. Also that our heavy bombers are lending direct assistance to Russia by current operations over the continent, a message tonight reporting that our bombers over France yesterday destroyed 56 fighters certainly, probably destroyed 26 and damaged 20, with a loss to us of four.

Chief of Staff.

Note a 7a.s.s (95)

SECRET

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

THE WHITE HOUSE

WASHINGTON

October 10, 1942

SECRET

Dear George:

The President has had a very urgent wire from Stalin asking that for the next few months our airplane deliveries to Russia be increased to 500 a month. The President, through Litvinov, sent word to Stalin that he would look into it at once. This morning Stalin has followed it up with a very urgent request for an immediate answer.

The British, as you know, have made some additional commitments over and above their protocol agreements.

The President asked me this morning to tell you that he felt that because of the strategic situation it is very desirous that Stalin be answered in the affirmative. Not, of course, in terms of 500 planes a month, which the President realizes is impossible, but he would like to be able to say to Stalin that over and above all of our protocol commitments we could and would send him at the earliest possible moment 300 additional airplanes, preferably at the rate of 100 a month and beginning immediately.

Stalin has requested fighters and in addition to fighters he would welcome B-25's and/or transports. The President told me that he was quite prepared to see some of our coast defense fighter planes be sent to Russia at once.

The President is anxious to get off a message to Stalin tonight, hence this note to you.

The President also made the point to me of getting the planes to Russia at the earliest possible time, which, of course, means giving consideration to the delivery routes.

Very cordially yours,

/s/ Harry
HARRY L. HOPKINS

Rec'd by Col Cooley from Capt Stimson 10/11/42

General George C. Marshall,
Chief of Staff.

COPY

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

October 10, 1942.

MEMORANDUM FOR THE PRESIDENT:

Mr. Hopkins communicated your desire to dispatch this evening a favorable reply to the request from Mr. Stalin for an immediate increase of the flow of combat aircraft from the United States to Russia.

I have had the Air Corps Staff carefully reexamine our commitments to see if it appears practicable to find additional planes for Russia. I find that any immediate increase beyond the 212 airplanes per month now scheduled for Russia could only be managed by a reduction of planes urgently needed for our units in combat theaters, or to curtail seriously the planes for TORCH. That operation will undoubtedly be the most effective aid within our power which we can extend to Russia at this time.

The coastal defense units referred to as a possible source for aircraft are actually operational training units. Furthermore, their planes are not suitable for an active theater. Also these units only have 50% of their planes and they have a combat mission, limited though it may be, in defense of coastal installations against a possible trick carrier air raid.

The only way to make additional aircraft available for Russia will be to reduce the number of units now committed to our active combat theaters. For example, we can make available 25 fighter airplanes per month by a reduction of one fighter group in an active theater. We can add 13 medium or light bombardment airplanes per month by a reduction of one bombardment group in an active combat theater.

While it does not answer Mr. Stalin's specific request for an immediate increase of medium or light bombers and fighters, he can be told that we are rushing the organization of a heavy bombardment group for the Caucasus by drafts on groups actually in active operations. Also that our heavy bombers are lending direct assistance to Russia by current operations over the continent, a message tonight reporting that our bombers over France yesterday destroyed 56 fighters certainly, probably destroyed 26 and damaged 20, with a loss to us of four.

Chief of Staff.

DECLASSIFIED
JCS Memo
8 Jan. 1975
By: [illegible] J.C. Date 8/24/76

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By: [illegible] J.C. Date 8/24/76

~~SECRET~~

DECLASSIFIED

AAF 452.1 Russia (13)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASS...

DECLASSIFIED
DOD Rvs.
E.O. 12958, as amended
By AUTH: DEPT OF DEFENSE 8/4/18

Report - "Observations of Russian Equipment and Operations"

WEM:JT 5246

1 AFCAS AFATC 1942 10-13

1. Attached is copy #18 of General Bradley's Secret report, "Observations of Russian Equipment and Operations" which is forwarded for your information and necessary action.

2. Copies have been distributed as follows:

AFAAP	AFTSW
AFABI	AFTSC
AFACT	AFAMC
AFADS	AFASC
AFAEP	AFRAS
AFTAI	AFRAD
AFDMR	AFRBS
AFDTS	AFRCW
AFKDB	AFATC

1 Incl.
Cy #18 of report

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

452.1 Russia (USSR)

Dispatched
OCT 14 1942
AAF

DECLASSIFIED

SECRET

Air Absts: Russia (USSR)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO.

DECLASSIFIED (MID Br)

DECLASSIFIED

SUBJECT: Report- "Observations of Russian Equipment and Operations"

ITEM NO.	FROM	TO	DATE	COMMENTS MAL/imm 5265
3	APCAS	AFHOM	1942 11-4	1. Inasmuch as all stencils from which the subject report was reproduced were destroyed, you are hereby authorized to reproduce two (2) copies from the copy which was furnished you, and make the distribution you indicate. 2. If you are unable to accomplish this, the Air Adjutant General will assist you, on call. M. A. LIBBY, Lt. Col., G.S.C.
				SKC/vn 6670
4	AFHOM	APCAS	1942 11/11	1. Two (2) copies of subject report have been reproduced and distribution made as indicated in Comment No. 2. for HUMPHREY M. SNODY, Brig.Gen.,USA, Dir.,WDGSM.
				MAL/IMM 5265
5	APCAS	AFMAG	11-12	Noted. For files. M. A. LIBBY, Lt. Col., G. S. C.

Received NOV 14 1942 AAF Mail Room

452.1 Russia (11-9-42)

DECLASSIFIED

H 293 PAGE ___ AG 452.1 Russia (11-9-42) 1109 A.F.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO

FILE NO

DECLASSIFIED

SUBJECT: Report - "Observations of Russian Equipment and Operations"

ITEM NO	FROM	TO	DATE	COMMENTS
				WEM:JT 5246
1	AFCAS	AFROM	1942 10-13	1. Attached is copy #17 of General Bradley's Secret report, "Observations of Russian Equipment and Operations" which is forwarded for your information and necessary action. 2. Copies have been distributed as follows: AFAAP AFTSW AFADI AFTSC AFACT AFAMC AFADS AFASC AFAEF AFRAS AFTAI AFRAD AFDMR AFRBS AFDTS AFROM AFRDB AFATC 1 Incl. Cy #17 of report WILLIAM E. HALL Colonel, G. S. C. SKC/vh 6670
2	AFROM B-4	AFCAS	1942 11/2	1. It is recommended that the following named activities for which this Directorate performs liaison functions be included in the distribution of subject report: a. Army Air Forces Cold Weather Testing Detachment, Ladd Field, Alaska. b. Army Air Forces Proving Ground Command for attention of Information Center for Cold weather desert and tropic operating conditions, Eglin Field, Florida. Inclosure withdrawn. HUME PEABODY, Brig.Gen., USA, Dir., WD&M.

NOV - 3 42 AM

RECEIVED

Air Adjutant General

DECLASSIFIED

~~SECRET~~

3-1109 A.F.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
DOD Dir. 5200.9 30 June 1974
By [illegible] NC, Date [illegible]

Report "Observations of Russian Equipment and Operations."

SKC/vh 6670

4 AFROM AFCAS 1942
11/11
Received
NOV 11 1942
AAG 4:45 pm

1. Two (2) copies of subject report have been reproduced and distribution made as indicated in Comment No. 2.

HUMP PEABODY,
Brig.Gen.,USA,
Dir.,WO&M.

MAL/IMM 5265

5 AFCAS AFMAG 11-12 Noted. For files.

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

DECLASSIFIED

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET DECLASSIFIED

DECLASSIFIED
DOD Dir. 5200.9
By AGWAF NARA Date 3/14/72

Report- "Observations of Russian Equipment and Operations"

MAL/imm 5265

3 AFCAS AFROM 1942 11-4

1. Inasmuch as all stencils from which the subject report was reproduced were destroyed, you are hereby authorized to reproduce two (2) copies from the copy which was furnished you, and make the distribution you indicate.

Dispatched
NOV 4 1942
AAG

2. If you are unable to accomplish this, the Air Adjutant General will assist you, on call.

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

452.1 Russia (16-9)

DECLASSIFIED

air ag 452.1 Russia (16-9)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir. 5200.9
By BLM/AF 3/24/78

DECLASSIFIED

Report - "Observations of Russian Equipment and Operations"

WEH:JT 5246

1 APGAS AFRON 1942 10-13

1. Attached is copy #17 of General Bradley's Secret report, "Observations of Russian Equipment and Operations" which is forwarded for your information and necessary action.

2. Copies have been distributed as follows:

AFAAP	AFTSN
AFABI	AFTSC
AFACT	AFAMC
AFADS	AFASC
AFAEP	AFRAS
AFTAI	AFRAD
AFDMR	AFRBS
AFDTS	AFRCH
AFRDB	AFATC

452.1 Russia (8-9-42)

Dispatched
OCT 14 1942
AAG

1 Incl.
Cy #17 of report

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

DECLASSIFIED

SECRET

Ans Attaches Russia 1942

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~ DECLASSIFIED

Report - "Observations of Russian Equipment and Operations"

WEH:JT 5246

1 AFCAS AFRBS 1942 10-13

1. Attached is copy #16 of General Bradley's Secret report, "Observations of Russian Equipment and Operations" which is forwarded for your information and necessary action.

2. Copies have been distributed as follows:

AFAAP	AFTSW
AFABI	AFTSC
AFACT	AFANC
AFADS	AFASC
AFAEP	AFRAS
AFTAI	AFRAD
AFDMR	AFRBS
AFDTS	AFROM
AFRDB	AFATC

1 Encl.
Cy # 16 of report

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

45-21 Russia (16)

Declassified
OCT 14 1942
AAG

DECLASSIFIED

~~SECRET~~

AFAB 45-21 Russia (16) P

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~ DECLASSIFIED

DECLASSIFIED
Authority 4/4/78

Report - "Observations of Russian Equipment and Operations"

WRH:JT 5246

1 AFCAS AFRAD 1942 10-13

1. Attached is copy #15 of General Bradley's Secret report, "Observations of Russian Equipment and Operations" which is forwarded for your information and necessary action.

2. Copies have been distributed as follows:

AFAAP	AFTSW
AFABI	AFTSC
AFACT	AFANC
AFADS	AFABC
AFAEP	AFRAS
AFTAI	AFRAD
AFDMR	AFRRS
AFDTS	AFRON
AFRDB	AFATC

452.1 Russia (10-8)

Dispatched
OCT 14 1942
AAG

1 Incl.
Cy #15 of report

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

~~SECRET~~ DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir
By NARA, Date 2013

Report - "Observations of Russian Equipment and Operations"

WEH:JT 5246

1 AFCAS AFASC 1942 10-13

1. Attached is copy #13 of General Bradley's Secret report, "Observations of Russian Equipment and Operations" which is forwarded for your information and necessary action.

2. Copies have been distributed as follows:

AFAAP	AFTSW
AFABI	AFTSC
AFACT	AFAMC
AFADS	AFASC
AFARP	AFRAS
AFTAI	AFRAD
AFINR	AFRRS
AFDTS	AFROM
AFRDB	AFATC

3. General Arnold's remarks on reviewing this report were in part as follows:

"The attached very complete and comprehensive report on Russia gives many items, some of which require immediate action, notably that referring to winterization of aircraft prior to being used in Russia.

eeeee

"The winterization of our airplanes going to Russia is urgent. Therefore, it is desired that there be no delay whatsoever in getting a list of the changes to be made in these planes to the Materiel Division."

1 Incl.
Cy #13 of report

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

Dispatched
OCT 14 1942
AAG

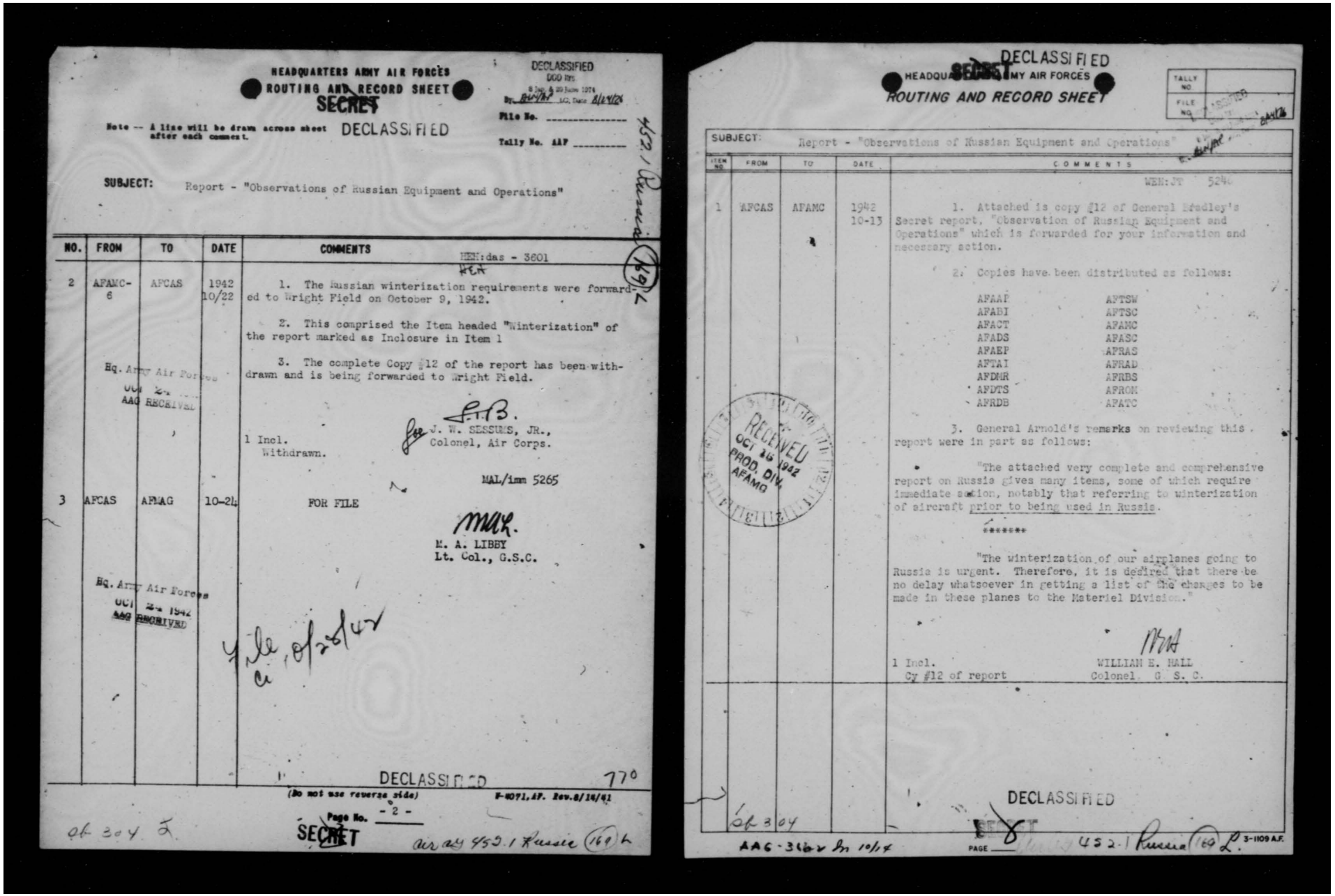
SECRET

DECLASSIFIED
Auth AR 380-5 2 Nov 53 (2) m

452.1 Russia (10-13) m

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET
SECRET

DECLASSIFIED
DOD Dir. 5 200.9 & 29 June 1974
By [illegible] NARS, Date 8/24/78

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

DECLASSIFIED

File No. _____

Tally No. AAF _____

SUBJECT: Report - "Observations of Russian Equipment and Operations"

452.1 Russia (16) L

NO.	FROM	TO	DATE	COMMENTS
				HEH:das - 3601
2	AFAMC-6	AFCAS	1942 10/22	1. The Russian winterization requirements were forwarded to Wright Field on October 9, 1942. 2. This comprised the Item headed "Winterization" of the report marked as Inclosure in Item 1 3. The complete Copy #12 of the report has been withdrawn and is being forwarded to Wright Field. J. W. SESSUMS, JR., Colonel, Air Corps. 1 Incl. Withdrawn. MAL/imn 5265
				Hq. Army Air Forces OCT 22 1942 AAG RECEIVED
3	AFCAS	AFMAG	10-24	FOR FILE M. A. LIBBY Lt. Col., G.S.C.
				Hq. Army Air Forces OCT 24 1942 AAG RECEIVED

File 10/26/42 a

DECLASSIFIED

(Do not use reverse side) F-4071, AF. Rev. 8/14/41

Page No. - 2 -

SECRET

air ag 452.1 Russia (16) L

of 304 2

DECLASSIFIED

SECRET

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

TALLY NO. _____
FILE NO. _____

SUBJECT: Report - "Observations of Russian Equipment and Operations"

ITEM NO.	FROM	TO	DATE	COMMENTS
				WEN:JT 5240
1	AFCAS	AFAMC	1942 10-13	1. Attached is copy #12 of General Bradley's Secret report, "Observation of Russian Equipment and Operations" which is forwarded for your information and necessary action. 2. Copies have been distributed as follows: AFAAF AFTSW AFABI AFTSC AFACT AFAMC AFADS AFASC AFAEP AFRAS AFTAI AFRAD AFDMR AFRBS AFDTS AFROM AFRDB AFATC 3. General Arnold's remarks on reviewing this report were in part as follows: "The attached very complete and comprehensive report on Russia gives many items, some of which require immediate action, notably that referring to winterization of aircraft prior to being used in Russia. ******* "The winterization of our airplanes going to Russia is urgent. Therefore, it is desired that there be no delay whatsoever in getting a list of the changes to be made in these planes to the Materiel Division." WILLIAM E. HALL Colonel, G.S.C. 1 Incl. Cy #12 of report

RECEIVED OCT 15 1942 PROD. DIV. AFAMG

DECLASSIFIED

SECRET

PAGE 8

452.1 Russia (16) L

3-1109 A.F.

of 304

AAG-316 x 10/14

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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 _____

SUBJECT: Report - "Observations of Russian Equipment and Operations"

DECLASSIFIED
By AUTH NND 760124

NO.	FROM	TO	DATE	COMMENTS
1	AFTSW	AFCAS Attn: Col. Hall	1942 11/2	AFTSW/EX/RHH/kmo 73434 1. Reference is made to this Directorate's Comment No. 2 of your R. & R., dated October 13, 1942, on the above subject. 2. In view of the fact that this Directorate has received word that the Bradley Mission will return to this Country on or about November 15th, no request will be made for further information regarding General Bradley's secret report. Such data will be obtained from Colonel Yates, of this Directorate, who is a member of the Mission and whom it is understood is also returning at that time. [illegible] ZIMMERMAN, Colonel, Air Corps, Director of Weather.
		NOV - 4 12 PM RECEIVED Air Adjutant		
2	AFCAS	ARMAG	11-6	Noted - For files. M. A. LIBBY, Lt. Col., G.S.C.

(Do not use reverse side)

Page No. _____

F-0071, AF. Rev. 8/18/41

DECLASSIFIED

~~SECRET~~

452.1 Russia (16) S

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES

SECRET

ROUTING AND RECORD SHEET

DECLASSIFIED

TALLY NO.

AUTH: DECLASSIFIED DOD DIR. 5200.9

SUBJECT: Report - "Observations of Russian Equipment and Operations"

643

ITEM NO	FROM	TO	DATE	COMMENTS
				WEH:JT 5246
1	AFCAS	AFTSW	1942 10-13	1. Attached is copy #10 of General Bradley's Secret report, "Observations of Russian Equipment and Operations" which is forwarded for your information and necessary action. 2. Copies have been distributed as follows: AFAAP AFTSW AFABI AFTSC AFACT AFANC AFADS AFASC AFAEP AFRAS AFTAI AFRAD AFDMR AFRES AFDTS AFAOM AFRDB AFATC 1 Incl. Cy #10 of report. WILLIAM E. HALL Colonel, G. S. C.
2	AFTSW	AFCAS	1942 10-20	RHH;ct 73434 1. The material regarding the Russian Weather Service is being intensively studied and a further request for information from General Bradley's Mission will be submitted to you on November 1st. DON. S. ZIMMERMAN, Colonel, Air Corps, Director of Weather Incl. w/d.
				WEH:JT 5246
3	AFCAS	FILES	1942 10-22	Noted. WILLIAM E. HALL Colonel, G. S. C.

Hq. Army Air Forces
OCT 2 1942
AAG RECEIVED

10/21

DECLASSIFIED

643 AFTSW 3660

PAGE ___ Aus Obs 452.1 Russia (10) A

3-1109 A.F.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

Report - "Observations of Russian Equipment and Operations"

WEH:JT 5246

1 AFCAS AFDTS 1942 10-13

1. Attached is copy #8 of General Bradley's Secret report, "Observations of Russian Equipment and Operations" which is forwarded for your information and necessary action.

2. Copies have been distributed as follows:

AFAAP	AFTSM
AFABI	AFTSC
AFACT	AFAMC
AFADS	AFASC
AFAEP	AFRAS
AFTAI	AFRAD
AFDMR	AFRBS
AFDTS	AFROM
AFRDB	AFATC

452.1 Russia (16-9) H

3. General Arnold's remarks on reviewing this report were in part as follows:

"The attached very complete and comprehensive report on Russia gives many items, some of which require immediate action * * *.

"The report on whether facilities definitely indicates long range weather prognostication for periods of a week, a month, and 3 months. It is interesting to note the following statement:

" 'It is not in any way perfect, however it is far superior by statistical proof, to using mean values for the forecast conditions.' And Bradley goes on to state, 'that must prove that it is truly better than no forecast' and then asks the question: 'Which proof we have not definitely established for any of our systems. Or have we'?

"Following the above ** items are reports on communications ***."

Dispatched OCT 14 1942 AAG

1 Incl.
Cy #8 of report

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

DECLASSIFIED

SECRET

Air AG 452.1 Russia (16-9) H

DECLASSIFIED

SECRET

Observations of Russian Equipment and Operations

452.1 Russia (16-9)

WEH:JT 5246

3 AFCAS AFAEP 1942 10-13

1. Your attention is invited to the next to last paragraph of General Arnold's remarks contained in Item #1.

2. For preparation of letter for General Arnold's signature in accordance with that paragraph.

3. Distribution of this document was as follows:

Dispatched OCT 14 1942 AAG

AFAAP	AFTSM
AFABI	AFTSC
AFACT	AFAMC
AFADS	AFASC
AFAEP	AFRAS
AFTAI	AFRAD
AFDMR	AFRBS
AFDTS	AFROM
AFRDB	AFATC

Incls.
n/c

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

DECLASSIFIED

SECRET

Air AG 452.1 Russia (16-9) H

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Rts
By [illegible] Date 3/24/76

Report - "Observations of Russian Equipment and Operations"

WEH:JT 5246

1 APCAS AFDMR 1942 10-13

1. Attached is copy #7 of General Bradley's Secret report, "Observations of Russian Equipment and Operations" which is forwarded for your information and necessary action.

2. Copies have been distributed as follows:

AFAAP	AFTSW
AFABI	AFTSC
AFACT	AFANC
AFADS	AFASC
AFAEP	AFRAS
AFTAI	AFRAD
AFDMR	AFRBS
AFDTS	AFROM
AFRDB	AFATC

Dispatched
OCT 14 1942
AAG

452.1 Russia (16) b

3. General Arnold's remarks on reviewing this report were as follows:

"The attached very complete and comprehensive report on Russia gives many items, some of which require immediate action, notably that referring to winterization of aircraft prior to being used in Russia.

* * * * * *

"The winterization of our airplanes going to Russia is urgent. Therefore, it is desired that there be no delay whatsoever in getting a list of the changes to be made in these planes to the Materiel Division.

H. H. A."

1 Incl.
Cy #7 of report

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

DECLASSIFIED
Auth: AG 452.1 Russia (16) b

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

20

DECLASSIFIED
DOD Dirs
8 Jan & 20 June 1972
By [illegible] IAW Date 3/28/78

Moscow, U.S.S.R.
Sept. 17, 1942

Subject: Observations of Russian Equipment and Operations.

To : The Commanding General of the Army Air Forces, War Department, Washington, D. C.

1. Submitted herewith in rough draft form are copies of the recorded observations made by members of the Bradley Mission to Russia. Information contained is essentially fragmentary, having been based for the most part on extremely limited opportunities to observe.

2. The data on winterization of aircraft is supplied as presented by Soviet personnel in letter form. Though every effort has been made to obtain in detail the answers to the questions contained in letter from Headquarters, Materiel Command, Army Air Forces, Washington, D.C., dated July 17, 1942, to the Commanding General, Army Air Forces, (subject: Cold Weather Operation of American Aircraft in Russia) and to discuss in detail these answers with Soviet technicians, to date no action has been taken by the Soviets.

3. No record of conferences held concerning the establishment of the Alaska-Siberia Ferry Route are furnished herewith, as the essence of these discussions is contained in the series of secret radiograms currently sent to the War Department.

S/ Follett Bradley
T/ Follett Bradley
Maj. Gen., USA

Inc: 1 report
(Observations of Russian Equipment and Operation)

Shld 452.1 Russia (169)

Recvd for Secret Mail 5/31/44

File (16)

File 452.1 Russia (169)

DECLASSIFIED

SECRET

452.1 Russia (169)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1972
By: [illegible] Date: [illegible]

OBSERVATIONS OF RUSSIAN EQUIPMENT AND OPERATIONS

CONTENTS

WINTERIZATION

WEATHER FACILITIES

COMMUNICATIONS

MAINTENANCE

SOVIET LIGHT BOMBARDMENT

SOVIET FIGHTER AIRDROME

SOVIET AIRCRAFT DEVELOPMENTS

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

WINTERIZATION

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

WINTERIZATION DESIRED BY USSR ON A-20

1. Additional front shutters controlled from the pilot's cabin must be installed on the front of the motor to prevent the overcooling of the motors.

2. All rubber packing of the hydrosystem must be replaced and in the future made only of frost-resisting rubber assuring normal operation of the packing at temperature minus 50° C.

The present rubber packing on the planes allows liquid to leak out of the system at temperatures minus 0° C.

3. All tires and inner tubes for the wheels must be made of frost-resisting rubber to assure their function at temperatures down to minus 50° C.

The present tires and tubes rapidly disintegrate and go out of order at low temperatures.

4. The drain plugs of the oil system must be replaced by cocks assuring convenient drainage of oil in winter time.

5. Install a shunt tap (by-pass) in the oil system to prevent damage to the oil radiators in starting.

6. Fill the hydrosystem and the shock absorber struts with a liquid that does not freeze at a temperature of minus 50° C.

7. All joints and friction parts must be lubricated with a lubricant freezing at very low temperatures to assure operation of the parts at temperatures minus 50° C.

8. The tube of pressure transmission to the oil pressure gauge must be filled with a liquid freezing at very low temperatures.

9. For convenience in servicing replace the screws on the hatch at the drainage pipe of the oil radiator on the A-20 with fasteners of the "Dzus" type.

10. Install a dog ratchet on the propeller hub for automatic starting in winter conditions.

11. Supply the fittings for air inlet of the shock absorber struts with standard thread (metric) to fit booster pump and air bottle (size: 10 mm. - diameter; 1.5 mm. - pitch; 15 mm. - length).

12. Insulate the metal lines of the oil system, oil tanks and oil radiators with heat insulating materials.

13. Insulate the rubber hose of the gas system with asbestos insulation to prevent damage to the rubber when warming the motor with heating means.

14. Supply the planes with warm covers for the motors and cushion-shields for the oil radiators.

15. The planes taking the eastern route to the Soviet Union must have catalytic furnaces or arctic flame furnaces of the APL-1 type for warming up the motors in cases of forced landing, and warm covers and cushion-shields for the oil radiators.

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WINTERIZATION DESIRED BY USSR ON P-40 TYPES

Planes put in operation after October 1, 1942, must have:

1. Retractable ski-type landing gear.
2. Warm covers for the propellors, motors, and radiators.
3. Insulated lines as follows:
   a. In cooling system:
      (1) Steam drain pipe leading from the motor block to the expansion tank.
      (2) Drain pipes leading from the motor blocks to the radiator lines.
   b. In the oil system:
      (1) The line of the suction avenue in the sector from the oil tank to the oil radiator.
      (2) The line from the oil pump to the oil tank.
      (3) The drainage tube of the oil tank.
      (4) The oil tank.
4. Installed taps in the oil system:
   a. For draining the oil from the oil tank.
   b. For draining the oil from the outgoing oil line leading from the radiator to the tank (on Tomahawk).
   c. For draining the oil from the line (install tap in place of plug).
5. Install taps in the cooling system:
   a. For draining the cooling liquid from the pump (instead of plug) and water radiators.
   b. Lines assuring complete drainage of the cooling liquids and oil (i.e., eliminate the present "pockets" - the lowest points of the lines where it is difficult to drain the oil from).
   c. The peep hatches and hatches opposite the drain taps of the cooling liquid and oil.
   d. Leading the drain pipe of the gas and oil tanks into a stream of warm air.
   e. The possibility of working with water or using anti-freeze with the freezing temperature of minus 45° C.
6. Frost resisting rubber on the wheels, wheels of the chassis, and all rubber packing of the hydrosystem of the chassis.
7. Fill the hydrosystem with a mixture with a freezing temperature of minus 50° C.
8. Insulate the handles of the aircraft tools attached to each plane.
9. Prepare and print a number of albums, photos, sketches, and drawings of the changes made for winter use.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

WINTERIZATION DESIRED BY USSR ON B-25C

1. Additional front shutters controlled from the pilot's cabin must be installed on the front of motor to prevent the overcooling of the motors.

2. All rubber packing ofthe hydrosystem must be changed and in the future made only from frost-resisting rubber assuring normal operation of the packing at temperatures of 50° below 0. C.
The present rubber packing on the planes allows liquid to leak out of the system at temperatures below 0° C.

3. All tires and inner tubes for the wheels must be made of frost-resisting rubber to assure their function at temperatures down to 50° below 0° C.
The present tires and tubes disintegrate and go out of order rapidly at low temperatures.

4. The drain plugs of the oil system must be replaced by drain cocks assuring convenient drainage of oil in winter time.

5. Install a shunt tap (by-pass) in the oil system to prevent damage to the oil radiators in starting.

6. Fill the hydrosystem and the shock absorber supports with a liquid not freezing at a temperature of minus 50° C.

7. All joints and friction parts must be lubricated with an lubricant freezing at very low temperatures to assure the operation of the parts at temperatures of minus 50° C.

8. The tube of pressure transmission to the oil pressure-gauge must be filled with a liquid freezing at very low temperatures.

9. Install a dog on the propeller hub for automatic starting in winter conditions.

10. Supply the fittings for air inlet of the shock absorber struts with standard thread (metric) to fit the booster pump and air bottle (size: 10 mm. - diameter 1.5 mm. - pitch; 15 mm. - length).

11. Insulate the metallic lines of the oil system, oil tanks and oil radiators with heat insulating materials.

12. Insulate the rubber hose of the gas system with asbestos insulation to prevent damage to the rubber when warming up the motor with heating means.

13. Supply the planes with warm covers for the motors and cushion-shields for the oil radiators.

14. The planes taking the eastern route to the Soviet Union must have catalitic furneces or arctic flame furnaces type APL-1 for warming up the motors in case of forced landings, warm covers and cushion-shields for the oil radiators.

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WINTERIZATION DESIRED BY USSR ON AIRACOBRA

Planes put in operation after October 1, 1942, must have:

1. Winter landing gear (skis retractable in flights).
2. Warm covers for the screw-motor group, motor reduction gear, also prepared cushion-shields for the radiator tunnels.
3. Insulated lines:
   a. In the cooling system:
      (1) Pipe from the expension tank to the pump.
      (2) Pipe from the radiator to the pump.
      (3) Steam drain pipe leading from the motor blocks to the expansion tank.
      (4) Drain pipe leading from the tank to the outside of the right side of the fuselage.
   b. In the oil system:
      (1) Pipe from tank to delivery pump.
      (2) Pipe from radiator to tank.
      (3) Drainage tubes from tank to motor oil pan.
      (4) Oil tank of the motor.
   c. In the reductor oil system:
      (1) Tube from tank to pump.
      (2) Tube from pump to tank.
      (3) Drainage tube from tank to reductor oil pan.
      (4) Oil tank (the cover must be easily removable for cases of thorough warming up by heaters).
4. Oil lines and cooling lines assuring quick and complete drainage of liquid and oil (absence of pockets - low points in the lines).
5. Installed drain cocks assuring quick drainage of liquid.
   a. In the oil system:
      (1) Taps for draining oil lines and radiators.
      (2) Taps for draining the box of thermostats of the oil radiators.
   b. In the cooling system:
      (1) Tap for draining the radiators (instead of plug).
      (2) Have hatches 100 x 180 mm. in the sleeves opposite the taps.
6. Install special receiver at outlet of oil pressure near motor transmitting the pressure of a low-freezing liquid with which the line running from this receiver to pressure gauge is filled.
7. Frost-resisting rubber on the chassis wheels and for packing.
8. Leading the drainage from the gas and oil tanks into a stream of warm air.
9. Insulated handles of aircraft tools (motor and plane, attached to each plane).

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

10. Foreseen possibility of working with water or using anti-freeze with a freezing temperature not lower than minus 45° C.

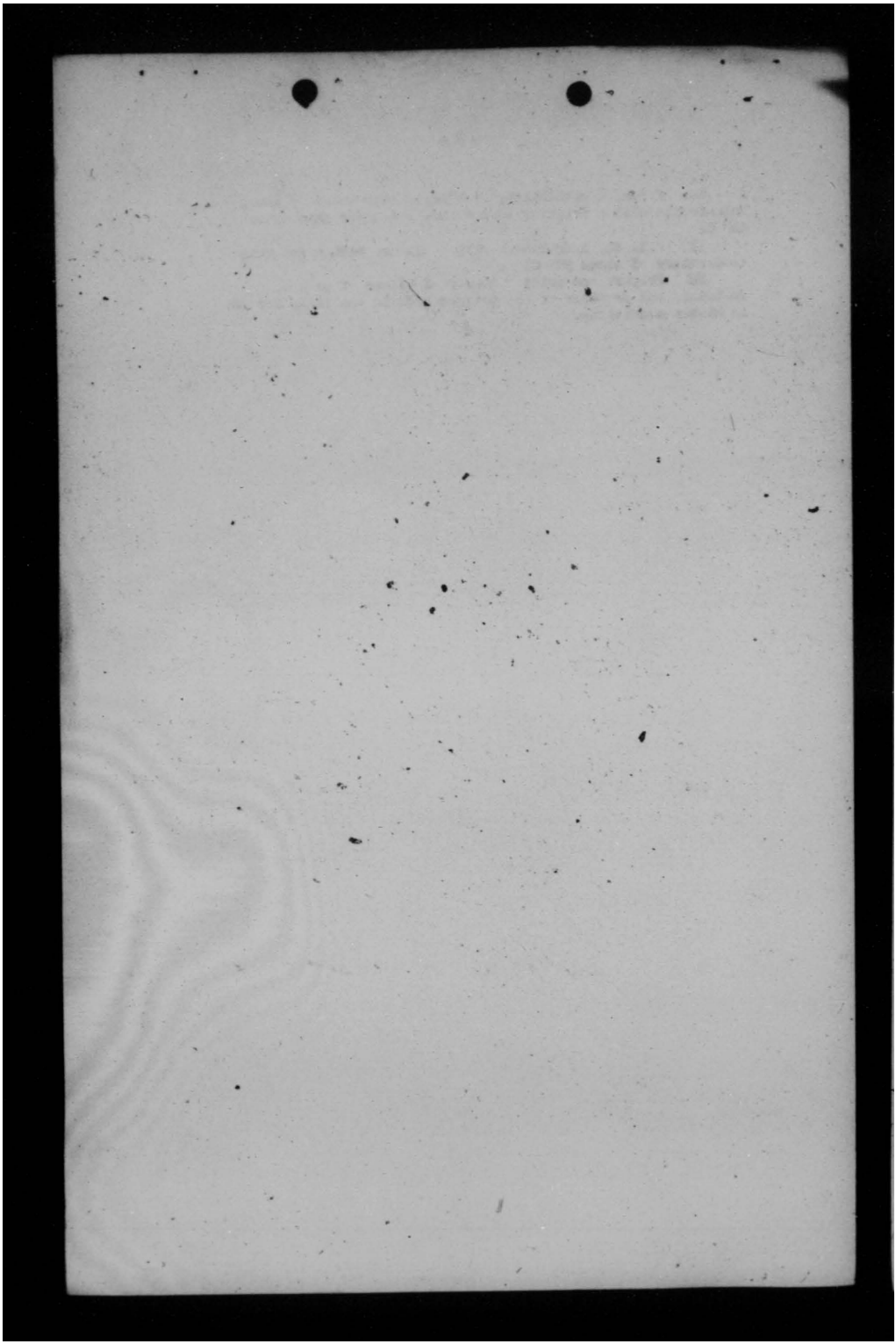
11. Fill the hydrosystem with a mixture with a freezing temperature of minus 50° C.

12. Prepare and print a number of albums of photos, sketches, and drawings of the changes made in the plane for use in winter conditions.

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

WEATHER FACILITIES

2

SECRET

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

GENERAL NOTES ON RUSSIAN HYDROMETEOROLOGICAL SERVICE

1. Jurisdiction:

Prior to war, services were under civil administration but have since been placed under complete military control. General Fedorov, the director, was commissioned after war was declared, and in many other instances men holding key positions were likewise commissioned, converting the whole into a purely military organization. All department heads are now either Naval, Army, or Air Force officers; with civilians, both male and female, working in their departments. Most Army officers serving in the central organizations are members of the technical services branch.

2. Regions:

In regional or territorial centers weather information is collected every two hours where needed for aviation interests. Regions are now organized to cover each republic, if practicable.

3. Training:

The education and training of meteorologists is accomplished somewhat as follows:

Schooling for all Russian children consists of what is called a "main" school, consisting of from 7 to 10 years of elementary instruction similar to our grammar and high schools. For comparison I believe the 7 year course is about equivalent to our grammar school training, and the 10-year course to a high school education.

Following this schooling are what are called "Teknikum's". The Teknikum's comprise a 3-year course of specialized training and can replace the last 3 years of the main school. That is to say in order to attend a Teknikum one must have completed at least 7 years of main school. Teknikums are operated by the various departments of the government for the purpose of training specialists for their particular departments.

Prior to the war the Hydro Met Service had 5 of these institutions. Two have been lost and now there are 3 institutions of this nature training meteorological personnel for government service. In view of the low level of total education, the graduates of these schools usually are employed as map plotters, observers, and assistant forecasters. Their total training is less than that of our high school graduates, but the last 3 years are spent primarily on elementary meteorology and allied subjects, so a rather satisfactory type of "Observer" is produced.

Beyond this school is the "High School". Aspirants for this education must have completed at least 10 years of "Main School". The course in high school lasts from 4 to 5 years and is highly specialized in the type of work for which it is intended.

The Hydrometeorological Service has 2 such schools. In them are trained both hydrologists and meteorologists. These schools turn out, after 4-5 years, well-qualified hydrological and meteorological scientists and forecasters.

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

At present one of the schools is devoted to teaching civilians, and the other to teaching military personnel.

In addition to these, special instructions are given by the service to qualified applicants in the subjects of Meteorology and Hydrology, to augment the output from these two schools and fill in for the war needs.

4. Statistical Organization:

Statistical organization is progressing rapidly at present in the Hydrometeorological Service. An effort is being made to file and record all climatological data by a mechanical punch card system, similar to our perforated index systems. The Archives are now being worked over and approximately 1/3 of all climatological data has been classified and indexed on perforated cards. General Feodorov estimated approximately 20,000,000 rubles per year were paid in salaries to those making calculations from old records under the old system and, in addition, a saving of 120,000,000 rubles spent for recording and computations would be realized by the installation of the machine record system. He was extremely enthusiastic about the project and expected complete operation within a year.

It was interesting to note, also, that they have started recording and filing, by this system, all past synoptic charts by types of weather. Quite parallel to our ideas they are working on one system of forecasting from analogous situations. It will be possible when this system is complete to press a button for the type of map for today and have jump up 20 or 30 charts with similar situations for comparison. The following days "maps" are then immediately available for use in forecasts.

5. Long period weather forecasting is being taken quite seriously and also long period hydrological forecasting.

6. Verification of Forecasts:

Work is just being completed after 2 years of study on a system for the verification of forecasts. Up to the present all forecast centers have been required to verify according to certain specifications their own forecasts and submit the reports with supporting data every four months. With this as a basis development has proceeded and a new system is being worked out which is thought to be the answer and last word.
this:

7. Location of Stations:

Through the verifications of forecasts submitted by various regional directors it was discovered that there was very little difference between the forecasts made in sparsely-covered Siberia and the well-covered European Russia. Investigation and research brought about a "minimum" for reporting stations necessary to properly forecast temperatures. Another minimum has been worked out for forecasting the pressure field, etc. Based on this it was found that at present there are too many reporting stations in Russia, but not located correctly. A plan is in effect to possibly cut some of the European stations and augment the Siberian situation where possible. It was estimated that a maximum of 4,000 synoptic and spot weather stations were necessary in the whole of Russia, as opposed to an existing 20,000. For record purposes it was determined that a total of from 40-50,000 rainfall stations would be needed, as opposed to an existing number 3 or 4 times this amount.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

8. Instrument Research:

Instrument research is progressing; however, even though the present instruments are obsolete, General Feoderov points out that at least they are all the same and tend toward uniformity in reports. He did mention a great interest in developing remote reading instruments (similar to our "Weather Man"), which are now being developed.

He mentioned that the Russians were the first in the field of radiosonde development, but since the beginning they have not progressed. Our instruments admittedly are superior at present, but a new instrument, which I shall see, has been developed and soon will be in production. This instrument reputedly is much lighter and more efficient than the British one, and possibly our own.

I asked about automatic stations and received an enthusiastic answer. One has been developed and has been under service test in the Arctic for about six months. This instrument, he states, is capable of remaining in operation without attention for one year. Its radio transmits a signal 6-800 kilometers, and is exceedingly accurate and dependable. The whole unit, unfortunately weighs 4,000 pounds.

I asked about light instruments to be dropped from aircraft and he admitted development but with little success as yet.

9. Weather Reconnaissance Aircraft:

The Russians have no special organization within the Air Force for obtaining weather reports from aircraft. However they do obtain pilot reports from reconnaissance and bombing missions. These are quite sketchy and are of little value to anyone but the local operational weather officer.

*See report on visit to Central Observatory

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ORGANIZATION OF THE CENTRAL WEATHER INSTITUTE IN MOSCOW

The Central Institute in Moscow is an integral unit of the Hydrometeorological Organization of the U.S.S.R. It is directed by an officer of the rank of Major, with an assistant or deputy of the same rank.

The Central Institute of Weather is concerned solely with the preparation of forecasts for use throughout all parts of the country.

It is divided into the following department; the head of each being an officer in the Army or Navy.

1. Long Range Forecast Division:
   Prepares forecasts for periods from 3 days to 90 days.

2. Short Period Forecast Division:
   Prepares forecasts up to 48 hours, also analyses and upper air analyses. Both analyses sent to all local centers 4 times daily. A daily weather bulletin is prepared, including copy of synoptic map; precipitation and temperature charts; and detailed, complete reports from a great number of stations for each synoptic period of the past 24 hours. These bulletins are delivered to government offices only, and I believe only in Moscow.

3. Technical Works Division:
   Prepares all synoptic charts, etc. This is purely a plotting and decoding section and prepares all material for use in all forecasting sections. Women and men are both employed.

4. Communication Section:
   Coordinates the collection and dissemination of reports with proper communications authorities.

5. Marine Forecast Division:
   Forecasts only, are prepared for broadcast to the fleet and merchant marine. These forecasts are principally of ice conditions.

6. Divisional of Experimental Works:
   In the process of organization only. Duties to test and evaluate forecast methods.

7. Administrative Division:
   Is the supply section of the Weather Institute.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

VISIT TO CENTRAL WEATHER INSTITUTE

1. Communications Section:

The communications section was first visited, and revealed a quite crowded, 4-room layout with all teletype receiving and transmitting equipment in one room. Teletype tape cutting room was next door, and radio equipment in the two adjoining rooms.

All teletype machines but one were of Russian design and appear to be obsolete. One was the Russian reproduction of our model 15, practically an exact replica, even to the smallest detail.

All radio equipment appeared to be of Russian design. Both CW and voice are used in the dissemination of information from the Institute. All collections are made by CW. The same numeral cipher is used with the transmission by voice as by key. The reason for voice transmission appears to be a shortage of radio operators.

As well as I could gather, the head of this section was responsible for maintenance and operation of all communications equipment in the unit. It appears also that information transmitted by wire is collected in the Central Telegraph office and relayed to the Institute as it becomes available. All communication facilities are coordinated through the Commissar of Communications, and under his control, I believe, except for maintenance and operation.

2. Technical Services Section:

Next to the communications section was the technical services division, crowded into one room, with men and women working in every available spot, plotting synoptic charts, diagrams, etc. Two complete synoptic charts are drawn each synoptic period, one of European Russia, and one of Siberia. The code section was part of this unit. A staff of 9 comprised the code unit.

The plotting was, if anything, a bit neater than our own, done with extremely fine pointed pens and in characters smaller than those used by the majority of our plotters. They were, as a whole, extremely neat. Red and black ink were used and the ink was contained in small, double wells affixed to the tables. The plotters worked rapidly and accurately, apparently enjoying their work, though it was their only speciality. Station models were similar to ours.

Due to the great area of the U.S.S.R., the Soviets have found it advisable to collect all reports on the International synoptic time schedule with each station taking its synoptic observations at 0700, 1300, 1900, and 0100 local mean solar time. This procedure gives a map of varying times, although, theoretically, the same relative time. For example the observation from Vladivostok for the 0700 map would have been taken hours before the Moscow report but would represent the same part of the day, rather than the opposite as would be true if all observations were made simultaneously. It is difficult to evaluate the distortion in the isobaric field against the true diurnal temperature and humidity picture available. Diurnal pressure variations are shown uniformly on this type of map and according to the Russians make this a much more representative chart.

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

3. Short period Forecast Section:

The short period forecast division was adjacent to the Technical Section. The Norwegian System with minor variations was employed in drawing the maps. Isallobaric fields were entered but only on one side of the fronts I examined. Projected fronts were not drawn. Gradient wind scales only are used for frontal movements and although the meteorologists knew of Petterson's method, all unanimously agreed that although they had probably not given it a proper trial, it had just never worked out as well as the simpler gradient method.

European analyses are received daily from England and plotted faithfully on separate charts for comparison and assistance; but apparently they are found, at least 50% of the time, to disagree with their own analyses and are not used extensively. Coverage received from outside Russia is shown on accompanying charts.

Adiabatic charts and temperature graphs are drawn for all upper air stations received, usually between 20 and 25. Upper air contour charts for the levels 900, 700 and 500 Mb. and a thickness chart between 1000 and 500 millibars are also drawn for each period.

No type of Isentropic chart is used. Another chart is drawn up showing an isobaric field which is the forecast field for the following day. Those I saw for the past 3 days were unusually accurate. These are drawn up from calculations based on a system being developed by a Professor (Klewer?). I was invited to meet the Professor, who is now in Sverdlovsk, and have the system explained first hand. I saw no calculations and no one present was willing to attempt to explain the theory and method.

Atmospheric disturbances were plotted by triangulation from two observing stations and compared with the synoptic charts for correlation and also location of thunderstorm activity. No wind aloft except the constant pressure upper air contour charts were drawn in this division. RAOB's and PIBAL's were coming in twice daily at 0100, and 1900.

Daily forecast bulletins were complete (see sample) with synoptic chart, precipitation and temperature charts, and detailed forecasts for Moscow and vicinity, also for a few other selected locations. Temperatures at synoptic times, total precipitation, and predominant weather, are entered for a large number of stations over Russia, on this bulletin in tabular form.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

Visit to Long Range Forecasting Division of

Central Weather Institute, Moscow

The first visit to the long range forecasting division of the Weather Institute was spent in listening to a discussion of the method and technique of the system used by the Soviets. Due to the inability of the chief of this division to speak English, and a rather poor interpreter, I was unable to grasp all points of the theory discussed, however I obtained a Russian text on this subject and believe with what I observed, a satisfactory outline of the system may be available.

The long range section came into being in 1939. Prior to that date considerable research was made by the technical institute, and it was decided that although the system was not complete and totally accurate, practice and regular use of the forecasts would determine their value and tend to develop and improve the system. Actually the first unofficial weekly and monthly forecasts were made in 1922. Seasonal forecasts were issued in 1922, 1923, and 1925. These were resumed under the new system in 1939 with 3 day, weekly, monthly and 3 monthlies now being issued. At present there are 5 weather centrals in Russia issuing long range forecasts. The division here in Moscow controls the methods and policies governing forecasts issued by the other four units, but does not in itself issue operative forecasts. Its forecasts are made purely for research and development purposes. Forecasts are issued here for the European Russian area, also the area comprising western Siberia.

The system used is one developed by a Professor Multanoufsky?. For convenience in the use of this system the year is divided into five natural seasons which are said to vary from year to year within six days of the means setup as follows: spring between March 13 and May 18; summer between May 18 and August 13; Autumn between August 13 and October 5; pre-winter between October 5 and December 27; winter between December 27 and March 13. The weather within the seasons varies uniformly and can be determined by its initial structure and the forecasts made during the preceding three months.

The system is based on position and trajectories of polar anti-cyclonic axes and movements of associated low pressure areas. Trajectories of polar anti-cyclones are plotted and filed in mean; associated phenomena for each type of trajectory are indexed. The processes of development of the systems of various types are also tabulated for reference purposes. All are referred to natural seasonal periods and reference is made only to the seasonal file involved, for the particular axis association and development desired in the preparation of the forecasts. A book has been compiled showing all the typical mean axes of anti-cyclonic paths with the setup of associated cyclones. Another book contains temperature distribution, referred to a normal, for each particular axis type.

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

All processes of the basic book are broken down into four general sub-classifications based on:

1. The main general sequences followed (all possible variations).

2. The bases of analyses, as temperature, pressure distribution, etc.

3. The governing synoptic seasons.

4. Determinations by axis (not sure).

Research reveals that the Arctic basic pressure minimum (not cyclonic) requires 24 days normally to circle the globe. The polar basic low requires 33 days to complete this circuit. Based on this and observation of past processes it has been found that ultra polar outbreaks or similar basic movements may be seen to recur each 90 days or each 150 days. It appears to me that these might better have been 99 and 154 days for agreement.

In the preparation of a monthly forecast the current synoptic charts are analyzed for the purpose of marking the distinguishing ultra polar axis. These computations are started approximately 3 months prior to the month in question in order to refer to a possible 90 day cycle. The characteristic type of season is analyzed and immediately the files are searched for analogous past situations. Analogies are searched in seasonal types, kinematic charts of variations from normals in temperatures and precipitation, time of melting of snow, snow cover, ice cover, etc. Searching for these analogies is done manually, however all various types are catalogued in perforated card index and all findings are rechecked by means of the card system. Control within the development of the system is obtained by using several points in various stages of development. Each of these brings out more possibilities for a complete analogy. When all possible combinations have been checked, one past year is selected which satisfies all, or the most of, the analogies attempted. This year is used as the basis of the forecast. If several years are determined, all of which fit the requirements of all analogies, one of these is selected for inspection. The mean of several years is never used, in cases of this nature, since the resultant process is not considered true or even possible, while any one of the years taken separately was known to have provided a solution previously and would be more apt to occur than an idealized situation.

I inspected the results of a forecast which was published in synoptic map form by day for the month in question, accompanied by maps showing temperature variations from normal, precipitation variation from normal, etc. There were several days which showed remarkable similarity to the actual situations and still others which deviated

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

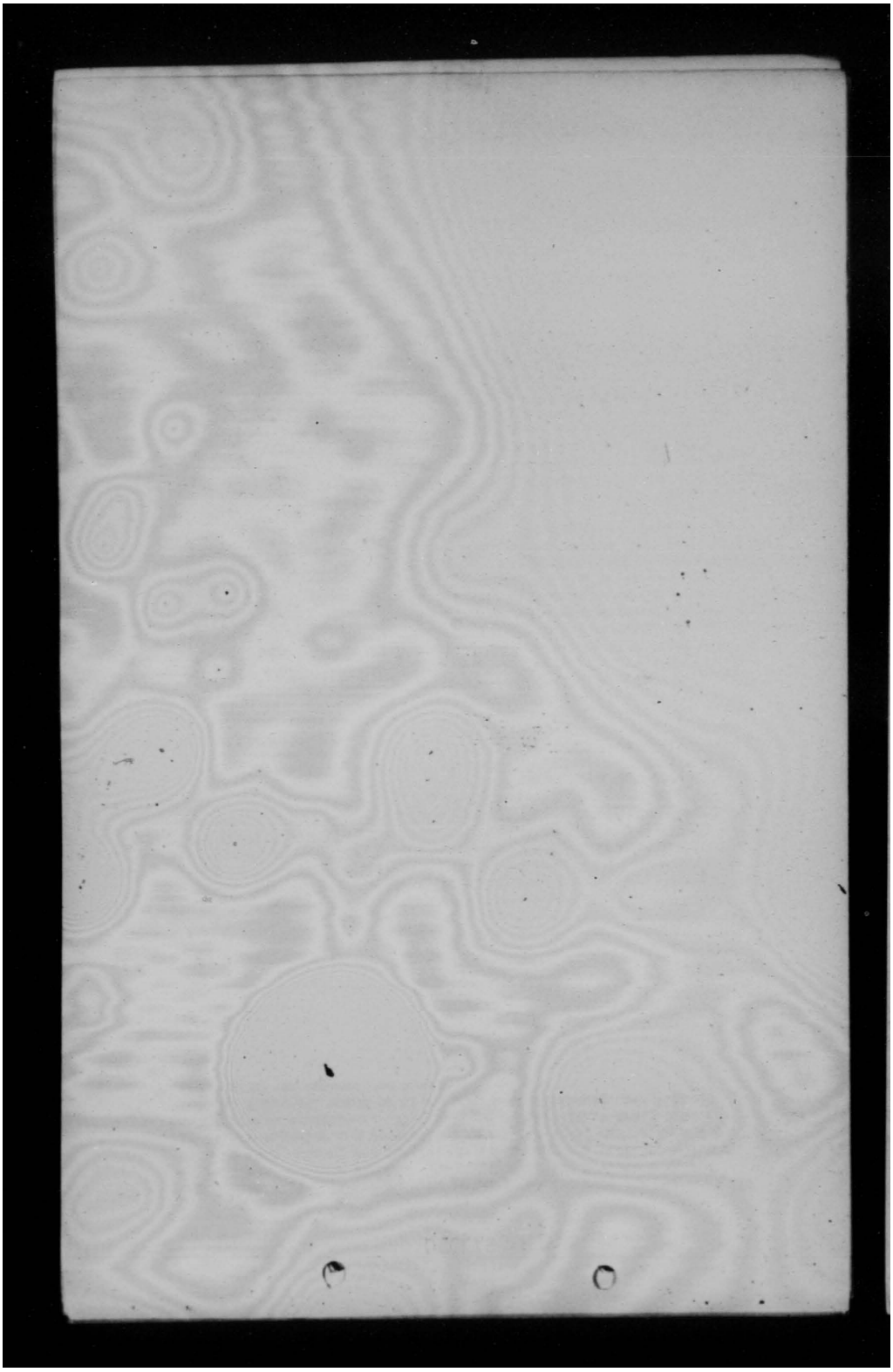
DECLASSIFIED

quite markedly. All errors were graphed and recorded for purposes of research and improvement. The opinion of the Soviets I talked with on this matter, was that it is not in any way perfect, however it is far superior, by statistical proof, to using mean values for the forecast conditions. That must prove that it is truly better than no forecast, which proof we have not definitely established for any of our systems. Or have we?

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

Visit to Central Meteorological Observatory, Sept. 5, 1942

The Central Meteorological Observatory is situated approximately 18 kilometers north of Moscow. It consists of several acres of flat pasture land with one long single story building and a typical meteorological observing station.

Prior to the war this Observatory was engaged in extensive upper air research. It was equipped with 44 free balloons of 2,000 cubic meter capacity, and 5 strato balloons of 76,000 cubic meter capacity. In addition, Raysonde and Pibal equipment was available in unlimited quantities for this work.

Two of the strato balloons were wrecked, however; three were still in operation when Russia went into the war. An interesting experiment with one of the strato balloons rigged in such a manner that it would form its own parachute for descent, ended disastrously, but the three man crew descended safely by parachutes. This flight terminated at 16,700 meters when the crew attempted to convert the balloon, and a static discharge ignited the hydrogen. The gondola fell free and the crew escaped. The gondola was examined by us and revealed a strikingly small amount of damage after a fall of over 16 kilometers. It landed upright and was dented about 8 or 10 inches on the base. The weight, equipped but without its 3 man crew, was approximately 400 kilograms. Diameter approximately 8 feet. The highest flight was recorded at approximately 19 kilometers.

The smaller balloons were used for research within air masses in some cases. Sometimes 3 or 4 would take off simultaneously, and maintaining different altitudes, would ride as far as possible with the air mass, recording the changes in meteorological structure. One of the longest flights of this nature was made from Moscow to NovoSibersk, a distance of approximately 3,000 kilometers. This flight consumed 70 hours. All balloon operation ceased with the beginning of war, and present research is confined to the results of meteorographic reports from airplanes and raysondes.

Flights of the balloons were made usually one or twice weekly, during the year prior to the war. Multiple flights brought the total up to about 25 per month.

A large hydrogen plant is situated next to the observatory and pipelines carried the gas to take-off positions. A large part of the Observatory building was utilized as storage space for the aerosphere equipment.

There was prepared for us a display of the instruments now used, or recently developed for use, at the Observatory and throughout the Weather Service. General Fëdorov, with the assistance of

SECRET DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

the chief of the Observatory, explained the functioning and construction of each in detail.

The radio meteorograph now used throughout the Soviet Weather Service is apparently quite ancient in design, although it performs satisfactorily. It is described in detail in the book I have obtained on theory and instructions in the operation of radiosonde equipment. The box itself is approximately 10" x 10" x 3" overall, equipped with Bourdon tube type barometer, bimetal thermometer, and hair hydrometer. The weight is about 850 grams. Normally it requires about 3 hours pre-flight check and calibration. Power for activation is an external propellor, and transmitting power 3 wet batteries. Transmitting wave length is in the vicinity of 20 meters, permitting reception by the average radio receiver. The maximum altitude reached with this instrument was 36 kilometers over Moscow. Average for the Observatory, [redacted] for during 1942, has been 20 kilometers. 10 kilometers is the entire Russian average during this year. Hydrogen is used in a pieced rubber balloon for the ascent. Balloon appeared inflated slightly larger than ours. Rate of ascent of the instrument was said to be between 300 and 400 meters per minute.

We witnessed a sounding which was accomplished by two girls. The only need for the helper was to let loose the instrument. One girl managed the rather inefficient looking radio receiver, entered all readings manually, and between readings made the calculations. Twenty minutes after the balloon was lost (at 16 kilometers) the message was ready for transmission. The average operator alone completes the computation one hour after end of flight. Approximately 20,000 of these instruments are produced annually, some for ground troop use.

The new radiosonde is a beautiful little instrument. It appears to be superior to those in use in the United States. The instrument was designed after the German instrument, although slightly improved. Its construction is extremely simple. All parts are interchangeable and it would take but a moment to tear the whole assembly apart and rebuild or replace faulty elements. Calibration is extremely simple and can be done by one with practically no experience, and in large quantities, since each element is in itself completely separate and adjustable. The design is ideal for mass production. The instrument looks to be extremely sturdy and should prove quite dependable. A bimetal thermometer is used, also a single hair hydrometer for prevention of lag and a Bourdon tube barometer. The reporting element is actuated by a small electric motor about 1" x $\frac{1}{2}$" completely inclosed in a small cylindrical case. This motor and the radio transmitter are powered by a small dry cell battery. The transmitting wave length is about 200 meters, making reception possible on normal type receivers. Signals are sent out in standard Morse code, in numerals between 1 and 100 representing comparative values of each element. A complete reading might come in as 29, 36, 41, which, when translated

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

by reference to a table, could give pressure 700 MB, temperature 0°, and relative humidity 56%. The table for each instrument gives a value for each element corresponding to the numbers between 1 and 100.

The method of transmission is quite simple. A rotor constructed as a quarter segment of a cylindrical drum is revolved at constant speed by the electric motor. The segment is approximately 2½" long, with a radius of about 1¼". It is made up of 100 flat metal segments separated by 101 celluloid segments, or vice versa. The celluloid plates are of constant radius and act as separators only for the metal segments. All metal segments are affixed to the metal axis which is in turn connected into the transmitter circuit. Each metal segment is constructed on a slightly smaller radius than the celluloid separators. The circumferences of these plates are cut, in such a manner as to leave contact points on the circumference, so that dots and dashes may be formed when another contact point passes over. These contacts form the numbers in Morse code, between one and one hundred. The segments are assembled in order of their numbers.

The contact points of the 3 elements are at the ends of indicating arms from the various elements and are also in the transmitter circuit. The points are spaced about the rotating segment in such a manner that no two may make contact simultaneously. Once during each rotation, a longer time interval when no contact is in effect indicates the beginning of a new series of reports. Each contact arm moves along the length of the rotor as values change. As the segment rotates the pointer is picked up between 2 celluloid separators and is held at the circumference of one of the metal segments making contact and closing the transmitting circuit in the form of dots and dashes for the number corresponding to the proper element.

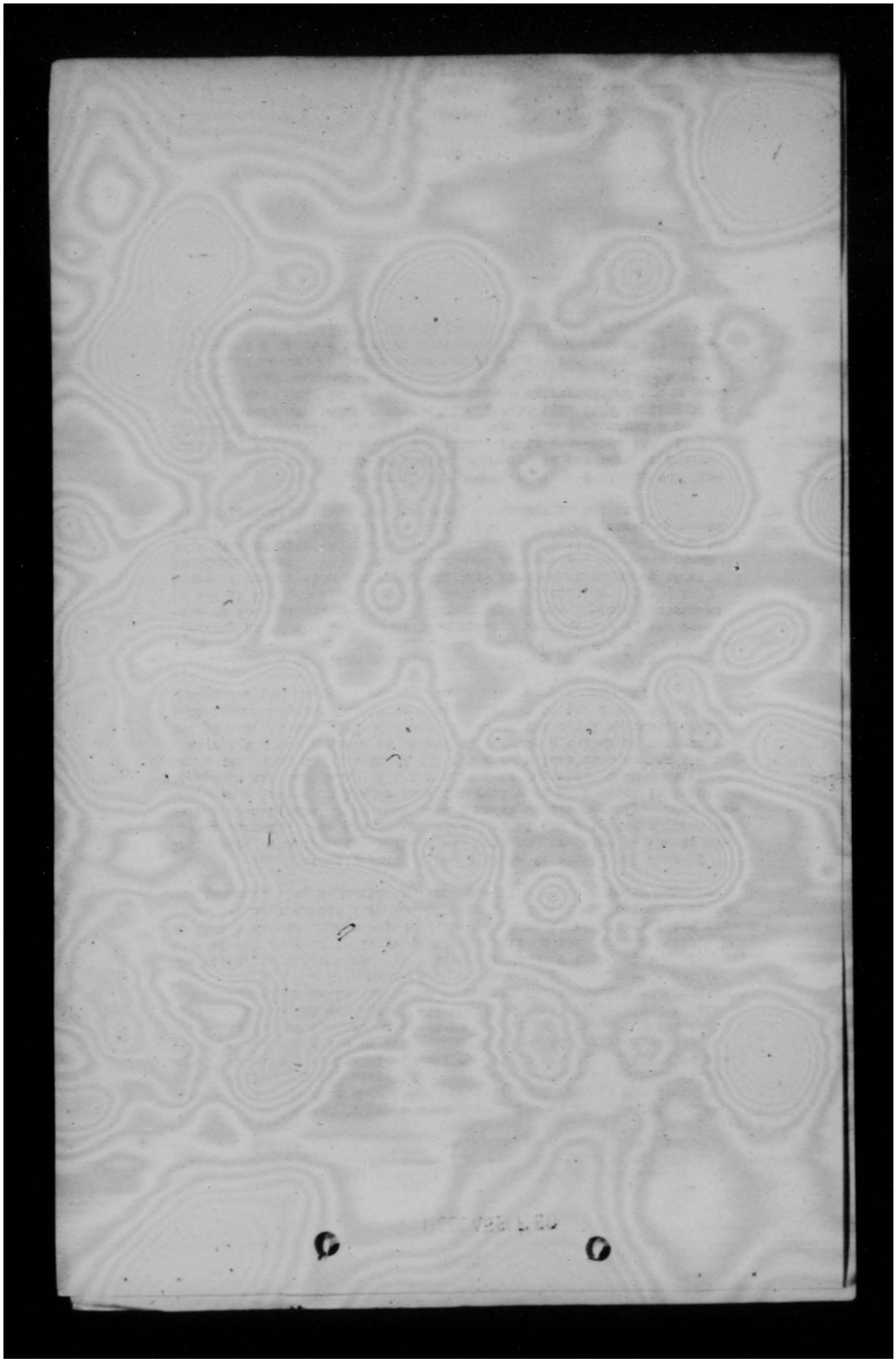
By comparison with the table already prepared, the correct value may instantly be entered by the receiving operator and the entire report of the flight may be completed practically at the same time as the flight. We were informed that tests on this instrument proved it far superior to the present instrument. As opposed to 3 hours of preparation for a flight, this instrument requires about a 10 minute check. The entire instrument is inclosed in a box about 3" x 4" x 6" with an open semi-cylindrical tube along the length to provide an air stream for the thermometric and hydrometric elements. The transmitting tubes are standard, about 3½" in height.

A radio meteorograph for use on barrage balloons was discussed. This instrument transmits pressure, temperature, relative humidity, wind direction and velocity. It is hand-made and of beautiful construction, enclosed in a streamlined aluminum case approximately 6" diameter and 18" long, with tail fins similar to a wind vane. Only 10 of these have been constructed and are in use. A small 3 cup anemometer is mounted on top, cups measuring about 3/4" in diameter. A clock motor activates the reporting mechanism, and runs for about 6 hours without rewinding. The reporting mechanism is quite similar to that in the presently used rawsonde.

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

An interesting magnetic compass with electrical contact points was used for obtaining a wind direction reading, based on the principle that due to its structure the meteorograph would hang as a wind vane, hence wind direction is always available from the compass. The instruments used principally in the vicinity of Moscow under supervision of the chief of the Observatory furnish about 25 to 30 reports per month. They are used by the balloon crew to determine proper altitudes and flight conditions. The wind velocity is often obtained from a test flight of one balloon equipped with this instrument, to determine whether or not conditions will permit safe barrage flight. The mean altitude obtained in the past from these reports is 4,000 meters. Balloons are pulled down from on top overcasts if relative humidity indicates such a position. Many balloons are saved by use of such procedure and important information is available, to protecting aircraft, on icing and other existing flight conditions.

A new barrage balloon meteorograph, similar to the new radiosonde is in the process of development but not yet completed. We were shown a working model and without question it will be an excellent instrument. Built on the plan of the new radiosonde it contains two separate segments, each activated by its own separate motor. These motors run alternately, permitting each segment to report its 3 elements in turn. The motors and rotors appeared exact duplicates of those of the raysonde. The sixth element reported by this instrument is icing. The reporting element for icing conditions is quite simple being constructed with a tiny glass sphere suspended by a spring below the case. While no ice forms the ball hangs in normal position which permits no report from the element. Ice forming on the sphere adds sufficient weight to permit the sphere to drop and a positive reading is transmitted. All principle elements of the new instrument are interchangeable with the corresponding raysonde equipment.

The recording instrument used in past flights of free balloons is of standard construction. Three arms record on a paper roll the values of temperature, pressure and relative humidity. Sufficient paper is furnished normally for a 12 hour run. A motor and fan attached, furnish the change of air necessary for accurate reports. Only 10 of these instruments are available.

A recording theodolite was inspected and proved quite complicated and probably not satisfactory for general use. General Feoderov stated that this was the only one in Russia and was used only infrequently, due to its delicate construction and ability to be practically always out of commission. The standard theodolytes were of two types, both similar and practically the same as ours. The main differences are heavier construction and extremely short telescope (only about 4" long). Several thousand of these instruments are in use and being constructed.

The visit to the Central Meteorological Observatory was

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

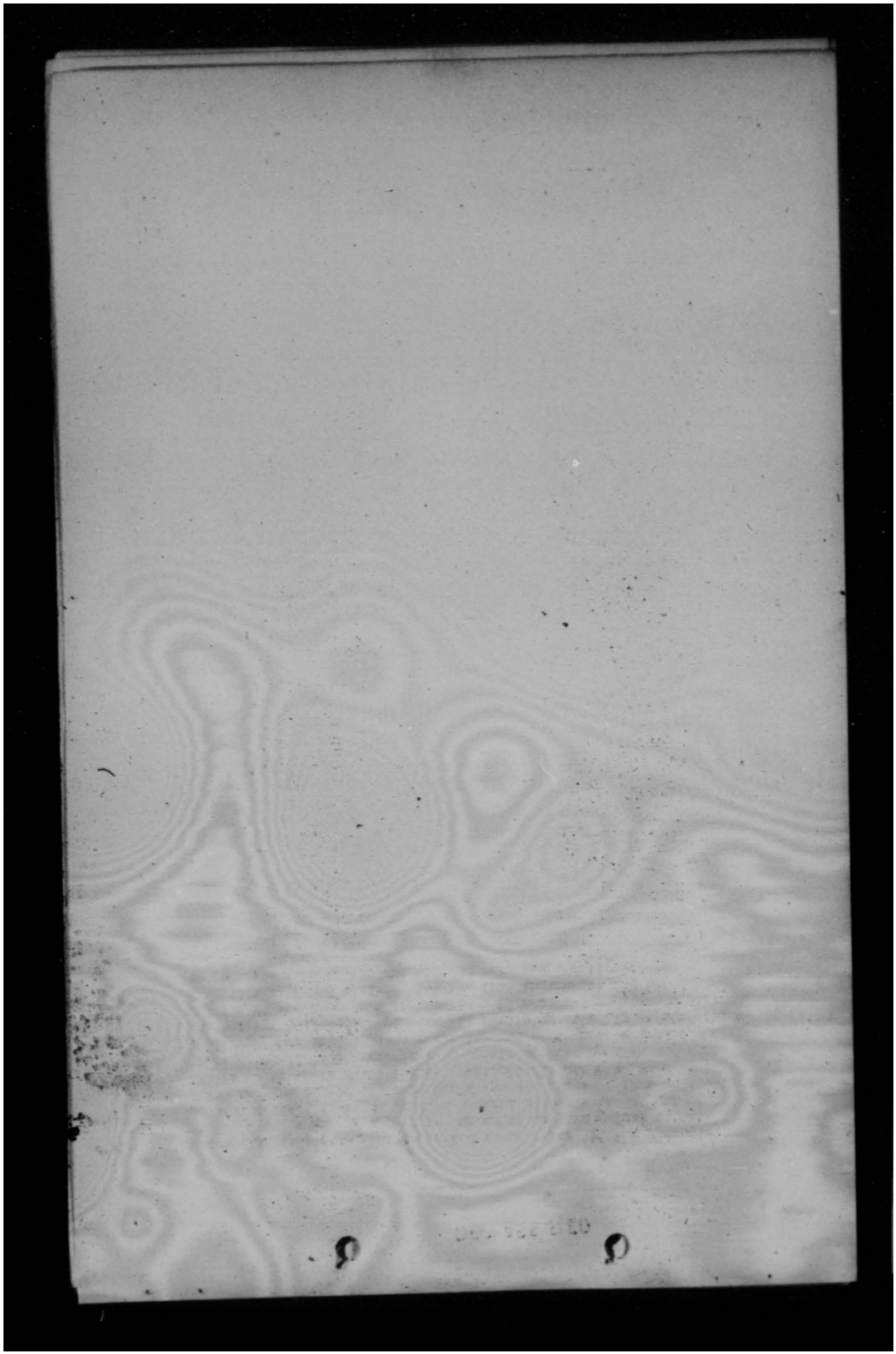
SECRET
DECLASSIFIED

extremely interesting and indicated to me a far greater appreciation of the value of upper air observations than exists in the United States. I discussed with General Feoderov the amount of faith they placed in these readings and was informed that no doubt exists as to their reliability. Multiple flights have been made proving unbelievable accuracy. Comparisons between aero and radio meteorographs, free balloon recording and radio meteorographs and the barrage balloon instruments all verify practically to perfection. One flight was made by a free balloon alongside a radiosonde balloon. The pilot kept his balloon with the free instrument and the two records were to all intents and purposes identical.

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

COMMUNICATIONS

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

Radio Communication

Plane to Ground:

The B24D used by the Bradley Mission carried a Russian radio operator on all of the trips made within the Soviet Union. The total flying time for the ship in Russia amounts to about 40 hours at the time of writing this report. All plane-ground communication was carried on in code, and as the Russian code is not the same as the International Code, it was impossible to get a definite check on what was getting through successfully. From close observation of the radio operator by the writer and the American radio operator, it is possible to draw several general conclusions.

The operator had no difficulty in getting messages through without delay. He kept a complete log of all his traffic and his form had a space to check for "Received O.K.". Nearly every attempted contact would be checked within five minutes of the start of transmission.

The Russian operator went over the equipment when he first got on board with our own American operator. Without the aid of an interpreter, he was able to learn enough about the equipment, to operate it, without trouble, at all times.

The fact that it was never necessary for the Russian operator to use the trailing antenna gives some indication of the distance between stations in the Soviet Army Airways Net. The range of the set is reduced considerably by using only the fixed antenna but contact was always quickly made whenever attempted. Using the above as a measuring stick, it is estimated that on the route from Tehran to Moscow, via Kuibyshev, radio stations are spaced not more than 400 miles apart.

There are apparently no constant listening watches maintained on any one frequency for the entire country. When the operator called a different station, it was often necessary for him to change his transmitting frequency. For this reason, it is believed that there is no separation between air-ground and ground-ground traffic. Each individual ground station has a sending and receiving frequency assigned it and it guards only this one assigned channel.

All the frequencies used by the Russian operator on the B24 ranged between 4000 and 5000 kilocycles. The operator transmitted at between 14 to 18 words per minute. No International Q signals were used and it was not determined whether or not such signals were ever used in Russia. The operator used 4325 kilocycles in transmitting to Moscow and Kuibyshev.

The Russian operator was full of admiration for the American radio equipment installed in the B24D. He said it was the finest he had ever worked with. Russian aircraft sets examined were made with very simple circuits and crude tubes.

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Radio Compass and Homing Facilities

The use of the radio compass for air navigation is wide spread in Russia. On the route from Tehran to Moscow, one can tune in the Baku beacon when about 100 miles north of Tehran. North of Baku, there are homing beacons at Astrakhan, Kuibyshev, and Moscow. Some of these stations are regular broadcast stations and music and voice could be heard on them, while others emitted a steady buzz similar to a normal homing station. The buzz was continuous and was not broken by any type of identification signal so identification must be obtained by dial setting alone.

The range of the homing stations is about 400 miles. When homing on a distant station, some difficulty was experienced because the signal was not sufficiently strong to energize our radio compass. The compass set carried was SCR 269C and used an automatically turning loop and, at times, it was possible to hear a station plainly for 45 minutes to an hour before the signal became strong enough to energize the loop and cause it to center on the bearing.

The Kuibyshev homing frequency is 360 kilocycles.

Summary

1. Radio communication in western Russia using C W is adequate.

2. No voice transmission is used by aircraft in the Soviet Union.

3. Soviet radio operators are necessary on all ships operating in Russia as the Russian code is not the same as the International Code and Q signals are not used.

4. There are radio stations on which one can home throughout the Soviet Union. These provide the most practical means of air navigation and are used exclusively by Soviet airplanes for this purpose.

5. The SCR 269C Radio Compass Receiver is not practical for installation on airplanes operating far from facilities for complex radio maintenance. The use of a simple compass receiver employing the small instrument with the needle indicating "right" or "left" is recommended.

6. Soviet radio construction is generally primitive.

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

MAINTENANCE

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

Maintenance and Servicing Facilities - Spare Parts

Servicing facilities for gas and oil were modern and efficient at Baku, Kuibyshev, and Moscow, which are the only airports that have been used by the B24 up to the present time. A separate truck is used for gas and for oil, and the oil trucks have some means of heating the oil for winter use. The gas and oil pumps are operated by the engine of the truck and do not have a separate pumping engine as is the custom in the U. S. The pumping rate of the truck is slow and a complete servicing of an airplane probably consumes about one third more time in Russia than it would consume in America. 100 octane gasoline is available at most large airports if some notice is given.

While in Moscow it was necessary to have some parts constructed for the landing gear doors of the B24. The parts were well made and fitted perfectly. One can assume from this experience that spare parts can be made in Russia for American aircraft, although any major replacements would be impossible. Oxygen is available at all the large airports, but recharging with oxygen in large quantities is a tedious job, because after the pressure in the recharging bottle is reduced it is necessary to pump in the rest of the oxygen by hand. One of the rubber gas lines running between the wing tanks of the B24 was replaced in Moscow. No bullet-proof hose is available, but ordinary rubber hose can be procured and is of a serviceable type.

Maintenance of Soviet Aircraft

The maintenance of Soviet aircraft in general can be said to be adequate. It cannot compare with U. S. Army maintenance. This is caused by a lack of maintenance personnel and, in some cases, lack of proper facilities. Engines are generally dependable but miss and splutter at times and are still kept in service. Warming up of engines, or testing magnetos as it is done in the U. S. is unknown here. The airplanes of the Soviet Air Force usually leave a trail of black smoke in the air when flying. It is thought that this is caused by the use of a low-octane gasoline. Few airplanes appear to be cracked-up due to poor maintenance as no wrecks were observed on the interior airports visited. When the roughness of the average Soviet field is considered, the fact that there are no wrecks is amazing.

Most Soviet airplanes are started by air. This air is brought to the ship in large bottles with 2,500 pounds of air pressure. These same flasks are used for blowing up oleo struts and for inflating tires, etc. One of the flasks was used to blow up an oleo strut on the B24D and an estimated weight of 1,800 pounds rested on the strut, but the flask blew up the strut with ease.

Summary

1. 100 octane gasoline is available at most important Soviet airports.

2. Small parts can be manufactured, with some difficulty, for American aircraft in Russia.

3. Oxygen is available at most large airports

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

4. Servicing is generally slow.

5. Maintenance of Soviet aircraft is adequate but below American standards.

6. Use of high pressure air flasks simplifies many servicing problems.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

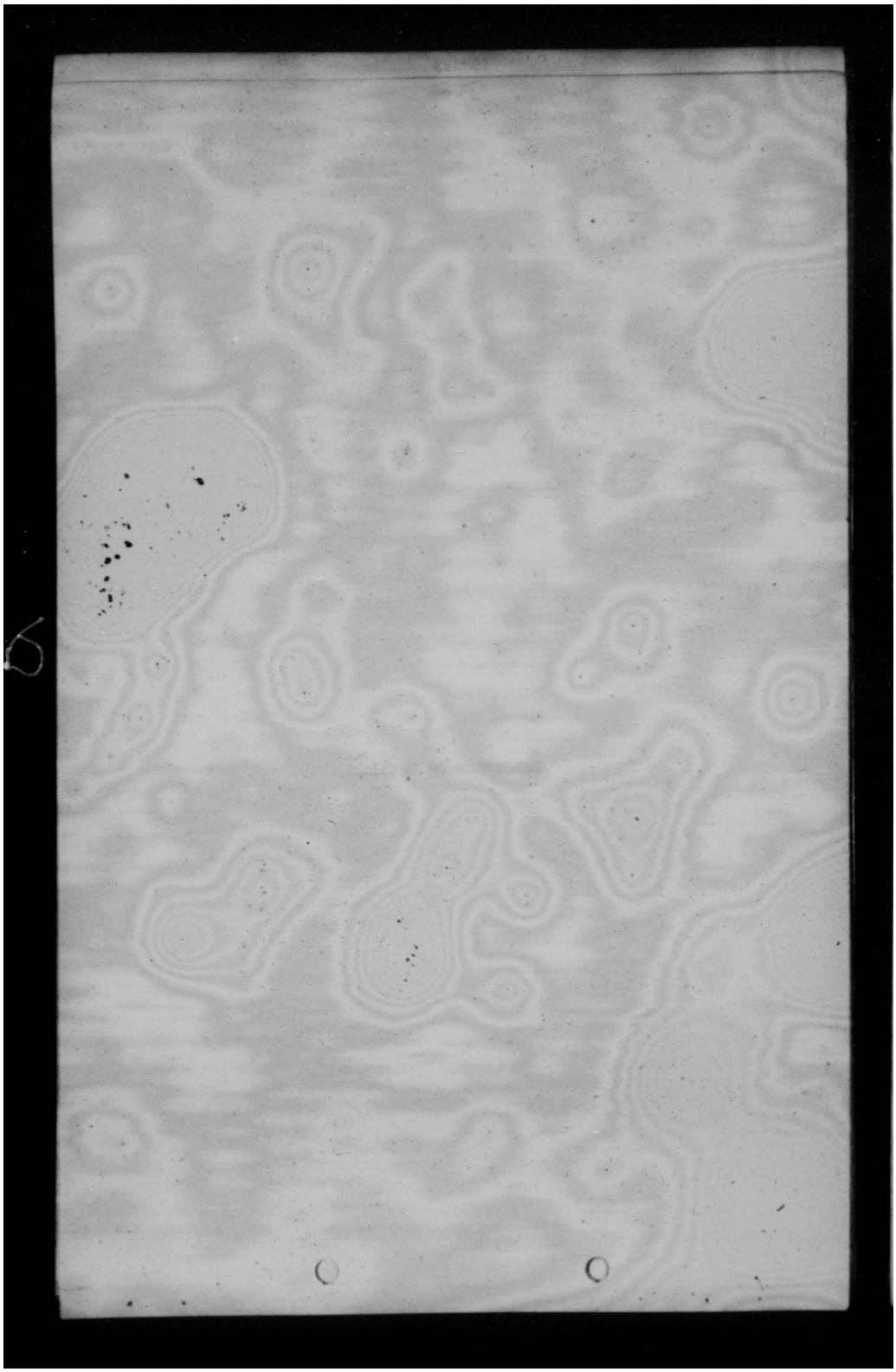
DECLASSIFIED

SOVIET LIGHT BOMBARDMENT

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED Sept. 6, 1942

Report of Soviet Light Bombardment Squadron Inspection

The airport inspected lies north of a main road running west from Moscow. It is located about 40 miles from the center of the town and about 40 miles behind the front lines. Some of the farm buildings along the road to the field were being used for offices, quarters, oxygen storage, etc. A large truck was parked beside one of these buildings and was covered by canvas. From its general shape it was thought to be Radar equipment or some other type of radio locator.

The field itself was approximately 1 mile square. The surface was natural sod and it was generally very rough. The whole field was slightly rolling so one could not see its entire surface from any one point. Judged from United States standards, the surface of this field would be considered poor. From the point of view of obstructions, it was excellent as the surface was higher than that of the surrounding country giving landing airplanes unobstructed approaches from all directions. The drainage would be fair in wet weather because of the sloping nature of the ground.

The camouflage of the field and surrounding territory was superior. No airplanes were visible throughout the drive from the entrance of the field to the Command Post. The east side of the airport bordered on a heavy pine forest and this forest hid all the equipment and personnel so that from the air or the ground the field was apparently deserted.

Revetments

When one approached within 200 feet of the edge of the woods, the revetments concealing the bombers became vaguely visible. A square portion of the brush and trees had been cut out leaving room in which to park an airplane. Three sides of this cleared space were walled up to a height of ten feet with six inch spruce logs, giving the airplane some protection from flying splinters, in the event of a close bomb. The top of the walled-in space was covered by a camouflage net covered with garlands. In front of the revetment was a quantity of small pine trees which were layed directly against the wings of the parked airplane and in front of the pines were a series of permanent small holes dug into the ground. Into these holes small pine trees were fitted and neither the revetment or the airplane was visible from any angle at more than 200 feet. It is well to mention that the revetment was carefully camouflaged whether it was occupied or not. Within three minutes after the time that a bomber left its revetment, the small pines had been reinserted in their holes and the forest line was unbroken once more.

Briefing

The Bradley party left their cars at the edge of the forest and the cars were hidden in the woods at once.

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

They were then escorted into the trees for a distance of about 100 feet, to what was apparently the squadron briefing room. It consisted of rough tables and benches covered by a camouflage net entwined with garlands. A bulletin board was placed in front of the benches.

It was announced at this point that a squadron commander was at present briefing his crews for a mission that was to take off to bomb a German objective within an hour. With the aid of two interpreters accompanying the party, it was possible to follow the gist of the briefing.

The objective was a German-held railway yard and supply dump and this was outlined briefly to the crews. Check points were announced and, since the weather at the objective was doubtful, a secondary objective was given. The bombing altitude was given as 4,000 meters, but the crews were advised that if the weather was unfavorable a minimum bombing altitude of 800 meters would be permitted. If the ceiling went below 800 meters at the primary objective, the bombs were to be dropped on the secondary objective.

The question of escorting fighters was discussed at this time. The bombers were to pick up a squadron of fighters at an airport nearer the front lines and would be escorted by the fighters to the objective, and back across the lines.

Radio communication was discussed with the aid of a small radio chart. This chart showed the lead plane in communication with the home airport and the fighter airport, as well as with the leader of each of the other two elements. The formation consisted of a Vee of Vee's with nine ships comprising the whole flight--three in each element.

The squadron commander then announced who would take over command if he was shot down and named two alternates. Then he asked if there were any questions. There were none so he spent five minutes asking various members of the squadron questions on what he had just told them. When this questioning was finished he gave the order to go to the airplanes. The men left for their ships about 45 minutes before the time set for take-off.

The PE2 Medium Bomber

The bomber used for this raid was the PE2. It is a bi-motored low-wing airplane with a twin tail. The motors are in-line liquid-cooled engines developing about 1500 H.P. at 2550 R.P.M. for take-off. They are equipped with three-bladed constant speed propellors which turn 2500 R.P.M. for take-off. The ship carries a crew of three. The pilot sits well forward in the nose and the entire floor of his cockpit is covered with glass. This glass is red lined from front to back, and the line is used to center the target when the ship is used as a dive bomber. In dive bombing, the bombs are released by the pilot, but in horizontal bombing they are released by the navigator.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

The controls in the pilot's cockpit are conventional. The flaps and trim tabs are electrically operated while the propellors are hydraulic. The braking system is operated by air and is controlled by a lever on the yoke. There are no foot brakes and it is not clear how one brake is actuated without the other one.

The instruments are conventional, comprising a giro blind-flight group, one compass, tachometers, manifold pressure gauges, coolant temperature gauges, head temperature gauges, sensitive altimeter, and several other instruments that were not explained. Generally speaking, the pilot's instruments appeared adequate for the airplane.

The pilot's seat is completely armored with 3/8 inch steel plate. The plate is curved around the sides of the seat for a distance of two inches and completely covers the bottom of the seat. The armor is carried the full width of the seat as high as the shoulders of the pilot and then tapered in to form a cup which completely covers the back of the pilot's head.

The navigator's compartment is located directly behind the pilot's seat. A mount is provided on the floor to accommodate either a bomb sight or a drift meter. Signal flares and map compartments are located around the sides of the cabin. No provision is made for a map board.

The bombay and gas tanks are located behind the navigator's compartment and take up about six feet of space between the navigator's compartment and the radio operator's compartment in the rear. There is a small compact transmitter and receiver located in the radio operator's compartment. The compartment is armored by one large plate of 3/8 inch armor beginning at the back of the compartment and curving up over the turret gun. This plate should provide excellent protection from attacks made from above the tail but there is no armor provided for protection from attacks from beneath the tail.

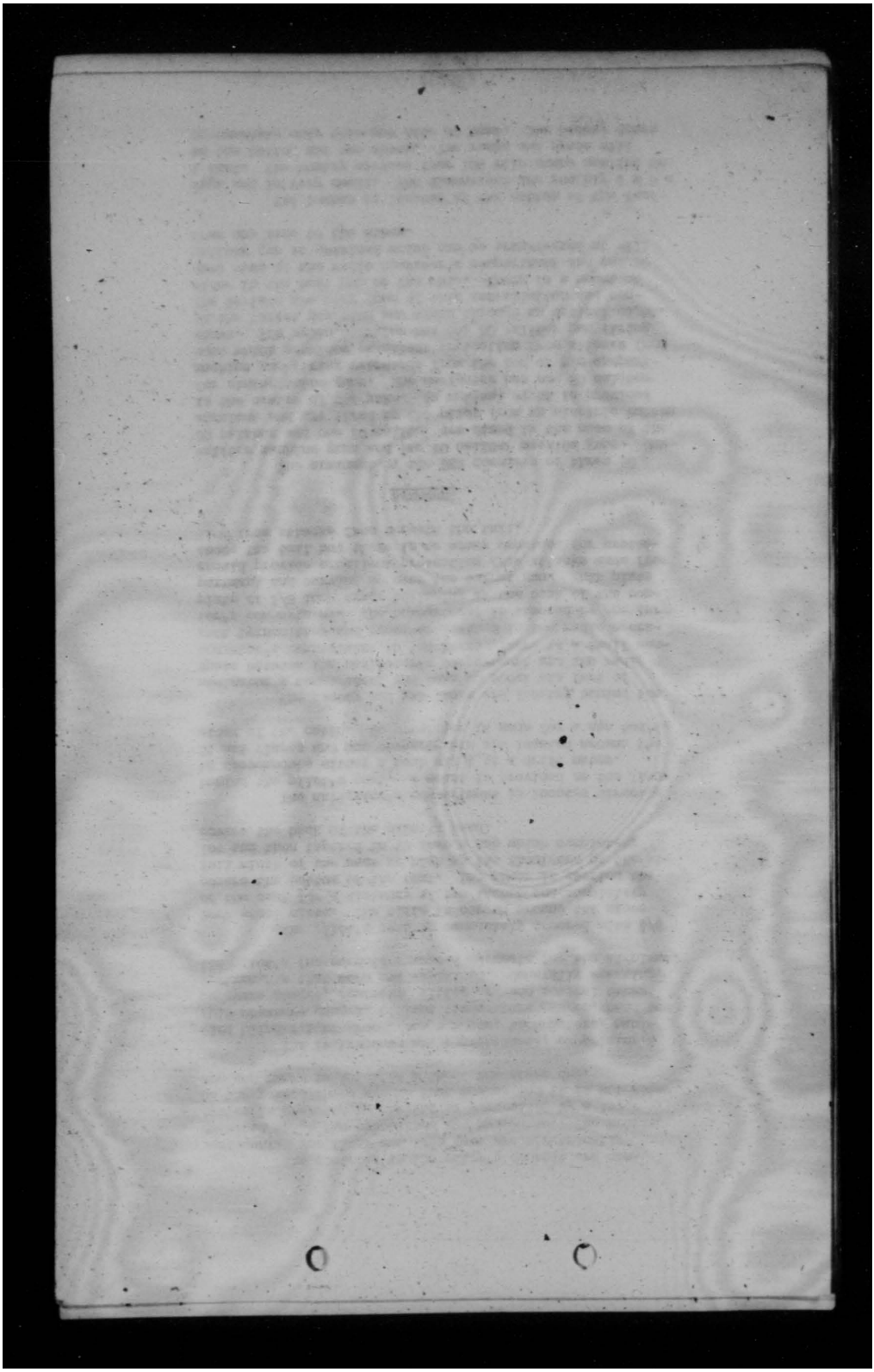
Armament

The armament of the PE2 consists of three 50 caliber machine guns and two 30 caliber machine guns. One 50 caliber and one 30 caliber are fixed in the nose of the airplane and are fired by the pilot from an electric button in the center of the yoke. An optical sight is provided for aiming these guns. The navigator has one 50 caliber machine gun firing rearwards from the top of his compartment which provides excellent protection from attacks from above. The radio operator has one 50 caliber gun firing in the turret position and aimed through an optical sight. The Soviets are very fond of this installation and consider it the best gun on the ship. There is a mount on each side of the radio operator's compartment and one 30 caliber gun is provided which can be transferred at will from one side to the other.

The bombay is located at the bottom of the fuselage and is very small. The dimensions are roughly 3 x 3 x 4 feet. The bombay carries four 100 kilo bombs nestled two on the bottom and two above. The racks and space will accommodate only this one size of bomb. The bombay doors

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

planes were taxied out and the revetments at once were covered again by the spruce trees.

The take-offs were made individually, and only ten minutes transpired between the time that the engines were started and the time that the last ship left the ground. Half flaps were used by all planes. The roughness of the field combined with the short travel of the shock struts made each take-off appear hazardous. A run of about 2,500 feet was used before a ship got into the air and when it did get off, it appeared to be in a stall and did not fly normally or gain any altitude for another 2,500 feet.

The ships made one complete circuit of the airport, picked up their formation, and flew away to the northwest. Nine bombers made up the whole formation but ten were taxied out for the take-off. The spare plane was included to insure a full flight of nine would actually take the air.

Aerial Photographs

During the time that the bombardment planes were out on their mission, General Bradley and the members of his party were shown a series of aerial photographs of the results of former missions. These pinpoints and mosiacs were clear and correctly exposed and one could easily observe the accuracy of the Soviet bombing. Two objectives were shown, each of which appeared to be a German airdrome of considerable proportions. Concrete runways were visible and numerous single engine German aircraft were dispersed, without camouflage, around the edge of the field. Pictures were then produced which showed bombs landing among these parked aircraft.

The Soviet officers present informed the group that the Soviet air force made considerable use of aerial photographs, both to show an objective before a raid, and to indicate the damage done during a raid. All of the PE2 planes have provision for cameras and at least one is carried on every raid. The PE2 is always used in formation during bombing raids in order to take advantage of mutual protection by cross fire. The ships are used frequently as photographic reconnaissance airplanes, and when used in this manner they are flown singly. The camera may be controlled remotely by the pilot or operated directly by the radio operator. There is a mount in the floor for vertical photography and one in the side of the fuselage for oblique photography. All the photographs observed were verticals.

German Air Tactics

The party was informed that the squadron which had taken off had been attacked by German fighters about one week ago. The Attacking group comprised 21 Junkers 88's and 18 Messerschmidts 109's. The Soviet bomber squadron was under the protection of a squadron of Soviet YAK fighters at the time. The Germans lost 9 Junkers 88's and the Soviets lost no planes.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

The commanding officer of the squadron informed the members of the party that the Soviets were generally more successful in aerial combat than the Germans, but were hampered by a lack of airplanes. He said that German fighters usually did not open fire until they were within 200 meters of the Soviet airplanes. Soviet fighters open fire at 400 meters, and Soviet bombers at 600 meters.

About one hour and forty minutes after the bombers had taken off, they returned to the field at ground level. During the time they had been gone, three radio reports had been received which were translated for the benefit of our party. The first message reported that the fighter escort had been met successfully and that the bombs had been dropped on the target and were seen to start fires. The second message stated that the planes were returning, and the third that there had been no injury to personnel.

The landing of all the aircraft was observed and appeared even more hazardous than the take-off, due again to the roughness of the terrain. During the take-off and the landing of the squadron a fire truck and an ambulance appeared from the forest and stood by in case of an emergency.

The same camouflage discipline was observed after landing as after take-off. The ships were taxied promptly to their revetments and backed in and the camouflage replaced in front of them. Two gas trucks drove out of the forest and servicing was begun at once. Trucks loaded with bombs stopped at each revetment and deposited each airplane's new load.

The pilots were questioned by the squadron C.O. as soon as they could assemble from their ships. They reported hits from most of their bombs and much damage observed. They had encountered heavy A. A. fire at and near the target and some of the ships had been damaged slightly by shrapnel. On the way home they had been attacked by enemy fighters but the fighters had been beaten off by the Soviet fighters. All ships returned to their base safely.

After the briefing, the members of the Bradley Mission and the Soviet pilots and navigators of the squadron, all of whom were commissioned officers, were invited to the officers' club, a building hidden in the forest, for supper. Despite the language difficulty, the personnel of both countries got along admirably together and learned a great deal about each other.

The impression created in the minds of the Americans after observing the Soviet squadron for one afternoon was that the Soviets were very efficient in all that had been observed. Their equipment, in a few instances appeared rather crude, but in every case was efficiently used. The airplanes were well handled as far as one could observe, but the roughness of the field made an accurate estimate of their flying ability impossible.

T. J. Watson, Jr.
Captain, AC

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

Summary

1. Soviet camouflage discipline is superior.

2. The Soviet Air Force makes use of revetments, camouflage, and dispersal. All three are used to as great a degree as possible as the surrounding terrain will permit.

3. Soviet bombing squadrons are not only briefed with maps and photographs but the crew members are questioned in detail about the briefing to insure that every man knows his job thoroughly.

4. The PE2 medium bomber, sometimes called the Stormovick, is a very good airplane.

5. Soviet airplane armament is generally good.

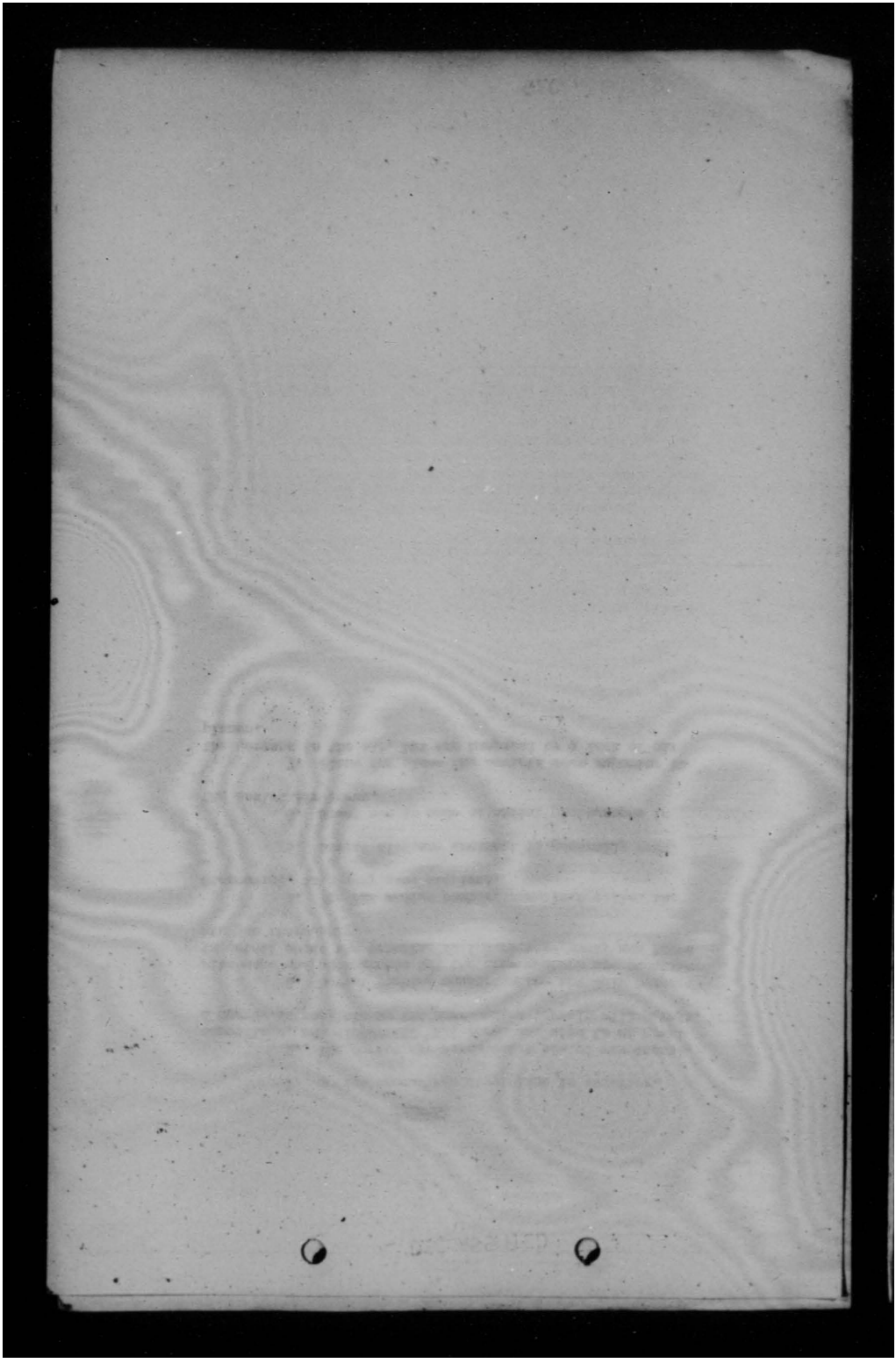
6. Great use is made of aerial photographs in the Soviet Air Force.

7. Plane for plane the Soviets seem superior to the Germans in the air, but are hampered by a lack of airplanes.

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

SOVIET FIGHTER AIRDROME

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

Inspection of Soviet Fighter Airdrome

General Bradley and General Sterligov of the Soviet Air Force made an inspection of a fighter airport on September 5, 1942. The airport was located about 75 kilometers northwest of Moscow. During the drive from Moscow, the highway was blocked at intervals of from 15 to 20 kilometers and even though the party was accompanied by a high Soviet Air Force officer, it was necessary for everyone to show his pass in order to proceed. The group was met about 15 kilometers from the airdrome by the Air Commander of the district and he escorted them to the field. The squadron based on this field consisted of 24 MEO fighters.

The organization of the airport was similar to army airport organization in the U. S. A Base Commander was in charge of the field and a Squadron Commander in charge of the squadron. The Squadron Commander gave orders to the Base Commander, regardless of their relative rank. The Base Commander usually is an over-age pilot.

The personnel on the airport were very military and the officers introduced themselves to the inspection party at attention while at salute. The group was conducted first to the Squadron command post located in a deep dug-out in woods at the edge of the field. This dug-out had only one entrance, but was well ventilated. It was not deep enough to be completely bomb-proof but gave adequate splinter protection. Telephone and remote control radio wires came into the dug-out through a conduit.

The plotting room was generally similar to fighter plotting rooms in the U. S. There were three maps, each about three feet square. One map was used by the Commanding Officer on duty, one for enemy plotting, and one for friendly plotting. The officer on duty transferred both enemy and friendly plots onto his own map. Maps were covered with cellophane for protection.

Reports are received from ground observers and radio detector stations. A movable arm showing distance and direction is attached to the home airport location on each map. Each airdrome has its own detector station and the plotters are connected directly with it by telephone. The plotters make their plots directly on the cellophane in pen and ink using the moveable arm for agimuth and distance. The reports from the radio locator stations are instantaneous and the plotters make about one plot per minute. The plots seemed very accurate. Plots old enough to be of no further value are removed from the map. Friendly planes were plotted for this demonstration. The friendly plotter transfers information from the enemy plotter's board and plans the courses for intercepting planes. The Commanding Officer on duty keeps a rough estimate of the situation by using small lead models on his map. The actual interception orders are given to the planes in flight or on the ground by the radio operator. One large loud-

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

speaker in the dug-out is connected directly to the H. Q. of the Moscow Defense System in Moscow.

Army men are spotted throughout the country at strategic spots and report in by radio. These reports are made directly to the main control station in Moscow and this station notifies the airport concerned. About twelve minutes are consumed from the time the enemy plane is first sighted until the fighter airdrome concerned is notified of its presence.

The defense system of Moscow or of any given area in the U.S.S.R. is coordinated under one general, who is usually an Air Corps man. This general commands the barrage balloons, search lights, anti-aircraft battery, and fighter aircraft. After inspecting the control center, the party was conducted to the flying field to see the airplanes.

Soviet fighter pilots are kept in three states of readiness:

1. Instantaneous. Pilot in airplane with engine warm.
2. Able to take-off within 15 minutes. Pilots in vicinity of their airplanes.
3. Able to take-off within two hours. Pilots on the airport.

The pilots on instantaneous alert are kept sitting in their airplanes for a two hour stretch and then are replaced by reliefs. A mechanic is stationed beside each fighter, and a telephone operator wearing a headset is provided for each pair of fighters.

The MIG fighters were parked in individual excavations, the roofs of which were covered with sod. A ramp with a 30 degree angle led down to the floor of the excavation. These excavations were well camouflaged and only the nose of the airplane was visible. All of the airport service installations were well hidden in the woods surrounding the field. Each individual excavation housing the airplanes was separated from its neighbor by approximately one hundred feet. There were twelve of these excavations on the east side of the field and twelve on the west.

A demonstration warning and take-off were made for the American officers present. The fighters work in pairs consisting of a leader and wing man. One pair of fighters is kept on instantaneous alert at all times. As the situation becomes more threatening, other pairs of fighters are placed on an instantaneous alert status. In times of great stress the entire squadron may be in this state of readiness. For the purpose of this demonstration, one pair was given a warning to take-off. Fifty seconds transpired between the reception of the telephone warning and the time that both airplanes were airborne.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

There were a total of only 120 officers and men in this fighter squadron. Twelve hour shifts were the rule for all concerned. A bed was located in each excavation for the mechanic not on duty. For each four airplanes, a pilots' rest room was provided and was equipped with four beds for the off duty pilots. The lack of any excess personnel about the airport was outstanding.

The MEG fighter carries an undetermined number of 23 mm. machine guns. There are no guns in the wings so the armament must be located within the motor cowl. The instruments appear to be serviceable but somewhat crudely manufactured. The air speed indicator is graduated to 800 kilometers per hour. The airplane is well streamlined and looks serviceable. Hand brakes are used entirely. The guns are sighted through an optical sight which seems very good. The sight can be easily lined up by checking it on a spot on the propellor. The Soviet officers present told the party that the MEG will out-perform the Airacobra at high altitudes.

The squadron visited has shot down 120 enemy aircraft that have been confirmed and a total of 150 confirmed and unofficial. 20 of the confirmed victories have been by ramming. The Soviet pilots resort to ramming only after they have exhausted their ammunition, or have jammed their guns. They approach the enemy plane, usually from underneath, and attempt to cut off the enemy aircraft's tail with their propellor. If they fail in this, they approach from above and attempt to destroy the pilot by cutting in the pilot's enclosure. In 75 per cent of these ramming attacks, the Soviet pilots are able to fly their airplanes home. In the other cases, the propellor or aircraft is so badly damaged that the pilots are forced to jump. There have been no cases of German pilots resorting to ramming tactics.

The combat squadron is completely air borne and highly mobile. All equipment which cannot be carried by air is base equipment. Combat squadrons are never moved until new base is ready for them. Air transports and motor transportation are provided or arranged for by the base. Base even runs messes for combat squadron. Apparently the combat squadron has one job--to fight.

Summary

1. Soviet airport organization is similar to U. S. airport organization. That is, there is a Base Commander in charge of the base and a Squadron Commander in charge of the combat squadron. The combat squadron commander has command regardless of relative rank.

2. Great military discipline was observed throughout the Soviet Air Force.

3. Reporting, plotting, and interception of planes is generally similar to U. S. practice.

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

4. Soviet fighter planes, when on instantaneous alert, can get into the air in less than one minute.

5. The basic combat element in a Soviet Fighter Squadron is composed of two airplanes.

6. The combat squadron is completely air borne and highly mobile.

7. Combat squadron's only duty is to fight. Air Base Commanders take over all other duties.

8. A Soviet Fighter Squadron has 120 officers and men. This number is only enough to fly the airplanes and to do servicing and minor maintainence. All other work is done by the air base personnel.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

SOVIET AIRCRAFT DEVELOPMENTS

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

Soviet Aircraft Developments

Cranking Device:

All Soviet aircraft have a device on the propellor to provide for mechanical starting in cold weather. This starting device is powered by a truck motor and works in the following manner. The fitting on the front of the propellor hub is constructed like a large crank fitting to be found on any aircraft engine. The starting truck used is an ordinary Soviet Army truck with the following modifications. Directly behind the driver's cab, a large vertical conical-shaped shaft has been erected which takes its power from the top of the transmission. This shaft is about four feet high and is connected at its upper end to the shaft which connects to the fitting on the propellor for cold weather starting. This shaft has a universal joint on each of its ends. For this reason, it can be raised or lowered at will to make junction with the fitting on the propellor of any motor with certain limits of height. To raise and lower this shaft, two steel poles are fastened to the front bumpers of the truck in a vertical fashion. A cross piece of steel is provided, running on these poles and adjustable as to height by thumb screws at each end. The fitting on the front of the shaft making contact with the propellor fitting has a spring in it so that it will spring back away from the propellor about three inches when the motor starts.

In operation this device works in the following manner. In cold weather, the oil is drained at night and heated before being put back in the engine the next morning. The truck is then driven towards the airplane until the shaft and cranking connection can make contact with the fitting on the end of the propellor hub. The cross piece on the uprights running up from the bumpers, is raised until it is at the correct height to hold the shaft directly in front of the propellor fitting. The spring fitting is pulled forward to engage the crank receptacle in the propellor hub and the truck engine is engaged to begin turning the propellor. As soon as the engine turns fast enough under its own power to exceed the speed of the cranking shaft, the spring in the shaft fitting pulls the cranking fitting out of the receptacle in the propellor hub and the cranking device is released.

Each airport visited in the Soviet Union had one or more of these trucks visible on the field. The rig was standard in all cases. It appeared crude but apparently very serviceable. Soviet pilots who were questioned about this device, stated that without it winter operation would be impossible.

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Fire Prevention Device for Gasoline Tanks:

No bullet-proof tanks were observed in the Soviet planes inspected. However each airplane is equipped with a fire prevention device which is claimed to be very successful. It is believed that consideration of this device might be given with the thought of adapting it to American airplanes.

None of the gas tanks installed on Soviet airplanes are vented to the outside air as is the practice with our aircraft. The tanks, instead, are vented directly to bottles of CO_2 or some other inert gas of a similar type. Through the use of some type of pressure-relief valve, this inert gas is vented into the tanks as the gasoline is used up. In this manner, an explosive mixture is never present in the gas tanks. The Soviets believe that a great many fires are prevented in this way.

The use of this same device is common on all Soviet combat vehicles which are operated by gasoline. Before the use of this gas in the gasoline tanks, a great many of the losses of aircraft and combat vehicles were caused by fire. The installation of the device described has materially cut down these losses.

Rockets:

The Soviets are at present developing the use of rockets as an offensive air weapon. The use of those rockets has not proved tremendously successful but results have been favorable enough to warrant their further development and continued use on attack airplanes. The rockets are shaped like a 25 pound fragmentation bomb with long fins. They carry a charge of TNT in their forward half which is detonated either by a time fuse or by contact. The other half of the rocket is filled with the propelling charge.

The rockets are suspended beneath the wings of the attack plane on four foot steel poles running from the leading edge of the wings to the trailing edge. They are held in place at the rearward end of these poles until fired. In travelling the length of the steel pole when fired some directional stability is picked up by the rocket. The rockets are fired individually or in salvo by electric controls within the cockpit of the plane. The electric contact fires a small cartridge which is located in the rear portion of the bomb rack itself. This cartridge is placed directly behind the body of the rocket pointing at a paper disk covering the propellant material. The explosion of the cartridge ignites the propellant charge and the rocket is propelled forward off the steel guide pole and toward the target.

SECRET

DECLASSIFIED

The rockets are aimed through the same sight as the fixed guns on the plane. They are usually used against tanks and other ground targets but they have been successfully used at very close range against bombardment aircraft. When used against ground targets, these rockets are said to have a great effect upon enemy morale.

Explosive Bolts:

These bolts were observed in a Soviet Air Exhibit. They are a German development and had been taken from captured German aircraft. They are included in this report as a device worthy of consideration by the U. S. Air Corps. The bolts seen were used to fasten an external bomb rack to a German bomber. The bolts were made of steel and looked like any ordinary bolt except for the fact that two small insulated wires protruded from the head through a small hole. Cast within the bolt is a charge of explosive sufficiently strong to blow the bolt to pieces. The wires of all these bolts used in an installation are brought together and connected to a battery and switch in the cockpit. If a bomb sticks in the rack or the pilot wishes to jettison the rack for another reason, he merely closes the switch which sets off the charges in the bolts and releases the rack.

SECRET DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AFADS/1996
TJH/ewd
Ext. 5316
Re-written 10-12-42

OCT 13 1942

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

Major General A. I. Belyaev, Chairman,
The Government Purchasing Commission
of the Soviet Union in the U. S. A.,
3355 - 16th Street, N. W.,
Washington, D. C.

Dear General Belyaev:

You have already been informed of the action being taken to deliver airplanes to Russia via the Alaskan-Siberian Route for the month of October, and of the ability of the Army Air Forces to deliver airplanes over this route.

Seven (7) transport airplanes have already been delivered to Fairbanks and the other three are expected to arrive at that station for loan to the Russian Government within the next few days. The only possible delay in this schedule will be caused by weather, since the airplanes are available for this purpose and have been directed to proceed immediately.

Sincerely yours,

Signed H. H. Arnold

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

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DECLASSIFIED
By AUM/NAF 8/4/12

COPY

SECRET

THE GOVERNMENT PURCHASING COMMISSION
OF THE SOVIET UNION IN THE U.S.A.

3355 16th Street, N.W.
Washington, D. C.

October 7, 1942

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

Dear General Arnold:

I am very glad to inform you that the reason set forth in my letter of September 19th has been eliminated in the main by this date, and therefore ferrying of American planes from Alaska to Eastern Siberia may be resumed.

I regret that I am unable to state here in the schedule desired by us for delivery of planes in October, due to the fact that it is necessary for us to ascertain the possibilities of our ferrying crews now stationed at Fairbanks. It is anticipated that this question, and your proposals, may be determined in the very near future.

In the meantime, I wish to ask that you be good enough to take all measures to expedite delivery to Fairbanks of the remaining four transport planes inasmuch as there is a great need for these transport planes for the ferrying of cargo and crews.

Sincerely yours

signed Belyaev

A. I. BELYAEV
Major General
Chairman

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

SECRET

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

DECLASSIFIED

DECLASSIFIED
Auth: 3/14/06

File No. 344 A

Tally No. AAF _____

SUBJECT: Delivery of Transport Planes to Alaska

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	General Hanley	1942 10/8	For preparation of reply for my signature. H. A.
Incl:	Ltr to Gen. Belyaev, 10/7/42 re above subj.	Gen. Arnold frm		
2.	General Hanley	General Arnold	10-9	TJH/gwd 5316 1. Letter directed in Item 1 above is attached hereto. Incl: Ltr.to Gen.Belyaev, for Gen.Arnold's signature, undated. T. J. HANLEY, JR., Brigadier General, U. S. A.

Eq. Army Air Forces
OCT 10 ...
AAG RECEIVED

DECLASSIFIED

(Do not use reverse side) W-4071, AF. Rev.8/14/41

SECRET

Air Ag 452.1 Russia (168)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AFADS 1,996
TJH
Ext. 5316

~~SECRET~~

DECLASSIFIED

OCT 13 1942

DECLASSIFIED
DOD Dirs.
§ 3(a) & 20 June 1974
By: AGO/AF I.C. Date 3/24/17

452.1 Russia (6-8)

Major General A. I. Belyaev, Chairman,
The Government Purchasing Commission
of the Soviet Union in the U. S. A.,
3538 - 16th Street, N. W.,
Washington, D. C.

Dear General Belyaev:

You have already been informed of the action being taken to deliver airplanes to Russia via the Alaskan-Siberian Route for the month of October, and of the ability of the Army Air Forces to deliver airplanes over this route.

Seven (7) transport airplanes have already been delivered to Fairbanks and the other three are expected to arrive at that station for loan to the Russian Government within the next few days. The only possible delay in this schedule will be caused by weather, since the airplanes are available for this purpose and have been directed to proceed immediately.

Sincerely yours,

gwd

Sgd. H. H. Arnold

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

OCT 13 1942
AAG

DECLASSIFIED

File

Copy for Chief of Air Staff

~~SECRET~~

Ans as 452.1 Russia (6-8)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

DECLASSIFIED
DOD Dir. 5200.9 & 30 June 1972
By AGMAP NLC, Date 3/19/13

COPY

SECRET

THE GOVERNMENT PURCHASING COMMISSION
OF THE SOVIET UNION IN THE U.S.A.

3355 16th Street, N.W.
Washington, D. C.

October 7, 1942

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

Dear General Arnold:

I am very glad to inform you that the reason set forth in my letter of September 19th has been eliminated in the main by this date, and therefore ferrying of American planes from Alaska to Eastern Siberia may be resumed.

I regret that I am unable to state here in the schedule desired by us for delivery of planes in October, due to the fact that it is necessary for us to ascertain the possibilities of our ferrying crews now stationed at Fairbanks. It is anticipated that this question, and your proposals, may be determined in the very near future.

In the meantime, I wish to ask that you be good enough to take all measures to expedite delivery to Fairbanks of the remaining four transport planes inasmuch as there is a great need for these transport planes for the ferrying of cargo and crews.

Sincerely yours

signed Belyaev

A. I. BELYAEV
Major General
Chairman

DECLASSIFIED

SEC

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CONFIDENTIAL~~
DECLASSIFIED

DECLASSIFIED
DOD Dir. 5200.9 Sept. 27, 1979
By AUTH: [illegible] NARS

Facilities at Ladd Field, Fairbanks, Alaska.

1 AFCAS Assistant Chief of Air Staff A-4 1942 10-12

1. Attention is invited to the enclosed memorandum from the Commanding General, Air Transport Command, to me, subject: "Facilities at Ladd Field, Fairbanks, Alaska."

2. It is desired that you solve this problem and take the necessary action.

Dispatched
OCT 13 1942
AAG

Incl:
above mentioned memo dtd 10-8-42

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

452.1 Alaska (167)

DECLASSIFIED

~~CONFIDENTIAL~~

Air AG 452.1 Alaska (167)
Mr. Gray

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~ DECLASSIFIED NARA DATE 1991 TJH/mhh 5316 DECLASSIFIED DOD Directive 5200.9 Dated 8/4/78

October 10, 1942.

MEMORANDUM FOR THE COMMANDING GENERAL, AIR SERVICE COMMAND:

Subject: Delivery of Aircraft To The Soviet Government.

1. Attached hereto is a copy of a letter received from Major General Belyaev, Chairman of the Government Purchasing Commission of the Soviet Union. It is desired that every effort be made to comply with the request contained in this letter, except for the exclusive use of the Transport Planes mentioned in the next to the last paragraph.

2. Responsibility for execution is assigned as follows:

a. Delivery of airplanes according to schedule - Air Transport Command.

b. Preparation and shipment of spare parts for all October airplane deliveries to ports - Air Service Command.

c. Shipment of vital spare parts to Fairbanks and Teheran by air - Air Service Command in cooperation with the Air Transport Command.

3. It is desired that a report of action taken be submitted, as early as possible, in order to reply to General Belyaev.

By command of Lieutenant General ARNOLD:

Hq. Army Air Forces
OCT 10 1942
AAG RECEIVED

T. J. HANLEY, JR.,
Brigadier General, U. S. A.,
Assistant Chief of Air Staff, A-4, Div.

Incl.
Cy.ltr.(Secret)to Gen.Hanley
frm. Gen.Belyaev, 10/8/42

DECLASSIFIED

~~SECRET~~

Air AG 452.1 Russia (10-6) Cy for Sec/Air Staff

2-35-2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

COPY SECRET

THE GOVERNMENT PURCHASING COMMISSION
OF THE SOVIET UNION IN THE U.S.A.
3355 16th Street, N.W.
Washington, D. C.

October 8, 1942.

Brigadier-General T.J.Hanley, Jr.
Assistant Chief of the Air Staff
War Department
Munitions Bldg.
Washington, D. C.

Dear General Hanley:-

To assure the completion and fulfillment of the October program of ferrying airplanes from Fairbanks to the Soviet Union - please authorise the delivery of airplanes to Fairbanks, in accordance with the following program:-

1. A-20B airplanes - up to October 12th, 1942 - 20
" " " " " " 20th " - 15
" " " " " " 25th " - 15
total..... 50 planes

2. B-25C planes - " " October 12th - 5
" " " " " 20th - 5
" " " " " 25th - 5
15 planes

3. P-40K airplanes " " October 12th - 20 "

4. P-39 " " " " 20th - 30
" " " " " 25th - 30
60 airplanes

Simultaneously, please authorise the shipment of spare parts for all October airplane deliveried, and have them shipped from warehouse and bases to the ports of the Western and Eastern Seaboard of the U.S.A. from October 10th to 25th, in equal lots.

In order to speed the arrival, of the spare parts in the Soviet Union, and bearing in mind that a great number of the airplanes will be flown in to the USSR, and the spares will reach my country 2 - 3 months later, I shall appreciate it, if you will please allocate five (5) transport planes each - for serving the Northern and Southern Routes, for the delivery of the vital spares to Fairbanks and Teheran, whence they will be picked up by Soviet pilots, and brought to their destination.

Thank you for your early consideration in this matter.

Sincerely yours,
s/ Belyaev
A.I.Belyaev

jr

DECLASSIFIED

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
NND 947000
AUTH: NND 947000 8/24/94

~~SECRET~~ DECLASSIFIED

Plans for Transportation of Airplanes to Abadan for Russian Delivery

WEH:JT 5246

1 AFCAS AFADS 1942 10-15

General Stratemeyer has noted attached.

452.1 Russia (65)

Dispatched 16

1 Incl.
Memo fr ADS to Gen Connolly

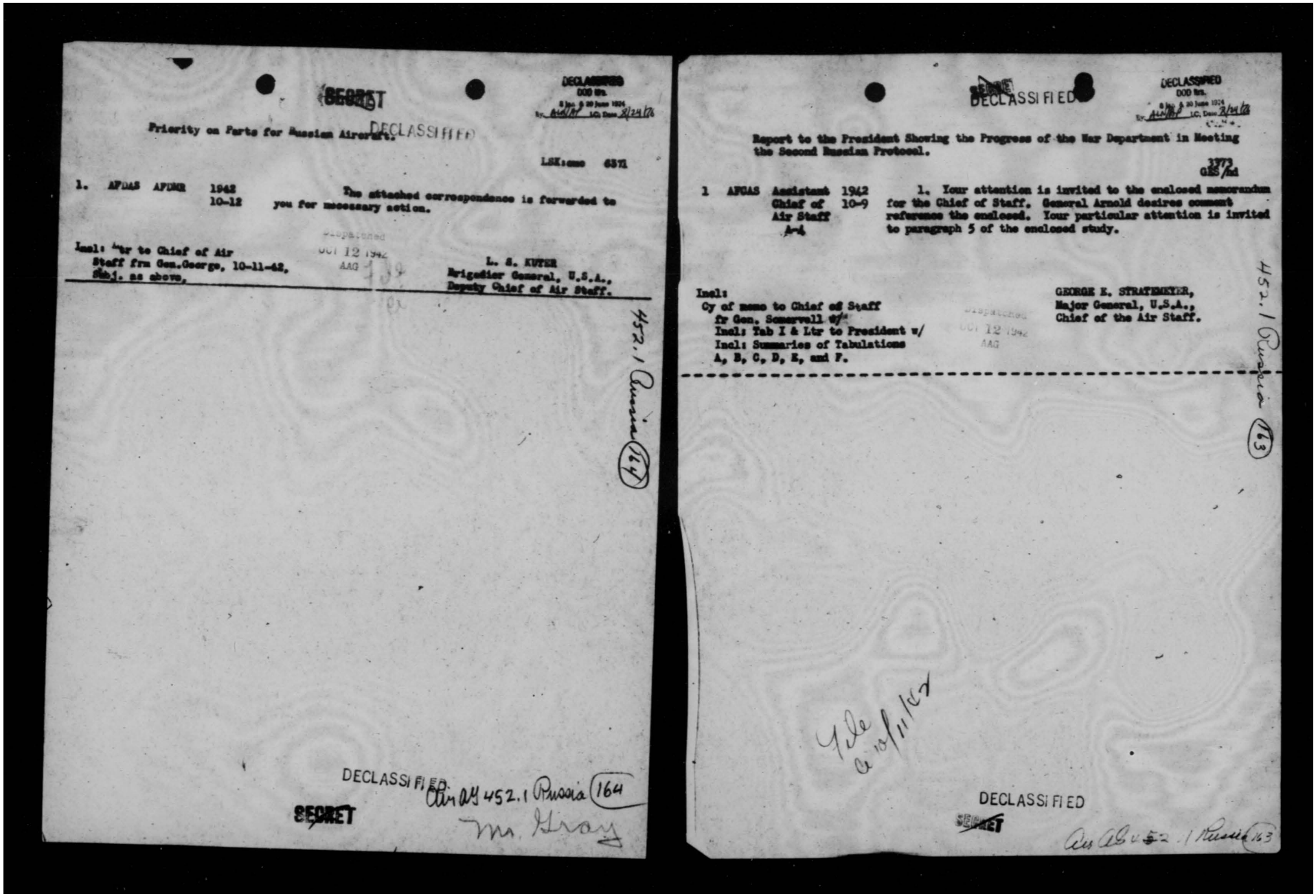
WILLIAM E. HALL
Colonel, G. S. C.

File
a

~~SECRET~~ DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



SECRET

DECLASSIFIED
DOD Dir. 5 200.9 of 30 June 1954
By AUTH of JCS Date 3/29/12

Priority on Parts for Russian Aircraft.

DECLASSIFIED

LSK:amc 6371

1. AFUAS AFUNR 1942 10-12 The attached correspondence is forwarded to you for necessary action.

Received
OCT 12 1942
AAG

Incl: Ltr to Chief of Air Staff frm Gen.George, 10-11-42, Subj. as above.

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

452.1 Russia (164)

DECLASSIFIED
Chief AF 452.1 Russia (164)
SECRET
Mr. Gray

SECRET

DECLASSIFIED

DECLASSIFIED
DOD Dir. 5 200.9 of 30 June 1954
By AUTH of JCS Date 3/29/12

Report to the President Showing the Progress of the War Department in Meeting the Second Russian Protocol.

3372
GSC/mcd

1 AFUAS Assistant Chief of Air Staff A-4 1942 10-9 1. Your attention is invited to the enclosed memorandum for the Chief of Staff. General Arnold desires comment reference the enclosed. Your particular attention is invited to paragraph 5 of the enclosed study.

Incl:
Cy of memo to Chief of Staff fr Gen. Somervell w/
Incl: Tab I & Ltr to President w/
Incl: Summaries of Tabulations A, B, C, D, E, and F.

Received
OCT 12 1942
AAG

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

452.1 Russia (163)

Tde 10/11/42

DECLASSIFIED
SECRET
Chief AF 452.1 Russia (163)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED
DOD WS
AUTH

DECLASSIFIED

Report to the President Showing the Progress of the War Department in Meeting the Second Russian Protocol.

452.1 Russia (163)

TJH/mhh 5316

2. AFADS AFCAS 1942 10/19

1. The information upon which paragraph 5 was written was furnished by me, personally, upon request from General Somervell's Office in a statement that the Secretary of War had directed that a consolidated report be furnished the President. Attention is invited to Tab C, which was the information I furnished, which gives the monthly rates of shipment. Paragraph 5 should have stated, shipments will be made in accordance with the schedule laid down in Tab C and should have gone further into detail showing that the Army Air Forces were repaying the 176 P-39's, taken from the British, at a rate acceptable to the Russian Government. Tab C gives a true picture of the situation and shows that the Army Air Forces has met the schedule on Medium Bombers, is 39% ahead of schedule on Light Bombers and only 10% behind on Fighters.

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

Incl. n/c

prig & mds
in Class. Mtls

DECLASSIFIED

SECRET

AG 452.1 Russia (163)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

DECLASSIFIED
CONFIDENTIAL
DECLASSIFIED
DOD Ltr.
8 Jan. & 30 June 1954
By NARS Date 4/11/76

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

October 13, 1942

452.1 Russia (13)

MEMORANDUM FOR GENERAL ARNOLD:

Subject: Winterization of Airplanes Destined for Russia.

Reference the winterization of airplanes destined for Russia, the following report is submitted:

1. All musts submitted by Bradley are being taken care of except the following:

a. There was some gadget for the propeller that was not understood and skis for Fighters which have been discontinued for our Fighters for several years.

b. Cable has been sent to Bradley asking for drawings and more information on the propeller gadget and the skis for Fighters.

c. The hub-racket is being taken care of by substituting the energizer and battery carts.

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

MEMORANDUM FOR RECORD:

In General Arnold's Staff Meeting this date, he directed that a memorandum be prepared for his signature to the President and a cable to Bradley stating what we could do and the delay that would be incurred by this winterization. General Echols directed to prepare memorandum and cable.

U. S. Army Air Forces
OCT 13 1942
AAG RECEIVED

DECLASSIFIED
CONFIDENTIAL

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

Orig 452.1 Russ. (12) B

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

October 9, 1942.

DIRECTIVE MEMORANDUM TO THE COMMANDING GENERAL,
MATERIEL COMMAND.

Subject: Winterization of Aircraft for the Alaska-Siberia Ferry Route.

1. General Arnold directs that immediate action be taken to meet the requirements for winterization set forth in detail in the accompanying four lists. You will note that the items on these lists are identified as "musts".

2. These lists have been received from General Bradley in Moscow and have been delivered by special Officer Courier. Further distribution of these papers shall not disclose the source from which these requirements have been obtained. Copies of this directive are being distributed simultaneously to the activities indicated below.

By Command of Lieutenant General ARNOLD:

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

Incls: 4 Secret lists.

Copies to:
Director of Military Requirements,
CG, Air Service Command,
Asst. Chief of Air Staff, A-4.

452.1 Russia (162)

File

DECLASSIFIED

SECRET

452.1 Russia (162)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

WINTERIZATION DESIRED BY USSR ON A-20

1. Additional front shutters controlled from the pilot's cabin must be installed on the front of the motor to prevent the overcooling of the motors.

2. All rubber packing of the hydrosystem must be replaced and in the future made only of frost-resisting rubber assuring normal operation of the packing at temperatures minus 50° C.

The present rubber packing on the planes allows liquid to leak out of the system at temperatures minus 0° C.

3. All tires and inner tubes for the wheels must be made of frost-resisting rubber to assure their function at temperatures down to minus 50° C.

The present tires and tubes rapidly disintegrate and go out of order at low temperatures.

4. The drain plugs of the oil system must be replaced by cocks assuring convenient drainage of oil in winter time.

5. Install a shunt tap (by-pass) in the oil system to prevent damage to the oil radiators in starting.

6. Fill the hydrosystem and the shock absorber struts with a liquid that does not freeze at a temperature of minus 50° C.

7. All joints and friction parts must be lubricated with a lubricant freezing at very low temperatures to assure operation of the parts at temperatures minus 50° C.

8. The tube of pressure transmission to the oil pressure gauge must be filled with a liquid freezing at very low temperatures.

9. For convenience in servicing replace the screws on the hatch at the drainage pipe of the oil radiator on the A-20 with fasteners of the "Dzus" type.

10. Install a dog ratchet on the propeller hub for automatic starting in winter conditions.

11. Supply the fittings for air inlet of the shock absorber struts with standard thread (metric) to fit booster pump and air bottle (size: 10 mm. - diameter; 1.5 mm. - pitch; 15 mm. - length).

12. Insulate the metal lines of the oil system, oil tanks and oil radiators with heat insulating materials.

13. Insulate the rubber hose of the gas system with asbestos insulation to prevent damage to the rubber when warming the motor with heating means.

14. Supply the planes with warm covers for the motors and cushion-shields for the oil radiators.

15. The planes taking the eastern route to the Soviet Union must have catalytic furnaces or arctic flame furnaces of the APL-1 type for warming up the motors in cases of forced landing, and warm covers and cushion-shields for the oil radiators.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~
DECLASSIFIED

WINTERIZATION DESIRED BY USSR ON P-40 TYPES

Planes put in operation after October 1, 1942, must have:

1. Retractable ski-type landing gear.
2. Warm covers for the propellers, motors, and radiators.
3. Insulated lines as follows:
   a. In cooling system:
      (1) Steam drain pipe leading from the motor block to the expansion tank.
      (2) Drain pipes leading from the motor blocks to the radiator lines.
   b. In the oil system:
      (1) The line of the suction avenue in the sector from the oil tank to the oil radiator.
      (2) The line from the oil pump to the oil tank.
      (3) The drainage tube of the oil tank.
      (4) The oil tank.
4. Installed taps in the oil system:
   a. For draining the oil from the oil tank.
   b. For draining the oil from the outgoing oil line leading from the radiator to the tank (on Tomahawk).
   c. For draining the oil from the line (install tap in place of plug).
5. Install taps in the cooling system:
   a. For draining the cooling liquid from the pump (instead of plug) and water radiators.
   b. Lines assuring complete drainage of the cooling liquids and oil (i.e., eliminate the present "pockets" - the lowest points of the lines where it is difficult to drain the oil from).
   c. The peep hatches and hatches opposite the drain taps of the cooling liquid and oil.
   d. Leading the drain pipe of the gas and oil tanks into a stream of warm air.
   e. The possibility of working with water or using anti-freeze with the freezing temperature of minus 45° C.
6. Frost resisting rubber on the wheels, wheels of the chassis, and all rubber packing of the hydrosystem of the chassis.
7. Fill the hydrosystem with a mixture with a freezing temperature of minus 50° C.
8. Insulate the handles of the aircraft tools attached to each plane.
9. Prepare and print a number of albums, photos, sketches, and drawings of the changes made for winter use.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET DECLASSIFIED DECLASSIFIED

WINTERIZATION DESIRED BY USSR ON B-25C

1. Additional front shutters controlled from the pilot's cabin must be installed on the front of motor to prevent the overcooling of the motors.

2. All rubber packing of the hydrosystem must be changed and in the future made only from frost-resisting rubber assuring normal operation of the packing at temperatures of 50° below 0.C.

The present rubber packing on the planes allows liquid to leak out of the system at temperatures below 0° C.

3. All tires and inner tubes for the wheels must be made of frost-resisting rubber to assure their function at temperatures down to 50° below 0° C.

The present tires and tubes disintegrate and go out of order rapidly at low temperatures.

4. The drain plugs of the oil system must be replaced by drain cocks assuring convenient drainage of oil in winter time.

5. Install a shunt tap (by-pass) in the oil system to prevent damage to the oil radiators in starting.

6. Fill the hydrosystem and the shock absorber supports with a liquid not freezing at a temperature of minus 50° C.

7. All joints and friction parts must be lubricated with an lubricant freezing at very low temperatures to assure the operation of the parts at temperatures of minus 50° C.

8. The tube of pressure transmission to the oil pressure-gauge must be filled with a liquid freezing at very low temperatures.

9. Install a dog on the propeller hub for automatic starting in winter conditions.

10. Supply the fittings for air inlet of the shock absorber struts with standard thread (metric) to fit the booster pump and air bottle (size: 10 mm. - diameter; 1.5 mm. - pitch; 15 mm. - length).

11. Insulate the metallic lines of the oil system, oil tanks and oil radiators with heat insulating materials.

12. Insulate the rubber hose of the gas system with asbestos insulation to prevent damage to the rubber when warming up the motor with heating means.

13. Supply the planes with warm covers for the motors and cushion-shields for the oil radiators.

14. The planes taking the eastern route to the Soviet Union must have catalitic furnaces or arctic flame furnaces type AFL-1 for warming up the motors in case of forced landings, warm covers and cushion-shields for the oil radiators.

DECLASSIFIED SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

WINTERIZATION DESIRED BY USSR ON AIRACOBRA

Planes put in operation after October 1, 1942, must have:

1. Winter landing gear (skis retractable in flight).
2. Warm covers for the screw-motor group, motor reduction gear, also prepared cushion-shields for the radiator tunnels.
3. Insulated lines:
   a. In the cooling system:
      (1) Pipe from the expansion tank to the pump.
      (2) Pipe from the radiator to the pump.
      (3) Steam drain pipe leading from the motor blocks to the expansion tank.
      (4) Drain pipe leading from the tank to the outside of the right side of the fuselage.
   b. In the oil system:
      (1) Pipe from tank to delivery pump.
      (2) Pipe from radiator to tank.
      (3) Drainage tubes from tank to motor oil pan.
      (4) Oil tank of the motor.
   c. In the reductor oil system:
      (1) Tube from tank to pump.
      (2) Tube from pump to tank.
      (3) Drainage tube from tank to reductor oil pan.
      (4) Oil tank (the cover must be easily removable for cases of thorough warming up by heaters).
4. Oil lines and cooling lines assuring quick and complete drainage of liquid and oil (absence of pockets - low points in the lines).
5. Installed drain cocks assuring quick drainage of liquid.
   a. In the oil system:
      (1) Taps for draining oil lines and radiators.
      (2) Taps for draining the box of thermostats of the oil radiators.
   b. In the cooling system:
      (1) Tap for draining the radiators (instead of plug).
      (2) Have hatches 100 x 180 mm. in the sleeves opposite the taps.
6. Install special receiver at outlet of oil pressure near motor transmitting the pressure of a low-freezing liquid with which the line running from this receiver to pressure gauge is filled.
7. Frost-resisting rubber on the chassis wheels and for packing.
8. Leading the drainage from the gas and oil tanks into a stream of warm air.
9. Insulated handles of aircraft tools (motor and plane, attached to each plane).

DECLASSIFIED

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

10. Foreseen possibility of working with water or using anti-freeze with a freezing temperature not lower than minus 45° C.

11. Fill the hydrosystem with a mixture with a freezing temperature of minus 60° C.

12. Prepare and print a number of albums of photos, sketches, and drawings of the changes made in the plane for use in winter conditions.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

Route Capacity (Fairbanks to Krasnoyarsk).

3373
GES/hd

1	AFCAS	Assistant Chief of Air Staff A-4	1942 10-7	1. Your information and such action as can be diplomatically taken with Major General Belyaev.

Dispatched
OCT 7 1942
AAG

Incl:
Incl. No. 6 to ltr from Gen. Bradley to General Sterligov dtd 9-4-42 (3 pgs.)

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

452.1 Russia (16)

DECLASSIFIED

SECRET

452.1 Russia

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DECLASSIFIED

OCT 6 - 1942

MEMORANDUM FOR THE HONORABLE HARRY HOPKINS

SUBJECT: Aid To Russia.

1. This memorandum is in reply to your memorandum of October 2, 1942, addressed to the Commanding General, Army Air Forces (copy attached).

2. There are pending before the Munitions Assignments Board (for action on October 7, 1942) cases which will establish the airplane delivery commitments to Russia for the six months, October 1942 through March 1943. These cases propose delivery commitments on the following levels:

Fighters	-	100 month
Light Bombers	-	100 month
Medium Bombers	-	12 month

The detailed proposed schedule of delivery from factory to Russian account are included in the attached Tab. "A".

3. A large measure of the Russian dissatisfaction is based upon the overseas delivery difficulties which have been encountered. Actual deliveries from factories for Russian account are shown on Tab. "A" for the months, July through September, 1942. These deliveries have been up to Protocol requirements. The shortages in overseas deliveries since July have developed primarily because of indecision on the part of the Russian Government as to the method of delivery to be used.

4. The Army Air Forces were requested to prepare for delivery over the Alaskan-Siberian Route the following number of airplanes:

For September -	80 P-40's
	20 P-39's
	50 A-20's
	12 B-25's

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

and to be prepared for delivery during October:

100 P-40's
60 P-39's
100 A-20's
12 B-25's

That part of the Route under the control of the Army Air Forces is capable of moving this number of airplanes and the Air Transport Command had set up pilots to deliver these airplanes to Fairbanks. The preparation of these airplanes for delivery via the Northern Route entailed considerable modification and installation of equipment to permit them to be flown under severe winter conditions.

5. On September 19, 1942, the Army Air Forces were informed by General Belyaev that the Russian Government would not take any airplanes over this route, other than those which had already arrived at Fairbanks. This number totaled forty-four (44). Since information had been received from General Bradley that the route was feasible, he was requested to have this decision confirmed by the Russian Government. Pending this decision, all airplanes were stopped in place. The number and location of aircraft in the United States awaiting delivery to Russia is shown on the attached Tab "B".

6. On October 5, 1942, a cablegram was received from General Bradley, stating that an official Soviet request had been sent to our Government, requesting that the Siberian route be continued. Therefore, preparations are now under way to dispatch all available airplanes as quickly as possible over both the Southern Route and the Northern Route, shipping by boat such fighters as have already been crated.

7. The Army Air Forces can deliver the airplanes awaiting delivery during the month of October, and can deliver monthly those committed in paragraph 2 of this letter.

8. We have given consideration to the possibility of substituting larger type planes for small type planes. Our own shortage is most acute in the larger airplanes (A-20 and B-25); hence we are unable to improve delivery possibilities by the substitution of bombers for fighters in meeting the Russian Protocol.

Dispatched
OCT 6 1942
AAG

DECLASSIFIED

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

Incls: Memo
Tab "A"
Tab "B"

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THE WHITE HOUSE

WASHINGTON

October 2, 1942

MEMORANDUM FOR THE COMMANDING GENERAL,
ARMY AIR FORCES.

The President has today issued a directive to the War Department and other departments and organizations of the Government to expedite action on aid to Russia. In that directive he includes the following:

"That airplanes be delivered in accordance with the protocol schedules by the most expeditious means, whether by ships or by flight."

He has asked me to show him our plans for the delivery of planes and the extent to which we can meet schedules and I am therefore asking that you submit to me as soon as practicable your detailed plans and estimates for such delivery and including not only our direct commitments to Russia but also those we have agreed to send to Russia due to arrangments with Britain.

In the event we cannot meet schedules to a reasonable degree, he would like to have consideration given to the substitution of larger type planes for smaller type planes - on an estimated equivalent basis - if such substitution would improve delivery possibilities.

(S)

HARRY L. HOPKINS

COPY

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
NARA 8/14/14

DECLASSIFIED

October 5, 1942

ESTIMATED DELIVERIES TO U.S.S.R.

	From U.S. P-39	From U.K. P-39	Total P-39	P-40	Total Fighters	A-20	B-25
Not Departed U.S. on 6/30/42	-	-	-	106	106	173	-
July	64	-	64	-	64	86	12
August	36	-	36	73	109	136	12
September	-	60	60	101	161	102	12
October	60	60	120	70	190	8	12
November	100	60	160	70	230	99	12
December	96	70	166	50	216	76	12
1943							
January	50	-	50	-	50	100	12
February	100	-	100	-	100	100	12
March	100	-	100	-	100	100	12
9 mo. Total	606	250	856	470	1,326	900	108

* To be shipped directly to U.S.S.R. from the U.S.A.

SECRET DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD dir.
8 Jun & 28 June 1972
By Auth: [illegible]
NARS, Date 6/6/78

SECRET

DECLASSIFIED

The status of Russian aircraft in the United States, as of September 30, 1942, is as follows:

a. Airplanes, which have been made available for delivery over the Alaskan-Siberian Route:

1. At Fairbanks - 14 A-20's
30 P-40's

2. At Great Falls - 13 A-20's
12 B-25's

3. At Modification Centers and en route thereto:

7 A-20's
12 B-25's
30 P-40's
20 P-39's

b. In addition, there were at the factories, being held for Russian account, 89 A-20's and an undetermined number of P-39's. These were all set up for delivery over the Alaskan-Siberian Route.

c. The situation on the Southern Ferry Route is as follows:

1. 16 B-25's are en route, 15 of which are outside of the United States.

2. 33 A-20's are en route, outside of the United States. 75 A-20's are in the United States being prepared for departure.

d. At least 40 P-40's are available at the factory. These are being crated.

SECRET DECLASSIFIED

TAB. "B"

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

AFADS
TJH/gwd
Ext. 5316

Written 10-6-42.

DECLASSIFIED
NND 760 [illegible]

OCT 6 - 1942

Major General A. I. Belyaev,
8556 16th Street, N. W.,
Washington, D. C.

Dear General Belyaev:

There are pending before the Munitions Assignments Board several cases which will govern the assignments of airplanes to Russia during the interval October, 1942, through March, 1943. The United States Army Air Forces members will press for favorable consideration of the assignments shown in the attached Tab "A".

We have given serious consideration to the preference of the U. S. S. R. for the P-39 over the P-40. Prior to December 31, 1942, we will not have sufficient P-39 production to entirely eliminate the P-40 from shipments to Russia. After January 1, 1943, all assignments of fighters will be of the P-39 model.

Hereafter, any United States built airplanes which are to be delivered to the U. S. S. R. on United Kingdom account will be shipped direct to the U. S. S. R. from the U. S. A.

During the last three months deliveries from factory door to the U. S. S. R. account in the U. S. A. have been satisfactory. The deliveries of airplanes from the U. S. A. to the U. S. S. R., after acceptance by the Soviet Purchasing Commission representatives, have not been satisfactory, but steps will be taken to improve the rate of delivery of airplanes to Russian territory. At present it is our plan to ship all pursuit airplanes which are now crated by boat, and to deliver all A-20 light bombers and B-25 medium bombers by air either across the South Atlantic Route, or the Alaskan Route. All fighters not now crated will be flight-delivered to Fairbanks in accordance with the rate at which Russian pilots are able to accept delivery. If the total number of fighters cannot be flight-delivered by this Route, the surplus will be crated and shipped by boat.

Sincerely,

Dispatched
OCT 6 [illegible]
AAC

Incl:
Tab "A".

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

~~SECRET~~

DECLASSIFIED

AG/AAG 452.1 Russia (5-9-42)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ~~SECRET~~ DECLASSIFIED ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED

TALLY NO	ADS 2343
FILE	2-304

SUBJECT: Aid for Russia.

ITEM NO	FROM	TO	DATE	COMMENTS
2.	AFADS	AFCAS	1942 10-9	TJH/gwd 5316 1. Action directed in Item 1 has been taken, and the letter delivered to General Arnold personally and signed by him. T. J. HANLEY, JR., Brigadier General, U. S. A.
	Hq. Army A... OC AAG 10 1942 Received			
3	AFCAS	AFMAG	10-10	MAL/lmm 5246 Noted by AFCAS and for files. M. A. LIBBY, Lt. Col., G.S.C.

452.1 Russia (15)

DECLASSIFIED

2-304

~~SECRET~~ 2

AG 452.1 Russia (15)

3-110y A.F.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES
SECRET
ROUTING AND RECORD SHEET

DECLASSIFIED

File No. 2343

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

Tally No. AAF

DECLASSIFIED
(AC/AS)
[illegible]

SUBJECT: Aid for Russia

NO.	FROM	TO	DATE	COMMENTS
				3378 GSS:ml
1.	AFCAS	Ass't Ch. of Staff, A-4. (Atten: General Manley)	10-5	1. General Arnold desires that a letter be prepared for his signature to Major General Belyaev of the Russian Mission showing three things: a. What we are doing each month for Russia; to include what we did in September, what we contemplate doing in October, and the balance that is left and what we propose to do with that balance. Show clearly how these airplanes will be shipped. That is, A-20's and B-25's will go via the South Atlantic route, and that all pursuit aircraft will be crated and shipped by boat. b. Why are we shipping P-40's. This should be made clear, if we are sending P-40's. c. Here after all English commitments to be shipped from here rather than sent to England and then trans-shipped to Russia. 2. A cable will be prepared to General Bradley covering the data that is in this letter. A copy of the letter to OPD. 3. This can very readily be tied in to the subcommittee which you recently headed up for the Munitions Assignment Committee (Air). 4. General Arnold desires that this letter be expedited. GEORGE E. STRATEMEYER Major General, U.S.A. Chief of the Air Staff.

DECLASSIFIED

(Do not use reverse side) W-4071, AF, Rev. 8/14/41

Page No. ____

SECRET

AAG 452.1 Russia (158)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

DECLASSIFIED
[illegible] 8/24/78

Aid for Russia.

TJH/gwd 5316

2.	AFADS	AFCAS	1942 10-9	1. Action directed in Item 1 has been taken, and the letter delivered to General Arnold personally and signed by him.

T. J. HANLEY, JR.,
Brigadier General, U. S. A.

MAL/lmm 5265

3	AFCAS	AFMAG	10-10	Noted by AFCAS and for files.

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

DECLASSIFIED

SECRET

2

Air AG 452.1 Russia (15-5)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

--- this letter be expedited.

SECRET

DECLASSIFIED

Aid for Russia

3373
GES:ml

1. AFCAS — Ass't Ch. 10-5 of Staff, A-4. (Attn: General Hanley)

1. General Arnold desires that a letter be prepared for his signature to Major General Belyaev of the Russian Mission showing three things:

a. What we are doing each month for Russia; to include what we did in September, what we contemplate doing in October and the balance that is left and what we propose to do with that balance. Show clearly how these airplanes will be shipped. That is, A-20's and B-25's will go via the South Atlantic route, and that all pursuit aircraft will be crated and shipped by boat.

b. Why are we shipping P-40's. This should be made clear, if we are sending P-40's.

c. Here after all English commitments to be shipped from here rather than sent to England and then trans-shipped to Russia.

2. A cable will be prepared to General Bradley covering the data that is in this letter. A copy of the letter to OPD.

3. This can very readily be tied in to the subcommittee which you recently headed up for the Munitions Assignment Committee (Air).

4. General Arnold desires that this letter be expedited.

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

P.S. In addition, you will prepare a memorandum to Mr. Hopkins in reply to his memorandum to General Arnold under date of October 2nd.

SECRET

DECLASSIFIED

Air 63 452.1 Russia (10-5)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

~~SECRET~~

October 5, 1942

SECRET
BY AUTHORITY OF THE CHIEF of the ARMY AIR FORCES
DATE INITIALS

Notes from The Joint Chiefs of Staff.

I See C/S

452.1 Russia (57)

I Noted

AFACT RWH:mcb

Contents of attached paper have been noted in this headquarters.

Dispatched
OCT 6 1942
AAG

For the Commanding General

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

Incl:
Memo from Jnt Ch Staff, 9-26-42, for Gen Marshall and Adm King.

File

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

DECLASSIFIED

AAF-39

~~SECRET~~

Harbour Items
+ Sec Anderson
Air AG 452.1 Russia (57)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS ARMY AIR FORCES

DECLASSIFIED

ROUTING AND RECORD SHEET

DECLASSIFIED
DoD Dir
By ... NLT Date ...

File No. _____

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

Tally No. AAF _____

SUBJECT: Notes from the Joint Chiefs of Staff.

NO.	FROM	TO	DATE	COMMENTS RWH:mcb
1	AFACT	AFMAG	1942 10-5	The attached paper is to be returned to the Secretary, General Staff. This paper is being brought to the attention of General Arnold.
	Hq. Army Air Forces OC 5 1942 AAG Received			1 Incl. Disp Fm w/Memo fr Jnt Ch Staff, 9-26-42, for Gen Marshall and Adm King. ROBERT W. HARPER, Colonel, G. S. C.

(Do not use reverse side) W-4071, AP, Rev. 8/14/41

DECLASSIFIED

SECRET

AG Ab 452.1 Russia (187)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET DECLASSIFIED

Letter from Major General A. I. Belyaev

DECLASSIFIED
D.O. No.
By [illegible] NARS, Date [illegible]

1 AFHAS Assistant Chief of Air Staff A-4 1942 9-19

1. I quote herewith a letter received this date from Major General A. I. Belyaev, Chairman of the Government Purchasing Commission of the Soviet Union in the U.S.A.

2. You will take the necessary action to comply with this request, notifying the Material Command, Air Transport Command, and the Air Service Command.

"Трибуналу
Генерал Хэпкок

Major General A. I. Belyaev
Chairman
The Government Purchasing Commission
of the Soviet Union in the U.S.A.

3355 16th Street, N.W.
Washington, D. C.

September 19, 1942

"Lieut. General H.H. Arnold
Commanding General, Army Air Forces
War Department
Munitions Building
Washington, D. C.

Dear General Arnold:

"I regret extremely to inform you that, according to instructions from my Government, due to various reasons the ferry route Fairbanks-Nome-Eastern Siberia is not suitable for us and therefore cannot be utilized in future.

"However, it is our intention, during this month, to ferry via this route the planes which are delivered at Fairbanks.

"In view of the above, I ask that further deliveries of planes to Fairbanks be discontinued, and that instructions be issued for the following further deliveries of planes against the September plan:

B25s and A20Bs - to be ferried via southern route to Teheran.
Fighters - to be sent to ports for loading on vessels.

DECLASSIFIED

(Continued)
1 SECRET

Air AG 452.1 Russia (153)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

Letter from Major General A. I. Belyaev.

3373
GHB/hd

1 (Continued) "The same procedure should be followed for planes to be delivered against the October plan.

Sincerely yours

A. I. Belyaev
Major General
Chairman"

Cy:
Assist.Ch.of Air Staff - A-3
" " " " - Plans
" " " " - A-2
Director of Military Requirements
Material Command
Air Service Command
Air Transport Command

Dispatched
SEP 19 1942
AMC

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

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DECLASSIFIED
DoD Dir
by [illegible] 3/24/08

Правительственная Закупочная Комиссия
Союза ССР в США

The Government Purchasing Commission
of the Soviet Union in the U.S.A.

Major General A.I. Belyaev
Chairman

3335 16th Street, N.W.
Washington, D.C.

September 19, 1942

Lieut. General H.H. Arnold
Commanding General, Army Air Forces
War Department
Munitions Building
Washington, D. C.

Dear General Arnold:

I regret extremely to inform you that, according to instructions from my Government, due to various reasons the ferry route Fairbanks-Nome - Eastern Siberia is not suitable for us and therefore cannot be utilized in future.

However, it is our intention, during this month, to ferry via this route the planes which are delivered at Fairbanks.

In view of the above, I ask that further deliveries of planes to Fairbanks be discontinued, and that instructions be issued for the following further deliveries of planes against the September plan:

B25s and A20Bs - to be ferried via southern route to Teheran.
Fighters - to be sent to ports for loading on vessels

The same procedure should be followed for planes to be delivered against the October plan.

Sincerely yours

A. I. Belyaev
Major General
Chairman

DECLASSIFIED

AUTHUS2 [illegible]

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir.
By Auth: ... Date

~~SECRET~~

DECLASSIFIED

Request for More Airplanes to Russia

452.1 Russia (1942) B

Dispatched
Sep 30 1942
AAG

Cy to Gen. G's office

WEH:JT 5246

AFCAS AFMAG 1942 9-30

For dispatch.

Incls.
n/e

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

File Cy 9/30/42

AFMAG

DECLASS

~~SECRET~~

Air NW 452.1 Russia (152)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

Request for More Airplanes to Russia

WHH:JT 5246

ACAS APCAS AFMAC 1942
9-30

Per dispatch.

Incls.
n/c

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

DECLASSIFIED

SECRET Air AD 11521 Russia 152/B

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AFAEP File Copy

DECLASSIFIED
DoD Dir.
By AUL/NF 3/10/26

~~SECRET~~

DECLASSIFIED

Request for More Airplanes to Russia.

2 AFAEP AFCAS 9/24 PHsdms 71127

Attached is proposed reply to Major General A. I. Belyaev.

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

Incls.- n/c
1 added - proposed ltr to
Maj Gen A I Belyaev.

(Cy of all other incls should be in AFAEP files)

DECLASSIFIED

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED
DA 7/5
by ASH/JAT 8-4-12

DECLASSIFIED

Request for More Airplanes to Russia.

1	General Arnold	Colonel Anderson	1942 9/15	Prepare reply for my signature.

H. H. A.

Incl:
Ltr. to Gen. Arnold, 9/14/42, frm Gen. Belyaev.
Cy. ltr. to Gen. Belyaev, 9/11/42, frm Gen. Arnold.
R&R 1, to Col. Anderson, 8/21, frm Gen. Arnold.
R&R 2, to Gen. Arnold, 9/10, frm Col. Anderson.
Cy. ltr. to Gen. Arnold, 8/20/42, frm Gen. Belyaev.

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

Tpabumeuombennar Bakymornar Kaumcour
Coroza C.C.P. b C.M.A.

The Government Purchasing Commission
of the Soviet Union in the U.S.A.

Major General A. I. Belyaev
Chairman

3355 16th Street, N.W.
Washington, D.C.

September 14, 1942

Lieut. General H. H. Arnold
Commanding General, Army Air Forces
War Department
Munitions Building
Washington, D. C.

Dear General Arnold;

Receipt is hereby acknowledged of your letter dated September 11th.

I wish to advise you that I have understood clearly from your letter the reasons given for the impossibility of an increased allotment of airplanes for the Army of the U.S.S.R. beginning October 1942. The main reason advanced is the necessity of supplying the Air Corps of the U.S.A. and your commitment of allotments of planes to other countries of the United Nations.

It is not within my purview here to analyze the relative importance of any particular front in this period of the struggle with our mutual enemy. However, I am certain you are well aware of the conditions under which the Army and the peoples of my Country are struggling now. It is these conditions, and only these conditions, which have forced my Government to submit to you the request for an increased allotment of planes.

Being fully cognizant of your most sincere wishes to help our air forces, may I state that I have every reason to hope that you will give our request favorable consideration in the near future, as soon as conditions will permit.

Sincerely yours

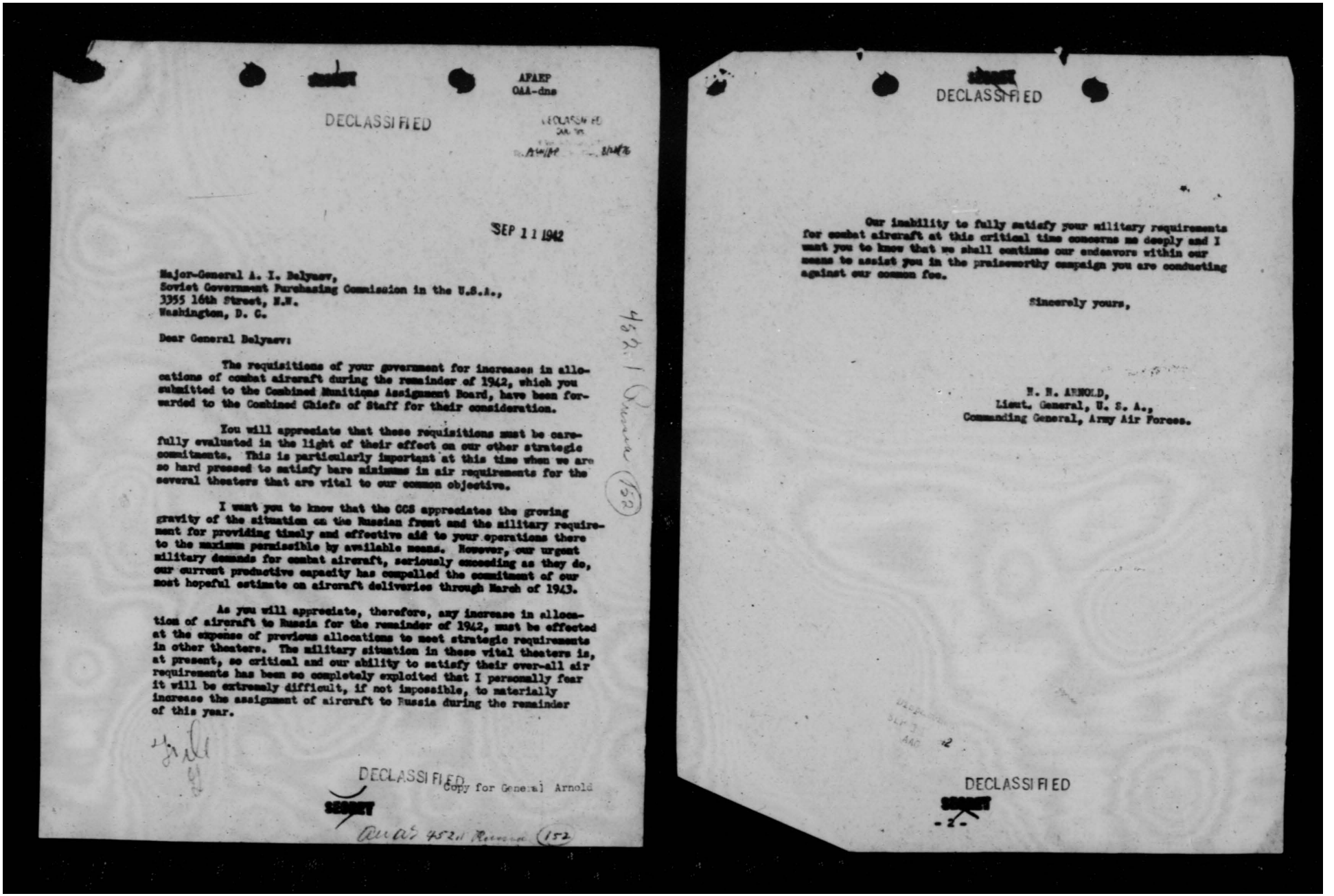
DECLASS

s/ Belyaev
A. I. Belyaev
Major General
Chairman

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



AFAEP
OAA-dns

DECLASSIFIED

SEP 11 1942

Major-General A. I. Belyaev,
Soviet Government Purchasing Commission in the U.S.A.,
3355 16th Street, N.W.
Washington, D. C.

Dear General Belyaev:

The requisitions of your government for increases in allocations of combat aircraft during the remainder of 1942, which you submitted to the Combined Munitions Assignment Board, have been forwarded to the Combined Chiefs of Staff for their consideration.

You will appreciate that these requisitions must be carefully evaluated in the light of their effect on our other strategic commitments. This is particularly important at this time when we are so hard pressed to satisfy bare minimums in air requirements for the several theaters that are vital to our common objective.

I want you to know that the CCS appreciates the growing gravity of the situation on the Russian front and the military requirement for providing timely and effective aid to your operations there to the maximum permissible by available means. However, our urgent military demands for combat aircraft, seriously exceeding as they do, our current productive capacity has compelled the commitment of our most hopeful estimate on aircraft deliveries through March of 1943.

As you will appreciate, therefore, any increase in allocation of aircraft to Russia for the remainder of 1942, must be effected at the expense of previous allocations to meet strategic requirements in other theaters. The military situation in these vital theaters is, at present, so critical and our ability to satisfy their over-all air requirements has been so completely exploited that I personally fear it will be extremely difficult, if not impossible, to materially increase the assignment of aircraft to Russia during the remainder of this year.

DECLASSIFIED
Copy for General Arnold
SECRET

DECLASSIFIED

Our inability to fully satisfy your military requirements for combat aircraft at this critical time concerns me deeply and I want you to know that we shall continue our endeavors within our means to assist you in the praiseworthy campaign you are conducting against our common foe.

Sincerely yours,

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

DECLASSIFIED
SECRET
- 2 -

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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 _____

SUBJECT: Request for More Airplanes to Russia.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	Colonel Anderson	1942 8/21	1. For consideration by the Joint Planning Committee and early reply.
	Incl: Ltr. to Gen. Arnold, 8/20/42, frm General Belyaev, re above.			
2	Colonel Anderson	General Arnold	1942 9/10	O.A.A.-mnh 5833 1. Attached is a proposed draft of a reply to General Belyaev on his request for the allocation of additional aircraft to Russia. 2. A formal requisition by Russia to the CMAB, which is being referred to the Joint Staff Planners for study and recommendation, makes the presentation of this letter to that planning committee unnecessary. O. A. ANDERSON Colonel, G.S.C.
	Incls.: #1. Ltr. to Gen. Arnold 8/20/42 fr. Gen. Belyaev, re abv. #2. Proposed draft of reply to Gen. Belyaev.			

DECLASSIFIED

SECRET

(Do not use reverse side) W-4071, AF, Rev. 8/14/41

Page No. _____

Ltr AS 45211 Russia (15)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

DECLASSIFIED
DOC Res.

Cable Address
Soviet Purchase Washington

The Soviet Government Purchasing Commission
in the U.S.A.

Major General A. I. Belyaev
Chairman

3355 16th Street, N.W.
Washington, D.C.

August 20, 1942

Lieut. General H. H. Arnold
Commanding General, Army Air Force
War Department
Munitions Building
Washington, D. C.

Dear General Arnold:

In connection with the growing gravity of the situation at our front, my Government has instructed me to apply for an increase in the quantities of airplanes to be delivered monthly.

Therefore, we wish to ask that beginning with October 1st, 1942, airplanes be supplied to us in the following quantities:

Bombers:

B-24	-	25 airplanes per month
B-25C	-	50 airplanes per month
A-20	-	175 airplanes per month
Total	-	250 bombers per month

Fighters:

Airacobra	-	60 airplanes per month
P-40	-	90 airplanes per month
Total	-	150 fighters per month

or a grand total of 400 airplanes per month.

May I assure you that we would be most grateful for a favorable response to this request, and trust that this matter will receive your immediate consideration.

Sincerely yours

DECLASSIFIED

Belyaev

A. I. Belyaev
Major General
Chairman

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HENRY HARLEY ARNOLD
Box 127 Folder 4

MILITARY

DECIMAL

SAS 452.1
Russia (216-299)

DECLASSIFIED
DOD ltr
JCS Memo
State Dept

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir
By AUS/AF

DECLASSIFIED

AFAUPLLP
WSB/hmh/74055
Wsn 8 August 44

Lt. Gen. L. N. Rudenko
Chairman, Government Purchasing Commission
of the Soviet Union in the U. S. A.
1365-16th Street, N. W.
Washington, D. C.

Dear General Rudenko:

After our recent discussions concerning the possible increase in the numbers of fighter aircraft to be furnished the U.S.S.R., my staff has made a study of our stock position of P-38/63 aircraft. There are considerable numbers of used P-39/63 aircraft in the United States that could be made available for assignment to the U.S.S.R. While all of these airplanes have had some engine time and have been used to varying degrees in the Training Command and Air Forces at our domestic installations, they constitute a potent weapon that could be brought to bear against the enemy. (Approximately 938 airplanes of P-39/63 type are in the United States, less than 22 months old, K series or later, are operational or can be made operational, and have been basically winterized.) If any number of these can be profitably utilized by your forces, the Army Air Forces will recommend to the Munitions Assignments Board the assignment to the U.S.S.R. of such of these as is desired by your Government. These can be furnished over and above the number scheduled for assignment under the Protocol.

General Deane, the Chief of our Military Mission in Moscow, who is in Washington for a series of conferences, concurs in the idea of utilizing every resource at our command during this critical phase of the hostilities.

In most instances it may not be possible to ship these aircraft with a full range of spares, as is usually the case with aircraft being furnished the U.S.S.R. under the Protocol. However, it has been our experience that a generous range of spares has been supplied to units in our own operational theatres, and with the large quantity of P-39's that have been furnished the U.S.S.R. there should be sufficient on hand to maintain this quantity of airplanes for their useful life.

Copy for Secretary Stimson

Copy for Gen. Arnold's Office
8/15/44

DECLASSIFIED

Copy for Secretary Stimson

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~
DECLASSIFIED

It is suggested that you have your technical people contact Lt. Colonel R. H. Goodman, International Branch, Assistant Chief of the Air Staff, Material & Services, and arrange to inspect these airplanes, thereafter submitting a request by serial number for those you desire to the Munitions Assignments Board. Quite some time may elapse before a full inspection of the available aircraft can be accomplished so that it may be advisable to submit, from time to time, a number of small requisitions.

Yours very truly,

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

DECLASSIFIED

~~SECRET~~ SRH 452.1 Russia (299)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD ltrs.
8 Jan. & 28 June 1974
By AAW/AC, NARS, Date 8/1/75

SECRET

DECLASSIFIED

SECRET
BY AUTHORITY OF THE CHIEF OF WAR RECORDS
DATE INITIALS

Additional Fighters to the U.S.S.R.

Deputy Chief of the Air Staff
AC/AS, Plans

8 Aug 1944

1

WHB/hmh/74085

1. Attached is draft of letter to General Rudenko which has been prepared for General Arnold's signature offering additional fighters to the U.S.S.R.

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

Incl:
Dft ltr to Gen. Rudenko.

DECLASSIFIED

SECRET

Dft 452.1 Russia (279)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
E.O. 13526
By NARA Date 2013

"CONFIDENTIAL" DECLASSIFIED

Lt.Col.V.V.Goodson/shw/6767
AFDMA-3 Room 2D 287
Written 27 July 44

30 JUL 1944

Lt. General A. S. Rudenko, Chairman,
The Government Purchasing Commission
of the Soviet Union in the U.S.A.,
2323 16th Street, N.W.,
Washington, D. C.

Dear General Rudenko:

We received your letter of 21 July about the delay in delivery of B-25 airplanes scheduled for July factory production for U.S.S.R.

The delivery delays have not been due to any lack of priority, but have been occasioned by reason of the new arrangements incident to the installation of G-1 auto pilots in these airplanes for your Government, as you were not previously receiving these auto pilots.

The cables and other supplies required for modification of these B-25's, to permit the installation of the G-1 auto pilots, have just been made available and are being flown to the Kansas City Modification Center. It is now estimated that the first of your July B-25's will be completed at the Modification Center by the end of July and that the entire July and August factory production of B-25's for U.S.S.R. will be completed by the end of August.

We are fully cognizant of your urgent need for these B-25 airplanes at your combat fronts and have granted the same priorities as apply to other planes of the same type for use by our own Forces.

Very truly yours,

Signed

DONALD WILSON
Brigadier General, U.S. Army
Acting Chief of Air Staff

AFDMA-3

DECLASSIFIED
"~~CONFIDENTIAL~~"

Copy for Office of Signature

SA & 452.1 Russia (296)

452.1 Russia (296)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dirs.
8 Jan. & 30 June 1974
By [illegible] NC, Date 8/14/78

"CONFIDENTIAL"

DECLASSIFIED

COPY

THE GOVERNMENT PURCHASING COMMISSION
OF THE SOVIET UNION IN THE U.S.A.

July 21, 1944

Lt. General L. G. Rudenko
Chairman

3355 16th Street, N.W.
Washington, D. C.

Barney M. Giles, Lt. General, US Army
Chief of Air Staff
Room 3E-993
The Pentagon
Washington, D. C.

Dear General Giles:

We should like to call your attention to the fact that our B-25 airplanes scheduled for July delivery from the factory have been delayed till August 3rd or August 5th and then again postponed indefinitely.

The reason for the above delay can be attributed to the lack of cables required for the electro-wiring of the C-1 auto-pilot at the factory, for which we have a low priority.

Taking into consideration the urgent need for B-25 airplanes at our combat fronts, we wish to ask you to make all necessary arrangements for our B-25 planes not to be delayed.

Your favorable reaction to this matter will be greatly appreciated.

Sincerely yours,

/s/ L. Rudenko

L. G. Rudenko, Lt. General
USSR Army
Chairman

DECLASSIFIED
"CONFIDENTIAL"

DECLASSIFIED
DOD Dirs.
8 Jan. & 30 June 1974
By [illegible] NC, Date 8/14/78

DECLASSIFIED

July 21, 1944

Barney M. Giles, Lt. General, US Army
Chief of Air Staff
Room 3E-993
The Pentagon
Washington, D.C.

Dear General Giles:

We should like to call your attention to the fact that our B-25 airplanes scheduled for July delivery from the factory have been delayed till August 3rd or August 5th and then again postponed indefinitely.

The reason for the above delay can be attributed to the lack of cables required for the electro-wiring of the C-1 auto-pilot at the factory, for which we have a low priority.

Taking into consideration the urgent need for B-25 airplanes at our combat fronts, we wish to ask you to make all necessary arrangements for our B-25 planes not to be delayed.

Your favorable reaction to this matter will be greatly appreciated.

Sincerely yours,

/s/

L. G. Rudenko, Lt. General
USSR Army
Chairman

DECLASSIFIED

[CONFIDENTIAL]

Adm 452.1 Russ

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dirs.
5 Jan. & 30 June 1976
By A4A/AP LC, Date 8/24/78

"CONFIDENTIAL"

DECLASSIFIED

AFMSA-S

27 JUL 1944

MEMORANDUM FOR CHIEF OF THE AIR STAFF:

Subject: Priority on B-25 Airplanes for U.S.S.R.

1. Forwarded for signature for General Giles is draft of proposed letter to General Rudenko, in reply to U.S.S.R. letter of 21 July 1944.

2. The signing of this letter will confirm the wishes of the Air Staff with regard to the priority to be applied to the modification of these Soviet aircraft.

(Signed) E. M. Powers

O. P. ECHOLS,
Major General, U.S.A.,
Asst. Chief of Air Staff,
Material and Services.

1 Incl.
Ltr to Gen. Rudenko,
undated, with b/e.

DECLASSIFIED

"CONFIDENTIAL"

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD 5200
6 Jan. & 30 June 1954
By AUAF HQ Date 3/8/78

SECRET

DECLASSIFIED

Col.W.W.Goodman/shw/8767

AFHRA-34

(9)

COPY FOR: Brig. Gen. P. W. Timberlake, DC/AS

9 August 1944.

MEMORANDUM FOR BRIG. GENERAL E. N. POWERS, INTERNATIONAL OFFICER FOR A.A.F.:

Subject: Position at Abadan as of 31 July 1944.

1.	A-20's	A-20's	P-39's	P-40's	P-63's	AT-6's	Totals
a. Aircraft on hand 1 July 1944	0	44	61	25	0	74	204
b. Aircraft received during July	0	4	28	0	0	43	75
c. Total (a & b)	0	48	89	25	0	117	279
d. Flown north by USSR pilots during July	0	43	19	20	0	82	164
e. On hand as of 31 July 1944	0	5	70	5	0	35	115
f. Aircraft completed during July	0	20	37	18	0	72	147
g. Estimated number of planes to be completed during period 1 August to 15 August 1944	0	4	41	10	0	20	75
h. Cum. number of aircraft received at Abadan Depot to date for USSR Account	124	1424	1976	85	21	1046	4676
i. Cum. number of washouts after being received by Abadan but before departure	0	7	3	0	1	3	14
j. Cum. number of aircraft flown north by USSR pilots to date	124	1412	1903	76	20	1006	4545

SAS

V3-2 / Russia

(203) B.

DECLASSIFIED

SECRET

- 1 -

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

Memo for: General Powers
Subject: Position at Abadan as of 31 July 1944.
9 August 1944.

2. 115 aircraft were still on hand at the Abadan Depot as of 31 July 1944. Only approximately 175 aircraft were still to arrive at Abadan from U. S., plus 80 P-39Q's from the North African Theatre. With this small backlog, and no further movements presently planned, it is expected that all aircraft for U.S.S.R. for Abadan assembly will be processed and departed from Abadan by 1 October 1944.

3. Confirmation has been given to the Soviet Purchasing Commission that all airplanes allocated under the Fourth Protocol will be scheduled for delivery through Fairbanks and that arrangements are being completed accordingly.

for GERALD B. MURPHY,
Lt. Colonel, Air Corps,
Acting Chief, International Branch,
Materiel Division, AC/AS, M&S.

cc: Brig. Gen. J. Y. York, NAS
Brig. Gen. F. O. Timberlake, AC/AS
Col. J. P. Phillips, Chief, Mat. Div.
Col. D. N. Ramsey, Chief, Air Serv.Div.
Col. F. H. Chaffee, SPD
Air Com. H. T. Lydford, RAF Rel.
Mr. J. M. Hazard, FRA

AFMA-3

SECRET

DECLASSIFIED

- 2 -

AC 452.1 Russia (24) B

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

DECLASSIFIED

DECLASSIFIED
DOD Dirs.
5 Jan. & 20 June 1974
By ALN/AP NC; Date 8/24/76

AFDRA-4B
Colonel H. R. Paige/hjh/6767

21 APR 1944

Lt. General L. G. Rudenko
Chairman, The Government Purchasing Commission
of the Soviet Union in the U.S.A.
3355 16th Street, N. W.
Washington, D. C.

Dear General Rudenko:

Reference is made to your letter of 12 April 1944, Ref. No. 1115, pertaining to modification of B-25J aircraft allocated to your Government and suggestions pertaining to delivery.

As to your suggestion that the transfer of planes from the factory to modification centers should take place from twenty to thirty days ahead of delivery schedule, we call your attention to the following:

a. As of 31 March 1944, deliveries of B-25 aircraft to the USSR from the factory were sufficient to satisfy allocations of this type through 30 April 1944, which is thirty days ahead of delivery schedule. It is also estimated that 23 of the 25 B-25's for May allocations will be factory delivered to the USSR during April so that by 30 April allocations through May will be substantially satisfied. Consequently, we are currently meeting your suggestion.

b. B-25D aircraft are no longer being produced, and as the Army Air Forces has not received any B-25's of this series since December 1943, it is not possible that any B's which could be withdrawn from service would be in a condition acceptable to the USSR.

Provisions for installation of wing bomb racks will be incorporated in the 10364th B-25J airplane, which is scheduled for delivery during June. Accordingly instructions have been given to Wright Field to install wing bomb racks in all of your airplanes delivered in accordance with the above schedule. The

Copy for Chief of Air Staff

DECLASSIFIED

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL
DECLASSIFIED

production line will install all necessary wiring, structural provisions, mounting fixtures, etc., so that the racks themselves may be readily incorporated at the modification center.

Installation of the A-3 automatic pilot would require approximately four weeks engineering time and from 1200 to 2000 man-hours per airplane for accomplishing the modification. This was indicated to you by letter from this Headquarters, dated 20 March 1944.

The C-1 automatic pilot is being worked up in the B-25H airplane by the Bureau of Aeronautics, U.S.N., but has not yet been flight tested. It is estimated that this installation would require from 300 to 400 man-hours modification time exclusive of engineering to adapt it to the B-25J.

Since the installation of the A-3 automatic pilot is not practicable, as indicated above, it is suggested that you advise the International Section, AC/AS, MMSD, with regard to the installation of the C-1 automatic pilot before we proceed with a mock up on a B-25J airplane.

Very truly yours,

Barney M. Giles,
Major General, U. S. Army,
Chief of the Air Staff.

DISTRIBUTION: Chief, Material Div., AC/AS, MMSD
Executive, AC/AS, MMSD
Asst. Chief of Staff, MMSD
Modification Section, AC/AS, MMSD
Chief, of Air Staff
General Arnold

21 APR 1944
AAG

HRH/gjh/4257

DECLASSIFIED

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir. 5 200.10 June 1974
By AAG/AAF Date 8/14/76

DECLASSIFIED

DECLASSIFIED

The Government Purchasing Commission
of the Soviet Union in the U.S.A.
3395 16th Street, N. W.
Washington, D. C.

Ref. No. 1115

April 12, 1944

1A. General L. G. Rudenko
Chairman

General H. H. Arnold
Commanding General AAF
War Department
Room 3E-1008
Pentagon Building
Arlington, Va.

Dear General Arnold:

The B-25J airplanes scheduled for delivery to the USSR starting April 1944, are not equipped with auto-pilots and do not have provisions for wing bomb-racks. This condition decreases the qualifications of B-25J airplanes as medium bombers as compared with other models of the B-25 series.

The USSR is in need of medium bombers equipped with suitable instruments which would permit their use on night bombings at long range and the utilization of heavy bomb-loads. In this connection my Government has instructed me to request that you arrange to have B-25J planes equipped with the following:

1. Auto-pilots
2. Wing Bomb-racks

We are fully aware that these modifications will require additional time and labor. Therefore, to avoid a delay of planes at the modcenter, we suggest that the transfer of planes from the factory to the modcenter take place approximately 20 to 30 days ahead of the delivery schedule. We should like to point out that as of April 15, winterization work on our planes will be discontinued which creates a good opportunity for the accomplishment of our request.

DECLASSIFIED

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

We take this opportunity to inquire of the possibility of receiving B-25D airplanes or the modified B-25D type of airplanes from AAF reserves up to the end of the 3rd Protocol, instead of B-25J airplanes.

Your favorable reaction and early reply to the foregoing would be greatly appreciated.

Sincerely yours,

/s/

L. G. Rudenko, IA. General
USSR Army
Chairman

CONFIDENTIAL DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir. 5
8 Jan. & 20 June 1974
By AIN/AF NC, Date 3/9/16

SECRET

DECLASSIFIED

SAG 452.1 Russia (295)

TO: Deputy Chief of the Air Staff

Date: 19 Jul 43

FROM: ACAS Plans

Comment No. 4
OCJmec 71127

Attention is invited to Comment No. 3, which indicates the status of negotiations with the Russians relative giving them excess P-39's at Casablanca in accordance with General Arnold's directive.

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

Incl n/c

DECLASSIFIED

AAG 452.1 Russia (295)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir. 5 200.10
E.O. 12958, as amended
By: AWAF NARA, Date: 8/24/16

~~SECRET~~ DECLASSIFIED

14 July 1944

MEMORANDUM FOR BRIG. GENERAL B. M. FOWLER, DEPUTY ASSISTANT CHIEF OF AIR STAFF, MMAD

Subject: Status of Total Aircraft Deliveries to U.S.S.R. as of 30 June 1944 (End of Third Protocol)

1. Of the total protocol commitments and additional allocations of 11,399 aircraft (Combined U.S./U.K. Accounts), 11,405 have been made available at the factory. A breakdown of the deliveries by route is shown below:

	Thru Great Falls to Fairbanks Num.	South to Natal Num.	Persian Gulf Air Num.	Persian Gulf Total Num.	North to Murmansk Num.	Total Num.
Protocol Commitment	4679	4071	1055	5126	1445	11,250
Add'l Allocation	89	22	-	22	38	149
Total	4768	4093	1055	5148	1483	11,399
Over Delivery	(a)6	-	-	-	-	(a)6
Factory Del.	4774	4093	1055	5148	1483	11,405
Rt. U. S. A.						
Enroute	230	56	4	60	-	290
Lost	60	1	16	17	-	77
Departed U.S.A.	4484	4036	1035	5071	1483	11,038
Rt. U. S. A.						
Enroute	70	146	4	150	3	223
Lost	(b)39	236	43	279	310	(b)628
Diverted	-	-	1	1	1	2
Arrived Destination	(b)4375	3654	987	4641	1169	(b)10,185
Surveyed at Destination	(b)6	14	-	14	-	20
At Destination	62	202	43	245	-	307
Delivered to USSR	4307	3438	944	4382	1169	9,858

(a) Represents 6 Transport (C-47's) delivered in June against July Fourth Protocol allocations.

(b) 6 airplanes formerly considered lost Rt. U.S.A. are now reported as surveyed at destination. This, consequently, reflects the arrival at destination of 6 additional airplanes.

SAS 452.1 Russia (294)

DECLASSIFIED
~~SECRET~~

SAS 452.1 Russia (294)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~
DECLASSIFIED

2. The departure of 11,038 aircraft from the U.S.A. represent approx. 96.78% of factory deliveries (11,405) and approx. 96.8% of protocol commitments and allocations (11,399), as of 30 June 1944. Arrival at destination of 10,185 aircraft represent 92.27% of the total departures (11,038) from the U.S.A., and the total of 9,858 aircraft delivered to U.S.S.R. at destination is equivalent to 96.8% of arrivals at destination (10,185).

3. Aircraft lost during delivery:

a. Within U.S.A., 77 aircraft, .67% of factory deliveries. (11,405)
b. Ex U.S.A., total all routes, 628 aircraft, 5.6% of departures (11,038).
c. Great Falls - Fairbanks (air), 39 aircraft, approx. .87% of departures (4484).
d. Persian Gulf, by air 43 aircraft, 4.15% of departures (1035). Persian Gulf, by water 236 aircraft, 5.84% of departures (4036). Persian Gulf, total 279 aircraft, approx. 5.5% of departures (5071).
e. Murmansk, by water 310 aircraft, 20.2% of departures (1483).

4. It is planned to flight deliver all USSR Fourth Protocol aircraft over the Northern Route, Great Falls - Fairbanks. As of 30 June 1944, there were 204 aircraft on hand at Abadan Depot and an additional 250 in the pipe line, all of which should arrive at Abadan, be processed, assembled, and delivered to the USSR for flyaway by the end of September. During the Third Protocol period - 1 July 1943 through June 1944 - an average of approx. 280 aircraft per month departed from Great Falls for Fairbanks, the high month being July 1943 with 347 departures and the low February 1944 with 202 departures.

R. A. PAIGE
Colonel, Air Corps
Acting Chief, International Branch
Materiel Division, AC/AS, MMAD

CC: General York, MAB
Comptroller, Deputy Chief of Air Staff
General Whitten, Chief Air Serv Div
General Jamison, Chief, Logistical Plans Div
Mr. Truesdell, FEA

DECLASSIFIED
~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD IBS.
8 Jan. & 20 June 1974
By: AIA/AFF J.C. Date: 8/21/78

SECRET

DECLASSIFIED

16 July 1944

MEMORANDUM FOR BRIG. GENERAL H. H. POWERS, DEPUTY ASSISTANT CHIEF OF AIR STAFF, MSAD

Subject: Position at Abadan as of 30 June 1944.

1.	B-25's	A-20's	P-39's	P-40's	P-47's	Misc's	Total
a. Aircraft on hand 1 June 1944	0	74	158	39	97	0	368
b. Aircraft received during June	0	31	84	57	2	0	174
c. Total (a + b)	0	105	242	96	99	0	502
d. Flown north by USSR pilots during June	0	61	181	22	34	0	298
e. On hand 30 June 44	0	44	61	74	25	0	204
f. Aircraft completed during June	0	63	114	32	30	0	238
g. Estimated number of planes to be completed during period 1 July to 15 July 1944	0	25	3	40	15	0	83
h. Cum. number of aircraft received at Abadan Depot to date for USSR Account	124	1430	1946	1003	83	21	4999
i. Cum. number of wash-outs after being received by Abadan but before departure	0	7	3	3	0	1	14
j. Cum. number of aircraft flown north by USSR pilots to date	124	1369	1884	986	58	20	4361

Std 452.1 Russia (293)

DECLASSIFIED

SECRET

Std 452.1 Russia (293)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~
DECLASSIFIED

Memo to General Powers - Page 2 - 10 July 1944
Re Position at Abadan as of 30 June 1944

2. 4,321 aircraft delivered (flown away by USSR pilots) represent approx. 99.25% of the 4,999 aircraft received to date at the Abadan Depot for USSR account. No aircraft were condemned during June, and the cumulative number of washouts after being received by Abadan, but before departure remains at 14.

3. 804 aircraft remain on hand at Abadan Depot as of 30 June 1944, which with the comparatively small number of aircraft in the pipe line still to arrive at Abadan, an estimated date of 1 October 1944 has been set when all aircraft for the USSR at Abadan plus those in the pipe line should be serviced and assembled and flown away by USSR pilots.

4. Confirmation has been given to the Soviet Purchasing Commission that all airplanes allocated under the Fourth Protocol will be scheduled for delivery through Fairbanks and that arrangements are being completed accordingly.

H. H. PAIGE
Colonel, Air Corps
Acting Chief, International Branch
Materiel Division, AC/AS, MMSD

CC: Brig. Gen. J. T. York, MAB
Brig. Gen. F. H. Timberlake, D C of S
Brig. Gen. Whitten, Chief, Air Serv Div
Col Johnson, OPD
Col J F Phillips, Chief, Mat Div
Air Com H T Lydford, RAF Del
Mr J H Hazard, FEA

DECLASSIFIED

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DECLASSIFIED
DOD Dir. 5...
By AUH/AF ... Date 8/24/78

24 June 1944.

File
MAZ

MEMORANDUM FOR GENERAL JAMISON:

Subject: Delivery of Excess P-39's to the Russians.

1. Confirming oral instructions as of this date, General Arnold has directed that "excess" P-39's be assigned and delivered to the Russians forthwith.

2. This directive was issued at Casablanca on Tuesday, June 20th, when General Arnold observed approximately seventy P-39's sitting idly on the airdrome. His view is that the Russians want these airplanes and will fight them, whereas the French will let them sit or use them to violate air traffic regulations.

3. Please investigate this matter, not only pertaining to Casablanca, but to any other bases where P-39's may be standing around. Draft action must be approved by General Arnold before execution in this case.

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

Cys to:
General Giles
General Timberlake
General Myers

File
Pers
6/24/44

Sub 452.1 Russia (292)

DECLASSIFIED

SECRET

Sub 452.1 Russia (292)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir 5 Jan. & 20 June 1974
By AU/AF NC, Date 9/14/76

Lt. Col. W.W. Goodman/ahw/6767
AFDMA-3
Rm 5D 887
27 June 1944

1 JUL 1944

Lt. General L. G. Rudenko, Chairman,
The Government Purchasing Commission
of the Soviet Union in the U.S.A.,
3355 16th Street, N.W.,
Washington, D. C.

Dear General Rudenko:

We have given consideration to the best means of furnishing the desired technical assistance and information about the use and maintenance of the M-9 Norden bombsight and C-1 auto pilot, requested in your letter of 21 June 1944.

We are in thorough agreement with the necessity for prompt action to see to it that U.S.S.R. personnel promptly receive necessary information and instruction for the most effective use of this equipment.

We are confident that the arrangements made between Colonel Kramarenko, Chief of your Aviation Department, and Lt. Colonel W. W. Goodman, International Branch, Headquarters, Army Air Forces, for the delivery of technical data, will prove adequate for your purposes.

We have also arranged for a seven-day course at the AAF Technical Training Command Maintenance School at Lowry Field, Denver, Colorado, for four of your officers, Colonel Tsvetkov, Lt. Colonel Bakhtin, Major Chizhov and Major Sobin. Similar arrangements for suitable schooling of four of your bombardiers and four of your engineers, will be made when they are available. We suggest that you attempt to select English speaking personnel for these additional courses, or that you furnish adequate interpreters to facilitate their instruction.

We are making the requested arrangements to send three or four A.A.F. officers to U.S.S.R. to train some of your officers in the use and maintenance of the M-9 bombsight.

Very truly yours,

[redacted]

Dispatched
1 JUL 1944
AAG

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

Copy for ~~Sec/AS, Room 5B 1045~~ Gen Giles

S/# 4735

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

"CONFIDENTIAL"

DECLASSIFIED

DECLASSIFIED
DOD Dirs
9 Jan. & 20 June 1974
By AU/AF AC, Date 8/2/78

AFDMA-3
6767
WWG:ahw

20 June 1944.

The Government Purchasing Commission
of the Soviet Union in the U.S.A.,
3355 16th Street, N.W.,
Washington, D. C.

Attention: Colonel I. P. Kramarenko

Dear Colonel Kramarenko:

We have received your letters 2091 of 16 June, and 1844 of 2 June, about the Norden M-9 bombsight information, and are forwarding copy of your letter 2091 to Classified Data and International Branch, Office of Intelligence Officer, Headquarters, Materiel Command, so that all available information regarding the repair, maintenance and operation of this bombsight can be delivered without further delay to Colonel Kostiuk for your use.

In addition to this step, we suggest that you file a requisition for the desired six spare bombsights for instructional purposes.

We also suggest that you give consideration to the necessity of training both operational and maintenance personnel. To provide for such training, we suggest a familiarization course of from one to two weeks, probably at the Midland Bombardier School, Midland, Texas. If you would furnish us with the names of those whom you wish to suggest for the course at Midland, we will initiate steps to secure the necessary approvals, so that this course can be made available to your people without further delay.

We agree that this matter should be handled without delay and suggest that you telephone Colonel Goodman of International Branch, to make the necessary arrangements.

Very truly yours,

B. E. MEYERS,
Major General, U.S.A.,
International Officer for the A.A.F.

By:
H. R. PAIGE, Colonel, Air Corps,
Actg. Chief, International Branch,
Materiel Division, AC/AS, M&D

DECLASSIFIED

"CONFIDENTIAL"

Incl 1.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

"CONFIDENTIAL"

DECLASSIFIED

Lt.Col. W.W.Goodman/ahw/6707
AFDMA-S
Room 5D 867
(Written 27 Jun 44)

DECLASSIFIED
DOD DIR.
By AIA/AP 8/24/76

COPY FOR: General Giles

1 JUL 1944

Lt. General A. C. Rudenko, Chairman,
The Government Purchasing Commission
of the Soviet Union in the U.S.A.,
3326 16th Street, N.W.,
Washington, D. C.

Dear General Rudenko:

We have given consideration to the best means for furnishing the desired technical assistance and information about the use and maintenance of the M-9 Norden bombsight and C-1 auto pilot, requested in your letter of 21 June 1944.

We are in thorough agreement with the necessity for prompt action to see to it that U.S.S.R. personnel promptly receive necessary information and instruction for the most effective use of this equipment.

We are confident that the arrangements made between Colonel Rymanenko, Chief of your Aviation Department, and Lt. Colonel W. W. Goodman, International Branch, Headquarters, Army Air Forces, for the delivery of technical data, will prove adequate for your purposes.

We have also arranged for a seven-day course at the AAF Technical Training Command Maintenance School at Lowry Field, Denver, Colorado, for four of your officers, Colonel Yevtekov, Lt. Colonel Bakhtin, Major Chizhov and Major Sobin. Similar arrangements for suitable schooling of four of your bombardiers and four of your engineers, will be made when they are available. We suggest that you attempt to select English speaking personnel for these additional courses, or that you furnish adequate interpreters to facilitate their instruction.

We are making the requested arrangements to send three or four A.A.F. officers to U.S.S.R. to train some of your officers in the use and maintenance of the M-9 bombsight.

Very truly yours,

Dispatched
1 JUL 1944
AAG

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

AFDMA-3 AFDMA-1 AFDMD

DECLASSIFIED

"CONFIDENTIAL"

COPY FOR GENERAL GILES

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

"CONFIDENTIAL"

DECLASSIFIED

COPY

DECLASSIFIED
DOD ltr's.
E Jan. & 30 June 1974
By AAFAP LC; Date 21JUN

THE GOVERNMENT PURCHASING COMMISSION
OF THE SOVIET UNION IN THE U.S.A.

3355 16th Street, N.W.
Washington, D. C.

Lt. General L. G. Rudenko
Chairman

21 June 1944

Barney M. Giles, Lt. General, U.S. Army
Chief of the Air Staff
Room 3E-993, The Pentagon
Washington, D. C.

Dear General Giles:

According to the scheduled plan, approved by Headquarters, AAF, USA, the B-25 airplanes to be sent to the USSR, will be equipped with the Norden M-IX bombsight and C-1 auto-pilot beginning with July 1944.

The information we have received from Wright Field indicates that the study of the M-IX bombsight presents many difficulties. The situation is aggravated by the lack of printed data on the subject and, therefore, the training of AAF personnel is based, in the main, on the course offered at a special school on the subject.

It is, therefore, understandable that the process of familiarizing the personnel of the Red Army Air Forces with the bombsight installed in the B-25 planes will present many problems. It is also necessary that the Red Army personnel become familiar with this bombsight in the minimum time so that it can be quickly and effectively used in combat.

It is with this in mind that I would like to ask your agreement to the following proposals:

1. To send to the USSR three (3) officers of the AAF, USA, for the purpose of training officers of the Red Army Air Forces in the use and maintenance of the M-IX bombsight.

2. To send a group of Red Army Air Force officers, composed of 4 bombardiers and 4 engineers, to one of the AAF, USA schools for the purpose of studying the M-IX bombsight.

DECLASSIFIED

"CONFIDENTIAL"

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

"CONFIDENTIAL"
DECLASSIFIED

In view of the fact that the date for the supply of the B-25 airplanes with the M-IX bombsight will start very soon, I would like to ask you to give your decision on these proposals as soon as possible.

Very truly yours,

/s/ L. Rudenko

L. G. Rudenko, Lt.General
USSR Army
Chairman

DECLASSIFIED
"CONFIDENTIAL"

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dirs
5 Jan. & 30 June 1974
By AGAP (AC) Date 8/28/13

"CONFIDENTIAL"

DECLASSIFIED

AFMSA-3

28 JUN 1944

MEMORANDUM FOR CHIEF OF THE AIR STAFF:

Subject: Norden M-9 Bombsight Information and Technical Training for U.S.S.R.

1. The attached reply is forwarded for General Giles' signature.

2. Preliminary arrangements for the delivery of certain data and technical information have already been made by AC/AS, MR&D, International Branch, Materiel Division, as evidenced by letter of 20 June to Soviet Purchasing Commission.

3. Training arrangements have been coordinated with AC/AS, Training, and the proposed handling is in accordance with War Department technical information release policies.

(Sgd) E M Powers

O. P. [redacted],
Major General, U.S.A.,
Asst. Chief of Air Staff,
Materiel, Maintenance & Distribution.

2 Incls.
Incl. 1 - cy ltr to Sov.Pur.Com. dtd 20 Jun 44
Incl. 2 - Ltr to Sov. Pur. Com. (for signature)

DECLASSIFIED

"CONFIDENTIAL"

452.1 Russia (291)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

SECRET

15 June 1944

MEMORANDUM FOR MAJOR GENERAL B. E. MEYERS, DEPUTY ASSISTANT CHIEF OF AIR STAFF, MAAG

Subject: Status of Total Aircraft Deliveries to U.S.S.R. as of 31 May 1944

1. Of the total protocol commitments and additional allocations of 10,929 aircraft (Combined U.S./U.K. Accounts), 10,824 have been made available at the factory. A breakdown of the deliveries by route is shown below:

	Thru Great Falls to Fairbanks Ens.	South to Persian Gulf Main Ens.	South to Persian Gulf Air Ens.	South to Persian Gulf Total Ens.	North to Kamchatka Ens.	Total Navy	Total Ens.
Protocol Commitment	4299	4821	1015	5036	1445	520	10,780
Add'l Allocation	89	22	-	22	38	-	149
Total	4388	4843	1015	5058	1483	520	10,929
Over Delivery	-49	-4	40	-36	-	-220	-105
Factory Del.	4339	3947	1055	5002	1483	300	10,824
In U. S. A.							
Enroute	132	11	9	20	-		152
Lost	55	-	16	16	-	4	77
Departed U.S.A.	4152	3936	1030	4966	1483	425	10,601
En R. S. A.							
Enroute	21	176	30	206	3		230
Lost	45	236	43	279	310	24	634
Diverted	-	-	1	1	1		2
Arrived Destination	4086	3524	956	4480	1169	544	9735
Surveyed at Destination		14	-	14	-		14
At Destination	111	508	73	581	-	114	495
Delivered to USSR	3975	3001	883	3899	1169	330	9240

2. The departure of 10,601 from the U.S.A. represent approx. 98% of factory deliveries (10,824) and approx. 97% of protocol commitments and allocations (10,929), as of 31 May 1944. Arrival at destination of 9,735 aircraft represent 91.8% of total departures (10,601) from U.S.A., and the total of 9,228 aircraft turned over to the U.S.S.R. at destination is equivalent to 94.8% of arrivals at destination (9,735).

Hap 452.1 Russia (29)

SECRET DECLASSIFIED 452.1 Russia (29)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

3. Aircraft lost during delivery:

a. Within U.S.A., 71 aircraft, .6966 of factory deliveries (10,224).
b. Ex U.S.A., total all routes 634, approx. 6% of departures (10,401).
c. Great Falls - Fairbanks (air), 45 aircraft, approx. 1.08% of departures (4,152).
d. Persian Gulf, by water 236 aircraft, approx. 6% of departures (3,934).
e. Persian Gulf, by air 43 aircraft, 4.17% of departures (1,030).
f. Persian Gulf, total 279 aircraft, approx. 6% of departures (4,964).
g. Murmansk, by water 110 aircraft, approx. 20.9% of departures (1,483).

4. During May the loss of aircraft Ex U.S.A. was 22 Persian Gulf water shipment, 1 by air to Abadan, and 1 by air to Great Falls - Fairbanks.

H. R. PAIGE
Colonel, Air Corps
Acting Chief, International Branch
Material Division, AC/AS, MMSD

CC: General York, MAB
General Timberlake, D C o A S
General Whitten, Chief, Air Serv Div
General Jamison, Chief, Logistical Plans Div
Mr. Truesdell, FEA

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
By AGAP NC, Date 3/6/75

DECLASSIFIED

8 June 1944

MEMORANDUM FOR MAJOR GENERAL B. E. MEYERS, DEPUTY ASSISTANT CHIEF OF AIR STAFF, MMSD.

Subject: Position at Abadan as of 31 May 1944.

1.	B-25's	A-20's	P-39's	P-40's	P-47's	Misc's	Total
a. Aircraft on hand 1 May 1944	0	44	16	33	35	0	128
b. Aircraft received between 1 May and 31 May 1944	0	67	204	45	43	0	359
c. Total (a & b)	0	111	220	78	78	0	487
d. Flown north by USSR pilots during May	0	37	62	39	21	0	159
e. On hand 31 May 44	0	74	158	39	57	0	328
f. Aircraft completed during May	0	39	126	48	30	0	243
g. Estimated number of planes to be completed during period 1 June to 15 June 1944	0	25	58	2	25	0	110
h. Cum. number of aircraft received at Abadan Depot to date for USSR account	124	1389	1864	946	81	21	4425
i. Cum. number of washouts after being received by Abadan but before departure	0	7	3	3	0	1	14
j. Cum. number of aircraft flown north to date by USSR pilots	124	1308	2703	904	24	20	4083

Noted Work file

SECRET DECLASSIFIED

Sal 452.1 Russia (209)

Sal 452.1 Russia (209)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

Memo to General Rogers - Page 2 - 6 June 1944
Re Position at Khotan as of 31 May 1944

2. 4,003 aircraft delivered (flown away by USAF pilots) represents approx. 90% of the 4,435 aircraft recorded to date at the Khotan Depot for USAF account. No aircraft were condemned during May.

3. 388 aircraft were on hand at the Khotan Depot as of 31 May 1944, 243 were processed and assembled during the same period, and 199 aircraft were flown north by USAF pilots.

R. R. PAIGE
Colonel, Air Corps
Acting Chief, International Branch
Material Division, AC/AS, MMSD

CC: Brig.Gen.J.H.Burt,MAB
Brig.Gen.F.H.Timberlake, D C o A S
Brig.Gen.Whitten,Chief,Air Serv Div
Col Johnson, OPD
Col.J.F.Phillips, Chief, Mat.Div.
Air Com.H.E.Ipsford, RAF Del.
Mr.J.H.Hazard, FEA

DECLASSIFIED

(SECRET)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir 5 Jan. & 20 June 1974
By AAG/AF LC, Date 8/24/78

DECLASSIFIED

AFDMA-1
Lt. Col. Tappan/ect
71885
rwtn - AFDAS 26 May 44
WAK/hj 5458

30 MAY 1944

Lt. General L. G. Rudenko,
3355 - 16th Street, N. W.,
Washington, D. C.

Dear General Rudenko:

In reply to your letter of 22 May, I can appreciate your desire to obtain an exact evaluation of the P-63 by conducting a practice air battle test between the P-63 and the P-51D airplane. To avoid any complications, I suggest that the test battle be between two U.S.S.R. pilots.

We shall be very glad to make a P-63 and a P-51D airplane available to you at such time and place as you desire, with the understanding that we be advised of your test conclusions.

Yours very truly,

Signed

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

SAS 452.1 Russia

Dispatched
30 MAY 1944
AAG

File a 2 June 44

DECLASSIFIED

Sas 452.1 Russia Gen Giles

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD 5200.
By AGAF NC, Date 8/24/76

~~CONFIDENTIAL~~
DECLASSIFIED

TO: Deputy Chief of the Air Staff, General Hall DATE 11 May 1944

FROM: AC/AS, MMAD COMMENT NO. 2
Major P.G. Ward/Tdn/74329

In accordance with Comment No. 1, attached hereto is a reply for General Arnold's signature.

Incl.
Ltr

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

AAF 452.1 Russia (285)

FILE

DECLASSIFIED

~~CONFIDENTIAL~~ AAF 452.1 Russia (285)

DECLASSIFIED
DOD 5200.
By AGAF NC, Date 8/24/76

DECLASSIFIED

Prep of Reply to Ltr to Gen. Arnold frm General Rudenko dtd 2 May 44

AC/AS, MMAD 6 May 44

Deputy Chief of the Air Staff, General Hall 1

MHH/ee/72141

For preparation of reply for General Arnold's signature.

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

Incl:
Ltr

RECEIVED
6 MAY 1944
AAG

AAF 452.1 Russia (285)

FILE

DECLASSIFIED

~~CONFIDENTIAL~~

AAF AG 452.1 Russia (285)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dirs
5 Jan. & 20 June 1974
By AAFAF Ltr. Date 2/6/75

SECRET

AFHRA-SS
Lt.Col.W.W.Goodman/el/6767

SECRET
By Authority of
The Commanding General
Army Air Forces
20/5/44 [illegible]
Date

Lt. General L. G. Rudenko
Chairman, The Government Purchasing Commission
of the Soviet Union in the U. S. A.
3325 16th Street, N. W.
Washington, D. C.

Dear General Rudenko:

Our 28 April 1944 letter advised you that the request for M-IX Norden bombsight installation in the B-25 aircraft allocated to USSR, contained in your letter #114 of 12 April 1944, was being reviewed, and that you would be advised as soon as the matter was finalized.

We are pleased to advise that arrangements have been completed for the release to your Government of technical information regarding the maintenance, repair and operation of this bombsight, and that these bombsights will be installed in your B-25 aircraft to the full extent that this equipment is available. We will make every effort to have these bombsights available for all of your B-25's, and are hopeful that your request will be fully complied with.

We are very glad that it has been possible to do this, and again assure you of our desire to cooperate in every possible way.

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

For and in the absence of:
H. H. ARNOLD,
General, U. S. Army,
Commanding General, Army Air Forces.

SECRET
21 MAY 1944
AAG

Copy for Chief of Air Staff SECRET

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir. 5
8 Jan. & 20 June 1979
By: NNAP NO. Date: 3/14/13

~~CONFIDENTIAL~~
DECLASSIFIED

Правительственная Закупочная Комиссия
Союза ССР в США

The Government Purchasing Commission
of the Soviet Union in the U.S.A.

Lt. General L.G. Rudenko
Chairman

3355 16th Street, N.W.
Washington, D.C.

29 May 1944

Barney M. Giles, Lt. General, U.S. Army
Chief of the Air Staff
Room 3E-993, The Pentagon
Washington, D.C.

Dear General Giles:

I wish to thank you and to express my sincere gratitude for the friendly understanding and efforts taken by you in granting our request for the installation of the M-IX Norden bombsight on B-25 airplanes, allocated to the U.S.S.R., as stated in your letter of 21 May 1944.

These bombsights will considerably increase the effectiveness of the B-25 airplanes, and I assure you they will be used in such a manner on our front that will help increase the blows against our common enemy.

Sincerely yours,

L. Rudenko

L. G. Rudenko, Lt. General
USSR Army
Chairman

File mah.

~~CONFIDENTIAL~~

SAS 452.1 Russia (23) B

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir. 5200.9
By A&M/AF DOC. Date 5/24/76

DECLASSIFIED

Allocation of Norden M-Series Bombsights to the U.S.S.R.

Assistant Chief of the Air Staff, MMAD — 28 April 1944

Chief of the Air Staff

1

MAL/hd/3373

1. The letter which was prepared to General Rudenko was signed by General Hall this date and dispatched.

2. In view of the foregoing the Acting Chief of Air Staff (General Hall) desires that you have prepared for presentation to the Combined Chiefs of Staff, the necessary papers authorizing the release of the M-9 bombsight.

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

Libby 452.1 Russia (5-43)

20 APR 1944

DECLASSIFIED

SECRET

452.1 Russia (2-43)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dirs
By ALA/AP Dec. 2/24/78

CONFIDENTIAL
DECLASSIFIED

28 APR 1944

Lt. General L. G. Rudenko
Chairman, The Government Purchasing Commission
of the Soviet Union in the U. S. A.
3355 16th Street, N. W.
Washington, D. C.

Dear General Rudenko:

Reference is made to your letter of 12 April 1944, Reference No. 1114, reiterating your request that B-25 aircraft allocated to your government be equipped with M-9 Norden bombsights.

Your request is being reviewed and you will be advised as soon as the matter is finalized.

Very truly yours,

Hap

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

452.1 Russia (3-3-43)

28 APR 1944

CONFIDENTIAL DECLASSIFIED

FILE

452.1 Russia 3-3-43

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir. 5...
By ... NARS Date ...

~~CONFIDENTIAL~~

DECLASSIFIED

AFDMA-4B
Colonel H.A. Paige/
written 17 April 1944

28 APR 1944

Lt. General L. G. Rudenko
Chairman, The Government Purchasing Commission
of the Soviet Union in the U. S. A.
3355 16th Street, N. W.
Washington, D. C.

Dear General Rudenko:

Reference is made to your letter of 12 April 1944, Reference No. 1114, reiterating your request that B-25 aircraft allocated to your government be equipped with M-9 Norden bombsights.

Your request is being reviewed and you will be advised as soon as the matter is finalized.

Very truly yours,

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

28 APR 1944

AFDMA-2B AFDMA-2 AFDMA-4B AFDMA-1

~~CONFIDENTIAL~~

DECLASSIFIED

COPY FOR CHIEF OF AIR STAFF

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir.
By ALHAF

CONFIDENTIAL
DECLASSIFIED

The Government Purchasing Commission
of the Soviet Union in the U.S.A.

April 12, 1944

3355 16th Street, N.W.,
Washington, D. C.
#114

Lt. General L. G. Rudenko
Chairman

General H. H. Arnold
Commanding General AAF
War Department
Room 3E - 1006
Pentagon Building
Arlington, Va.

Dear General Arnold:

The B-25 airplanes procured from the USA are used by the Red Army Air Forces for the bombing of small objectives. Experience has proven that the D-8 bombsights, which are only installed on planes being delivered to the USSR, are not efficient enough for their assigned purpose.

In the above connection, my Government has again instructed me to request that B-25J airplanes be equipped with M-9 Norden Bomb-sights.

It is our understanding that the installation of M-9 bomb-sights on our planes was rejected on the basis that there is an insufficient quantity of said bomb-sights to meet the needs of the AAF. However, we should like to call your attention to the fact that the North American Plant in Kansas City has never felt a shortage and at present does not have a shortage of these Norden M-9 Bombsights. Nevertheless, they are removed from our completed planes at the Modcenter and in some instances are taken off our planes at Great Falls and even at Ladd Field.

Your favorable decision in this vital matter would be greatly appreciated.

Sincerely yours,

/s/ L. Rudenko
L. G. Rudenko, Lt. General
USSR Army
Chairman

CONFIDENTIAL
CONFIDENTIAL DECLASSIFIED

copy

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir. 5 Jan. & 30 June 1974
By ALWAF NCI Date 2/24/75

DECLASSIFIED

Soviet Representatives at Engine Plants

Assistant Chief of Air Staff, Intelligence

Chief of the Air Staff

9 June 1944

2

MAL/hd/3373

1. Regardless of the non-concurrence by AC/S, G-2 or the engine manufacturers mentioned, General Arnold still desires that the U.S.S.R. be granted permission to have their representatives in the plants specified.

2. General Giles directs that you increase your efforts toward the accomplishment of General Arnold's wishes in this matter.

[Signed]

M. A. LIBBY
Colonel, G.S.C.
Executive, C/AS

10 JUN 1944
AAG

SAS 452.1 Russia (281) B

DECLASSIFIED

SAS 452.1 Russia (281) B

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir. 5 Jan. & 20 June 1979
By AUHAF NARA Date 2/14/94

CONFIDENTIAL

DECLASSIFIED

Letter to Lt Gen Rudenko

AC/AS, Intelligence

4-24-44

Deputy Chief of the Air Staff

1

WEH:JT 5246

This has been discussed pro and con with General Arnold who has directed that favorable action be taken.

1 Incl.
File w/ proposed letter

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

Declassified
24 April 1944
GBI

AAG 452.1 Russia (2-11-43) sec

FILE

DECLASSIFIED

CONFIDENTIAL

AAG 452.1 Russia (2-11-43) sec

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD 5105
8 Jan. & 20 June 1974
By ALNAP UC, Date 8/24/78

~~CONFIDENTIAL~~

DECLASSIFIED

Prep of Reply to General Rudenko's ltr dtd 14 April 44

AC/AS, Material, Maintenance and Distribution 19 April 44

Deputy Chief of the Air Staff, General Hall 1

RHH/ee/72141

General Giles desires that every effort be made to give a favorable answer to the attached letter and desires that same be returned to him by noon on the 21st.

ROBERT W. HARPER
Lt. Colonel, Air Corps
Asst Secretary, Air Staff

Dispatched
19 APR 1944
AAG

AAG 452.1 Russia (28 Dec)

DECLASSIFIED

~~CONFIDENTIAL~~

AG Ad 452.1 Russia (28 Dec)

DECLASSIFIED
DOD 5105
8 Jan. & 20 June 1974
By ALNAP UC, Date 8/24/78

~~CONFIDENTIAL~~

DECLASSIFIED

AFHQ-AG
Lt. Col. W. V. Goodman/cl/6787

Lt. General L. G. Rudenko
Chairman, The Government Purchasing Commission
of the Soviet Union in the U. S. A.
2000 16th Street, N. W.
Washington, D. C.

Dear General Rudenko:

Our people have been fully cognizant of the A-20 spare engine delivery delays mentioned in your letter of April 14, and have been making every effort to minimize this difficulty. We have even brought back some similar engines from England, and have modified them in this country, for delivery to USSR, to reduce the amount of the deficiency.

Our production of new R-2600-23 engines will materially aid this situation in June, and we expect to complete delivery of your backlog in August, 1944. Meanwhile, your deliveries have been given every priority, even over our own needs.

Your situation would not be so serious if it were not for the fact that you have refused to accept delivery of overhauled engines. These overhauled engines are carefully checked before issue, and have been found satisfactory for use by U. S. Army Air Forces. Should you see fit to permit us to deliver overhauled R-2600-23's, we should be able to deliver about two hundred (200) additional engines for immediate shipment to USSR, and this should take care of your more pressing requirements. Additional overhauled engines could be shipped in May.

Yours very truly,

Barney M. Giles,
Major General, U. S. Army,
Chief of the Air Staff.

DISTRIBUTION:
Chief, Material Div., AC/AS, MM&D
Executive, AC/AS, MM&D
Asst. Chief of Staff, MM&D
Chief of Air Staff
General Arnold

Dispatched
24 APR 1944
AAG

Copy for Chief of Air Staff

AAG 452.1 Russia (28 Dec)

DECLASSIFIED

~~CONFIDENTIAL~~

AG Ad 452.1 Russia (28 Dec)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

DECLASSIFIED
DOD 5200
6 Jan. & 20 June 1974
By: [illegible] NC, Date: [illegible]

DECLASSIFIED

[redacted] 21 APR 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF

Subject: Preparation of Reply to General Rudenko's Letter dated 14 April 1944

1. Forwarded is proposed reply to General Rudenko's letter in accordance with RMR from Deputy Chief of the Air Staff, General Hall, dated 19 April 1944, and pencil memo on original letter stating that we should "do what we can."

2. The present production schedule of the R-2800-23 engine was fixed on the basis of needs for the R-2800 engine for B-29 airplanes, and any increase in the R-2800-23 would be at the expense of the R-2800.

3. In spite of the inadequacies of USSR repair facilities, it is believed that the Soviets could make good use of the overhauled R-2800-23, which they have declined to accept.

O. P. ECHOLS
Maj. General, U. S. A.
Asst. Chief of Air Staff
Materiel, Maintenance & Distribution

Incl.:
Ltr to General Rudenko
undtd for signature

AAG 452.1 Russia (28) a

FILE

DECLASSIFIED

CONFIDENTIAL AAG 452.1 Russia (28) a

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

DECLASSIFIED
DOD ltr
By [illegible] NLC, Date 3/24/13

DECLASSIFIED

The Government Purchasing Commission
of the Soviet Union in the U.S.A.

3325 16th Street, N.W.
Washington, D. C.

#1138

April 14, 1944

General H. H. Arnold
Commanding General AAF
War Department
Pentagon Building
Arlington, Va.

Dear General Arnold:

We are compelled to call your personal attention to the prohibitive delay in spare engine deliveries for the A-20 airplanes allotted to us on account of diversions on the Third Protocol.

A report from our representatives at the United Nations Branch discloses that up to April 1st, 1944, a balance of 484 engines are due us because of the shortage of new R-2600-23 engines. The same report states that the balance will not be supplied to us till June 1944, at which time there is a possibility that the number of undelivered engines will be considerably increased.

Consequently, a delay in the supply of spare engines creates a difficulty in the operation of A-20 airplanes delivered to the USSR. In view of this situation, we should like to request that arrangements be made for the immediate delivery of the subject R-2600-23 engines due us on our diversions and that provisions be made for a normal supply of spare engines in the future.

Your favorable reaction to the foregoing will be greatly appreciated.

Sincerely yours,

s/s
L. G. Rudenko, Lt. General
USSR Army
Chairman

DECLASSIFIED

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD dirs.
5 Jan. & 30 June 1974
By AAG/AP J.C. Date 8/24/78

~~CONFIDENTIAL~~
DECLASSIFIED

14 APR 1944

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:
(Through Chief of the Air Staff)

Subject: USSR Request for Installation of 20 mm. Cannons in Gun Nose of A-20 Aircraft

Attached letter for your signature refuses request of USSR for this installation as this installation was discontinued in production about one year ago, parts and provision for installation are not available, the factory is now heavily loaded in accelerating bombardier nose production, and this installation would cause delay in scheduled deliveries to the USSR of both cannon and bombardier nose A-20 aircraft.

O. P. ECHOLS
Maj. General, U. S. A.
Asst. Chief of Air Staff
Materiel, Maintenance & Distribution

1 Incl.:
Ltr to General Rudenko
for signature

Orig 45211 Russia (FC)

FILE

DECLASSIFIED
~~CONFIDENTIAL~~

Adm 45211 Russia (FC)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CONFIDENTIAL~~
DECLASSIFIED

AFDMA-4B
Colonel H. R. Paige/hjh/6767

DECLASSIFIED
DOD Dirs.
8 Jan. & 20 June 1974
By Hist/Ref NC, Date 31 Jan 78

(Written 13 April 1944)

18 APR 1944

1A. General L. G. Rudenko
Chairman, The Government Purchasing Commission
of the Soviet Union in the U.S.A.
3355 16th Street, N. W.
Washington, D. C.

Dear General Rudenko:

Reference is made to your letter of 6 April 1944, Ref. No. 1097. The installation of four 20 mm. cannons in the gun nose of A-20's was discontinued in production about a year ago, consequently parts and provisions for the installation are not immediately available. The facilities of the factory have already been heavily loaded in accelerating bombardier nose production to meet your requirements. Any additional reversk of the gun nose would result in delay in delivery of both the cannon and bombardier nose airplanes.

In addition to the above considerations, only a comparatively small number of gun nose A-20's remain to be delivered before all of your A-20's will have bombardier noses.

We therefore trust we have your concurrence that it would not be advisable to revert at this time to the installation of 20 mm. cannons.

Very truly yours,

[redacted]

Barney M. Giles,
Major General, U. S. Army,
Chief of the Air Staff.

Copy for Office of Signature

DISTRIBUTION: Production Engr.Sec., ACAS/MMAD
Executive, AC/AS, MMAD
Office of Signature
General Echols, AC/AS, MMAD

Dispatched
18 APR 1944
AAG

HRP:hjh/6767
AFDMA-4B

DECLASSIFIED

~~CONFIDENTIAL~~

4-14

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir
8 Jan & 20 June 1974
By AUWAF NARS Date 8/1/98

SECRET

DECLASSIFIED

AFDMA-4B
HRP:bjh/6767

File mac

15 March 1944

Subject: Request by USSR (Letter of 14 March 1944, Ref. No. 829) for one C-47A Airplane to Transport 4,000 lbs. of Cargo To Ladd Field.

To: Military Intelligence Service, G-2
Foreign Liaison Branch

Attention: Major W. F. Brumeau
Room 2B-715, Pentagon Bldg.

1. Submitted herewith is copy of letter from USSR, dated 14 March 1944, Ref. No. 829, requesting that one C-47A airplane from USSR April schedule of allocations be sent to the New York Municipal Airport, LaGuardia Field, from the Oklahoma Plant, to reach there about 25 March 1944. This airplane as outlined in their letter is for delivery of approximately 4,000 pounds of cargo, which will be under the supervision of Mr. D. V. Nurushenko, who is also to go with the plane.

2. The final destination of the plane is to be Moscow, and it is requested that Air Transport Command arrange for crew to ferry the plane to Fairbanks via Great Falls where the USSR pilots will take over.

3. It is requested that this matter be cleared also with Colonel D. V. Johnson, Middle East Central African Theater, O.P.D., and this office advised of action taken and necessary information on which to base our reply.

For the Commanding General, Army Air Forces:

B. E. MEYERS
Major General, U. S. Army
International Officer for A.A.F.

By:

M. R. FAIGE
Colonel, Air Corps
Chief, International Section
Materiel Div., AC/AS, MMAD

Encls:
Ltr fr USSR dtd 3/14/44
Ref. No. 829

CC: Sec. of Air Staff
(Col. M. A. Libby)

AFDMA-4B
HRP:bjh/6767

DECLASSIFIED

SECRET

Army 452.1 Russia (278)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

March 14, 1944

#829

Colonel H. Ray Paige
Chief - International Section
War Department
Room 5D - 917
Pentagon Building
Arlington, Va.

Dear Colonel Paige:

Lt. General L. G. Rudenko, Chairman of the Soviet Government Purchasing Commission, has asked me to request that you arrange for one C-47A airplanes, allotted to us on the April Schedule, to be directed from the Oklahoma Plant to the New York Municipal Airport, LaGuardia Field. It is desired that this C-47A airplane reach the appointed place about March 25th, 1944.

This airplane is required for the urgent delivery of approximately 4,000 pounds of cargo which will be under the supervision of Mr. D. V. Murashenko, who will also be on the airplane.

The final destination of this C-47A plane is Moscow. It will be necessary for instructions to be issued in effect that AAF pilots are to ferry the plane to Fairbanks.

Trusting that it will be possible for you to grant the foregoing, I remain,

Sincerely yours,

S. A. Piskounov, Colonel
Chief - Aviation Department

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ADDRESS REPLY TO
COMMANDING GENERAL, ARMY AIR FORCES
WASHINGTON, D. C.
DECLASSIFIED
DOD IWG
E.O. 12958, Sec. 3.6 & 20 June 1974
By NARA, Date 3-24-11

~~CONFIDENTIAL~~ DECLASSIFIED

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

15 February 1944

MEMORANDUM FOR CHIEF OF THE AIR STAFF

SUBJECT: A-20 Bombardier Noses for U.S.S.R.

1. Reference is made to our recent conference with representatives of the U.S.S.R. in regard to A-20's with bombardier noses.

2. You agreed to advise them on 15 February as to what could be done to accelerate their present planned schedule, which was as follows:

	Aug	Sep	Oct	Nov	Dec
1944	20	30	30	50	100

3. By extraordinary measures of converting gun noses and greater effort, the following accelerated schedule of A-20's with bombardier noses can be offered to the U.S.S.R.:

	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1944	20	30	40	67	100	100	100	100	100

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

452.1 Russia (275)

File

Telegram 2/21

FOR VICTORY
BUY UNITED STATES WAR BONDS AND STAMPS

DECLASSIFIED
~~CONFIDENTIAL~~
AAF 452.1 Russia (275)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir.
By AUWAC Jan. Date 3/1/75

CONFIDENTIAL

DECLASSIFIED

AFDMA-4B
Colonel H. R. Paige/6767
bjh

7 Mar 44

Colonel S. A. Piskounov
The Government Purchasing Commission
of the Soviet Union in the U.S.A.
3355 16th Street, N. W.
Washington, D. C.

Dear Colonel Piskounov:

Receipt of your letter of 22 February 1944, Ref. No. 608, is acknowledged and necessary action has been taken to carry out your request.

Sincerely yours,

Sgd / Thar

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

Copy for General Perrin

HRP:bjh/6767
AFDMA-4B

DECLASSIFIED

CONFIDENTIAL

February 22, 1944

No. 608

William E. Hall
Brigadier-General, USA
Deputy Chief - Air Staff
Headquarters Army Air Forces
Pentagon Building
Arlington, Va.

Dear General Hall:-

Pursuant to your letter of February 18th, 1944, regarding the ninety (90) A-20G airplanes equipped with bombardier noses, we should like to request that you arrange to have them delivered through the Northern Route, via Fairbanks.

Sincerely yours,

S. A. Piskounov, Colonel
Chief - Aviation Department

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CONFIDENTIAL~~

DECLASSIFIED
DOD Dir
By AGAF NC Date 12/4/78

DECLASSIFIED

18 FEB 1944

Cc - your file
end

Colonel S. A. Pishnunov
The Government Purchasing Commission
of the Soviet Union in the U.S.A.
3355 16th Street, N. W.
Washington, D. C.

Dear Colonel Pishnunov:

Reference is made to your recent conferences here in the War Department pertaining to your request for equipping A-20's allocated to the USSR with bombardier noses.

By extraordinary measures of converting gun noses and accelerating schedule of A-20's with bombardier noses, we will be able to equip a portion of your A-20's with bombardier noses as follows:

1944		
April	May	June
20	30	40

If and when the allocation of A-20's is determined for the first six months of the Fourth Protocol, period July to December 1944, inclusive, we will be able to increase the above schedule to approximately 67 for July and 100 per month thereafter.

We are also arranging to deliver this month or early March two (2) A-20's with bombardier noses, which will be deducted from the twenty (20) scheduled for April. It is understood that you desire all A-20's with bombardier noses to be shipped North via Fairbanks up to a maximum of sixty (60) per month.

Very truly yours,

[redacted]
WILLIAM E. Hall,
Brig. Gen. U. S. A.
Deputy Chief of Air Staff.

Copy for General Giles
Air Adj 452.1 Russian (27 Feb)

Disposed
18 FEB 19[illegible]
AGO

Title O.K. [illegible]

EHP:hjh/6767
AFDMA-4B

DECLASSIFIED

~~CONFIDENTIAL~~

Air Adj 452.1 Russian 27 Feb

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD DIR
AUTH 1Dec78

CONFIDENTIAL
DECLASSIFIED

15 February 1944

MEMORANDUM FOR CHIEF OF THE AIR STAFF

SUBJECT: A-20 Bombardier Noses for U.S.S.R.

1. Reference is made to our recent conference with representatives of the U.S.S.R. in regard to A-20's with bombardier noses.

2. You agreed to advise them on 15 February as to what could be done to accelerate their present planned schedule, which was as follows:

1944	Aug	Sep	Oct	Nov	Dec
	20	30	30	50	100

3. By extraordinary measures of converting gun noses and greater effort, the following accelerated schedule of A-20's with bombardier noses can be offered to the U.S.S.R.:

1944	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	20	30	40	67	100	100	100	100	100

(Signed) B. E. Meyers

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

DECLASSIFIED
CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dirs.
8 Jun. & 30 June 1976
by ALN/AP LC. Date 8/21/12

~~SECRET~~

DECLASSIFIED

Air Ag 452.1 Russian (372)

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

DATE 15 Feb 1944
COMMENT NO. 6
WPB/ie/5458

Noted. 15 Feb 1944
AAG

~~SECRET~~

WILLIAM P. BURT
Lt. Colonel, G.S.C.
Asst Secretary, Air Staff

DECLASSIFIED

Air Ag 452.1 Russian (372)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD 5
By AWAF NC, Date 30 Nov 72

DECLASSIFIED

Letter from the USSR Re - B-17 Airplanes.

Cur file 452.1 Russia (27 2)

TO: (1) AC/AS, Materiel, Maintenance & Distribution
(2) AC/AS, Plans

DATE 7 Feb 1944

COMMENT NO. 3
WRB/is/5458

FROM: Deputy Chief of the Air Staff (General Vandenberg)

1. M.M.&D. prepare negative reply to Russian letter.

2. Plans prepare cable to General Deane advising him of this request and our reasons for answering in the negative.

Incls:
n/c

Dispatched
7 FEB 1944
AAG

HOYT S. VANDENBERG
Brigadier General, U. S. A.
Deputy Chief of the Air Staff

DECLASSIFIED

SECRET

Cur file 452.1 Russia (27 2)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD 5b
E.O. 12958, as amended June 2004
By AWHF NLC Date 3/24/06

SECRET

DECLASSIFIED

AFDMA-4B
Colonel H.R.Paige/bjh/6767

2 MAR 1944

LA. General L. G. Rudenko
Chairman, The Government Purchasing Commission
of the Soviet Union in the U.S.A.
3355 16th Street, N. W.
Washington, D. C.

Dear General Rudenko:

Reference is made to your letter of 21 February 1944, repeating your request for M-9 bombsights.

The conditions outlined in our letter of 4 February 1944, remain unchanged with the supply of M-9 sights insufficient to meet Army Air Forces requirements.

We will not lose sight of your request and you may rest assured it is our desire to supply your Government, as far as our own requirements will permit, with the most efficient equipment that can be used against our common enemy.

Sincerely yours,

Signed

Barney M. Giles,
Major General, U. S. Army,
Chief of the Air Staff.

Dispatched
2 MAR 1944
AAG

HRP:bjh/6767
AFDMA-4B

Copy for General Giles

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD ltr 8 Jan. & 20 June 1974
By RNA/NF NC, Date 3/14/12

SECRET
DECLASSIFIED

Правительственная Закупочная Комиссия
Союза ССР в США

The Government Purchasing Commission
of the Soviet Union in the U.S.A.

February 21, 1944

Lt.General L.G. Rudenko
Chairman

3355 16th Street, N.W.
Washington, D.C.

Barney M. Giles
Major-General, USA Army
Chief of Air Staff
War Department
AAF Headquarters
Pentagon Building
Arlington, Va.

Dear General Giles:

We have received your letter of February 4, 1944, in which you advise us that it is impossible to equip B-25 airplanes allotted to the USSR with the M-9 Norden Bombsight, due to the fact, that their supply is insufficient to meet even the requirements of the US Army Air Forces.

Although we fully understand this situation, we are compelled to once again request, on instructions from our Government, that our B-25 airplanes be equipped with the M-9 Bombsight as soon as it will be possible, because of the extreme need for them in the USSR by the Red Army Air Forces.

The reason for our repeated and urgent requests may be explained by the fact that our Air Forces can not accomplish accurate and effective bombings with D-8 Bombsights due to their inefficiency. It is believed that a monthly allottment of 25 Type M-9 Bombsights for the USSR would not constitute too heavy a burden on the supply of same from the US Army Air Forces Stock.

As our mutual aim is directed to utilize effectively against our enemy the latest, modern achievment of aviation technic in the United States which your Government is rendering to the USSR in such a friendly manner, I trust that this moderate request will be affirmatively favored and that the problem of getting the M-9 Bombsights for our B-25 airplanes will be solved.

L. Rudenko

L. G. Rudenko
Lt.-General, USSR Army
Chairman

By: S. Pinkounov

S. A. Pinkounov, Colonel
Chief - Aviation Department

SECRET DECLASSIFIED

Air AG 4 52.1 Russia (271) B

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

5 FEB 1944

Lt. Gen. L. G. Rudenko
Chairman, The Government Purchasing Commission
of the Soviet Union in the U.S.A.
3325 Sixteenth Street, N. W.
Washington, D.C.

Dear General Rudenko:

Referring to your letter 1 February 1944, reference number 326, it is not possible at this time to comply with your request that the M-9 Bombsights are to be installed on B-25 aircraft being delivered to the U.S.S.R.

Production of the M-9 Bombsight has been most critical and has not yet reached the point where supply is sufficient to meet Army Air Forces requirements.

We regret the delay caused by the installation of the M-9 Bombsight in a few of the planes which have left modification centers, but necessary instructions have been given to expedite the replacement of the M-9 Bombsight with the B-8 Bombsight.

Sincerely yours,

Signed

Barney M. Giles,
Major General, U. S. Army,
Chief of the Air Staff.

AFDMA-43
REFinch 6767

Air Ltr 452.1 Russia (27 1)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD DIR
By AUG/AP Date 8/25/78

DECLASSIFIED

4 FEB 1944

Lt. Gen. L. G. Rudenko
Chairman, The Government Purchasing Commission
of the Soviet Union in the U.S.A.
3338 Sixteenth Street, N. W.
Washington, D.C.

Dear General Rudenko:

We are prepared to recommend approval of the request contained in your letter of 31 January 1944, reference number 326, for the establishment of an office of the Aviation Department of the Soviet Government Purchasing Commission at Wright Field, so that two or three of your representatives can be stationed there, to secure information about aeronautical equipment, being allocated by us to your Government and to furnish information pertaining to Soviet aeronautical equipment and Soviet operation of U.S. airplanes.

It is suggested that the usual formal applications be filed with Headquarters, Army Air Forces, Attention International Section, ACAS, MMAD, for processing in conformity with this request.

Our recommendation is based on the understanding that the Soviet Purchasing Commission will select qualified English speaking representatives, for this assignment.

Sincerely yours,

[illegible]
Major General, U. S. Army,
Chief of the Air Staff.

AFDMA-4B
WWG:mch 6767

DECLASSIFIED

CONFIDENTIAL

AAG 452.1 Russia (270)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Rts
By AUG/NARA Date 2/24/26

DECLASSIFIED

4 FEB 1944

Lt. Gen. L. G. Rudenko
Chairman, The Government Purchasing Commission
of the Soviet Union in the U.S.A.
3355 Sixteenth Street, N. W.
Washington, D.C.

Dear General Rudenko:

Delivery instructions outlined in your letter of 2 February 1944, for aircraft scheduled to be supplied to the U.S.S.R. (combined U.S.-U.K. accounts) from April, May, and June 1944 production, have been noted as set out below:

	April			May			June		
	Air Through Fairbanks	Air Miami to Abadan	Water Persian Gulf	Air Through Fairbanks	Air Miami to Abadan	Water Persian Gulf	Air Through Fairbanks	Air Miami to Abadan	Water Persian Gulf
B-25's	25			25			25		
A-20's	60	40		60	40		60	40	
C-47's	20			20			20		
P-39 or 63	200		100	200		50	200		100
P-40's			50			50			50
	305	40	150	305	40	100	305	40	150

The above schedule does not include the second group of 100 P-47 aircraft tentatively scheduled for delivery to the U.S.S.R., 50 in April and 50 in May. However it is understood that if and when we receive your acceptance of the second group of 100 P-47's that they will be shipped by water and tentative plans are being made accordingly.

Necessary instructions have been given to expedite the 5 P-47 aircraft scheduled for water shipment north by convoy early this month. These aircraft are now at Newark being processed for loading.

Sincerely yours,

Signed

AFDMA-4B
HRP:mh 6767

DECLASSIFIED

Chief of the Air Staff, A

Cir C 4453.1 Russia (269)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD 5s
E.O. 12958
By AUTH Date 8/2/13

~~SECRET~~

DECLASSIFIED

AFAEP
GCJ/cmd/72852

25 January 1944

MEMORANDUM FOR GENERAL ARNOLD

SUBJECT: Aircraft for U.S.S.R. in 1944.

The attached letter for your signature has been rewritten in accordance with your instructions.

G. C. JAMISON
Brig. Gen., U.S.A.

Incl.

452.1 Russia (5-8-43)

DECLASSIFIED

~~SECRET~~

A.A.G.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
AUTH: JAWB

~~SECRET~~
DECLASSIFIED

AFAEP
ESS/emd/72852
1/25/44

JAN 27 1944

MEMORANDUM FOR MAJOR GENERAL J. H. BURNS, EXECUTIVE, PRESIDENT'S PROTOCOL CONSULTING

SUBJECT: Aircraft for U.S.S.R. in 1944.

1. The Third Protocol between the U.S.S.R., United States, United Kingdom and Canada covering the period July 1, 1943 to June 30, 1944 calls for the United States to provide to the U.S.S.R. the following aircraft:

1800	fighters, 1 engine, Type P-39
600	fighters, 1 engine, Type P-40M in first six months
1800	light bombers, Type A-20
822	medium bombers, Type B-25
	(150 in first six months)
	(72 in second six months)
840	medium transports, Type C-47
5862	Total from United States for United States account
1800	P-39 or P-63 from United States for United Kingdom account
7662	Total aircraft in Protocol Period.

2. Aircraft provided the U.S.S.R. in the first six months period are as follows:

150	medium bombers, Type B-25
605	light bombers, Type A-20
600	fighters, 1 engine, Type P-39
600	fighters, 1 engine Type P-40M
120	medium transports, Type C-47
2075	Total from United States for United States account
900	fighters, 1 engine, Type P-39, 63 from U.S. for U.K. account
2975	Total aircraft provided during first six months of Third Protocol.

DECLASSIFIED

~~SECRET~~

A.A.D.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

3. Aircraft remaining to be provided in the second six months period are as follows:

72	medium bombers, Type B-25
795	light bombers, Type A-20
600	fighters, 1 engine, Type P-39, 63
180	medium transports, Type C-47
1587	Balance due from U. S. for U. S. account.
800	fighters, 1 engine, Type P-39,63 from U.S. for U.K. account
2387	Total balance due in second six months.

4. The Third Protocol provides that "the schedule of supply of aircraft during the second half of the Protocol Period will be reviewed in November 1943." This review has been completed and the following aircraft are offered for the second half of the period, January 1 - June 30, 1944:

750	fighters, 1 engine, P-38 or P-63
250	fighters, 1 engine, P-40
200	fighters, 1 engine, P-47
600	light bombers, 2 engine, A-20
150	medium bombers, 2 engine, B-25
120	medium transports, 2 engine, C-47
2070	Total from U. S. for U. S. account.
900	fighters, 1 engine, P-39 or P-63 from U. S. for U. K. account.
2970	Total offered. January 1 - June 30, 1944.

5. The total aircraft offered in the period January 1 - June 30, 1944 exceeds the Protocol requirement by 683 airplanes. The excess offered is to bring deliveries in the second period up to those in the first period which is in accordance with the expressed desire of Mr. Hopkins by letter to me dated 30 September 1943.

6. It is requested that the Third Protocol be amended to conform with listing in paragraph 4 above.

Dictated by Gen. Arnold's Office

Sgn

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

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dirs
8 Jan. & 30 June 1974
By AlnAd LC; Date 8/24/2

SECRET
DECLASSIFIED

Priority for Movement of U.S.S.R. Lend-Lease

Chief of Air Staff

21 Jan. 1944

Assistant Chief of Air Staff, Materiel, Maintenance & Distribution 3

AFDMA-4B HRP:bjh/6767

Forwarded herewith is memorandum prepared for your signature for transmittal to the Commanding General, Air Transport Command, in answer to their memorandum, dated 7 January 1944, to the Commanding General, Army Air Forces.

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

Incls.:
Added-
Suggested Reply to CG, ATC
w/2 incls.

Copy 452.1 Russia (266)

DECLASSIFIED

SECRET

2

452.1 Russia (266)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir. 5 Jan. & 30 June 1978
By AUWAF UC Date 9/21/78

WAR DEPARTMENT
Headquarters of the Army Air Forces
Washington

~~SECRET~~

DECLASSIFIED

13 Jan 1944

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Allocation to Lend-Lease of New Type Aircraft.

1. The Russian Government has asked for small numbers of new type aircraft. (See Tab A)

2. In order to properly reply to this request of the Russian Government and possible future requests by Lend-Lease recipients, it is considered advisable to establish a policy reference the allocation to Lend-Lease of new type aircraft.

3. Recommend that the following policy be approved:

New aircraft will not be made available to fill Lend-Lease requests until total United States Army Air Force requirements for specified type aircraft have been met and specified types have been proven operationally satisfactory.

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

1 Incl
(Tab A)

APPROVED: By command of General Arnold

/s/ L. S. Kuter

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

DECLASSIFIED

~~SECRET~~

DECLASSIFIED
DOD Dir. 5 Jan. & 30 June 1978
By AUWAF UC Date 9/21/78

~~SECRET~~

DECLASSIFIED

AFASP 12
RMR/bmb/74085
Wsn 1-19-44

JAN 24 1944

Lieut. General L. G. Rudenko
Chairman, The Government Purchasing Commission
of the Soviet Union in the U. S. A.
2852 16th Street, N. W.
Washington, D. C.

Dear General Rudenko:

In reply to your letter of 6 January 1944, I wish to advise that the aircraft you request, namely: 5 A-36, 5 P-51, 5 B-29 and 5 B-32, cannot be made available to the U.S.S.R. at this time.

These airplanes, though they may be considered beyond the experimental stage, have not yet been proven operationally satisfactory. We are in the process of making major, as well as minor, modifications due to faults that have come to light in our test flying.

I am sure you will agree that all of these difficulties should be corrected and the airplane should be a "finished product" before releasing them to the U.S.S.R.

I appreciate your desire to have as much time as possible with the airplane between reception and actual combat, and you may be sure we will give every consideration to the U.S.S.R. when these aircraft have been proven operationally satisfactory and can be made available.

Yours sincerely,

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

Dispatched from
Gen Arnold's office
Jan 24

DECLASSIFIED

Air AG Copy

AAG 452.1 Russia (1-13-44) 463

Air AG 452.1 Russia 463

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Ltr
6 Jan & 20 June 1974
By ALN/AP NO. Date 3/24/78

~~SECRET~~

DECLASSIFIED

The Government Purchasing Commission
of the Soviet Union in the U. S. A.

3356 16th Street, N. W.
Washington, D. C.

January 6, 1944

General H. H. Arnold
Commanding General
Army Air Force
War Department
Arlington, Va.

Dear General Arnold:

In connection with the transition in the Aircraft Industry of the U.S.A. to serial production of new types of combat airplanes, I am authorized by my Government to request your assistance in having the following airplanes supplied to the U.S.S.R.:

5 A-26, 5 P-61, 3 B-29 and 3 B-32.

My Government forsees the possibility that airplanes of this new serial production will be supplied to the U.S.S.R. in the near future. To avoid previous difficulties in becoming familiar with American airplanes and to cut to a minimum the time required for this purpose from the reception of the airplanes to their actual combat application, it is necessary for us to make some preparatory work with these new planes.

Trusting that your review of this matter will allow you to provide us with your cooperation, I remain

Yours sincerely,

s/L. Rudenko

L. G. Rudenko
Lieut. General
Chairman

DECLASSIFIED

~~SECRET~~

DECLASSIFIED
DOD Ltr
6 Jan & 20 June 1974
By ALN/AP NO. Date 3/24/78

~~SECRET~~

DECLASSIFIED

Russian Request for New Types Combat Planes.

General Arnold **19 Jan 1944**

AC/AS, Plans. **1**

RMS/hmh/74055

The inclosed draft of letter forwarded for your signature is in reply to letter received from Lieut. General L. G. Rudenko, Chairman, Government Purchasing Commission of the Soviet Union in the U.S.A.

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

Incl:
Drft of ltr to Gen. Rudenko for signature.
Ltr frm Gen. Rudenko, 1-6-44.
Memo to CG,AAF, 1-13-44, subj: Allocation to Land-Lease of New Type Aircraft.

DECLASSIFIED

~~SECRET~~

1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD ltr
5 Jan & 20 June 1974
By AWM NC. Date 9/2/78

SECRET
DECLASSIFIED

The Government Purchasing Commission
of the Soviet Union in the U. S. A.

3355 16th Street, N. W.
Washington, D. C.

January 6, 1944

General H. H. Arnold
Commanding General
Army Air Force
War Department
Arlington, Va.

Dear General Arnold:

In connection with the transition in the Aircraft Industry of the U.S.A. to serial production of new types of combat airplanes, I am authorized by my Government to request your assistance in having the following airplanes supplied to the U.S.S.R.:

5 A-26, 5 P-61, 3 B-29 and 3 B-32.

My Government forsees the possibility that airplanes of this new serial production will be supplied to the U.S.S.R. in the near future. To avoid previous difficulties in becoming familiar with American airplanes and to cut to a minimum the time required for this purpose from the reception of the airplanes to their actual combat application, it is necessary for us to make some preparatory work with these new planes.

Trusting that your review of this matter will allow you to provide us with your cooperation, I remain

Yours sincerely,

s/L. Rudenko

L. G. Rudenko
Lieut. General
Chairman

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD dirs
By AUWHP

WAR DEPARTMENT
Headquarters of the Army Air Forces
Washington

DECLASSIFIED

13 Jan 1944

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Allocation to Lend-Lease of New Type Aircraft.

1. The Russian Government has asked for small numbers of new type aircraft. (See Tab A)

2. In order to properly reply to this request of the Russian Government and possible future requests by Lend-Lease recipients, it is considered advisable to establish a policy reference the allocation to Lend-Lease of new type aircraft.

3. Recommend that the following policy be approved:

New aircraft will not be made available to fill Lend-Lease requests until total United States Army Air Force requirements for specified type aircraft have been met and specified types have been proven operationally satisfactory.

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

1 Incl
(Tab A)

APPROVED: By command of General Arnold

/s/ L. S. Kuter

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

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Rts.
3 Jan. & 30 June 1978
By AFHRC LC; Date 8/2/12

DECLASSIFIED

Assignment of C-46 Airplanes to U.S.S.R.

JAN 1 1944

Chief of the Air Staff

wtm: 31 Dec 43
3

AC/AS, Plans

mse 71127

Attached letter to The President's Soviet Protocol Committee prepared for General Arnold's signature, as per Comment No. 2, this R&R.

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

Incls - n/c
Added: drft ltr for Gen
Arnold sign. desc abv

AAG 452.1 Russia (2-27-43)

DECLASSIFIED
SECRET

AAG 452.1 Russia (2-27-43)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir. 5 Jan. & 30 June 1954
By [illegible] NC, Date [illegible]

DECLASSIFIED

AFAEP
RMS:mec
71127
wtn: 31 Dec 43

4 JAN 1944

MEMORANDUM FOR THE EXECUTIVE, THE PRESIDENT'S SOVIET PROTOCOL COMMITTEE

Subject: Assignment of C-46 Airplanes to the U.S.S.R.

1. Reference your memorandum of 24 December 1943, subject as above, there is no possibility of assigning C-46 aircraft to the U.S.S.R., particularly in the first six months of 1944.

2. The Air Transport Command requires every available heavy transport for use in support of planned operations.

3. Due to a shortage of aircraft of this type, the Air Transport Command has had to adjust its program to the use of less efficient aircraft in an effort to properly conduct the services required by these planned operations.

4. We regret that we cannot make any C-46 aircraft available to the U.S.S.R. at this time, but you may be sure that the U.S.S.R. will be given every consideration at such time as they may become available.

Barney M. Giles

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

AAG 452.1 Russia (5-7)

Disposed
4 JAN 1944
AAG

DECLASSIFIED

SECRET

AAG 452.1 Russia (2-2)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

COPY

THE PRESIDENT'S SOVIET PROTOCOL COMMITTEE
WASHINGTON 25, D. C.

24 December 1943

Office of the Executive
Room 149
1901 Constitution Avenue, N.W.

MEMORANDUM FOR THE COMMANDING GENERAL,
ARMY AIR FORCES. (Attention: Brig. Gen. G. C. Jamison)

Subject: Assignment of C-46 Airplanes to the U.S.S.R.

Attached is copy of a letter received from the Soviet Purchasing Commission, which contains a request for the assignment of C-46A airplanes. It is requested that this matter be considered in connection with the review of the airplane situation under the Third Soviet Protocol.

It is relaized that there is an acute shortage of transport airplanes. However, the need of the Soviets for airplanes of this type is well understood and if it is possible to do so, in the light of other commitments, some portion or all of the Soviet request should be granted.

Sincerely,

(S)

JOHN Y. YORK, JR.,
Brigadier General, U. S. Army
Acting Executive

Attachment

AAS 452.1 Russia (15)

DECLASSIFIED

DECLASSIFIED E.O. 11652, Sec. III
State Dept. Letter 9 May 72
NARS, Date 9/13/06

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
By [illegible] NLC; Date 9/6/96

December 20, 1943

Brig. General John Y. York, Jr.
Acting Executive
President's Soviet Protocol Committee
1901 Constitution Avenue, N. W.
Washington, D. C.

Dear General York:

My Government had requested that C-46A transport airplanes, produced by Curtiss-Wright Corporation, and C-47 transport airplanes, produced by the Douglas Aircraft Company, be supplied to the U.S.S.R. from July 1st, 1943, under the Third Protocol, in the quantity of thirty planes monthly.

At the time commitments were made for supply of airplanes to the U.S.S.R. by the United States, provisions were made for twenty C-47 airplanes monthly. Approval was not given for supply of ten C-46A planes monthly. However, it was stated that the supply of airplanes to the U.S. S.R. for the second half of the Third Protocol period would be reviewed in November, 1943.

My Government has authorized me to request again that the possibility be ascertained of supplying to the U.S.S.R. ten C-46A transport planes monthly, starting with January 1944.

It would be deeply appreciated if all possible measures be taken to fulfill the extreme need of the U.S.S.R. for C-46A transport airplanes, which planes would render great assistance at our front.

I trust that the urgency of this request will make it possible to render a favorable decision in this matter.

Sincerely yours

(S)
K. I. Lukashev
Acting Chairman

CC: Brig. General Boykin C. Wright

DECLASSIFIED

~~SECRET~~

OMA USSR Russia 373

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Rev.
6 Jan. & 29 June 1974
By: 44/82 Date: 2/24/76

SECRET

DECLASSIFIED

Assignment of C-46 Airplanes to U.S.S.R.

28 DEC 1943

General Giles

AC/AS, Plans, Logistical Plans. 1

WAJ/mmh/71127

1. The attached paper from the U.S.S.R. representative makes a request for the assignment of 10 C-46 airplanes per month beginning in January, 1944 in addition to 20 C-47's called for in the Protocol.

2. The Commanding General, Air Transport Command has stated that all C-46's which can be produced in the period January - June, 1944 are required for operations "over the hump" into China.

3. It is recommended that the U.S.S.R. request for C-46's be denied.

L. S. KUTER
Brigadier General, U.S.A.
AC/AS, Plans.

Encl:
memo fm Executive/The President's Soviet Protocol Committee, 24 Dec 43, abv subj. w/attmch.

TO: Asst. Chief of Air Staff, Plans. DATE 29 December 1943.

FROM: Chief of the Air Staff COMMENT NO. 2
WAI/ade/3373

For preparation of an appropriate reply to General York, denying the U.S.S.R. request for C-46 airplanes.

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

Encl. n/c

Dispatched
29 DEC 1943
AAG

DECLASSIFIED
SECRET

Air AG 452.1 Russia (12-29-43)

-1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir.
8 Jan. & 23 June 1976
By: [illegible] C; Date 8/18/76

CONFIDENTIAL
DECLASSIFIED

Request from U.S.S.R. for Allocation of 3 P-63's for Delivery in Jan. 44

452.1 Russia (2-1-43)

TO: AC/AS, Plans

DATE 15 Dec 43

FROM: Deputy Chief of Air Staff

COMMENT NO. 2
HHE/ovm/72457

The request for three P-63 airplanes to be allocated to the U.S.S.R. for delivery in January is approved.

Dispatched
16 D.C 1943
AMH

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

File
12/16/43

DECLASSIFIED
CONFIDENTIAL

Cir Ltr 452.1 Russia (2-1-43)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Directive
5 Par. 4, 20 June 1974
By: [illegible] NLC; Date: 10/2/12

SECRET

DECLASSIFIED

23 October 1943

[illegible]: Brig. General B. M. Hoyes

[illegible]: Colonel H. R. Paige, Chief, International Section

[illegible]: Position at Alaska as of October 15, 1943

1.	[illegible]	[illegible]	[illegible]	[illegible]
a. Completed during the first fifteen days of October	3	37	134	184
b. In process of assembly and/or being serviced	6	29	122	156
c. On hand (exclusive of Item b.) awaiting processing or servicing	1	246	388	639
d. Total aircraft processed during first 15 days of Oct.	7	96	260	322
e. Estimated number of planes that will be completed during the period October 15 to October 31.	20	30	140	190
f. Number of planes flight north by the Russians during the period October 1 to October 15.	1	25	90	116

2. As shown by Item [illegible] were completed during the period October 1 to October 15, 322 aircraft, with the fifteen working days at an average of 21.53 per day. If the estimated number of aircraft to be processed is continued for the last fifteen days of the month (Item [illegible] - 190 aircraft), 512 will result in 322 aircraft being assembled during October, equivalent to 13.8 aircraft per day for twenty-three working days. This would be well above our goal for October.

3. On the total inventory of the Alaska Depot as of October 15 of 797 aircraft (Item [illegible] and [illegible]) must be added the aircraft enroute and/or arrived at the Russian field, but not yet shown in the inventory at Alaska. This total can be estimated at approximately 975 aircraft.

DECLASSIFIED

SECRET

Ans to 452.1 Russia (208)

Gen 452.1 Russia (258)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

to be processed and assembled during the period October 15 to November 30, 1943, exclusive of the aircraft flown into Akyab after being assembled at Dumdum. After 500 aircraft are processed during the last fifteen days of October, an additional 50, and the same rate of assembly be kept up during November and December, the backlog of November 30, 1943, should be reduced to a normal working inventory of 150 to 200 aircraft.

CC:
General J. T. Reed, AAF
General Portal, Royal Chief of Air Staff
General Giffard, C&GS, Air Services Mis.
General Peirse, AOC
Air Commodore H. V. Lywood, RAF Del.
Mr. J. H. Bonsal, CSLA

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD ltr.
20 June 1974
By: Date: 8/2/82

SECRET
DECLASSIFIED

DMA
HRP/bjh 6767

IE

23 Oct 1943

Mr. K.I. Lukashev
Acting Chairman
The Government Purchasing Commission
of the Soviet Union in the U.S.A.
3355 16th Street, N.W.
Washington, D.C.

Dear Mr. Lukashev:

As requested in your letter of October 15, 1943, the 100 P-39's scheduled for delivery in November and the 100 P-39's scheduled for delivery in December will be shipped by water to the Persian Gulf, and the remaining 300 P-39's (150 November and 150 December) will be delivered by air via Fairbanks.

Sincerely yours,

H. H. Arnold

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

Dec 45 2.1 Russia (257)

Dispatched
23 OCT 1943
AAG

DECLASSIFIED
SECRET 18452.1 Russia (257)

DECLASSIFIED
DOD ltr.
8 Jan. & 20 June 1974
By: DLC; Date: 8/2/82

SECRET DECLASSIFIED

November Review Concerning the Second Half of the Third Russian Protocol

General Arnold

7 OCT 1943

Assistant Chief of Air Staff, Plans

1

MMR/jc/71172

1. The attached letter addressed to Mr. Harry L. Hopkins, subject as above, has been prepared for your signature.

2. In view of the slippage in the production schedule of the P-63 our tentative commitment to the U.S.S.R. for the first 6 months of 1944 can only be met by drastically curtailing or substituting other types in the 27J Group Program of the AAF as now scheduled (WDGAS dated Sept. 15, 1943). The following is the production schedule compared with our tentative commitments to the U.S.S.R. on U.S. and U.K. accounts and to the French:

	J	F	M	A	M	J	TOTAL
P-39	300	165	39	0	0	0	504
P-63	100	190	260	330	390	440	1710
Total estimated *production	400	355	299	330	390	440	2214
Tentative commitments to USSR	250	250	250	250	250	250	1970
Tentative commitments to French	15	15	15	15	15	15	
Balance available to the AAF from *production	135	90	34	65	125	175	629
AAF Requirements	292	315	315	315	315	315	1867
Additional commitment to meet Mr. Hopkins' request (type?)	100	100	100	100	100	100	600

(*From latest tentative production schedules M-8 - and tactical availability.)

3. The allocation of the 900 P-39's in the 6 months' period that we are supplying the Russians on U.K. account was originally a commitment made for the purpose of keeping Spitfires on the Western Front. The reason for this has now largely disappeared as the P-47, P-51, and P-38 have become available and have proved their worth against the German fighter types. It is suggested that Air Marshal Portal be requested to fill the U. K. commitment to Russia for fighter airplanes either in full or in greater numbers than are now being supplied from U.K. production (50 a month now being allocated to the Russians from U.K.). This will relieve the critical P-39 -63 situation in the first 6 months of 1944. If this is done, the AAF can, without too much difficulty, meet Mr. Hopkins' request for the allocation of airplanes in the Second Half of the Protocol in numbers equal to that in the First Half. If the British meet their full obligation it means an allocation by the U.S. of a total of 900 P-39's -63's per month or 100 P-39's -63's and 100 P-47's per month as may be decided in November.

SECRET DECLASSIFIED

DECLASSIFIED

Dec 45 2.1 Russia (257)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(continued)

DECLASSIFIED

Memorandum Review Concerning the Second Half of the Third Russian Protocol

General Arnold 7 OCT 1943

Assistant Chief of Air Staff, Plans

(continued) 1

WDD/JCS/713/2

4. If the suggestion in paragraph 3 is considered favorably, a memorandum for Air Chief Marshal Portal will be prepared for your signature.

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

2 Encls.
Ltr to Mr. Hopkins with ltr sig.
Ltr to memo to Mr. Hopkins.

DECLASSIFIED

2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Rtn
8 Jan. & 20 June 1974
By: [illegible] LC; Date 11/5/74

DECLASSIFIED

USSR Airplanes at Abadan.

AC/AS, MR&D, Attention: Col. Paige, Materiel Div. 21 Sept. 1943

Deputy Chief of Air Staff. 1

RSP/ops/6372

1. It is desired that a reply be prepared for General Arnold's signature to the attached letter from General Belyaev at the earliest practicable date.

2. What can we do to back up Abadan production?

Incls: #1-Ltr dtd 9-18-43 to Gen.Arnold from Gen. Belyaev,
~~#2-Secret Copy of Memo for Gen.Meyers fra Col. Page dtd 9-17-43.~~

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

Dispatched
22 SEP 1943
AAG

Orig 452.1 Russia (25)

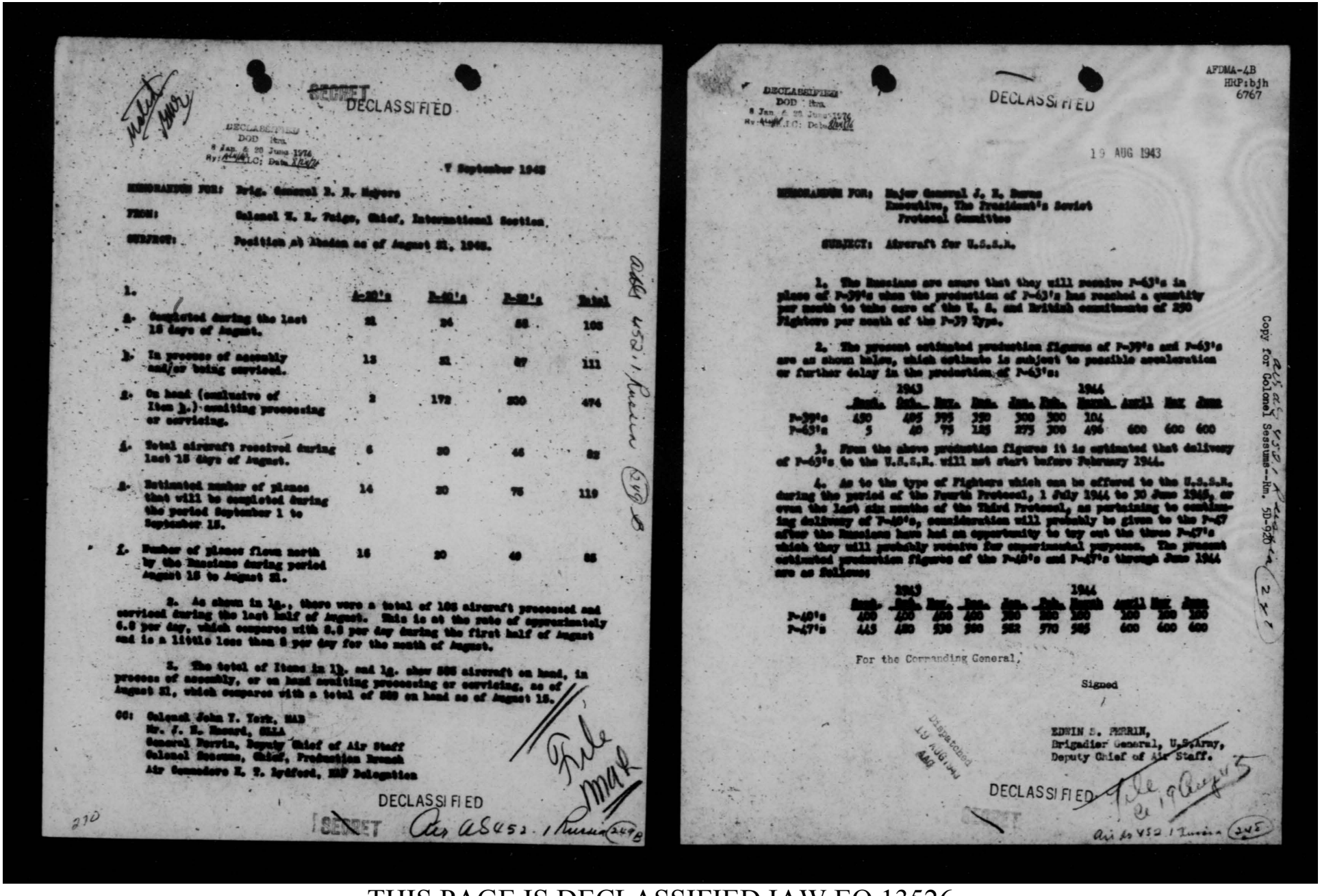
File CA 320.2 1943

DECLASSIFIED

Air AG 452.1 Russia (25)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



SECRET

DECLASSIFIED

DECLASSIFIED
DOD Itr.
8 Jan. & 20 June 1974
By: [illegible] LC; Date: [illegible]

7 September 1943

MEMORANDUM FOR: Brig. General B. H. Somers

FROM: Colonel W. R. Paige, Chief, International Section.

SUBJECT: Position at Khodan as of August 31, 1943.

1.	A-20's	B-25's	P-39's	Total
a. Completed during the last 15 days of August.	31	24	68	123
b. In process of assembly and/or being serviced.	13	31	67	111
c. On hand (exclusive of Item b.) awaiting processing or servicing.	2	172	300	474
d. Total aircraft received during last 15 days of August.	6	20	46	72
e. Estimated number of planes that will be completed during the period September 1 to September 15.	14	20	75	119
f. Number of planes flown north by the Russians during period August 15 to August 31.	16	20	49	85

2. As shown in 1g., there were a total of 123 aircraft processed and serviced during the last half of August. This is at the rate of approximately 6.8 per day, which compares with 8.8 per day during the first half of August and is a little less than 8 per day for the month of August.

3. The total of Items in 1b. and 1g. show 585 aircraft on hand, in process of assembly, or on hand awaiting processing or servicing, as of August 31, which compares with a total of 589 on hand as of August 15.

CC: Colonel John T. York, MAB
Mr. J. H. Hazard, SSLA
General Perrin, Deputy Chief of Air Staff
Colonel Spaatz, Chief, Production Branch
Air Commodore E. P. Lydford, RAF Delegation

DECLASSIFIED
SECRET Air AS452.1 Russia (249B)

Air AS452.1 Russia (270)

DECLASSIFIED
DOD Itr.
8 Jan. & 20 June 1974
By: [illegible] LC; Date: [illegible]

DECLASSIFIED

AFDMA-4B
HKP:bjh
6767

19 AUG 1943

MEMORANDUM FOR: Major General J. R. Deane
Executive, The President's Soviet
Protocol Committee

SUBJECT: Aircraft for U.S.S.R.

1. The Russians are aware that they will receive P-63's in place of P-39's when the production of P-63's has reached a quantity per month to take care of the U. S. and British commitments of 290 fighters per month of the P-39 type.

2. The present estimated production figures of P-39's and P-63's are as shown below, which estimate is subject to possible acceleration or further delay in the production of P-63's:

	1943						1944			
	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March	April	May	June
P-39's	450	495	595	550	500	300	104			
P-63's	5	40	75	125	275	300	496	600	600	600

3. From the above production figures it is estimated that delivery of P-63's to the U.S.S.R. will not start before February 1944.

4. As to the type of fighters which can be offered to the U.S.S.R. during the period of the Fourth Protocol, 1 July 1944 to 30 June 1945, or even the last six months of the Third Protocol, as pertaining to combining delivery of P-39's, consideration will probably be given to the P-47 after the Russians have had an opportunity to try out the three P-47's which they will probably receive for experimental purposes. The present estimated production figures of the P-39's and P-47's through June 1944 are as follows:

	1943						1944			
	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March	April	May	June
P-39's	450	495	595	550	500	300	104	100	100	100
P-47's	445	480	530	580	582	570	585	600	600	600

For the Commanding General,

Signed

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

Dispatched 19 AUG 1943 AAG

DECLASSIFIED

Copy for Colonel Sessums--Rm. 5D-920 Pentagon

Air AS452.1 Russia (245)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

AFDMA-4B
HRP:bjh
6767

SAS
to file

MEMORANDUM FOR: Major General J. H. Burns
Executive, The President's Soviet
Protocol Committee

SUBJECT: Aircraft for U.S.S.R.

1. The Russians are aware that they will receive P-63's in place of P-39's when the production of P-63's has reached a quantity per month to take care of the U. S. and British commitments of 250 Fighters per month of the P-39 Type.

2. The present estimated production figures of P-39's and P-63's are as shown below, which estimate is subject to possible acceleration or further delay in the production of P-63's:

	1943					1944			
	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March	April	May	June
P-39's	450	405	395	350	300	300	104			
P-63's	5	40	75	125	275	300	496	600	600	600

3. From the above production figures it is estimated that delivery of P-63's to the U.S.S.R. will not start before February 1944.

4. As to the type of Fighters which can be offered to the U.S.S.R. during the period of the Fourth Protocol, 1 July 1944 to 30 June 1945, or even the last six months of the Third Protocol, as pertaining to continuing delivery of P-40's, consideration will probably be given to the P-47 after the Russians have had an opportunity to try out the three P-47's which they will probably receive for experimental purposes. The present estimated production figures of the P-40's and P-47's through June 1944 are as follows:

	1943						1944			
	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March	April	May	June
P-40's	400	400	400	400	300	200	100	100	100	100
P-47's	445	480	530	580	582	570	585	600	600	600

Copy for General Perrin

Sgd by Gen. Perrin

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

THE PRESIDENT'S SOVIET PROTOCOL COMMITTEE

WASHINGTON

11 August 1943

DECLASSIFIED
E.O. 11652, Sec. II
State Dept. Ltr., 8 Aug 23
By [illegible] NARS, Date 9/3/76

MEMORANDUM FOR GENERAL H. H. ARNOLD,
COMMANDING GENERAL, ARMY AIR FORCES.

The latest revision of Munitions Assignments Committee (Air) Case No. 200, Amended as of 21 July 1943, indicates that either P-39 or P-63 fighter airplanes are allocated to the U.S.S.R. for the balance of the year 1943. Available information indicates an intention to shift all or a considerable portion of the capacity of the Niagara Falls and Buffalo Plants of the Bell Aircraft Corporation from P-39's to P-63's.

The U.S.S.R. request contained in the proposed Third Soviet Protocol is for 6,000 "Aircobras". Against this request, the War Department offering is for "1,200 fighters, 1-engine, Type P-39". In addition there is an offer "to supply for the United Kingdom's account 150 P-39 fighter airplanes per month for the period ending December 31, 1943". An approved directive from the Combined Chiefs of Staff (CCS 283/1 dated 29 July 1943), indicates that during the period 1 January 1944 to 30 June 1944, P-39 or P-63 airplanes will continue to be assigned to the U.S.S.R. on U.K. account at the rate of 150 airplanes per month.

Since our commitment to the U.S.S.R. is for P-39's and runs until 30 June 1944, it is believed advisable at this time to reach a decision with reference to the production of P-39's and P-63's, which will be satisfactory to you and will, as far as possible, satisfy the desires of the U.S.S.R. The Russians have a very high regard for the P-39. If it is planned to discontinue the P-39, we should consult their wishes before decision is made to substitute another type.

In connection with the problem of the P-39 and the P-63 under the Third Protocol, may I suggest that you also consider the type of fighters which can be offered to the U.S.S.R. in worthwhile quantities during the period of the Fourth Protocol, which may be expected to run from 1 July 1944 to 30 June 1945.

{ Definite understanding

SECRET DECLASSIFIED

J. H. BURNS
Major General, U.S. Army
Executive

6/17/43

Giles

10: Gen. Giles for action

Ans ab 452.1 Russia 2nd

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

DECLASSIFIED
DOD [illegible]
8 Jun. 6 [illegible] 1976
By [illegible] NLC; Date [illegible]

Fighter Airplanes for Russia.

AC/AS, M&SD (Attention: Colonel Paige) 13 August 1943

Deputy Chief of Air Staff

ESP/eva/6371 1

Please work up background and availability data on this and see me.

1 incl
SECRET memo for Gen.
Arnold frm Gen.Burns
11 Aug 43 this subj.

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

Dispatched
14 AUG 1943
AAG

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Directive
3 Jan. 6, as amended
By: NNMC; Date: 12/31/74

SECRET

DECLASSIFIED

3 August, 1943

MEMORANDUM FOR: General Hall

SUBJECT: Aircraft deliveries to Russia via Alaska.

452.1 Russia (346)

First airplane delivered to Russia via Alaskan route on 4 September, 1942. (Source: ATC)

ATC has delivery figures by month since that time available at Gravelly Point. Will take several hours to obtain as it means sending a man over there to get them. In accordance with your request, here are figures for past 3 months. Will get others if you still want them.

1943	A-20	B-25	C-47	P-39	TOTAL
May	105	20	20	64	209
June	216	5	18	81	320
July	97	22	17	163	299
GRAND TOTAL	418	47	55	308	828

(SOURCE: "Foreign Aircraft Deliveries by Mission")
(16th Statistical Control Unit, ATC)
(for May & June and ATC Daily Air-)
(craft Movement Foreign for July)
(also some additions for June.)

1 Aug 43

Hewlett
Capt AC

DECLASSIFIED Air Room Section.

SECRET

452.1 Russia (346)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Ltr
3 Jan. & 20 June 1974
By [illegible], Date 8/4/78

DECLASSIFIED

11 AUG 1943

Major General A. I. Belyaev, Chairman
The Government Purchasing Commission
of the Soviet Union in the U.S.A.
3325 16th Street, N. W.
Washington, D. C.

Dear General Belyaev:

In reference to the letter from your office dated June [illegible], 1943 requesting consideration for allocation to your government of from three to five P-38, P-47, B-24 and B-29 airplanes, and in reference to our conversation on August 6, 1943 regarding the same subject, the following information is furnished.

The Army Air Forces of the United States is now in the middle of a tremendously accelerated heavy bombardment program which required the utmost use of each and every heavy bombardment airplane. I, therefore, feel that I cannot release to you any heavy bombardment aircraft at this time. Furthermore it is desired to point out that the delivery of the B-29 experimental and service test [illegible] is only just beginning. From past experience with other new [illegible] airplanes it will require several months of actual service to determine and make necessary modifications before this airplane will be considered fully operational.

The ever increasing requirement for P-38 type aircraft for use as heavy bomber escorts and the necessity for converting a considerable number of this type into photographic airplanes have caused a great shortage in this type aircraft that will not permit the release of any P-38's at this time.

Due to a slight increase in actual production of P-47 airplanes above previous estimates I am pleased to inform you that it will be possible to furnish you three (3) P-47D airplanes from September production for test purposes.

Sincerely,

Signed

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

Dispatched
11 AUG 1943
AAG

File
8/11/13

SECRET DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Asst.Chief of Air Staff, OC&R

6 Aug 1943

Chief of the Air Staff.

1.

1. Attached hereto is a request from the Russian Aviation Department for certain types of aircraft. General Arnold desires a reply as to what can be done. Obviously we cannot give any B-24's or B-29's away at this time. I think this applies also to P-38's and P-47's. However, go into the matter fully and see what can be done. If the answer is no for all types, give a good strong reason why we cannot do it this year.

2. Prepare memorandum for General Arnold's signature by Noon the 7th.

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

1 Att.
Cy 1st 18/6/43 to Col.Paige

File
6 Aug 43

AAF

AirAS 452.1 Russia (200)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1 JUL 1943

Rear Admiral N. Auklin
Deputy Chairman, The Government Purchasing
Commission of the Soviet Union in the U.S.A.
3335 16th Street, N.W.
Washington, D. C.

Dear Admiral Auklin:

Reference is made to your letter of June 19, 1943. Inasmuch as the figures will soon be available for the end of June 1943, which is the end of the Second Protocol, and will show a complete breakdown with serial numbers, it is suggested that any differences between your calculations and ours can then be checked.

Every effort is being made to expedite the delivery of all aircraft allocated to your Government and the delays to which you referred are being given serious attention.

Very truly yours,

Sgnd.

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

Dispatched
1 JUL 1943
AAG

Gen. Arnold has letter June 19, 1943 in file.

file ci, July 43

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

Cir AS 452.1 Russia (238)

16—29243-1 U. S. GOVERNMENT PRINTING OFFICE

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AFLMA-4B
HRPtbjh
5385

(Written June 26, 1943)

Rear Admiral M. Anklin
Deputy Chairman, The Government Purchasing
Commission of the Soviet Union in the U.S.A.
3333 16th Street, N. W.
Washington, D. C.

Dear Admiral Anklin:

Referring to your letter of June 19, 1943, Reference No. 1599, inasmuch as the figures will soon be available for the end of June, which is the end of the Second Protocol, and will show a complete breakdown with serial numbers, it is suggested that any differences between your calculations and ours can then be checked.

Every effort is being made to expedite the delivery of all aircraft allocated to your Government and the delays you refer to pertaining to the P-39's, B-25D's, and A-20G's are having attention.

Very truly yours,

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

16—80242-1 • U. S. GOVERNMENT PRINTING OFFICE

THIS PAGE IS DECLASSIFIED IAW EO 13526

AGE IS DECLASSIFIED IAW EO

WAR DEPARTMENT
Headquarters Army Air Forces
Washington

Date 6/24/43

MEMORANDUM for: General Giles

Colonel Paige, Materiel Division, MM&D, prepared the letter of June 12 and the tables referred to in Admiral Akulin's letter.

Let Tindal collect information and prepare reply

BMG

Barney M. Giles
Major General, U.S.A.
Asst. Chief of Air Staff
Operations, Commitments & Requirements.

X-353-I, AP

AGE IS DECLASSIFIED IAW EO

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
E.O. 12958
9 Jan. & 10 June 1976
Arlington Publishing

DECLASSIFIED

WDmemo 6/23/43
WDmemo
71172
JUN 24 1943

Attached memorandum, "Airplanes for U.S.S.R."

Deputy Chief of the Air Staff, Brig. Gen. L. V. Saunders

Assistant Chief of the Air Staff, Plans.

1
WDmemo 71172

Attached hereto is a memorandum prepared for your signature in reply to a memorandum written by Major General J. H. Burns to General Arnold, copy of which is also attached.

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

Incl -
As done abv

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOE Itr
3 Jan & 28 July 1976
NSC Dat

AFAEP
WMB:mcs
74055
6/23/43

DECLASSIFIED

SECRET

25 JUN 1943

MEMORANDUM FOR MAJOR GENERAL J. E. HULL, EXECUTIVE, COMBINED CHIEFS OF STAFF.

SUBJECT: Airplanes for USSR.

1. In accordance with the request contained in your memorandum of June 19, 1943, addressed to General Arnold, the plan outlined below will be used in the delivery of airplanes to the U.S.S.R. during the period covered by the Third Protocol Agreement.

Airplanes per Month

	Via Alaska	Via South Atlantic to Abadan	Via Water to Abadan
B-25	25		
A-20	60	40	
P-39	250 *		
P-40			100
C-47	20		

* Except in July 1943 when 100 of these will be shipped by water to Abadan.

2. This program has been approved informally by the Soviet Purchasing Commission for planning purposes. It has been agreed that this plan will accomplish the delivery of planes to the fighting fronts in the most expeditious manner, and meet the strategic requirement of the U.S.S.R. for airplanes in the desired front line areas. No formal approval will be given by the Soviet Government until Protocol Agreement has been signed.

3. Insofar, as is possible, the aircraft allocated the U. S. S. R. will be scheduled from production in the first portion of each month. In accordance with the standard practice for all countries, as applied by the Munitions Assignments Committee (Air) all allocations are considered as "satisfied" upon factory delivery.

DECLASSIFIED

SECRET

COPY TO: Brig. Gen. L. V. Saunders

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASS[illegible]

Memo for Maj. Gen. Burns

4. It is anticipated that all planes due the Russians under the Second Protocol will be delivered from the factory by midnight June 30th; however, any planes due on the Second Protocol which are not delivered by midnight, June 30th, will be delivered subsequent thereto and applied against the Second Protocol. Any deliveries from factories in excess of the total Second Protocol commitments will be considered as applicable to the Third Protocol.

5. Based on the experiences of 1942 and 1943 to date, in moving the planes from factories to the fighting fronts the following time factors may reasonably be expected.

a. All aircraft (except transports) flown via Alaska will require thirty days from factory delivery to departure station in United States. Ten days additional will have elapsed before delivery to the Russians at Fairbanks.

b. Transports will be delivered at Fairbanks during the current month of assignment.

c. Aircraft to be flown the South Atlantic to Abadan will be delivered in approximately sixty days from factory delivery.

d. Aircraft shipped by water to Abadan will require approximately ninety days from factory to delivery to Russians to Abadan, providing the Mediterranean is open. One hundred and twenty days will be necessary if delivery has to be made around the Cape of Good Hope. The majority of these airplanes will have departed United States ports during the month in which they are assigned.

6. Although a great deal has been accomplished in improving the facilities of the various ferry routes, unforeseen difficulties will most certainly arise from time to time that will necessitate some change in the basic plan and some variance in the time schedule as outlined.

For the Commanding General, Army Air Forces:

L. O. SAUNDERS,
Brigadier General, U. S. A.,
Deputy Chief of the Air Staff.

Encls -
1. Memo for CG,AAF fm Gen. Burns dtd 6/18/43.
2. Paraphrase cablgrm to M. Stalin fm President Roosevelt.

Declassified
23 Nov 1945
AAG

Ltr to CG 25 June 43
Gen AS 452 (Russia) 235

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~ DECLASSIFIED

DECLASSIFIED
By [illegible] Date [illegible]

COPY

THE COMBINED CHIEFS OF STAFF
WASHINGTON

18 June 1943

Munitions Assignments Board

MEMORANDUM FOR GENERAL H. H. ARNOLD, COMMANDING GENERAL ARMY AIR FORCES.

Subject: Airplanes for U.S.S.R.

Enclosure: Paraphrase of Cablegram.

1. In accordance with the desires of Mr. Hopkins, there is attached for your information a paraphrase of a cablegram from the President to Marshal Stalin, offering during the balance of the year 1943, 600 additional P-40-N fighters and 70 additional B-25 bombers. Admiral Akulin, of the Soviet Purchasing Commission, has assured me that the offer of the President will be most gratefully accepted by his Government.

2. The delivery of airworthy planes to the Russians is the real measure of our aid to that country. Mr. Hopkins desires that I secure for him a copy of your plans for forwarding airplanes to Russia by the various routes which may be utilized, together with your estimate of the rates at which these airplanes can be made ready for actual delivery to Russian control.

(S)

J. H. BURNS
Major General, U.S. Army
Executive

1 Encl.
As listed above

~~SECRET~~ DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

COPY

PARAPHRASE

DECLASSIFIED Per FRUS 1943 v 3 p 763 By LL, LL; Date 8/24/94

June 16, 1943

From: The President

To : Marshal Stalin

I have directed, in addition to our new protocol agreement, that during the balance of 1943 600 additional fighters be sent to you. They are the type of fighter (P-40-N) which we fought in Tunisia very successfully. It is the most maneuverable fighter we have. It gives excellent protection to the P-39's ground staffing and provides our best protection against dive bombers.

In addition I have also directed that 70 additional B-25's be shipped during the same period. The airplane situation will be again reviewed in November and you will be informed at that time of the shipping schedule of the second half of the protocol year.

Roosevelt

DECLASSIFIED SECRET

DECLASSIFIED

SECRET

Attached memorandum, "Airplanes for U.S.S.R."

Deputy Chief of the Air Staff, Brig. Gen. L. V. Saunders

Assistant Chief of the Air Staff, Plans.

WDSmco 71178 JUN 24 1943

WDSmco 71178 1

Attached hereto is a memorandum prepared for your signature in reply to a memorandum written by Major General J. H. Burns to General Arnold, copy of which is also attached.

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

Incl -
As done abv

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Memo
3 Jun. 0 of June 1972
NARS Date 11/14/78

DECLASSIFIED

Airplane situation at Abadam

AC/AS, Materiel, Maintenance & Distribution. 11 June 43

Deputy Chief of the Air Staff. 1

MAL/mdg/5265

General Stratemeyer desires that an appropriate reply be prepared to the attached for his signature.

Dispatched
12 JUN 1943
ASC

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

Att: Ltr to Gen. Hanley fm.
Gen. Spalding, 10/June 43.

452.1 (Russia) (33)

DECLASSIFIED

SECRET

Gen AS 452.1 Russia (33)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
A DOD Rev.
By: NLRS/LC; Date: 8/2/13

SECRET

DECLASSIFIED

AFDAS
LGS/gwd
Ext. 72052

June 14, 1943.

Brig. General S. P. Spalding,
Asst. Executive, Munitions Assignments Board,
The Combined Chiefs of Staff,
19th St. and Constitution Ave., N. W.,
Washington, D. C.

Dear General Spalding:

Acknowledgment is made of your letter of June 12, with which you enclosed copy of letter to General Hanley in regard to the situation at Abadan.

Your letter to General Hanley has been referred to General Stratemeyer, who will forward an appropriate reply.

Sincerely,

(Sgd)

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

Dispatched
14 JUN 1943
AAG

cir 88 USW, Encls Ltr

File Ci 15 Jan

DECLASSIFIED

SECRET

Copy for Miss Vaughn
Air AS 452.1 Russia

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

A DOD Ltr
3 Dec. & 30 June 1976
By AGAO; Date 12-4-78

DECLASSIFIED

Third Soviet Protocol.

Major General O. P. Echols, Assistant Chief of Air Staff, Material, Maintenance and Distribution.
Deputy Chief of Air Staff.

14 May 1943

1

TJH/cmc/8371

1. Attached hereto is a memorandum from Colonel York and the revised draft of Third Soviet Protocol as of May 13, 1943, with the U. S. Schedule and Program of Requirements and Offerings.

2. General Clay desires a responsible officer attend a meeting tomorrow in the Combined Chiefs of Staff building at 11:00 A.M., to discuss this Protocol. The matter to be discussed is more concerned with the over-all material question than it is with the airplanes which the Army Air Forces can provide.

3. It is requested that you designate an officer from your Division to attend this meeting. After the meeting, these papers should be turned over to Colonel Cabell.

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

Incl: Memo for Gen.Hanley
frm Col.York, dtd 5/14/43,
w/incl: Memo for Gen.Armold
frm Gen.E.P.Spalding, dtd 5/14/43,
w/3 attachments.

Dispatched
MAY 14 1943
AAG

DECLASSIFIED

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
E DOD Rtr.
8 Jan. & 30 June 1976
By NNAM, NARS, Date 3/14/78

SECRET

DECLASSIFIED

Insufficient Supply of Planes.

A.C. A.S., Materiel, Maintenance & Distribution. 13 May 43

Deputy Chief of the Air Staff. 1

MAL/mdg/5265

1. For immediate action reference the attached and preparation of a reply to Major General Belyaev. In returning your draft of reply which will be for signature by General Giles it is requested that you answer General Giles penned comment on his disposition slip which is attached to the letter being answered.

2. It is desired that draft of proposed reply be returned to this office for presentation to General Giles.

Dispatched
MAY 13 1943
AAG

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

Atts: Ltr to Gen. Arnold fm. Gen. Belyaev, 5/10/43

Air AS 452.1 Russia (31)

DECLASSIFIED

SECRET

Air AS 452.1 Russia (31)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
Per Mary Davis 8/4/72
By [illegible] Date 7/2/74

~~CONFIDENTIAL~~

DECLASSIFIED

THE PRESIDENT'S SOVIET PROTOCOL COMMITTEE
WASHINGTON

SAS to file

May 1, 1943.

MEMORANDUM FOR GENERAL ARNOLD.

Subject: Supplementary Request - Third Soviet Protocol.

Attached for your information is a copy of the "Supplementary Request for Supply to the U.S.S.R. by the Government of the United States during the Period July 1, 1943 to June 30, 1944" (Third Soviet Protocol).

S. P. SPALDING,
Brigadier General, U.S.Army.

1 Inclosure -
Supl.Req.
4-29-43

452.1 Russia (23)B

5/1/43 Gen. Anderson - What about this?

DECLASSIFIED

File 17 Aug 44

~~CONFIDENTIAL~~

A-1670

SAS 452.1 Russia (23)B

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL DECLASSIFIED

SUPPLEMENTARY REQUEST

FOR SUPPLY TO THE U.S.S.R.

BY THE

GOVERNMENT OF THE UNITED STATES

DURING THE PERIOD

JULY 1, 1943 TO JUNE 30, 1944

Procurement Agencies:

A	- Dept. of Agriculture
N	- Navy Department
WD	- War Department
WPB	- War Production Board
Maritime	- Maritime Commission
PAW	- Petroleum Administrator for War

(Submitted April 29, 1943)

CONFIDENTIAL DECLASSIFIED

The Government Purchasing Commission
of the Soviet Union in the U. S. A.

Major General A. I. Belyaev
Chairman

3355 16th Street, N.W.
Washington, D. C.

April 29, 1943

Brig. General Sidney P. Spalding, Acting Executive
Munitions Assignment Board
Room 149, Combined Chiefs of Staff Building
1901 Constitution Avenue, N.W.
Washington, D. C.

Dear General Spalding:

In view of recommendations made by various United States government agencies that details be specified with regard to some items of the Third Program recently submitted to your Government by my Government, I am sending to you herewith a list embodying these changes, additions and some of the details requested.

Again I would like to emphasize that all equipment, requisitions for which have been approved by the United States Government during the Second Protocol period, but delivery of which extends beyond the term of this Second Protocol, should be delivered during the period of the Third Protocol in excess of the items specified in the Third Program.

I hope that this supplement will receive the favorable consideration of your Government.

Sincerely yours

/s/

A. I. Belyaev
Major General, U.S.S.R. Army
Chairman

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CONFIDENTIAL~~ DECLASSIFIED

SUPPLEMENTARY REQUEST
FOR SUPPLY TO THE UNION OF SOVIET SOCIALIST REPUBLICS
BY THE GOVERNMENT OF THE UNITED STATES
DURING THE PERIOD JULY 1, 1943 TO JUNE 30, 1944

This supplementary request is made in response to recommendations of the Lend-Lease Administration, Army, Navy and others who have recently considered the Third Program of Supply submitted by the Government of the U.S.S.R., for the purpose of determining the commitments to be made under this Third Program.

GROUP I - ARMAMENTS AND MILITARY EQUIPMENT

WD Item 1.
Change to:- Spare Engines and Propellers for two-motor planes - 30% per motor or 60% per two-motor plane;
Instead of:- Spare Engines and Spare Propellers - 30% of number of planes.

Naval Stores.
Add:-

Maritime Item 10. Schooners, Barges for Oil and Dry Cargo, and Tugs - total of 180 units, as specified in list attached hereto.

N Item 11. Miscellaneous Equipment for U.S.S.R. Navy and Merchant Marine ships, as specified in lists attached hereto.

GROUP II

PAW Item 32. Petroleum Products.
Change to read:- Quantity requested - 514,000 long tons, as specified in list attached hereto;
Instead of:- 360,000 long tons originally requested in the Third Program.

WPB Item 27. Rails with Accessories.
Change to read:- Quantity requested - 500,000 long tons of 75 lbs. per yard, for delivery in equal monthly quantities during the period July 1, 1943 to June 30, 1944.

Also, an additional quantity of 300,000 long tons of rails with necessary accessories are requested for delivery to the U.S.S.R., in equal monthly quantities, during the period July 1, 1944 to November 30, 1944.

The above quantities of rails with accessories are requested instead of the carbon steel items indicated in the original Program of Supply for the Third Protocol Period.

~~CONFIDENTIAL~~ DECLASSIFIED

Supplementary Request

GROUP III - INDUSTRIAL EQUIPMENT

WPB Add:-
Item 10. Industrial Plants, in accordance with list attached hereto.

Add to Specification for "Various Industrial Equipment":-
Paragraph 10. Automatic Block Signal System for 2,140 kilometers.

GROUP V - FOOD PRODUCTS

A Item 4. Delete Item 4, Meat Products, and instead increase quantity requested under Item 3, Canned Meat, to 420,000 tons in place of 220,000 tons originally requested.

Other Products, as specified in list attached hereto - 73,350 tons.
To be supplied against Item 1 of this Group.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Mar- itime NAVAL STORES - ITEM 10 - SCHOONERS, BARGES FOR OIL AND DRY CARGO, AND TUGS

A. For Caspian Sea

1. Steel seagoing standard tugs, with draft 10-11 feet, power capacity 900-1,000 H.P. . . . 7 units

2. Steel self-propelled seagoing standard barges for oil, with draft not exceeding 12 feet, total cargo capacity 42,000 tons, cargo capacity of about 1,900 tons each . . . 22 units

3. Steel seagoing standard barges for dry cargo, with draft not exceeding 11 feet, total cargo capacity of 38,000 tons, cargo capacity of about 1,900 tons each . . . . . 20 units

Note: All ships mentioned in this section "A" shall be delivered in fabricated products, for assembly on the coast of the Caspian Sea.

B. For Far East

1. Steel seagoing standard tugs, with draft 15-16 feet, power capacity 900-1,000 H.P. . . 3 units

2. Steel self-propelled seagoing standard barges for oil, with draft 15-16 feet, total cargo capacity of 6,000 tons . . . . . 3 units

3. Steel self-propelled seagoing standard barges for dry cargo, with draft 15-16 feet, total cargo capacity of 10,000 tons . . 5 units

4. Wooden self-propelled seagoing standard schooners for dry cargo, with draft 15-16 feet, total cargo capacity of 120,000 tons, cargo capacity of about 1,000 tons each . . 120 units

Note: All ships mentioned in this section "B" shall be delivered fully complete.

Total . . . . . 180 units

N NAVAL STORES - ITEM 11 - ELECTRICAL EQUIPMENT FOR U.S.S.R. NAVY

1. Generators with Controllers, 1.5 - 25 KW . . . . . 500 units
2. Generators with Controllers, 25 - 100 KW . . . . . 250 units
3. Motor-Generators, with Controllers, 1 - 10 KW . . 100 units
4. Motor-Generators, with Controllers, 10 - 75 KW . . 25 units
5. Electrical Motors with Controllers, 0.5 - 25 HP. .1000 units
6. Electrical Motors with Controllers, 25 - 100 HP. . 25 units
7. Storage Batteries for Submarines . . . . . 65 units
8. Instrument Gages, Tachometers, Lighting Fixtures, etc. . . . . .$1,000,000.

Total . . . . . 1965 units

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CONFIDENTIAL~~ DECLASSIFIED

N NAVAL STORES - ITEM 11 - ELECTRICAL AND MISCELLANEOUS EQUIPMENT FOR MERCHANT MARINE

1.	Diesel-Generators, D.C. 3.5 - 30 KW	340 units
2.	Diesel-Generator Compressors, 15 - 30 KW	60 units
3.	Diesel-Generator Pumps, 1.5 - 3.5 KW	145 units
4.	Steam Boilers, 90-120 pounds per inch 16 sq. meters, for heating, complete with feeding pumps	20 units
5.	Electrical Centrifugal Pumps, 10 - 70 ton/per hour.	210 units
6.	Electrical Piston Pumps, 20 - 300 ton/per hour. . .	235 units
7.	Worm Driven Pumps for Oil, electrically driven. . .	100 units
8.	Hand Operated Compressors, 2 mt^3 per hours.	700 units
9.	Engine Telegraphs - commercial type	430 units
10.	Electrical Steering Engines, Windlasses, and Winches-	300 units
	Total	2540 units

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CONFIDENTIAL~~ DECLASSIFIED

PAW

GROUP II - ITEM 32 - PETROLEUM PRODUCTS

a)	Blending Agents for Aviation Gasoline . . Delivery: two tankers per month commencing July, 1943.	204,000	long tons
b)	100-Octane Aviation Gasoline . . . . . Delivery: three tankers per month commencing July, 1943.	300,000	" "
c)	Various Grades of Lubricating Oils	5,500	" "
d)	Cerezine Wax	2,000	" "
e)	Additives for Lubricating Oils	1,500	" "
f)	Tetraethyl Lead Liquid	1,000	" "
	Total Requested	514,000	long tons

To effect delivery to the U.S.S.R. of the petroleum products in quantities as specified herein, the Government of the U.S.S.R. requests that the United States Government furnish to the U.S.S.R. 7 or 8 additional tankers, in excess of those which have already been given to the U.S.S.R. during the Second Protocol period.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CONFIDENTIAL~~ DECLASSIFIED

WPB **GROUP III - ITEM 10 - INDUSTRIAL PLANTS**

I. Plants for the production of synthetic rubber and alcohol:

WPB 1) 20,000 tons per year of butadiene (divinil) from oil products and oil gases.

WPB 2) 7,000 tons per year of styrene (sterol)

WPB 3) 25,000 tons per year of synthetic rubber "Buna S"

WPB 4) 10,000 tons per year of synthetic rubber -Neoprene

WPB 5) 3,000 tons per year of butyl rubber

WPB 6) 20,000 tons per year of synthetic alcohol from ethylene

All plants should include complete main and auxiliary equipment.

WPB II. Plant for production of 47 tons per day of cord and 8 tons per day of chefer.

PAW III. Plant for production of toluene, 20,000 - 30,000 tons per year.

PAW IV. Two catalytic cracking units for the production of aviation gasoline - 100,000 tons per year each unit.

PAW V. 1 catalyst plant for the production of catalyst for Houdry units.

PAW VI. Sufficient Petreco Desalting Units for the aviation lube oil plant and for those oil refinery plants ordered in 1942 for which Petreco Desalting Units are needed.

WPB VII. Plant for the production of Phenol.

~~CONFIDENTIAL~~ DECLASSIFIED

A **GROUP V - FOOD PRODUCTS**

OTHER PRODUCTS	73,350 tons
To Include:	
a) Concentrated Soups and Cereals	10,000 tons
b) Dehydrated Vegetables	10,000 "
c) Tomato Paste	10,000 "
d) Concentrated Juices	2,000 "
e) Cheese	15,000 "
f) Condensed Milk	12,000 "
g) Vitamins: Ascorbic Acid, Riboflavin, Aneurin	50 "
Fish Liver Oil (Vit."A"), Carotene	62 M.M. U.S.P. Units (or approximately 100 tons)
h) Yeast: Bakery Yeast, Yeast Tablets (Vitaminized)	1,200 tons
i) Vegetable and Oil Seeds	2,100 tons
j) Field Seeds	10,000 tons
k) Spices, miscellaneous	1,000 tons
Total	73,350 tons

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL
DECLASSIFIED

THE PRESIDENT'S SOVIET PROTOCOL COMMITTEE
WASHINGTON

April 1, 1943

SAS to file

MEMORANDUM FOR GENERAL ARNOLD:

Attached for your information is a copy of the 'Program of Requirements for Armaments, Equipment and Materials for Supply to the U.S.S.R. by the Government of the United Kingdom During the Period July 1, 1943 to June 30, 1944' (Third Soviet Protocol).

J. H. BURNS
Major General, U.S. Army

Attachment

4/12/43 Gen. Hawley

file 17 Aug 44

CONFIDENTIAL DECLASSIFIED

SAS 092.1 Russia (2301) 4/12

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

PROGRAM OF REQUIREMENTS FOR ARMAMENTS, EQUIPMENT AND MATERIALS FOR SUPPLY TO THE U.S.S.R. BY THE GOVERNMENT OF THE UNITED KINGDOM DURING THE PERIOD JULY 1, 1943 TO JUNE 30, 1944

(Submitted April 1, 1943)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
SECRET

PROGRAM OF REQUIREMENTS FOR
ARMAMENTS, EQUIPMENT AND MATERIALS
FOR SUPPLY TO THE U.S.S.R.
BY THE GOVERNMENT OF THE UNITED KINGDOM
DURING THE PERIOD JULY 1, 1943 TO JUNE 30, 1944

(All weights given in long tons)

GROUP I. ARMAMENTS AND MILITARY EQUIPMENT

Item 1. - AIRPLANES

Amount requested: 2,400 pursuit planes "Spitfire" - at rate of 200 planes per month

Item 2. - TANKS

The same types as has been agreed upon by the Second Protocol
Amount requested: 3,000 tanks - at rate of 250 tanks per month.

Item 3 - POWDER

Amount requested: 12,000 tons - at rate of 1,000 tons per month.

Item 4 - MINE SWEEPERS

Amount requested: 10 Mine Sweepers.

GROUP II. VARIOUS MATERIALS

Item 1. - TIN

Amount requested: 6,000 tons - at rate of 500 tons per month.

Item 2. - LEAD

Amount requested: 12,000 tons - at rate of 1,000 tons per month.

Item 3. - COLD DRAWN POLISHED DRILL RODS - High Speed Steel

Amount requested: 120 tons - at rate of 10 tons per month.

SECRET
DECLASSIFIED

GROUP II., Continued

Item 4. - SHIPBUILDING STEEL PLATES, FOR SHIP REPAIR

Amount requested: 12,000 tons - at rate of 1,000 tons per month.

Item 5. - INDUSTRIAL DIAMONDS

Amount requested: $2,400,000 worth - at rate of $200,000 worth per month.

Item 6. - RUBBER

Amount requested: 24,000 tons - at rate of 2,000 tons per month.

Item 7. - JUTE AND JUTE PRODUCTS

Amount requested: 36,000 tons - at rate of 3,000 tons per month.

Item 8. - SISAL AND SISAL PRODUCTS

Amount requested: 18,000 tons - at rate of 1,500 tons per month.

Item 9. - SHELLAC

Amount requested: 2,400 tons - at rate of 200 tons per month.

Item 10. - WOOL

Amount requested: 24,000 tons - at rate of 2,000 tons per month.

Item 11. - CEYLON GRAPHITE

Amount requested: 1,200 tons - at rate of 100 tons per month.

GROUP III. INDUSTRIAL EQUIPMENT

Item 1. - MACHINE TOOLS

Amount requested: 6,000 each - at rate of 500 each per month.

Item 2. - COMPLETE STEAM ELECTRIC POWER PLANTS

with an installed capacity up to 25,000 KW each, total capacity of 150,000 KW

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
SECRET

GROUP III., Continued

Item 3. - COMPLETE SMALL STEAM POWER PLANTS

with an installed capacity of 100 - 500 KW each, total capacity of 25,000 KW

Item 4. - MOBILE STEAM ELECTRIC POWER PLANTS

with an installed capacity of 1,000 - 2,500 KW each, total capacity of 100,000 KW

Item 5. - INDIVIDUAL TURBO-GENERATORS

with a capacity up to 25,000 KW each, total capacity of 250,000 KW

Item 6. - STEAM VALVES AND FITTINGS

Amount requested: $3,000,000 worth

Item 7. - PUMPS

Amount requested: $2,000,000 worth

Item 8 - COMPRESSORS

Amount requested: $5,000,000 worth

Item 9. - ELECTRICAL EQUIPMENT

Amount requested: $14,000,000 worth

Item 10 - MINING, CRANE-EXCAVATOR, TRANSPORTING AND OTHER INDUSTRIAL EQUIPMENT

Amount requested: $8,000,000 worth

GROUP IV. QUARTERMASTER GOODS

Item 1. - ARMY WOOLEN CLOTH

Amount requested: 3,000,000 yards

Item 2. - RETANNED UPPER LEATHER

Amount requested: 1,000 tons.

DECLASSIFIED
SECRET

GROUP V. MEDICAL SUPPLIES

Item 1. - MEDICAL SUPPLIES

Amount requested: $6,000,000 worth

*****

1. It is understood that the following equipment, such as machine tools, steam power equipment, electrical equipment, forging and press equipment, cranes, excavators and transporting equipment, oxygen plants, testing machines, control and measuring instruments which the United Kingdom Government agreed to deliver to the U.S.S.R. during the Second Protocol period, but the terms of delivery of which equipment extends beyond the term of the Second Protocol, shall be delivered in excess of the quantities requested in the Third Protocol Program.

2. The types of complete steam and mobile power plants as well as electrical equipment should correspond with the types already accepted for manufacture by the British firms for the Union of Soviet Socialist Republics.

3. Food products will be delivered in quantities agreed upon by the respective Governments in accordance with available tonnage.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

THE PRESIDENT'S SOVIET PROTOCOL COMMITTEE
WASHINGTON

SAS to file

March 26, 1943.

MEMORANDUM FOR GENERAL ARNOLD.

Subject: Third Soviet Protocol.

Attached for your information is an advance copy of the Program of Requirements for Supplies to the U. S. S. R. under the third protocol.

J. H. BURNS,
Major General, U. S. Army.

1 Inclosure

452.1 Russia (2304)

DECLASSIFIED

~~CONFIDENTIAL~~

SAS 452.1 Russia (2304)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL ~~DECLASSIFIED~~

PROGRAM OF REQUIREMENTS FOR ARMAMENTS, EQUIPMENT AND MATERIALS FOR SUPPLY TO THE U.S.S.R. BY THE GOVERNMENT OF THE UNITED STATES DURING THE PERIOD JULY 1, 1943 TO JUNE 30, 1944

(Submitted March 25, 1943)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL
DECLASSIFIED

PROGRAM OF REQUIREMENTS FOR
ARMAMENTS, EQUIPMENT AND MATERIALS
FOR SUPPLY TO THE U.S.S.R.
BY THE GOVERNMENT OF THE UNITED STATES
DURING THE PERIOD JULY 1, 1943 TO JUNE 30, 1944

(All weights given in long tons)

GROUP I.

ARMAMENTS AND MILITARY EQUIPMENT

Item 1. - AIRPLANES

Amount requested: 8160

500 pursuit planes "Aircobra"
100 light bombers, Type A-20
50 medium bombers, Type B-25
30 transport planes, Type C-46; C-47
} monthly

Spare engines 30 per cent of number of planes
Spare propellers 30 per cent of number of planes
Airplane spare parts 20 per cent of value of plane
Engine spare parts 15 per cent of value of plane
Propeller spare parts 15 per cent of value of propeller.

Item 2. - TRUCKS

Amount requested: 144,000 - at rate of 12,000 trucks per month. Truck spare parts, 20 per cent of value of truck.

Item 3. - SCOUT CARS

Amount requested: 24,000 - at rate of 2,000 per month. Spare parts for them 20 per cent of value of a jeep.

Item 4. - PRIME MOVERS FOR ARTILLERY

Amount requested: 3,000 including:

Tructors - medium 150 per month
Tructors - heavy 50 per month
Armoured half-trucks 50 per month
Spare parts, 20 per cent of value of item.

Item 5. - MOTORCYCLES

Amount requested: 12,000 - at rate of 1,000 per month. Spare parts for them, 20 per cent of value of motorcycle.

Item 6. - POWDER

Amount requested: 60,000 tons - at rate of 5,000 tons per month.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

GROUP I., Continued

Item 7. - TOLUOL

Amount requested: 36,000 tons - at rate of 3,000 tons per month

Item 8. - T N T

Amount requested: 24,000 tons - at rate of 2,000 tons per month

Item 9. - RADIO STATIONS, RADIO LOCATORS

Amount requested: 15,700 units, and other Radio Equipment in accordance with specifications.

Item 10. - FIELD TELEPHONES

Amount requested: 100,000

Item 11. - TELETYPE APPARATUS

Amount requested: 500

Item 12. - FIELD TELEPHONE AND TELEGRAPH CABLES

Amount requested: 300,000 Km.

Item 13. - FIELD BATTERY CHARGING STATIONS

Amount requested: 4,000 units.

Item 14. - SUBMARINE CABLE

Amount requested: 1,500 Km.

Item 15. - MARINE CABLE

Amount requested: 1,200 Km.

NAVAL STORES

Item 1. - MINE SWEEPERS

Amount requested: 22

Item 2. - SUBMARINE CHASERS (110 feet)

Amount requested: 12

DECLASSIFIED

GROUP I., Continued

Item 3. - SEA TUGS

Amount requested: 20

Item 4. - 5"/38 CALIBER DOUBLE PURPOSE DECK GUNS

Amount requested: 110

Item 5. - 3"/50 CALIBER DOUBLE PURPOSE DECK GUNS

Amount requested: 200

Item 6. - "OERLICON" GUNS 20 mm.

Amount requested: 500

Item 7. - TWIN MACHINE GUNS, 50 CALIBER

Amount requested: 900

Item 8. - MARINE DIESEL ENGINES AND DIESEL GENERATORS

Amount requested: 2,562 units, in accordance with specifications.

Item 9. - SALVAGE EQUIPMENT

Amount requested: 3,150 units, in accordance with specifications.

*****

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CONFIDENTIAL~~ DECLASSIFIED

GROUP II. METALS, CHEMICALS AND OTHER MATERIALS (in long tons)

Item 1. - ALUMINUM INGOTS

Amount requested: 60,000 tons - at rate of 5,000 tons per month.

Item 2. - DURALUMINUM

Amount requested: 12,000 tons - at rate of 1,000 tons per month.

Item 3. - MAGNESIUM

Amount requested: 3,600 tons - at rate of 300 tons per month.

Item 4. - NICKEL

Amount requested: 8,400 tons - at rate of 700 tons per month.

Item 5. - MOLYBDENUM

Amount requested: 4,000 tons, in equal monthly installments.

Item 6. - COPPER ELECTROLYTIC

Amount requested: 120,000 tons - at rate of 10,000 tons per month.

Item 7. - ZINC

Amount requested: 12,000 tons - at rate of 1,000 tons per month.

Item 8. - COBALT

Amount requested: 144 tons - at rate of 12 tons per month.

Item 9. - CADMIUM

Amount requested: 200 tons, in equal monthly installments.

Item 10. - BRASS AND BRONZE PRODUCTS

Amount requested: 96,000 tons - at rate of 8,000 tons per month.

Item 11. - COPPER GOODS AND TUBES

Amount requested: 14,400 tons - at rate of 1,200 tons per month.

Item 12. - COPPER CABLE AND WIRE

Amount requested: 30,000 tons - at rate of 2,500 tons per month.

Item 13. - FERRO-ALLOYS

Amount requested: 19,200 tons - at rate of 1,600 tons per month.

~~CONFIDENTIAL~~ DECLASSIFIED

GROUP II., Continued

Item 14. - NICHROME WIRE

Amount requested: 480 tons - at rate of 40 tons per month.

Item 15. - SPECIAL ALLOYS WIRE

Amount requested: 240 tons - at rate of 20 tons per month.

Item 16. - HARD ALLOYS AND CUTTING TOOLS

Amount requested: $3,000,000 worth - at rate of $250,000 per month.

Item 17. - POLISHED DRILL RODS

Amount requested: 200 tons, including 70 tons of High Speed Steel, all in equal monthly installments.

Item 18. - TOOL STEEL

Amount requested: 16,000 tons, including 4,000 tons of High Speed Tool Steel, all in equal monthly installments.

Item 19. - STAINLESS STEEL

Amount requested: 3,360 tons - at rate of 280 tons per month.

Item 20. - COLD DRAWN AND COLD ROLLED STEEL IN RODS, BARS, SHEETS AND STRIP

Amount requested: 120,000 tons - at rate of 10,000 tons per month.

Item 21. - HOT ROLLED STEEL

Amount requested: 132,000 tons - including 60,000 tons of Aircraft Alloy Steel, all in equal monthly installments.

Item 22 - TIN PLATE

Amount requested: 60,000 tons - at rate of 5,000 tons per month.

Item 23. - STEEL WIRE

Amount requested: 36,000 tons, including 12,000 tons of Barbed Wire, all in equal monthly installments.

Item 24. - STEEL ROPE, AIRCRAFT WIRE ROPE

Amount requested: 14,400 tons - at rate of 1,200 tons per month.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CONFIDENTIAL~~ DECLASSIFIED

GROUP II., Continued

Item 25. - STEEL TUBES

Amount requested: 81,600 tons, including 21,600 tons of Alloy Tubes, all in equal monthly installments.

Item 26. - OTHER METALS AND THEIR GOODS

Amount requested: $10,000,000 worth.

Item 27. - RAILS AND ACCESSORIES

Amount requested: 60,000 tons - at rate of 5,000 tons per month.

Item 28. - CAR WHEEL SETS

Amount requested: 12,000 sets - at rate of 1,000 sets per month.

Item 29. - CAR AND LOCOMOTIVE AXLES

Amount requested: 12,000 tons - at rate of 1,000 tons per month.

Item 30. - CAR AND LOCOMOTIVE TIRES

Amount requested: 12,000 tons - at rate of 1,000 tons per month.

Item 31. - WROUGHT STEEL WHEELS

Amount requested: 12,000 tons - at rate of 1,000 tons per month.

Item 32. - PETROLEUM PRODUCTS

Amount requested: 360,000 tons - at rate of 30,000 tons per month.

Item 33. - PHENOL

Amount requested: 12,000 tons - at rate of 1,000 tons per month.

Item 34. - ETHYLENE GLYCOL

Amount requested: 3,000 tons - at rate of 250 tons per month.

Item 35. - METHANOL

Amount requested: 6,000 tons - at rate of 500 tons per month.

Item 36. - UROTROPINE

Amount requested: 6,000 tons - at rate of 500 tons per month.

~~CONFIDENTIAL~~ DECLASSIFIED

GROUP II., Continued

Item 37. - GLYCERINE

Amount requested: 6,000 tons - at rate of 500 tons per month.

Item 38. - CAUSTIC SODA

Amount requested: 36,000 tons - at rate of 3,000 tons per month.

Item 39. - ETHYL ALCOHOL

Amount requested: 96,000 tons - at rate of 8,000 tons per month.

Item 40. - ACETON

Amount requested: 6,000 tons - at rate of 500 tons per month.

Item 41. - OTHER CHEMICALS

Amount requested: 10,800 tons - at rate of 900 tons per month.

Item 42 - TIRES, TUBES AND OTHER RUBBER ARTICLES CONTAINING 36,000 tons of RUBBER

36,000 tons - at rate of 3,000 tons of rubber per month. This includes rubber in all forms except finished military stores.

Item 43. - ABRASIVES

Amount requested: 5,300 tons, in equal monthly installments.

Item 44. - GRAPHITE ELECTRODES AND OTHER GRAPHITE GOODS

Amount requested: 6,650 tons, in equal monthly installments.

Item 45. - BEARINGS

Amount requested: 5,000,000 pieces, in equal monthly installments.

Item 46. - BALLS AND ROLLS

Amount requested: 28,000,000 pieces, in equal monthly installments.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CONFIDENTIAL~~ DECLASSIFIED

GROUP III. INDUSTRIAL EQUIPMENT

Item 1. - MACHINE TOOLS

Amount requested: 24,000 each - at rate of 2,000 each per month, in accordance with specifications.

Item 2. - PRESS, FORGING AND ROLLING MILL EQUIPMENT

Amount requested: $82,000,000 worth, in accordance with specifications.

Item 3. - ELECTRIC FURNACES

Amount requested: 600 each, at rate of 50 each per month.

Item 4. - VARIOUS INDUSTRIAL EQUIPMENT

Amount requested: $120,000,000 worth, in accordance with specifications.

Item 5. - POWER EQUIPMENT

Amount requested: $135,000,000 worth, in accordance with specifications.

Item 6. - CUTTING AND MEASURING TOOLS

Amount requested: $18,000,000 worth - at rate of $1,500,000 per month.

Item 7. - ELECTRIC POWER CABLE

Amount requested: 12,000 Km. - at rate of 1,000 Km. per month.

Item 8. - CONTROL INSTRUMENTS AND TESTING MACHINE

Amount requested: $2,000,000 worth.

Item 9. - MISCELLANEOUS AND EMERGENCY EQUIPMENT

Amount requested: $60,000,000 worth.

*****

~~CONFIDENTIAL~~ DECLASSIFIED

GROUP IV. QUARTERMASTER GOODS

Item 1. - SOLE LEATHER

Amount requested: 18,000 tons - at rate of 1,500 tons per month.

Item 2. - ARMY BOOTS

Amount requested: 3,600,000 pairs - at rate of 300,000 pairs per month.

Item 3. - WOOLEN CLOTH

Amount requested: 18,000,000 yards - at rate of 1,500,000 yards per month.

Item 4. - COTTON CLOTH

Amount requested: 25,000,000 yards, in equal monthly installments.

Item 5. - TARPAULINE

Amount requested: 3,000,000 yards - at rate of 250,000 yards per month.

Item 6. - WEBBING

Amount requested: 6,000,000 yards - at rate of 500,000 yards per month.

*****

GROUP V. FOOD PRODUCTS
(in equal monthly installments)

Item 1. - WHEAT, FLOUR, CEREALS, RICE AND BEANS

Amount requested: 1,500,000 tons.

Item 2. - SUGAR

Amount requested: 390,000 tons. 3/4 lb per person per week for one yr. for 220,000,000 people.

Item 3. - CANNED MEAT

Amount requested: 220,000 tons.

Item 4. - MEAT PRODUCTS

Amount requested: 200,000 tons.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CONFIDENTIA~~DECLASSIFIED

GROUP Y., Continued

Item 5. - ANIMAL FATS

Amount requested: 220,000 tons.

Item 6. - VEGETABLE OIL

Amount requested: 250,000 tons.

Item 7. - CONCENTRATES

Amount requested: 100,000 tons.

Item 8. - SOAP

Amount requested: 20,000 tons.

*****

GROUP YI. MEDICAL SUPPLIES

Item 1. - MEDICAL SUPPLIES

Amount requested: $12,000,000 worth.

*****

1. It is understood that the following equipment, such as mine sweepers, submarine chasers, diesel and other motors, as well as stationary steam power plants, individual turbines and boilers, mobile power plants, oil refinery installations, rolling mills, hydraulic presses, forging hammers, cranes, excavators, coke oven installations, blast furnace plant and steel melting equipment, which the United States Government agreed to deliver to the U.S.S.R. during the Second Protocol period, but the terms of delivery of which equipment extends beyond the term of the Second Protocol, shall be delivered in excess of the quantities requested in the Third Protocol Program.

2. Due to the fact that the Soviet Union is in great need of locomotives and railroad rolling stock at present, and will need this equipment particularly after the present war, the respective Governments will discuss specially the question of supply to the U.S.S.R. of 2,000 - 3,000 locomotives and rail road platforms, disassembled, in quantities to agreed upon.

SPECIFICATION

for Radio Stations, Radio Locators and other Equipment

(GROUP I., ARMAMENTS AND MILITARY EQUIPMENT, Item 9.)

1. Radio Stations, output more than 1 KW ...	60 ea.
2. Radio Stations, output less than 1 KW ...	12000 ea.
3. Radio Receivers	2000 ea.
4. Aircraft Radio Locators	500 ea.
5. Ground Radio Locators	240 ea.
6. Radio Altimeters	500 ea.
7. Radio Beacons	250 ea.
8. Radio Direction Finding Sets	150 ea.
9. Radio Tubes	2400000 ea.
10. Radio Measuring Equipment and Radio Parts	$3,000,000

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CONFIDENTIAL~~ DECLASSIFIED

SPECIFICATION

for Marine Diesel Engines and Diesel Generators

(GROUP I., NAVAL STORES, Item 8.)

1.	Marine Diesel Engines 1600 HP	12 units
2.	Marine Diesel Engines 1200 HP	100 units
3.	Marine Diesel Engines 30-100 HP	350 units
4.	"Packard" Gasoline Engines 1200 HP	400 units
5.	Marine Wooden Gas Engines 30-50 HP complete with gas products	800 sets
6.	Diesel Generators and Diesel Generator Compressors from 9 to 120 KW	600 units
7.	Diesel Generators from 1.5 - 4 KW driven by Diesel of Gasoline Engines	300 units

~~CONFIDENTIAL~~ DECLASSIFIED

SPECIFICATION

for the Salvage Equipment

(GROUP I., NAVAL STORES, Item 9.)

1.	Salvage Stations, complete with diving equipment, spare parts and tools	256 sets
2.	Portable Air Compressors, complete with driven Engines	180 units
3.	Pontoons, capacity from 5 - 200 tons	600 units
4.	Portable Water Pumps, complete with driving Engines	1000 units
5.	Underwater Electrical Discharge Water Pumps	100 units
6.	Electrical Welding and Cutting Apparatus for underwater welding and cutting	120 sets
7.	Electrical and Pneumatical underwater Tools	400 sets
8.	Portable Electrical Stations for under-water lighting	240 units
9.	Gas Cutting Apparatus	120 units
10.	Metal Detectors	55 units

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CONFIDENTIAL~~ DECLASSIFIED

SPECIFICATION

for Machine Tools

(GROUP III., INDUSTRIAL EQUIPMENT, ITEM 1.)

1. Automatic Screw Machines		3,200 ea.
2. Turret Lathes		3,500 ea.
3. Lathes		3,000 ea.
4. Multi-Tool Lathes		750 ea.
5. Relieving Machines		200 ea.
6. Vertical Turret Lathes (Vertical Boring Machines)		400 ea.
7. Boring Machines		1,100 ea.
to include		
Horizontal Boring, Milling & Tapping	750	
Jig Boring	150	
Diamond Boring	200	
8. Milling		4,750 ea.
to include:		
Vertical Milling	2,000	
Universal Milling	1,500	
Horizontal Milling	600	
Planer-type Milling	250	
Keller-type Milling	200	
Thread Milling	200	
9. Gear Cutting		500 ea.
10. Planers		300 ea.
Shapers		150 ea.
11. Grinders		4,350 ea.
to include:		
Universal Grinders	800	
Cylindrical Grinders	700	
Centerless Grinders	600	
Surface Grinders	600	
Gear Grinders	250	
Thread Grinders	400	
Special Grinders	100	
Sharpners	500	
Internal Grinders	400	
12. Superfinishing and Honing		150 ea.
13. Drilling		700 ea.
to include:		
Radial Drilling	350	
Deephole Drilling	200	
Vertical Drilling	150	

~~CONFIDENTIAL~~ DECLASSIFIED

SPECIFICATION for Machine Tools, Continued

14. Broaching	300 ea.
15. Vertical Slotters	200 ea.
16. Journal Wheel Lathes, Car Wheel Lathes, Balanced Quartering and Crankpin Turning	250 ea.
17. Metal Cutting Machines (Saws)	100 ea.
18. Miscellaneous	100 ea.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CONFIDENTIAL~~ DECLASSIFIED

SPECIFICATION

for Press, Forging and Rolling Mill Equipment

(GROUP III., INDUSTRIAL EQUIPMENT, Item 2.)

1.	Rolling Mills	6 ea.
	to include:	
	Blooming 1	
	Rail and Beam Mills 1	
	Tube Mills 2	
	Merchant Mill 1	
	Billet Mill 1	
2.	Hydraulic Presses (Various Capacities)	200 ea.
	to include:	
	Forging and Stamping Presses 10,000 tons 2	
	Forging and Stamping Presses 500 - 3,000 tons 63	
	Extruding Presses 500 - 3,500 tons 10	
	Special Shipbuilding Plate Bending Presses 125	
3.	Mechanical Presses (Various Capacity)	2,000 ea.
4.	Steamdrop Hammers, Forging Hammers	300 ea.
5.	Forging Machines	100 ea.
6.	Wire Drawing Equipment	250
7.	Shears and Bolt and Nut Equipment	$3,000,000
8.	Straightening and Sizing Equipment	$3,000,000
9.	Miscellaneous Equipment for Press, Forging and Rolling Mill Shops	$5,000,000

~~CONFIDENTIAL~~ DECLASSIFIED

SPECIFICATIONS

for Various Industrial Equipment

(GROUP III., INDUSTRIAL EQUIPMENT, Item 4.)

1.	Excavators, size of buckets 0,5-6 cu. meters	400 ea.
2.	Various Cranes (including 50 Portal Cranes)	600 ea.
3.	Compressors, Gas Blowers, Exhausters and Fans	750 ea.
4.	Various Pumps	1600 ea.
5.	Mining Equipment, Ore Dressing Equipment, Handling and Transporting Equipment	$20,000,000
6.	Equipment for Blast Furnaces, Hearth Furnaces and Coke Furnaces	$15,000,000
7.	Welding Equipment	$ 6,000,000
8.	Fitting (for steam, oil, gas and chemical equipment) and Pneumatic Tools	$ 9,000,000
9.	Auxiliary Industrial Equipment (oxygen plant, absorption and cooling towers, centriguges, etc...)	$30,000,000

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CONFIDENTIAL~~ DECLASSIFIED

SPECIFICATIONS

for Power Equipment

(GROUP III., INDUSTRIAL EQUIPMENT, Item 5.)

1. Complete Steam Power Plants, Stationary Type with a total installed capacity of 650,000 KW.

2. Hydro-power Plant with a total installed capacity of 350,000 KW.

3. Mobile Steam Power plants with a capacity of 100 - 5,000 KW each, and with a total capacity of 250,000 KW.

4. Boilers for installation in existing Boiler houses - 50 ea.

   to include:

   15 Steam Boilers of capacity 160 - 200 metric tons per hour
   15 Steam Boilers of capacity 90 - 110 metric tons per hour
   20 Steam Boilers of capacity 60 - 75 metric tons per hour

5. Equipment for existing Power Plants - $20,000,000 worth

   to include:

   Synchronous Generators
   Capacitors or Synchronous Condensers
   Motors
   Complete Substations
   Power Transformers
   Switchgear
   Motor Generator Sets, etc...

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD ltrs.
9 Jan. & 20 June 1974
NLC: Date 3/24/76

~~SECRET~~ DECLASSIFIED

THE COMBINED CHIEFS OF STAFF
WASHINGTON

MUNITIONS ASSIGNMENTS BOARD

SAS to file

April 22, 1943.

MEMORANDUM FOR BRIG. GENERAL T. J. HANLEY
Room 3-E-1031, Pentagon Building,
Washington, D. C.

Subject: Message to Mr. Harriman.

Enclosure: Copy of Message to Mr. Harriman.

1. For your information, I am attaching herewith a copy of a message for Mr. Harriman pertaining to Russian Airplanes.

For the Executive, Munitions Assignments Board,

JOHN Y. YORK, Jr.,
Colonel, Air Corps.

1 Incl.
As listed above

SAS 452.1 Russia (23) B

DECLASSIFIED

~~SECRET~~

SAS 452.1 Russia (23) B

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

C
O DECLASSIFIED
E.O. - DOD Rev.
3 Sec. 3 of 20 June 1974
By Archivist, LC; Date 8/24/76

SECRET

DECLASSIFIED

April 20, 1943

The Honorable Secretary of State,

Dear Mr. Secretary:

Under authority delegated by Mr. Hopkins, it is requested that the following message be forwarded to London:

FOR HARRIMAN FROM SPALDING
SECRET

YOUR TELEGRAM NUMBER 2716 OF APRIL 17 STATES THAT MATTER OF RUSSIAN AIRPLANES IS BEING TAKEN UP WITH THE ROYAL AIR FORCE WHICH WILL LIKELY FURNISH YOU WITH SIMILAR INFORMATION TO THAT HEREIN CONTAINED. WE WILL TAKE NO FURTHER ACTION HERE UNLESS REQUESTED BY YOU.

THE FOLLOWING IS FORWARDED FOR YOUR INFORMATION:

IN REPLY TO INQUIRY BRERETON HAS ADVISED ARNOLD SUBSTANTIALLY AS FOLLOWS:

P-39 AND P-40 AIRPLANES CAN BE ASSEMBLED IN MIDDLE EAST AT RATE OF 100 AIRPLANES PER MONTH BEGINNING MAY 20TH. DEVESOIR IN THE CANAL AREA IS SUGGESTED AS ERECTION POINT. NO SPARES ARE AVAILABLE IN MIDDLE EAST FOR P-39'S OR ALLISON ENGINES AND P-40 SPARES ARE VERY SHORT. THEREFORE ESSENTIAL THAT ENGINES AND SPARE PARTS FOR ERECTION AND MAINTENANCE BE SHIPPED CONCURRENTLY WITH AIRPLANES. BRERETON HAS NO PILOT PERSONNEL AVAILABLE FOR MOVEMENT OF AIRPLANES FROM EGYPT TO DELIVERY POINT. BRERETON ASKS TO BE ADVISED AS TO PLAN AND PORT OF DISCHARGE FOR AIRPLANES.

Sincerely yours,

DECLASSIFIED

S.P.SPALDING,
Brigadier General, U.S.A.
Acting Executive.

SECRET

Inclo #1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
A-DOD Memo
9 Dec. & 22 June 1974
By NARS, LC: Date 12/4/74

DECLASSIFIED

wtn May 3, 1943

MAY 5 1943

MEMORANDUM FOR LIEUTENANT GENERAL B. B. SOMERVELL

SUBJECT: Supplementary Request Third Soviet Protocol

1. The only item in the Supplementary Request of April 29, 1943, over which the Air Forces exercise direct control is noted in the requirement for spare engines and propellers. The amended request for 30% spare engines and 30% spare propellers per motor installed in airplane, rather than 30% spares per airplane is well within current procurement policies and plans.

2. The requirement for 100 octane gasoline and blending agents has been referred to the Petroleum Administrator for War for action. The Petroleum Administrator for War has advised General Spaulding that monthly allocation only can be made. These allocations will be subject to review by the Munitions Assignments Committee (Air) and the Munitions Assignments Board.

For the Commanding General, Army Air Forces:

(Sgd)

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

Dispatched
MAY 5 1943
AAG

file

DECLASSIFIED

~~CONFIDENTIAL~~

General Hanley

AG 452 / Russia (3-8)

AG 452 / Russia (3-8)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

Delivery of Aircraft to Russia via Abadan.

APR 15 1943

IN TURN:
The Deputy Chief of the Air Staff, General Hanley.
Assistant Chief of Air Staff, Materiel, Maintenance and Distribution.
The Assistant Chief of the Air Staff, Plans. 1

WCH/hmh

1. A decision has been made to send to Abadan for assembly and delivery to the Russians the 212 P-39 and 72 P-40 airplanes that are now in the U. K. The delivery of these planes will take place over a period of time and will be governed by the available shipping.

2. These aircraft are in addition to any that have been previously scheduled for delivery to Abadan.

3. All water shipments of planes now enroute and scheduled for shipment in the near future destined for Russia will probably be made through Abadan. (The exact number can be ascertained from the Lend Lease Administration through Colonel York.)

4. As the facility at Abadan has a limited capacity, it will undoubtedly be necessary to reinforce and expand the Air Service Command's installation at that place for the purpose of taking care of the increased number of airplanes that will arrive there by virtue of the above facts.

5. The British have volunteered the use of some facilities and personnel that they have in the area to assist the U.S.A.A.F. in this work. Air Commodore Lydford of the R.A.F. Delegation in Washington is available to work out any plans in this connection.

6. It is desired that necessary steps be taken to expand the Abadan installation in order that the increased requirement may be met and that the prompt delivery of planes arriving may be accomplished.

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

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

Dispatched 4:30 PM 20 1943 AAG

DATE 19 April 1943.

FROM: Deputy Chief of the Air Staff.

COMMENT NO. 2
TJH/eva/6371

1. For action on paragraphs 3, 4, 5 and 6 of comment #1.

2. The information contained in paragraph #1 of the above comment is not confirmed. There is a possibility that these airplanes will be shipped to Abadan, but the decision has not yet been made.

DECLASSIFIED

SECRET

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

-1-

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES

DECLASSIFIED

DECLASSIFIED ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: Supplementary Request Third Russian Protocol.

DATE MAY 4 1943

TO: General Arnold.

FROM: General Anderson.

COMMENT NO. 1
ECL/dns/71127

1. The supplementary request for supplies which was submitted by the U.S.S.R. under date of April 29, 1943, has been reviewed by the Assistant Chief of Air Staff, Plans. The requested increase in spare engines and propellers is within the allowances provided for in our Air Force procurement. The Russian requirement for 100 octane gasoline and blending agents will be treated by the Munitions Assignment Board each month on the basis of the supply situation and the demands of all users. None of the other items listed in the supplementary request appear to be of primary interest to the Army Air Forces. The supplementary request document has been delivered to General Hanley for inclusion in his file with the original request document.

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

HHA

File
GK 5/6/43

DECLASSIFIED

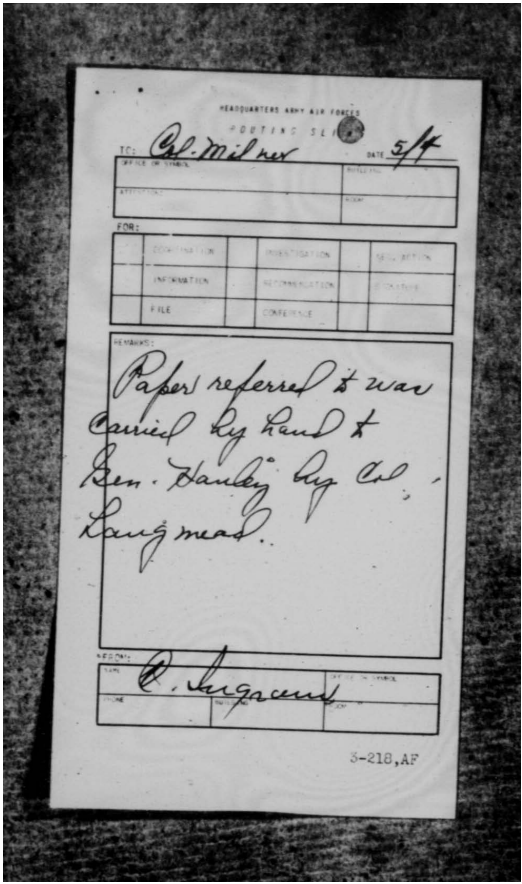
CONFIDENTIAL

PAGE ____

3-1109 A.F.

THIS PAGE IS DECLASSIFIED IAW EO 13526

PAGE IS DECLASSIFIED IAW EO



HEADQUARTERS ARMY AIR FORCES
PORTING SLIP

TO: Col. Milner DATE 5/4

OFFICE OR SYMBOL

ATTENTION

FOR:

	CONCURRENCE		INVESTIGATION		RECOMMENDATION
	INFORMATION		RECOMMENDATION		SIGNATURE
	FILE		CONFERENCE		

REMARKS:

Papers referred to was carried by hand to Gen. Hanley by Col. Longmead.

FROM:

Q. Ingraem

8-218, AF

PAGE IS DECLASSIFIED IAW EO

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

Delivery of Aircraft to Russia.

Asst. Chief of Air Staff, Materiel, Maintenance & Distribution 15 April 43
ATTENTION: Colonel Paige
Deputy Chief of the Air Staff

MAL/mdg/5265 2

For concurrence or comment and return to Plans division.

Dispatched
APR 16 1943
AAG

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

Incl. n/c

4/52.1 Russia (307)

file 4/16/43

DECLASSIFIED

SECRET

Air AG 4.3.1 Russia (227)

DECLASSIFIED

SECRET

Delivery of Airplanes to the Russians.

Assistant Chief of Air Staff, Materiel, Maintenance and Distribution. 9 April 1943
Deputy Chief of the Air Staff. 1

TJH/cmo/6371

The attached correspondence from Major General Belyaev is forwarded to you for your information. It is requested that they then be returned to General Arnold's files.

Incl: Secret Ltr to Gen.Arnold
frm Gen.Belyaev, dtd 4/6/43.
Subject as above.

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

Dispatched
Apr. 10 1943
AAG

file 4/10/43

Air AG 452.1 Russia (225)

DECLASSIFIED

SECRET

Air AG 4.3-2.1 Russia (225)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

~~SECRET~~ DECLASSIFIED

TALLY NO.

FILE NO.

SUBJECT: Airplanes at Abadan.

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

DATE 6 April 1943

FROM: Deputy Chief of the Air Staff.

COMMENT NO. 1

TJH/cmc/6371

1. What is the situation at present on the 200 airplanes reported to be at Abadan? I talked with General Belyaev on this matter and General Arnold wrote him a letter. If the airplanes cannot be flown out of Abadan, we should either fly them through Alaska or use them ourselves.

2. Please expedite necessary negotiations with General Belyaev to clear up this matter.

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

TO: Deputy Chief of the Air Staff

DATE 8 April 1943

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

COMMENT NO. 2

HRP:bjh/5385

1. At a conference held this morning at the Soviet Purchasing Commission General Belyaev stated that during March they had only eight (8) days of flying weather which coupled with the bad weather of February was directly the cause of the hold up and accumulation of some two hundred (200) planes at Abadan and that there was no shortage of Russian pilots to fly the planes to Russia.

2. General Belyaev assured Colonel Paige that this matter was in hand and would be cleaned up this month.

for J. W. SESSUMS, JR.
Colonel, Air Corps
Chief, Production Branch
Materiel Division

DECLASSIFIED

~~SECRET~~

PAGE ____

3-1109 A.F.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
E.O. 12958 Sec.
By [illegible] NARA Date

~~SECRET~~ DECLASSIFIED

Airplanes at Abadan.

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

6 April 1943

Deputy Chief of the Air Staff.

1

TJH/cmc/6371

1. What is the situation at present on the 200 airplanes reported to be at Abadan? I talked with General Belyaev on this matter and General Arnold wrote him a letter. If the airplanes cannot be flown out of Abadan, we should either fly them through Alaska or use them ourselves.

2. Please expedite necessary negotiations with General Belyaev to clear up this matter.

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

RECEIVED
APR 7 1943
AAG

File a 4/7/43

DECLASSIFIED

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Memo
6 June 1974
By NARS, Date 8/4/78

SECRET

DECLASSIFIED

Delivery of Airplanes to the Russians.

Assistant Chief of Air Staff, Materiel, Maintenance and Distribution. 2 April 1943

Chief of the Air Staff. 1

1. It is desired that action be taken to divert some of the airplanes that are now moving by the South Atlantic route, for delivery to the Russians, to the Northern route via Alaska.

2. A recent report showed 200 accepted airplanes at Abadan where there are no Russian pilots, and a report today, from Gaffney in Alaska, shows 50 Russian pilots awaiting airplanes.

3. Report action taken by comment hereon.

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

Dispatched
APR 3 1943
AAG

File 4/3/43

DECLASSIFIED

SECRET

1 Asst Sec 55, Rec'd 322

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Itrs.
6 Jan. & 20 June 1974
By: ALAM LLC; Date: 6/14/06

~~SECRET~~

DECLASSIFIED

1495

Airplanes for Russia.

Assistant Chief of the Air Staff, Material, Maintenance, and Distribution. 29 March 1943.

Deputy Chief of the Air Staff. TJH/cmc/6371

1. It is directed that the action outlined in comment #2 be accomplished. Note copy of reply to General Belyaev.

2. For your information, the Army Air Forces have met very few of their delivery schedules to the Russians. Special efforts should be made by all commands to follow through and meet delivery dates with the required numbers in this case.

Incl: Orig. SECRET ltr to Gen.Arnold frm Gen.Belyaev dtd Mar.23,1943, w/d.
Added--cy SECRET ltr to Gen.Arnold frm Gen.Belyaev dtd Mar.23,1943, this subj.
Cy SECRET ltr to Gen. Belyaev frm Gen.Arnold dtd Mar.29,1943, this subj.

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

Dispatched
MAR 29 1943
AAG

file a 3/29/43

DECLASSIFIED

~~SECRET~~

Air AG 452.1 Russia (221)

DECLASSIFIED
DOD Itrs.
6 Jan. & 20 June 1974
By: ALAM LLC; Date: 6/14/06

1495

DECLASSIFIED

TO: Deputy Chief of the Air Staff. Date: March 27, 1943

FROM: Assistant Chief of the Air Staff, A-4. COMMENT No. 2
WMR/rs/4849

1. The Material Command, the Air Service Command, and the Air Transport Command have advised this division that the changed program of future deliveries of airplanes for Russia can be met as requested.

2. From experience, the U.S.S.R. may expect that aircraft produced in any month will begin to arrive at Fairbanks over a period beginning the first of the succeeding month.

3. The Material Command, the Air Service Command and the Transport Command have been instructed of the changes in order to take the necessary action to accomplish General Belyaev's desires.

Incl n/c

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

Copy to Air Transport Command
Air Service Command
Material Command (2)

DECLASSIFIED

~~SECRET~~

Air AG 452.1 Russia (221)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir. 5 Jan. & 20 June 1979
By AFHRA Ltr. Date 9/4/96

~~SECRET~~ DECLASSIFIED

Airplanes for Russia.

Assistant Chief of Air Staff, A-4.
ATTENTION: Colonel Ballard.

25 March 1943.

Deputy Chief of the Air Staff.

TJH/eva/6371 1

For information upon which to base a reply.

Incl: SECRET ltr to
Gen.Arnold frm
Gen.Belyaev dtd
Mar.23,1943, this
subject.

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

Air AS 452.1 Russia (22)

File 3/25/43

DECLASSIFIED
~~SECRET~~

Air AS 452.1 Russ (22)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

Mar. 29, 1943
AFAMC-60
CWN 74323/rdo

MAR 31 1943

Major General A. I. Belyaev, Chairman
The Government Purchasing Commission
of the Soviet Union in the U.S.A.
3355 16th Street, N. W.
Washington, D. C.

Dear General Belyaev:

With reference to your letter of March 23, 1943, we have carefully checked the deliveries of airplanes to the U.S.S.R. under the Second Russian Protocol and wish to call your attention to the schedule of deliveries from the factories which is shown in Tab "A". In this connection we should also like to call your attention to the fact that all allocation schedules of airplanes for all countries, made by the Munitions Assignments Committee (Air), are on an "out of factory" basis.

It would be extremely difficult, if not impossible, to make commitments or set up schedules of deliveries on an "out of country" basis because of the large number of unpredictable variables. Special modifications are required on most of the airplanes and these vary from month to month, dependent upon the weather and the route flown.

You will note from the attached Tab "A" that deliveries out of factories are equal to or ahead of allocation in all cases except the A-20's which are only 17 behind. It is expected that these will be up-to-date by the end of March.

From Tab "A" you will also note that 2635 airplanes have been delivered from the factories against the second Russian Protocol and against the British commitments; also the average monthly allocation is approximately 372. In your letter you indicate that there are 374 airplanes delivered from factory but not yet flown away from Miami or Fairbanks. Our records indicate 298, however this may be due to differences in interpretation.

DECLASSIFIED

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

This figure of 374 is approximately one month's deliveries and certainly would not seem to be an excessive "floating" quantity in view of the modifications and transportation difficulties. We realize, of course, that this 374 does not include the crated airplanes enroute by railroad from factory to point of shipment which would raise the "floating" quantity somewhat.

Every effort is being made to reduce this "floating" quantity. With the advent of better weather and the standardization and reduction of modifications, I assure you of our earnest effort to expedite the delivery of airplanes. However, I am very much concerned over information I have received this date that there are approximately 200 aircraft of various types on the airdrome at Abadan which have been assembled and test flown by our people and accepted by the U. S. S. R. and we have been advised that some of these aircraft have been there awaiting delivery for as long as five weeks. It would appear that we are delivering airplanes faster than you are able to take them over; if this is the case, it may be desirable to slow down the movement of these airplanes until this situation at Abadan can be cleared up. I will greatly appreciate it if you will immediately look into this matter.

Yours very truly,

Sgd. H. H. Arnold

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

Declassified MAR 31 1945 AAG

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

Tab "A"

ALLOCATIONS AND DELIVERIES OF AIRPLANES
AGAINST THE SECOND RUSSIAN PROTOCOL
and British Commitments Delivered from the U.S.

U. S. Commitment		Carried Forward Not Shipped On 1st Protocol 6/30/43	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar. 1/2 Month	Total
B-25	Alloc.	-	12	12	12	12	12	12	12	12	6	102
	Deliv.	-	1	44	4	12	-	22	1	24	--	108
A-20	Alloc.	-	100	100	100	100	100	100	50	71	50	771
	Deliv.	180	26	114	102	5	85	90	18	120	14	754
Fighters	Alloc.	-	100	100	100	100	100	100	100	100	50	850
	P-39 Del.	-	64	36	-	-	30	51	93	106	10	390
	P-40 Del.	117	-	72	100	92	50	50	-	-	--	481
C-47	Alloc.	-	-	-	-	-	-	-	10	10	5	25
	Deliv.	-	-	-	-	-	-	-	28	12	--	40
AT-6	Alloc.	-	-	-	-	-	30	-	-	-	--	30
	Deliv.	-	-	-	-	-	30	-	-	-	--	30
Total	Alloc.	-	212	212	212	212	242	212	172	193	111	1778
	Deliv.	297	91	266	206	109	195	213	140	262	24	1803
British Commitment (Delivery from U.S.)												
Fighters	Alloc.	-	-	-	60	120	130	119	150	150	75	804
	P-39 Del.	-	-	-	40	109	157	114	47	145	50	662
	P-40 Del.	-	-	-	-	-	-	-	33	137	-	170

DECLASSIFIED

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD 5200

SECRET

DECLASSIFIED

March 29, 1943.

Major General A. I. Belyaev,
Chairman of the Government Purchasing
Commission of the Soviet Union in the U.S.A.,
3565 Sixteenth Street, N. W.,
Washington, D. C.

Dear General Belyaev:

Pursuant to the request contained in your letter of March 25, instructions have been issued to flight deliver to Fairbanks, for the Soviet Government, the following quantities of airplanes:

Month	B-25C	A-20G	C-47	P-39	Total
April, 1943	12	20	10	150	192
May, 1943	12	20	20	200	252
June, 1943	12	29	19	200	260
	36	69	49	550	704

Forty A-20G airplanes, representing the difference between the quantity of this type represented in this plan and the quantity previously agreed upon, will be delivered over the Southern route.

Yours sincerely,

Sgd. H. H. Arnold

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

Air US 452.1 Russia (220)
Dispatch MAR 30 1943 AAF

File 31 3/30/43

SECRET

DECLASSIFIED
Air US 452.1 Russia (220)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DA AUG 8/14/06

TJH/cmc
6371

SECRET DECLASSIFIED

March 29, 1943.

Major General A. I. Belyaev,
Chairman of the Government Purchasing
Commission of the Soviet Union in the U.S.A.,
3355 Sixteenth Street, N. W.,
Washington, D. C.

Dear General Belyaev:

Pursuant to the request contained in your letter of March 23, instructions have been issued to flight deliver to Fairbanks, for the Soviet Government, the following quantities of airplanes:

Month	B-25C	A-20G	C-47	P-39	Total
April, 1943	12	20	10	150	192
May, 1943	12	20	20	200	252
June, 1943	12	29	19	200	260
	36	69	49	550	704

Forty A-20G airplanes, representing the difference between the quantity of this type represented in this plan and the quantity previously agreed upon, will be delivered over the Southern route.

Yours sincerely,

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

File
3/30/43

SECRET DECLASSIFIED

DECLASSIFIED
E.O. 13526 Sec. 3.3
NARA, Date 2009

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

SECRET

DECLASSIFIED 3/24/43 Per Hawley to prepare reply

Представительство Закупочной Комиссии
Совета С.Н.К. в США

The Government Purchasing Commission
of the Soviet Union in the U.S.A.

Major General A. I. Belyaev
Chairman

3355 16th Street, N.W.
Washington, D.C.

March 23, 1943

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

Dear General Arnold:

Pursuant to the plan for ferry delivery of aircraft to the U.S.S.R. via Fairbanks, agreed upon in February, 1943, the following quantities of airplanes were to be delivered:

Month	Type of Airplane B-25C	A-20G	C-47	P-39	Total
April	12	30	10	100	152
May	12	50	20	80	162
June	12	29	20	100	161
	36	109	50	280	475

I am now instructed by my Government to effect an increase in the delivery of aircraft via Fairbanks, owing to the following reasons:

1. With the arrival of spring and summer weather, meteorological conditions will be improved, and hence the number of days suitable for flight will become greater;

2. The flight and maintenance crews engaged in the ferrying of airplanes from Fairbanks, as well as the flight and maintenance staffs working at airdromes of the northern air route, have become familiar with the material construction of the airplanes to be ferried;

3. The facilities of the northern air route have been improved.

In connection with this, my Government finds it possible to ferry over this route not less than 250 airplanes

SECRET

DECLASSIFIED

DECLASSIFIED

each month. I would like to ask, therefore, that the aforementioned plan for delivery of airplanes via Fairbanks be cancelled, and that necessary arrangements be made for delivery to Fairbanks of the following quantities of airplanes:

Month	Type of Airplane B-25C	A-20G	C-47	P-39	Total
April, 1943	12	20	10	150	192
May, 1943	12	20	20	200	252
June, 1943	12	29	19	200	260
	36	69	49	550	704

I would ask that forty A-20G airplanes, representing the difference between the quantity of this type requested in this plan and the quantity previously agreed upon in the earlier plan, be delivered over the southern route via Miami to Iran.

I hope, dear General, that this problem will receive your kind and favorable consideration, and look forward to your early advice as to the action taken in this matter.

Sincerely yours

Belyaev

A. I. Belyaev
Major General, U.S.S.R. Army
Chairman

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Ltr
By ASHAF, NC, Date 8/14/75

SECRET

DECLASSIFIED

Ltr from Major General Belyaev — 5375 GES:nl

Colonel Ballard — March 16, 1943

General Stratemeyer — 1

1. Attached is a letter from Major General, A. I. Belyaev, dated March 16, 1943. Please prepare letter for my signature.

/s/ G.E.S.

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

Attach:
Ltr frm Gen Belyaev
to Gen Stratemeyer,
3-15-43.

452.1 Russia (219)

To: General Stratemeyer — Date: March 19, 1943.

From: Asst. Chief of the Air Staff, A-4. — Comment No. 2
WHR/gwd/4949

Attached hereto, in accordance with Comment No. 1, is reply to letter from General Belyaev.

Incl:
Ltr.frm.Gen.Belyaev to Gen. Stratemeyer, dtd.3/15/43.
Ltr.frm.Gen.Stratemeyer to Gen.Belyaev,undated,for signature.

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

Title 3/24/43

DECLASSIFIED

SECRET

cut as 452.1 Russia (219)

SECRET

DECLASSIFIED

AFADS
WHR/gwd
Ext. 4949
Written 3-22-43

A-4/1394

MAR 23 1943

Major General A. I. Belyaev, Chairman,
The Government Purchasing Commission
of the Soviet Union in the U. S. A.,
8366 - 16th Street, N. W.,
Washington, D. C.

Dear General Belyaev:

In reply to your letter of March 15, 1943, the schedule which has been set up for the delivery of the ninety (90) P-39 airplanes to which you referred is as follows:

A total of forty-three (43) had been delivered from the factory by March 20.

A total of sixty (60) will have been delivered from the factory by March 22.

A total of ninety (90) will have been delivered from the factory by midnight March 25.

Thus far the factory has been slightly ahead of schedule. However, I feel that the above dates are the best to which I can commit our factories to meet. Barring any unforeseen difficulties, this schedule should be met.

Sincerely yours,

(Sgd)

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

cut as 452.1 Russia (219)

Declassified MAR 23 1943 AAG

File 3/24/43

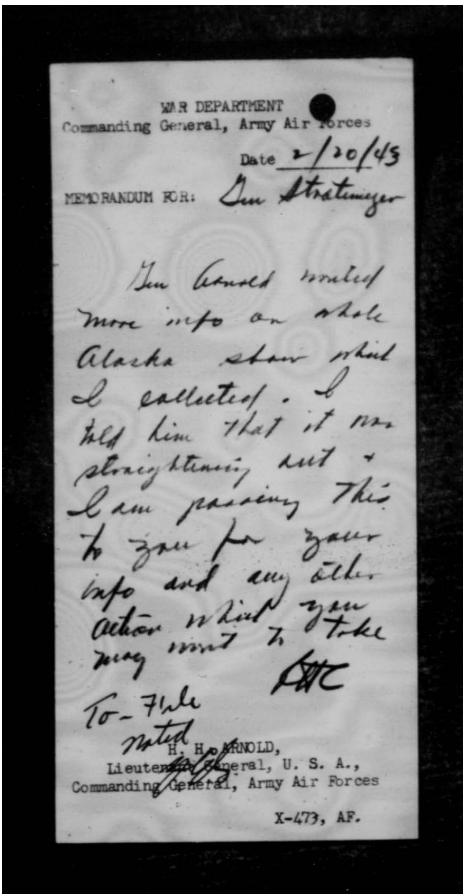
DECLASSIFIED

SECRET

Copy for Gen. Stratemeyer
cut as 452.1 Russia (219)

THIS PAGE IS DECLASSIFIED IAW EO 13526

AGE IS DECLASSIFIED IAW E



WAR DEPARTMENT
Commanding General, Army Air Forces

Date 2/20/43

MEMORANDUM FOR: Gen Stratemeyer

Gen Connell wanted more info on whole Alaska show which I collected. I told him that it was straightening out & I am passing this to you for your info and any other action which you may want to take

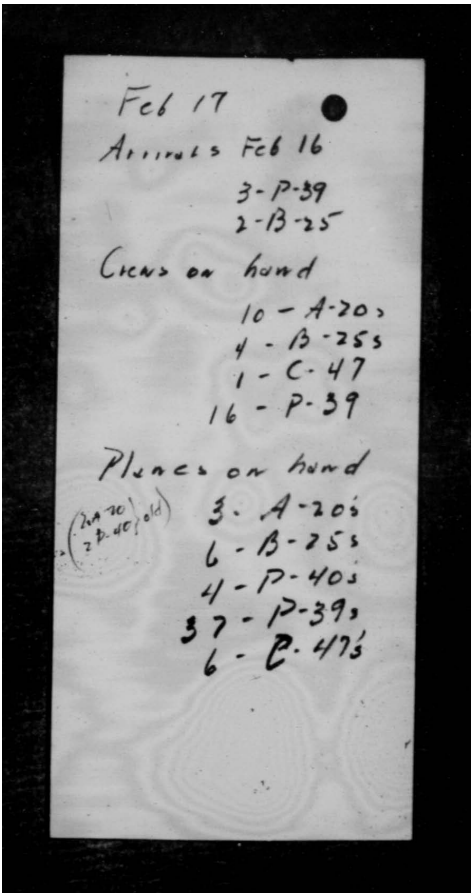
To-File
Noted

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

X-473, AF.

AGE IS DECLASSIFIED IAW E

AGE IS DECLASSIFIED IAW E



Feb 17

Arrivals Feb 16

3 - P-39
2 - B-25

Crews on hand

10 - A-20s
4 - B-25s
1 - C-47
16 - P-39

Planes on hand

(2 A-20 / 2 P-40 old)

3 - A-20s
6 - B-25s
4 - P-40s
37 - P-39s
6 - C-47s

AGE IS DECLASSIFIED IAW E

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD 5200
8 Jan. & 30 June 1972
By AGAF NC, Date 8/24/78

DECLASSIFIED
SECRET

3373
GFS:nl

March 16,1943

1

Ltr from Major General Belyaev

Colonel Ballard

General Stratemeyer

1. Attached is a letter from Major General, A. I. Belyaev, dated March 15, 1943. Please prepare letter for my signature.

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

Attach:
Ltr from Gen Belyaev
to Gen Stratemeyer,
3-15-43.

Dispatched
MAR 16 1943
AAG

File a 3.1/43

DECLASSIFIED

Cir AG 452.1 Russia (2-19)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir 5
by AGHist 9/2/13

~~SECRET~~ DECLASSIFIED

~~SECRET~~ ~~SECRET~~

RUSSIAN - SOUTH ATLANTIC
Destination: (Abadan)

	1943 Deliveries	Washouts	Cumulative Deliveries	Washouts
B-25C	3	-	104	2
A-20B	24	1	163	14
Total	27	1	267	16

RUSSIAN - ALASKA
Destination: (Fairbanks)

	1943 Deliveries	Washouts	Cumulative Deliveries	Washouts
B-25C	15	-	29	-
A-20B	1	-	63	33
P-39L-1	26	1	39	1
P-39M-1	57	3	57	5
P-39-NO	16	-	16	-
P-40K	4	-	17	-
P-40K-1	-	-	30	-
C-47	9	-	15	-
Total	128	4	266	39

File Pers
ci 19 June 43

DECLASSIFIED

~~SECRET~~

Air AG 452.1 Russia (2-13)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir.
E Jan. & 20 June 1973
By AUSAF MC Date 8JUN73

SECRET

DECLASSIFIED

February 5, 1943.

DELIVERY OF AIRPLANES TO RUSSIA.

1. Factory deliveries did not meet schedules in all categories. The following have been delivered from the factory for U. S. account:

84 medium bombers (even)
742 fighters (42 ahead of schedule)
600 light bombers (50 behind schedule)

Deliveries of the January commitment of 100 fighters for the U. K. account were not met, a total of 509 having been delivered against the 2nd Protocol commitment of a total of 529 (20 behind schedule).

2. Delivery of planes for Russia to the Alaskan terminal by air picked up considerably during the month of January; a total of 54 airplanes were delivered at Fairbanks, and of these 18 remained, the balance having been removed by the Russians.

3. Departures via the Southern Route from the U. S. totaled 61 airplanes. As of the end of the month, most of those airplanes were enroute at stations between Miami and Abadan, 6 having arrived at Abadan.

4. A great many of the difficulties experienced last month in the winterization program have been ironed out and as a result, during the last week the day-to-day movement has been materially speeded up. (In the last four days, approximately 30 more airplanes have been delivered at Fairbanks and 30 more dispatched over the Southern Route.).

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

STATUS OF RUSSIAN AID AIRCRAFT
As of Dec. 31, 1942 and Jan. 31, 1943.

	MEDIUM BOMBERS		LIGHT BOMBERS		U.K. ACCOUNT		U.S. ACCOUNT	
	12/31/42	1/31/43	12/31/42	1/31/43	12/31/42	1/31/43	12/31/42	1/31/43
No. due from U.S. 2nd Protocol	72	84	600	650	600	700	429	529
No. delivered from factory	84	84	590	600	649	742	429	509
Status of deliveries	12	Even	-10	-50	49	42	Even	-20
					Total delivery from factory 12/31/42 1078		1/31/43 1251	
In U.S. for Air Delivery	36	16	178	148	194		112	
In U.S. for Water Delivery	0	0	0	0	29		4	
Estimated in transit from U.S. for Water Delivery	0	0	157	102	778		879	
In Air Transit via South Atlantic	1	9	15	52	0		0	
In Air Transit via Alaska	0	4	1	1	14		49	
At Persian Gulf Delivery Point	0	1	33	17	17		74	
At Alaskan Delivery Point	3	4	2	1	2		13	
Removed by Russians from Persian Gulf Point	40(Est)	40(Est)	135	208	34		85	
Removed by Russians from Alaskan Del. Point	2	8	53	54	8		54	
Taskouts	2	2	16	17	2		4	
TOTALS	84	84	590	600	1078		1251	

153 under

92 80 1.7.8 764

SECRET

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Res
By AUW/NHP NC Date 8/29/78

SECRET

DECLASSIFIED

Feb. 20, 1943

STATUS OF RUSSIAN AIRCRAFT
1943

BY AIR VIA ALASKA		Status as of Jan. 31, 1943	Status as of Feb. 15, 1943
TYPE P-39-L, due on October Carryover	47		
Delivered Fairbanks		14	26
Washout		1	1
En Route		1	4
At Great Falls		9	2
En Route Great Falls from Ogden		1	1
At Ogden		17	9
En Route Ogden		4	4
		47	47
TYPE P-39-M, due on November Carryover	80		
Delivered Fairbanks		48	57
En Route Fairbanks from Great Falls		13	8
At Great Falls		6	4
En Route		10	6
Washouts		3	5
		80	80
TYPE P-39-N-0, due on December Carryover	80		
Delivered Fairbanks		7	13
En Route Fairbanks		2	12
At Great Falls		17	35
En Route Great Falls		39	17
Available at Modification Center		9	-
At Factory in Modification Center		5	3
At Factory, now available		1	-
		80	80

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~ DECLASSIFIED

Feb. 20, 1943

STATUS OF RUSSIAN AIRCRAFT
1943

BY WATER AND AIR		Status as of Jan. 31, 1943	Status as of Feb. 15, 1943
TYPE P-39-M-O, due from January allocation U. S. account	100		
Delivered shipside		92	100
TYPE P-39-M, due from January allocation U.K. account	50		
Delivered shipside		39	50
TYPE P-40, due from January allocation U. K. account	50		
Delivered shipside		33	50
TYPE P-39-M, due from February allocation U. S. account	100		
Delivered shipside			38
To be delivered by air (12) not yet produced.			
TYPE P-39-M, due from February allocation U. K. account	50		
To be delivered by air (50) not yet produced.			
TYPE P-40, due from February allocation U. K. account	120		
Delivered shipside			39

DECLASSIFIED ~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET DECLASSIFIED

BY AIR VIA ALASKA AND SOUTH ATLANTIC		Status as of Jan. 31, 1943	Status as of Feb. 15, 1943
TYPE A-20-B, due on 1942 Carryover	209		
Delivered Fairbanks		1	1
En Route Fairbanks		1	1
Washouts		1	1
At Great Falls		-	33
En Route Great Falls		9	26
In Modification Centers		70	20
En Route Homestead		44	18
At Homestead		25	10
En Route Abadan (outside U.S.)		52	75
Delivered Abadan		6	24
		209	209
TYPE A-20-C, due from January Allocation	50		
Not available from Production		50	-
At Modification Centers		-	18
En Route in United States		-	32
		50	50
TYPE A-20-C, deu from February Allocation	71		
Not available from Production		-	65
En Route in United States		-	6
		-	71

DECLASSIFIED SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

Feb. 20, 1943

STATUS OF RUSSIAN AIRCRAFT
1943

		Status as of Jan. 31, 1943	Status as of Feb. 15, 1943
VIA AIR - ALASKA			
TYPE B-25-C, due from October, November, January allocation	25		
Delivered Fairbanks		8	13
Enroute Fairbanks		4	2
At Great Falls		13	10
		25	25
VIA AIR - SOUTH ATLANTIC			
TYPE B-25-C, due from December allocation	12		
Delivered Abadan		0	3
Enroute Abadan (outside U.S.)		10	7
At Homestead		2	2
		12	12
TYPE B-25-C, due from February allocation	12		
Enroute Homestead			12
TYPE C-47, loan (winterized)	10		
Delivered Fairbanks		0	9
Enroute Fairbanks		4	
At Great Falls		4	1
Enroute Great Falls		2	0
		10	10
TYPE C-47, due from January allocation	10		
Enroute Fairbanks		0	4
At Great Falls		0	2
Enroute Great Falls		10	4
		10	10
TYPE C-47, due from February allocation	10		
Enroute Great Falls			10

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

19. Conclusion - Winter's tests are failure.

20. Ten P-39's returned once to be rewinterized are arriving back out of commission - failure of hydraulic system.

21. Two B-24's, C-60 at odd points - lack of proper winterization.

Situation in general is pretty sad - In your spare time, you may wish to read Col Happy's whole letter. Pete

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES

Routing Slip Date 3-5-43

TO: Chief of the Air Staff (Office or Symbol) Bldg. Pentagon

Attn: Gen. Stratemeyer Room 3E1023

Coord.	Invest.	Nec. Action
Infor.	Recomd.	Sig.
File	Confer.	

Remarks:

Col Libby:

Please give this to Gen Arnold if he hasn't received one. Gen Stark has not seen it

WRH

Bill -

TJH has received one of these

mah

From: Name. Maj. Wm Burgoyne Phone 4849

Office O-4 (Name or Symbol) Bldg. Pentagon Rm. 3D1039

3-218,AF.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir.
By ALN/NARA Date 8/29/78

Prepared by Asst. Chief of the Air Staff, A-4.

SECRET
DECLASSIFIED

March 4, 1943

DELIVERY OF AIRPLANES TO RUSSIA

1. Factory deliveries met schedules in all categories with the exception of Light Bombers, these were two behind the commitment.

2. The following have been delivered from the Factory for U. S. Account:

108 Medium Bombers (12 ahead of schedule)
851 Fighters (51 ahead of schedule)
719 Light Bombers (2 behind schedule)

3. Deliveries of February's commitments of Fighters for the U. K. account were more than met. 282 airplanes were delivered during the month, making total deliveries of 782 airplanes on the second protocol as against protocol commitments through February of 729 airplanes.

4. Deliveries of Russian planes to the Alaskan terminal by air during February totalled 120, as compared with 54 deliveries during the month of January. Of the 174 airplanes delivered during the year to Fairbanks, 60 remained at Fairbanks at the end of February.

5. Deliveries by air via the Southern Route to Abadan totalled 64 airplanes, as compared with 6 delivered in January. Most of the deliveries to Abadan had been received within the last few days of the month and are still waiting to be picked up by the Russians.

air AG 452.1 Russia (3-8)

 DECLASSIFIED
SECRET

SECRET
DECLASSIFIED

6. An explanation of the large number of aircraft shown on the attached chart as being in the United States is in order, because these figures do not reflect the same conditions that existed at the end of December and at the end of January.

7. Of the 191 Light Bombers shown as being in the U. S., 70 are now at departure stations; 71 A-20Cs are from February's allocation and 26 A-20Cs remain from January's allocation. All of these are expected to be at departure stations within the next ten days; the remaining 24 are from previous months' commitments and are now en route to departure stations.

8. An examination of the backlog of Fighters shows that 54 of the 134 are from February's allocations and have come from production in the last ten days of the month. These are still in Modification Centers, being winterized. 46 additional are at Great Falls, scheduled for departure within the next few days. This leaves 16 Fighters in transit in the United States, of which 6 are from February's allocation.

file
3/1/43

 DECLASSIFIED
SECRET
air AG 452.1 Russia (3-8)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

STATUS OF RUSSIAN AID AIRCRAFT
As of Jan. 31, 1943 and Feb. 28, 1943.

	TRANSPORTS To 2/28/43	MEDIUM BOMBERS 1/31/43	MEDIUM BOMBERS 2/28/43	LIGHT BOMBERS 1/31/43	LIGHT BOMBERS 2/28/43	FIGHTERS U. S. ACCOUNT 1/31/43	FIGHTERS U. S. ACCOUNT 2/28/43	FIGHTERS U. K. ACCOUNT 1/31/43	FIGHTERS U. K. ACCOUNT 2/28/43
No. due from U. S. 2nd Protocol	20	84	96	650	721	700	800	529	729
No. delivered from factory	30	84	108	600	719	742	851	509	782
Loaned	10								
Status of deliveries	+10	Even	+12	-50	-2	+42	+51	-20	+53

	Total delivery from factory 1/31/43 1251	Total delivery from factory 2/28/43 1633
In U. S. for air delivery	112	134
In U. S. for water delivery	4	118
Left U.S. for water delivery to Persian Gulf or Murmansk	879	731a
Estimated losses from sinkings	0	234
In air transit via South Atlantic	0	0
In air transit via Alaska	46	11
At Persian Gulf Delivery Point	74	149
At Alaskan Delivery Point	13	36
Removed by Russians from Persian Gulf Delivery Point	65	120
Removed by Russians from Alaskan Delivery Point	54	94
Washouts	4	6
TOTALS	1251	1633

	TRANSPORTS To 2/28/43	MEDIUM BOMBERS 1/31/43	MEDIUM BOMBERS 2/28/43	LIGHT BOMBERS 1/31/43	LIGHT BOMBERS 2/28/43
In U. S. for air delivery	26	16	27	148	191
In U. S. for water delivery	0	0	0	0	0
Left U.S. for water delivery to Persian Gulf or Murmansk	0	0	0	102	76
Estimated losses from sinkings	0	0	0	0	0
In air transit via South Atlantic	0	9	4	52	54
In air transit via Alaska	0	4	2	1	3
At Persian Gulf Delivery Point	0	1	9	17	93
At Alaskan Delivery Point	4	4	4	1	16
Removed by Russians from Persian Gulf Delivery Point	0	40(Est)	43(Est)	208	213
Removed by Russians from Alaskan Delivery Point	10	8	17	54	56
Washouts	0	2	2	17	17
TOTALS	40	84	108	600	719

a/ of these, 256 are estimated to have been delivered to Murmansk.

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD 5's
8 Jan. & 20 June 1974
By AirHP JC, Date 3/24/76

A-4/137

SECRET

SECRET DECLASSIFIED

March 15, 1945.

George E. Strutemeyer
Major General, U.S.A.
Chief of the Air Staff

Dear General:-

The orders given about the delivery of airplanes to the ports comply with our wishes in full. May I thank you for all the necessary measures you have taken in executing this matter.

However, I am apprehensive about the 80 planes of P-39 type which will be ready for shipment March 28, 1945. The ships that we received in March will be ready to load at an earlier date, March 20-25, 1945.

If you could possibly shorten the length of time necessary for the delivery of the planes in order to connect with the date of the loading of our ships in port, it would be of great assistance to us.

With kindest personal regards, I am

Sincerely yours,

A.I. Belyaev
Major-General, U.S.S.R. Army
Chairman

SECRET DECLASSIFIED

SECRET
Air 34521 Russia (216)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

DECLASSIFIED
By AHH/BP 8047X

Major General A. I. Belyaev, Chairman,
The Government Purchasing Commission
of the Soviet Union in the U. S. A.,
3526 - 16th Street, N. W.,
Washington, D. C.

Dear General Belyaev:

In reply to your letter of March 15, 1943, the schedule which has been set up for the delivery of the ninety (90) P-39 airplanes to which you referred is as follows:

A total of forty-three (43) had been delivered from the factory by March 20.

A total of sixty (60) will have been delivered from the factory by March 22.

A total of ninety (90) will have been delivered from the factory by midnight March 25.

Thus far the factory has been slightly ahead of schedule. However, I feel that the above dates are the best to which I can commit our factories to meet. Barring any unforeseen difficulties, this schedule should be met.

Sincerely yours,

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

DECLASSIFIED

SECRET

Air 19452.1 Russia (26)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

A-4/1146

DECLASSIFIED
By AUWDP 8/1978

SECRET

DECLASSIFIED

AFADS
WAR/gwd
Ext. 4849

MAR 5 1943

Major General A. I. Belyaev, Chairman,
The Government Purchasing Commission
of the Soviet Union in the U. S. A.,
3266 - 16th Street, N. W.,
Washington, D. C.

Dear General Belyaev:

Reference is made to your letter of February 27, 1943, and to your desires regarding the movement of the one hundred (100) P-39 airplanes from March commitments, which were originally scheduled for flight delivery to the U.S.S.R., by way of Alaska. I have directed the following:

1. That ninety (90) airplanes be crated and sent to an East Coast port in accordance with your wishes.

2. That the remaining ten (10) of these aircraft be flown, by way of Alaska. Since these airplanes are already in modification centers for winterization for flight delivery, it is not practicable to stop them and undo the work already done to prepare them for water shipment.

A resume of our schedule for the total two hundred and fifty (250) airplanes, together with the dates you may expect to have them in East Coast ports, or ready for air delivery, is as follows:

10 for flight delivery - in modification centers - available for flight about March 20.
62 already shipped to East Coast ports.
88 crated and ready for shipment to East Coast ports by March 5.
40 crated and ready for shipment to East Coast ports by March 10.
90 crated and ready for shipment to East Coast ports by March 20.

I am directing the factory that aircraft scheduled for shipment to Philadelphia and New York be shipped as follows:

DECLASSIFIED

SECRET Copy for General Streitmeyer

air dft RS.1 Russia (216)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

96 of these which have not yet left the factory, to be shipped to the Port of Philadelphia.
90 to be shipped to the Port of New York.

I feel confident that by the 10th of March the bulk of the aircraft scheduled for flight delivery will have departed the United States, and will be in the hands of your military missions at Fairbanks and Abadan by the end of the month.

Sincerely yours,

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

Dispatched
MAR 5
AAG

File
Gyc
3/6/43

DECLASSIFIED

SECRET

-2-

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir. 5 200.9 & 29 June 1994
by AUSAF AC, Date 8/24/12

SECRET

DECLASSIFIED

The Government Purchasing Commission
of the Soviet Union in the U.S.A.

Major General A. I. Belyaev
Chairman

3355 16th Street, N. W.
Washington, D. C.

February 27, 1943.

Major-General George E. Stratemeyer
Chief of the Air Staff
War Department
Pentagon Building,
Arlington, Virginia.

Dear General Stratemeyer:

In my letter of February 5, 1943 I have asked you to fly from the Bellaircraft Plant for ferry delivery via the Northern Route through Fairbanks 100 Airacobras against the March 1943 allocations.

On the 26th of February 1943, I was informed that your Government has allocated for the month of March 1943, 15 steamships for carrying cargoes to the U.S.S.R. via the Northern Sea Route and 12 steamships for the Persian Gulf Ports.

The situation appears to be such that there are not enough planes to make a sufficient load for these ships. On the other hand, the meteorological conditions on the Northern Ferry Route have not permitted to ferry the scheduled number of planes via Fairbanks Alaska in February, therefore for flight delivery on the Northern Ferry Route in March 1943 there are approximately 77 A20-B's, 24 B25-C's, 140 P-39's, 18 C-47; making a total of 259 planes, not counting the one hundred (100) P-39 Airacobras, that were scheduled for the Northern Route against the March 1943 allocations.

Therefore I am obliged to ask you that the 100 P-39 Airacobras scheduled for flight delivery via the Northern Ferry Route be crated and by the 10th of March 1943 be delivered to the port of New-York and that the 98 P-39 Airacobras which have not yet left the Ballaircraft Plant to be crated and delivered to the port of Philadelphia by the 15th of March 1943.

I am sure that you will understand how important this matter is in the problem of facilitating the delivery of combat planes to the fighting fronts and will give the problem your best priority.

Very sincerely yours,

DECLASSIFIED Belyaev

A. I. Belyaev, Major-General U.S.S.R.Army

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Rec
6 Jan. & 20 June 1972
by AGO/OCP Date 5/24/73

[redacted]

DECLASSIFIED

1/mar/43 ~~SECRET~~

to- A-4
1. Nec. action
2. Prep. reply

A-4/146

Представительство Государственного Комитета Обороны СССР в США

The Government Purchasing Commission of the Soviet Union in the U.S.A.

Major General A.I. Belyaev
Chairman

3355 16th Street, N.W.
Washington, D.C.

February 27, 1943.

Major-General George E.Stratemeyer
Chief of the Air Staff
War Department
Pentagon Building,
Arlington, Virginia.

Dear General Stratemeyer:

In my letter of February 5,1943 I have asked you to fly from the Bellaircraft Plant for ferry delivery via the Northern Route through Fairbanks 100 Airacobras against the March 1943 allocations.

On the 26th of February 1943, I was informed that your Government has allocated for the month of March 1943, 15 steamships for carrying cargoes to the U.S.S.R. via the Northern Sea Route and 12 steamships for the Persian Gulf Ports.

The situation appears to be such that there are not enough planes to make a sufficient load for these ships. On the other hand, the meteorological conditions on the Northern Ferry Route have not permitted to ferry the scheduled number of planes via Fairbanks Alaska in February, therefore for flight delivery on the Northern Ferry Route in March 1943 there are approximately 77 A20-B's, 24 B25-C's, 140 P-39's, 18 C-47; making a total of 259 planes, not counting the one hundred (100) P-39 Airacobras that were scheduled for the Northern Route against the March 1943 allocations.

Therefore I am obliged to ask you that the 100 P-39 Airacobras scheduled for flight delivery via the Northern Ferry Route be crated and by the 10th of March 1943 be delivered to the port of New-York and that the 98 P-39 Airacobras which have not yet left the Bellaircraft Plant to be crated and delivered to the port of Philadelphia by the 15th of March 1943.

I am sure that you will understand how important this matter is in the problem of facilitating the delivery of combat planes to the fighting fronts and will give the problem your best priority.

Very sincerely yours,

Belyaev

A.I. Belyaev, Major-General ~~U.S.S.R.~~ Army.

~~SECRET~~ DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir 5 200.9 & 20 June 1982
By RLH/AF NCD Date 8/14/86

SECRET

A-4/1146

DECLASSIFIED

To: General Stratemeyer

Date: March 3, 1945.

From: Asst. Chief of the Air Staff, A-4.

Comment No. 2
WHB/gwd/4849

1. Attached hereto in accordance with Comment No. 1, is a reply to General Belyaev's letter, for your signature.

2. The information contained in the attached letter to General Belyaev has been discussed with Colonel Piscanow of the U.S.S.R. Purchasing Command, and the plan generally agreed to.

Incl. s/c
1 Incl added:
Ltr. to Gen. Belyaev, undated,
for General Stratemeyers'
signature.

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

DECLASSIFIED

SECRET

Air 452.1 Russia (216)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dirs. 5 Jan. & 30 June 1974
AUTH: AG Date 8/24/82

DECLASSIFIED

3373
CFS:nl

March 1, 1943

1

Ltr from General Belyaev

Ass't Ch of Staff, A-4

General Stratemeyer

Your attention is invited to the attached letter from General Belyaev, in which he desires a change made in the delivery of P-39's.

It is desired that you take all possible action to meet his request and that you prepare a reply for my signature.

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

Attch:
Ltr to Gen Stratemeyer
from General Belyaev, 2-27-43

air ws 453.1 Russia 2/6

DECLASSIFIED

air ws 453.1 Russia

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HENRY HARLEY ARNOLD

Box 187 Folder 5

MILITARY

DECIMAL

SAS 4521 Russia (300-335)

DECLASSIFIED DOD Dir. BM 8 Aug & 20 Sept 1974 NND 963111 By [illegible] NARS, Date 11-11-75

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AFDMA

Lt.Col. W.W.Goodman 3/6767

DECLASSIFIED
DOD Dir. 5200.9 30 Sept 1.76
By ALAFT NC. Date 8/2/82

DECLASSIFIED
CONFIDENTIAL

9 MAY 1945

Major General S. A. Piskunov
Chief, Aviation Department
The Government Purchasing Commission
of the Soviet Union in the U. S. A.
3355 - 16th Street, N. W.
Washington, D. C.

Dear General Piskunov:

In your letter No. 1493 of May 5, you request the allocation of 2 P-39 or 2 P-63 airplanes to USSR, because of your interest in airplanes of this type.

As you know, all aircraft assignments and allocations are made by the Munitions Assignment Board, an agency of the combined Chiefs of Staff, and the U. S. Army Air Forces has no authority to allocate.

Our production of aircraft of these types has not progressed sufficiently to make available either of these airplanes for allocation action by the Munitions Assignment Board.

Very truly yours,

Signed

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

DISPATCHED
9 MAY 1945
AFDMA

DECLASSIFIED
CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Lt.Col.Goodman/lc/6767

~~CONFIDENTIAL~~ DECLASSIFIED

8 May 1945

MEMORANDUM FOR THE CHIEF OF AIR STAFF

SUBJECT: Soviet Request for Assignment of 2 P-59 or P-80 Airplanes

1. Forwarded for signature is proposed letter to General Piskounov, in reply to his letter 1493 of 5 May 1945 to General Baker.

2. The reply states that neither of these types are produced on a basis that makes them available for assignment by Munitions Assignment Board.

3. The Soviet Protocols contain no commitment with respect to any of these airplanes.

4. The Soviets furnish no justification for their need of these planes in relation to the prosecution of the war.

5. Even if the need were apparent to AAF, our recommendation would have to be coordinated with the British, before assignment, because of the US-UK understanding with regard to jet aircraft.

6. Deputy Chief of Air Staff (General Timberlake) advised that no commitments were made to the Soviets at the time of his discussion with General Piskounov, in connection with the delivery of letter 1493, and requested preparation of a proposed reply incorporating AC/AS M&S recommendations.

(Signed) E. M. Powers

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

AFDMA-3

1 Incl.
Letter for signature

DECLASSIFIED
CONFIDENTIAL

AFSAS

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
E.O. 11652
By ALMAC NARA Date

DECLASSIFIED
9 APR 1945

Major General S. A. Piskounov
The Government Purchasing Commission
of the Soviet Union in the U.S.A.
3355 Sixteenth Street, N. W.
Washington, D. C.

Dear General Piskounov:

Reference is made to your letter of 6 April 1945 on the subject of the discontinuance of work on one C-46 and two hundred twenty-five AT-6 airplanes in preparation for delivery to the USSR pending assignment approval by the Munitions Assignments Board.

You have asked that preparations continue prior to Munitions Assignments Board action. Unfortunately, work was started on the airplanes prematurely and therefore it became necessary to stop the work which was being performed without an assignment to the USSR having been made.

Consequently, I have to inform you that until such time as the Munitions Assignments Board grants approval to the assignment, I am without authority to authorize preparations to continue.

However, in order that no unnecessary delay will occur in the preparation of the planes for delivery to the USSR in the event of approval by the Munitions Assignments Board, orders have been issued to the effect that those airplanes which were wholly or partially prepared at the end of the day on April 6, 1945 for delivery to the USSR will remain in that status until the case is settled.

You may rest assured that upon receipt of notice of approval by the Munitions Assignments Board immediate action will be taken by this office to continue the preparation of the airplanes for delivery.

The above confirms the verbal statements made to you in our discussion of the subject 6 April 1945.

Cordially yours,

DECLASSIFIED

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

Copy for AFSAS

OFFICE SYMBOL	WRITTEN BY GEN. [illegible]	DISPATCHED	L. S. KUTER,	5	6
SIGNATURE OF RESPONSIBLE OFFICER		9 APR 1945	Major General, U.S.A., Acting Chief of Air Staff.		
INTERNAL OFFICE COORDINATION		AFSAS			

SAS 452.1 Russia (23)

16—25042-1 U. S. GOVERNMENT PRINTING OFFICE

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AFAEP-40
OCS-71127

~~CONFIDENTIAL~~
DECLASSIFIED

9 APR 1945

Major General S. A. Piskounov
The Government Purchasing Commission
of the Soviet Union in the U.S.A.
3355 Sixteenth Street, N. W.
Washington, D. C.

Dear General Piskounov:

Reference is made to your letter of 6 April 1945 on the subject of the discontinuance of work on one C-46 and two hundred twenty-five AT-6 airplanes in preparation for delivery to the USSR pending assignment approval by the Munitions Assignments Board.

You have asked that preparations continue prior to Munitions Assignments Board action. Unfortunately, work was started on the airplanes prematurely and therefore it became necessary to stop the work which was being performed without an assignment to the USSR having been made.

Consequently, I have to inform you that until such time as the Munitions Assignments Board grants approval to the assignment, I am without authority to authorize preparations to continue.

However, in order that no unnecessary delay will occur in the preparation of the planes for delivery to the USSR in the event of approval by the Munitions Assignments Board, orders have been issued to the effect that those airplanes which were wholly or partially prepared at the end of the day on April 6, 1945 for delivery to the USSR will remain in that status until the case is settled.

You may rest assured that upon receipt of notice of approval by the Munitions Assignments Board immediate action will be taken by this office to continue the preparation of the airplanes for delivery.

The above confirms the verbal statements made to you in our discussion of 6 April 1945.

AFSAS

Cordially yours,

Signed

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

AS REWRITTEN BY GEN. KUTER

DECLASSIFIED
~~CONFIDENTIAL~~

SAS 452.1 Russia (3-9)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD DIR. 5200.9 & 20 June 1974
By [illegible] NSC Date 8/14/92

DECLASSIFIED

COPY

The Government Purchasing Commission
of the Soviet Union in the U S A

6 April 1945

Barney M. Giles, Lt. General, U. S. Army
Chief of the Air Staff
Room 3 E 993, The Pentagon
Washington, D. C.

Dear General Giles:

We regret to inform you that according to the letter from Brig. General E. M. Powers' office, the Munition Assignment Board in its meeting failed to consider our assignment cases that had been previously approved by the Munition Assignment Committee (Air) covering one (1) C-46 and two-hundred and twenty-five (225) AT-6 airplanes.

We had received information from our representative at the North American Plant in Dallas, Texas, Captain M. Bushurin, that all preparations of planes to be ferried, via Fairbanks were stopped, and all airplanes scheduled for April were seitched to the other organizations.

I wish to ask your personal attention to this matter and continue the preparations of the previously allocated for the USSR AT-6 airplanes, and C-46 planes.

Cordially yours,

(S)
S. A. Piskounov, Major General
Chief, Aviation Department

COPY

DECLASSIFIED
CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CONFIDENTIAL~~

DECLASSIFIED

DECLASSIFIED
DOD Dirs.
By: AWH/IMP I.C. Date: 3/24/72

Delivery of C-46 and AT-6 airplanes to USSR

Chief of the Air Staff

7 April 1945

1

AC/AS Plans, Logistics Division

CGJ:mec 71127

1. The attached draft of a letter to Major General S. A. Piskounov has been prepared for signature of the Acting Chief of the Air Staff.

2. This proposed reply is in answer to Gen. Piskounov's letter of 6 April on the subject of the discontinuance of work on C-46 and AT-6 airplanes being modified for ferrying to USSR, pending assignment approval by the Munitions Assignments Board.

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

Incls -
Drft ltr to Gen Piskounov;
Orig ltr frm Gen Piskounov
dtd 6 Apr 45

DECLASSIFIED

~~CONFIDENTIAL~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

Message No. M 23490 from Moscow.

Chief of the Air Staff
Thru Colonel Libby

30 Mar 1945

1

General Jamison

Lt.Col. Burgoyne/mjg/71172

1. The Army Air Forces offered the Soviets 150 bomber nose used B-25's and 80 bomber nose A-20's to partially meet a requirement for AT-7 - AT-11 trainers. (The original request was for 500 - 600 AT-7 and AT-11).

2. The Soviets state that they do not desire the used B-25's and A-20's to meet the above request. The unfilled portion of the training planes requested will be made a part of the requirements of the Fifth Protocol and we will again offer used B-25's and A-20's because of the non availability of AT-7's and AT-11's (C-45's).

3. The Soviets were allocated 50 new B-25's and 100 A-20's by the MAB in excess of the present Protocol. (The message states that the military mission was not advised. As General York is the MAB executive and the contact with the military mission in Moscow, it does not appear that any action was required by the Air Forces).

4. General Jamison requested General York to query General Spalding for the purpose of obtaining at an early date, the Soviets requirements for airplanes for the Fifth Protocol period. General Spalding's answer is to the effect that the Soviets requirement would be supplied at the earliest date possible.

G. C. JAMISON
Brigadier General, U.S.A.
Chief, Logistics Division
AC/AS, Plans

SAS 452.1 Russia (331)

DECLASSIFIED

SECRET

SAS 452.1 Russia (331)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

Captain H. H. Frank/ma/74083

AFDMA-3B

17 March 1945

MEMORANDUM FOR BRIGADIER GENERAL E. M. POWERS, DEPUTY ASSISTANT CHIEF OF AIR STAFF, MAS

SUBJECT: Status of Total Aircraft Deliveries to U.S.S.R. as of 28 February 1945

1. All protocol commitments and additional allocations as of 28 February 1945, aggregating 13,549 aircraft (combined U.S./U.K. accounts) have been made available at the factory or by transfer from the North African Theater, with the exception of forty-five (45) B-25's on which allocation dates were advanced and which will be caught up by the end of June. The following table shows the status of deliveries by route:

	Great Falls to Fairbanks	South to Persian Gulf Water	Air	Total	North to Murmansk	Total
Protocol Commitment	6639	4071	1055	5126	1445	13210
Add'l Allocation	239 a/	72	-	72	38	339
Total	6868	4143	1055	5198	1483	13549
Under Delivery	45	-	-	-	-	45
Factory Delivery	6823	4143	1055	5198	1483	13504
In U.S.A.						
Enroute	205	1	-	1	-	206
Lost	69	-	17	17	-	86
Departed U.S.	6549	4142	1038	5180	1483	13212
Ex U.S.A.						
Enroute	51	5	-	5	-	56
Lost	45	231	43	274	310	629
Diverted	-	-	1	1	1	2
Arrived Destination	6453	3906	994	4900	1172	12525
Surveyed	9	17	-	17	-	26
On hand	112	26 b/	-	26	-	138
Delivered to U.S.S.R.	6332	3863	994	4857	1172	12361

a/Represents advanced allocation by M.A.B. To be transferred to Protocol Commitments at the rate of 20 per month.

SECRET
DECLASSIFIED

SAS 452.1 Russia (930)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

Memo for Brig. Gen. E.H.Powers, dtd 17 March 1945, fr Hq AAF, Wash. DC,
Subj: Status of Total Air craft Deliveries to U.S.S.R. as of 28 Feb 1945

b/Includes twenty-two (22) P-40's, which, from available vessel records, arrived in the Abadan area, although Abadan Depot reports no information available as to receipt of these airplanes.

2. Aircraft departures from the U.S. represent 97.8% of factory deliveries; arrivals at destination were 94.8% of departures from U.S.; and deliveries to U.S.S.R. were 98.7% of aircraft arrivals at destinations.

3. Aircraft lost during delivery:

	Number Lost	Percent of Losses To Factory Deliveries
Within U.S.:	86	.64
Ex U.S.:		To Departures from U.S.
Great Falls to Fairbanks, by Air	45	.69
Persian Gulf:		
By Air	43	4.14
By Water	231	5.57
Total	274	5.29
Murmansk:		
By Water	310	20.90
		To Factory Deliveries
Total	715	5.29

J. F. PHILLIPS
Brig. General, U.S.A.
Chief, Materiel Division,
AC/AS, M&S

cc: General York, MAB
General Timberlake, DC/AS
Col.Benner, Chief, Air Serv. Div.
General Jamison, Chief, Logist
Plans Division
Mr. Truesdell, FEA
AFDMA-3 AFDMA-1

2

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

SIGNER'S COPY

DECLASSIFIED
DOD 5200
9 June & 20 June 1972
By [illegible] NC, Date 3/14/72

DECLASSIFIED
Per [illegible] 9/4/76
By [illegible] NC, Date 9/3/76

AFAEP-40
WMS:hmf/71172
wtm 21 March 45

24 MAR 1945

The President's Soviet Protocol Committee
Room 149 - 1901 Constitution Avenue, N.W.
Washington, D. C.

Attention: Major General John Y. York, Jr., Executive.

Dear General York:

As you know the Air Forces are adjusting production schedules for aircraft for the last half of 1945 and preparing for the forthcoming series of conferences with representatives of the United Nations as to the aircraft requirements for the last half of 1945.

We have not been informed as to the aircraft requirements of Soviet Air Forces for the Fifth Protocol Period. Their requirements, particularly for the last half of 1945, are necessary if we are to be able to advise the various manufacturers and subcontractors of our demands.

For your information, the Soviets recently requested the allocation, during the Fourth Protocol Period, of certain trainer aircraft, namely 600 AT-6's (250 to 300 of which were desired prior to 15 May 1945) and 500 AT-11's (200 of which were desired prior to 15 May 1945). Of course we are not able to meet this requirement in full and have recommended that during the Fourth Protocol Period an allocation be made of between 200 to 300 AT-6's (MAB action is pending on this case) and no AT-11's. In order to meet their training requirement it was proposed to U.S.S.R. that allocation of some used B-25's and A-20's from the Mediterranean Air Force stocks be made. No answer to this latter proposal has been received to date. It is believed that the unfilled portion of their training plane requirement should be included in the Fifth Protocol requirement and have requested that the Soviets take action to do so.

We would appreciate your efforts to obtain, at an early date, the aircraft requirements of U.S.S.R. for the Fifth Protocol Period with particular reference to those requirements that will be a call on our resources for the last half of the calendar year of 1945.

Sincerely,

Signed

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

DISPATCHED
24 MAR
AFSA

DECLASSIFIED
SECRET

SAS 452.1 Russia (22)

SAS 452.1 Russia (22)

SECRET
DECLASSIFIED

DECLASSIFIED
Per [illegible] 4/9/76
By [illegible] NC, Date 3/4/76

DECLASSIFIED
DOD 5200
9 June & 20 June 1972
By [illegible] NC, Date 3/14/72

Letter to President's Soviet Protocol Committee

Chief of the Air Staff

21 March 1945

1

AC/AS, Plans

WMS:hmf/71172

1. Attached is a letter addressed to the President's Soviet Protocol Committee requesting that the Air Forces be advised as promptly as possible of the aircraft requirements of the Soviet for the Fifth Protocol Period with particular emphasis on those requirements that fall in the July-December period of 1945.

2. It is requested that this letter be signed and dispatched to General York, the Executive.

Signed

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

1 Incl:
Proposed ltr to
General York.

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Lt. Col. Hockett/ect/3601
w/2 March 1945

14 MAR 1945

Major General S. A. Piskounov,
Chief, Aviation Department,
The Government Purchasing Commission
of the Soviet Union in the U. S. A.,
3355 - 16th Street, N. W.,
Washington D. C.

Dear General Piskounov:

This office is in receipt of a communication from the United States Military Mission in Moscow furnishing preliminary information on a letter received by that Mission from your General Kapin. This letter outlines difficulties which have been experienced with the P-63 airplane.

We are taking this opportunity to advise you that an immediate investigation is being made on the corrections required to overcome these difficulties.

As soon as this information is compiled, it will be transmitted through our channels to Moscow with a copy furnished to your office.

Yours very truly,

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

DISPATCHED
14 MAR
AFSAC

AFDMA-4 AFDMA-1 AFAMS

Copy for OPD
CA 452.1 Russia (3-7)

SAS 452.1 Russia (3-7) Office of Signature

SECRET

DECLASSIFIED

DECLASSIFIED
DOD Dirs.
By NLN/BP LC; Date 8/24/76

Difficulties on Russian P-63 Airplanes.

Chief of Air Staff. Attn: General Timberlake. 8 MAR 1945

AC/AS, Materiel & Services. 1 Lt.Col.Hockett/ect/3601

1. Attached for your signature is a letter to General Piskounov outlining preparatory steps which this office is taking in regard to cablegram No. M-22972, dated 28 February 1945, from the United States Military Mission in Moscow on P-63 troubles.

2. A spot check has been made on the first three items in referenced cable. By procedure now set up, three kits are automatically supplied to the Russians on all changes, in order that they can determine whether they will build them in Russia or request procurement by requisition through the United Nations organization. The initial kits of Item 1 were shipped on 1 February 1945 and for Item 2 on 17 November 1944. A special effort was made by Bell to hasten the United Nations' requisition on Item 2, but to date no action has been forthcoming from the Russians on either item. The drawings for Item 3 were furnished 13 October 1944 directly to Mr. Shevchenko, Russian representative at Bell, to allow earlier requisitioning by their Washington representatives. No further word on this item has been received.

3. As noted in referenced cable, a copy of General Kapin's letter is being forwarded in which it is hoped more complete information will be furnished. In the meantime, however, this office is obtaining information on the remaining difficulties as noted in the cable.

(Signed) E. M. Powers

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

2 Incls:
1 - Memo to AC/AS, M&S
wi Msg. #M-22972
2 - Ltr to Gen. Piskounov
for signature.

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

DECLASSIFIED
DOD ltr, 6 Jun & 20 June 1974
By [illegible] NSC, Date [illegible]

(12)

21 February 1945 AFDMA-3B

MEMORANDUM FOR BRIGADIER GENERAL E. M. POWERS, DEPUTY ASSISTANT CHIEF OF AIR STAFF, MAS

SUBJECT: Status of Total Aircraft Deliveries to U.S.S.R. as of 31 January 1945.

1. All protocol commitments and additional allocations as of 31 January 1945, aggregating 13,274 aircraft (combined U.S./U.K. accounts) have been made available at the factory or by transfer from the North African Theater, with the exception of three (3) planes which will be caught up in the month of February. The following table shows the status of deliveries by route:

	Great Falls to Fairbanks	South to Persian Gulf Water	South to Persian Gulf Air	South to Persian Gulf Total	North to Murmansk	Total
Protocol Commitment	6394	4071	1055	5126	1445	12965
Add'l Allocation	199 a/	72	-	72	38	309
Total	6593	4143	1055	5198	1483	13274
Under Delivery	3	-	-	-	-	3
Factory Delivery	6590	4143	1055	5198	1483	13271
In U.S.A.						
Enroute	201	1	-	1	-	202
Lost	68	-	17	17	-	85
Departed U.S.	6321	4142	1038	5180	1483	12984
En. U.S.A.						
Enroute	30	5	-	5	-	35
Lost	44	231	43	274	310	628
Diverted	-	-	1	1	1	2
Arrived Destination	6247	3906	994	4900	1172	12319
Surveyed	9	17	-	17	-	26
On hand	62	26 b/	1	27	-	89
Delivered to U.S.S.R.	6176	3863	993	4856	1172	12204

a/ Represents advanced allocation by M.A.B. To be transferred to Protocol Commitments at the rate of 20 per month.

DECLASSIFIED
SECRET

SAS 452.1 Russia (?)

SAS 452.1 Russia (3 2 6)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET DECLASSIFIED

Memo for Brig.Gen.E.M.Powers, dtd 21 Feb 1945,
Subj: Status of Total Aircraft Deliveries to U.S.S.R. as of 31 January 1945

b/ Includes twenty-two (22) P-40's, which, from available vessel records, arrived in the Abadan area, although Abadan Depot reports no information available as to receipt of these airplanes.

2. Aircraft departures from the U.S. represent 97.9% of factory deliveries; arrivals at destination were 94.9% of departures from U.S.; and deliveries to U.S.S.R. were 99.0% of aircraft arrivals at destinations.

3. Aircraft lost during delivery:

	Number Lost	Percent of Losses To Factory Deliveries
Within U.S.:	85	.64
		To Departures from U.S.
Ex U.S.:		
Great Falls to Fairbanks, by Air	44	.69
Persian Gulf:		
By Air	43	4.14
By Water	231	5.57
Total	274	5.29
Murmansk:		
By Water	310	20.90
Total all routes	628	4.84

cc: General York, MAB
General Timberlake, DC/AS
Col. Benner, Chief, Air Serv.Div.
General Jamison, Chief, Logist Plans Division
Mr. Truesdell, FEA

J. F. PHILLIPS
Brig. General, U.S.A.
Chief, Materiel Division,
AC/AS, MAS

AFDMA-3 AFDMA-1

DECLASSIFIED SECRET

452.1 Russia

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

Captain W. H. Frank/mc/74083
AFDMA-3B

20 February 1945

MEMORANDUM FOR BRIG. GENERAL E. N. POWERS, INTERNATIONAL OFFICER FOR A.A.F.

Subject: Position at Abadan as of 31 January 1945.

1.	P-25's	A-20's	P-39's	P-40's	P-47's	AT-6's	Total
a. Aircraft on hand 1 January 1945	0	1	3	3	1	0	8
NO CHANGE DURING JANUARY							
b. Aircraft on hand 31 January 1945	0	1	3	3	1	0	8
c. Cum. number received for USSR	124	1427	2026	1096	185	21	4879
d. Cum. number of washouts	0	7	3	3	0	1	14
e. Cum. number flown north	124	1419	2020	1090	184	20	4857

2. The A-20 on hand as of 31 January 1945 was reported as accepted by U.S.S.R., 1 February 1945. This action represents a reversal of the U.S.S.R.'s previous refusal to accept this plane.

3. The three (3) P-39's were delivered to the U.S.S.R. as of 1 February 1945.

4. The three (3) P-40's have been declared excess by MAC (Air) and will be processed for disposal in accordance with standard procedure.

5. The P-47 previously reported as probably acceptable to the U.S.S.R., as spares, has since been refused by them and will be processed as a gain from salvage or declaration as excess.

SECRET

SAS 452.1 Russia (326)

DECLASSIFIED

SECRET

Memo for General Powers, dtd 20 Feb 1945,
Subject: Position at Abadan as of 31 January 1945

6. As Abadan aircraft assembly plant was closed effective 1 February 1945, no further monthly position reports will be made. However, disposal of the remaining planes on hand will be followed up and a report rendered upon final disposition of these planes.

J. F. PHILLIPS
Brig. General, U. S. A.
Chief, Materiel Division
AC/AS, MAS

cc: Brig. Gen. J. Y. York, MAB
Brig. Gen. P. W. Timberlake, DC/AS
Col. D. W. Benner, Chief, Air Serv. Div.
Col. C. L. Sluder, OPD
Air Com. H. T. Lydford, RAF Del.
Lt. E. E. Levy, ADCB
Mr. J. N. Hazard, FEA

File 4/28/45

AFDMA-3 AFDMA-1

DECLASSIFIED

SECRET

2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
CONFIDENTIAL

DECLASSIFIED
EO 13526
AUTH: [illegible]
DATE: 8/24/17

8 MAR 1945

Major General S. A. Piskounov
The Government Purchasing Commission
of The Soviet Union in The U.S.A.
3355 16th Street, N.W.
Washington, D.C.

Dear General Piskounov:

This letter is in response to your letter # 607 dated 16 February 1945.

I am happy to tell you that in view of your acceptance of One Hundred (100) A-20 type airplanes, the Munitions Assignments Committee (Air) on 23 February 1945 made an assignment of these aircraft to your government.

These planes are now in operational storage and steps are being taken to prepare them for delivery. Information as to necessary modifications is being assembled and until this is known it will be impossible to advise you of any contemplated delivery dates.

Yours very truly,

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

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

DECLASSIFIED
3 MAR 1945
AAG

File Cy

DECLASSIFIED
CONFIDENTIAL
452.1 Russia (325)
97842

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dirs. 5200.9 & 20 June 1974
By ALM/NP NLC, Date 8/4/17A

~~CONFIDENTIAL~~
DECLASSIFIED

AFAEP-40
RMS:mec
74055
wtn: 21 Feb 45

24 FEB 1945

Major General S. A. Piskounov
Chief, Aviation Department
The Government Purchasing Commission of
the Soviet Union in the U.S.A.
Washington, D. C.

Dear General Piskounov:

This is in reply to your letter of 16 February 1945 requesting three hundred (300) A-26B type aircraft for the U.S.S.R. Navy.

There is an extreme shortage of this type aircraft which precludes the possibility of any further assignments without materially affecting our operations against the enemy. Our current obligations will not be entirely fulfilled prior to the defeat of Germany.

Subsequent to the cessation of hostilities in Europe, it is believed that A-26 aircraft will become available, at which time more favorable consideration can be given your request.

I feel confident that you understand that the current shortage of aircraft is the controlling factor in our inability to comply with your request at this time.

You may be sure that every consideration will be given your request at such time as A-26 aircraft become available.

Sincerely yours,

Signed

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

DECLASSIFIED
24 FEB 1945

COPY TO: S/Air Staff

DECLASSIFIED
~~CONFIDENTIAL~~ SAS 452.1 Russia (3-24)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
CONFIDENTIAL

COPY

Barney M. Giles
Lt. General, U. S. Army
Chief of the Air Staff
Room 3 E 993, The Pentagon
Washington, D. C.

February 16, 1945

Dear General Giles:

In December of 1944, Admiral V. A. Alaphusov, U.S.S.R. Navy, forwarded to Rear Admiral C. E. Olsen, U. S. Naval Mission in Moscow, the list of Naval supplies including Three Hundred (300) planes of the Torpedo Bombers A-26B type.

In connection with this list we have submitted to the Navy Department the request asking to provide for the U.S.S.R. the above mentioned planes and have received the following answer:

"The production of the A-26B type aircraft is under the cognizance of the U.S. Army Air Forces and no commitment regarding the allocation of this type aircraft can be made by the U.S. Navy. Representation for the allocation of the A-26B type aircraft should be made to the Commanding General, U. S. Army Air Forces."

Taking the above mentioned into consideration, we would like to ask your assistance in order that the question of supplying of the U.S.S.R. with the above mentioned planes A-26B, Torpedo Bombers, should be resolved positively during the period of the Fourth Protokol.

I would greatly appreciate if this request would be met iwth your full understanding of the needs of the U.S.S.R.

Sincerely yours,

(S)
S. A. Piskounov,
Major General, USSR Army
Aviation Department,
Chief

DECLASSIFIED
CONFIDENTIAL

COPY

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CONFIDENTIAL~~

DECLASSIFIED
DOD Dir
NLE/NARA Date 8/4/06

USSR Request for A-26B Torpedo Bombers

Chief of the Air Staff

21 February 1945

1

AC/AS Plans

RMS:mec 74055

Attached draft in reply to letter from Maj. Gen. S. A. Piskounov, USSR Army, of 16 February 1945 on the above subject has been prepared for Gen. Giles' signature.

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

Incl -
Orig ltr frm Gen Piskounov dtd 16 Feb 1945;
Drft ltr in reply for Gen Giles' signature.

DECLASSIFIED
CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

DECLASSIFIED
DOD Dirs.
5 Jan & 30 June 1974
By A-C/AS-P IC, Date 21 Jan 75

Proposed Assignment of A-20's

Deputy Chief of The Air Staff (General Timberlake) 16 February 1945

AC/AS, Plans, Logistical Plans Division WMB:hmf/71172 1

1. The Russians have requested the assignment of 100 A-20's. They prefer all of the bomber type-latest model available. OC&R advises as follows:

Surplus to Army Air Forces requirements in new aircraft available now is as follows:

71 A-20 K (bomber nose)
28 A-20 H (gun nose)
48 A-20 G (gun nose).

2. It is proposed that the Army Air Forces recommend to the JA (Air) assignment to the U.S.S.R. the following:

70 A-20 K
28 A-20 H
2 A-20 G.

3. AC/AS, M&S advises that delivery of the aircraft listed in paragraph 2 can be effected from stocks on hand.

4. Request that this proposal be approved.

Signed

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

Approved,
In accordance with Gen Styer remarks 17 Feb 45, consideration should be given to making additional A-20's available to Russians -

DECLASSIFIED
SECRET

SAS 45-2 Russia (323)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CONFIDENTIAL~~

DECLASSIFIED

DECLASSIFIED
DOD DIR
By Auth Ltr Date 8/24/13

4 FEB 1945

Major General S. A. Piskounov,
Chief, Aviation Department,
The Government Purchasing Commission
of the Soviet Union in the U.S.A.,
3355 - 16th Street, N. W.,
Washington, D. C.

Dear General Piskounov:

With reference to your letter dated 27 January 1945, on the P-63 airplane, it has always been, and will continue to be, the policy of the Army Air Forces to thoroughly consider and comply with all requests for changes in those aircraft assigned to your Government, where it is physically possible to do so. In this case, however, the validity of your reasons for requesting such abnormal strength increase in the P-63's delivered to the U.S.S.R. cannot be accepted for the following reasons:

The design criteria set up in your letter far exceeds that of any fighter aircraft which our forces are now using on any of our various fronts.

Several hundred Army Air Forces P-63 airplanes, with exactly the same modifications provided the P-63's in the U.S.S.R., have been flown some 50,000 hours of unrestricted flight without a single failure of the type which you are concerned with.

The P-63 aircraft are stronger than the P-39's which have been used by the U.S.S.R. and the Army Air Forces.

We have increased production of P-63 aircraft in order to supply this type for use in combat on the Western Front.

It is believed that the following will explain more thoroughly our position concerning the adequacy of American design criteria versus that of the U.S.S.R. which was called to our attention for the first time in your letter of 27 January 1945:

We feel that the marginal condition of the early P-63 airplane aft fuselage was expeditiously and adequately corrected by carrying out Technical Order 01-11CFP-60. Further, it is the considered opinion of our engineers that the P-63, with the incorporation of changes made by Technical Order 01-11CFP-60 is a first line airplane meeting today's Army Air Forces combat requirements with adequate safety to the pilot.

SMS 452.1 Russia (321)
Copy for Office of Signature

DECLASSIFIED

~~CONFIDENTIAL~~

SMS 452.1 Russia (321)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CONFIDENTIAL~~

DECLASSIFIED

To: Maj. General S. A. Pishounov.

In line with the Army Air Forces policy of continually striving for improvement of all characteristics, including stability, on all aircraft, a ventral fin on the P-63 C-1 aircraft, now coming off the line, will materially reduce the magnitude of the vertical tail loads which may be inadvertently applied. Also, the torque in the aft fuselage produced by a given vertical tail load will be reduced due to the lowered center of pressure of the load. Therefore, the use of the ventral fin provides an additional safety factor over and above that provided by the fuselage reinforcements. If the U.S.S.R. so desires, kits for retroactive installations on your aircraft can be supplied.

In order to clarify your misunderstanding of the results of the static tests conducted at Wright Field and those conducted at Bell Aircraft Corporation, the following is submitted:

(1) Bell Aircraft Corporation tested the critical design condition as established by the design criteria in effect for the P-63 airplane contract. This criteria establishes the balancing load condition as being the critical condition for the fin and fuselage.

(2) Wright Field tested the aft fuselage and fin to new criteria (not applicable to the P-63 airplane contract). This criteria is based upon loads which may result from a yawed condition in a terminal velocity dive (design diving speed). The center of pressure for this loading condition is considerably aft of that in the balancing condition used in (1) above. Therefore, the results of the two tests, made under different conditions of loading are not comparable and the strength of the aft fuselage and fin should be based upon the design criteria applicable to the P-63 airplane contract (balancing load condition). This, the tests made by Bell Aircraft are the tests from which the comparative strengths of the original and reinforced fuselages can be determined.

For your further information, the P-63E airplane, which incorporates improvements in the aileron balance system allowing higher rates of roll to be obtained, will have the aft fuselage and vertical fin completely redesigned and the front fuselage reinforced in order to carry the higher maneuvering loads obtainable due to this improvement.

It is believed that the existing authorization for Lt. Colonel Gurevo to consult with Wright Field people will adequately comply with your request as stated in your letter of 27 January 1945.

DECLASSIFIED
~~CONFIDENTIAL~~

-2-

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
CONFIDENTIAL

Col. Phillips/ea/71500

Maj. General S. A. Pishounov.

As regards enlarging the staff of your technical personnel at Bell Aircraft, we wish at this time to again offer the services of our engineers to go to your country and completely analyze the subject in conference with your engineers. We confidently feel a mutually agreeable understanding will result. We further offer the services of competent Bell Service representatives to assist your field forces in placing those 1900 aircraft already in your country in peak performance state. We feel, without reservation, they should provide you with a most suitable and effective weapon.

With regard to the large number of technical order changes referred to in the last paragraph of your letter as "the great number of defects," you are again advised, as stated above, that the Army Air Forces is constantly striving to improve all aircraft. Consequently, all our aircraft are being improved by technical order changes, and the P-63 is no exception. To the best of our knowledge, all known deficiencies brought out in actual service usage, have already been overcome or are being engineered.

As requested, we are inclosing a transcription of the meeting held on 31 January 1945 which was attended by you and your party, representatives of the Bell Aircraft Corporation, and of the Army Air Forces.

In closing, we wish to restate our position that the P-63 airplane is a first line aircraft meeting all Army Air Forces standards and is released for full combat and aerobatic flight without restriction. Therefore, and with the detailed explanation given above, it is hoped that the U.S.S.R. will understand our explanation and agree that the P-63 aircraft are suitable for combat use.

Very truly yours,

PATRICK W. TIMBERLAKE
Brigadier General, USA
Acting Chief of the Air Staff

1 Incl:
Transcription of meeting.

4 FEB 1945

AFDMA-1

AFAMS

DECLASSIFIED
CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
CONFIDENTIAL

DECLASSIFIED
DOD Dir. 5...
By: ... NLC, Date ...

General Piskounov, USSR
Col. Kramarenko, USSR
Mr. Prokofiev, USSR — RUSSIAN REPRESENTATIVES
Capt. Luistin, USSR
Lt. Col. Guisev, USSR

Col. Phillips, Chairman
Col. Mitchell
Lt. Col. Goodman
Lt. Col. Hockett — AAF REPRESENTATIVES
Lt. Col. Schwartz
Major Steedy
Capt. Goodall
Capt. Sands

Mr. Bell
Mr. Strickler
Mr. Limag — BELL AIRCRAFT REPRESENTATIVES
Mr. Forneff
Mr. Whitman
Capt. Collins

DECLASSIFIED
CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

CONFIDENTIAL

Conference between M&S and Bell Aircraft and USSR

on 31 January - Convened 3:15 PM

Col. Phillips - I called the Wright Field people and Bell Aircraft people and asked you people to come over to see if there was some additional information that you could give us to help get this whole picture of the P-63 a little bit clearer in our own minds. Now we are a little bit at a loss to know how to comply with the request, particularly in view of such things as the fact that the P-63 which you have been receiving are designed essentially and in accordance with the same design criteria as the P-39 or essentially the same as other Army Air Forces - American - fighter airplanes are. Consequently, the P-63 that we have have been flown without any restriction - in other words - any kind of maneuvers and acrobatics. We have no record of any failures since last fall when the strengthening of the fuselage took place. Mr. Bell, have you anything to add to what I have said?

Mr. Bell - Only to say that we did not know about this letter until yesterday. In fact, we did not realize that the airplanes were not in combat. Because as Col. Phillips has said we have done a great deal of acrobatics and so has the AAF in simulated combat and we have no records of any failures at all since last fall and then one or two cases. The airplanes are designed and tested to the same criteria with all other American aircraft substantially stronger than the P-39 and we are at a loss to know from the testimony that we got here what the trouble is. Have you had any failures in Russia?

Col. Kramarenko - Not yet.

Mr. Bell - Yet something like a year ago we sent 3 P-63's to Russia for the purpose of testing as I understand it.

Col. Kramarenko - We cannot use -

Mr. Bell - Why?

Col. Kramarenko - Because they were not delivered. We got about several with the

DECLASSIFIED

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

restriction to use it.

Mr. Bell - You mean the technical order referred to here?

Col. Kramarenko - Wing skin regarding the G's.

Mr. Bell - But you had three machines long before that.

Col. Kramarenko - We had just three planes and after you changed wing

Mr. Bell - We put on a great many demonstrations for Col. Kotchekev before the reinforcements were made. It would seem to me from reading this that you may be right - I don't know but your design criteria is a great deal higher than the design criteria over here.

Col. Kramarenko - You know after tested the P-63 in the U.S. you had several cases of failure - some cases and some deformation on fuselage after Col. Kotchetkev left this country. It means it is not design just maintenance lead. You understand main question is you take your design lead weighs 3365 lbs.

Mr. Bell - That's what you say in here. Is that right, Jim?

Mr. Limage - 3265 lbs. Essentially correct.

Mr. Bell - Yes.

Col. Kramarenko - And you had several cases. It means it is not design lead - it is maintenance load. You get it in flight.

Mr. Bell - We can go into the details of some of these cases and as a matter of fact there was one case in Ephrata (Washington) of a failure that brought about this technical order. It's quite possible to have a tail failure. I think there is no fighter airplane in AAF that has not had a tail failure at sometime.

Col. Kramarenko - Failure was during test 3600 lbs. It means 110%. We must take safety we must increase design lead.

Mr. Bell - We have had no failures since these reinforcements -

DECLASSIFIED
CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL DECLASSIFIED

Col. Kramarenko - But after you flew much you cannot afford to use these planes.

Col. Phillips - We have a number of them which are flying on an unrestricted basis since the technical order was complied with - there's no restriction on our P-63 and has not been on since the technical order was complied with.

Col. Kramarenko - Before we tested fuselage P-39 we got 76% and we tested fuselage P-63 after reinforcements and we get 66%.

Mr. Bell - 66%. After the reinforcements on the P-39 you get 76%? That should not be, should it, Jim?

Col. Phillips - May I interrupt a minute? Col. Schwartz, does that experience check with our figures on relative strength of the P-39 and the P-63?

Col. Schwartz - No sir. Depends on the criteria. Based on the criteria we have of the P-63 over the P-39. Rate of 70% over 67%.

Col. Kramarenko - Please repeat that.

Col. Schwartz - Based on our new criteria we have, it's more favorable in the P-63 than in P-39. Depends upon criteria. Apparently your criteria is different than ours.

Mr. Bell - There must be a difference there, Col. Kramarenko. Your records show the P-39 is stronger than the P-63 and our records show the reverse.

Col. Kramarenko - Now I think it is not important to compare the P-63 and the P-39. We have had several cases in this country and we think design lead is not design just maintenance lead, we must increase. Safety factor. That is our opinion.

Col. Phillips - That is more than we are going to build in any of our fighter aircraft.

DECLASSIFIED
CONFIDENTIAL

CONF DECLASSIFIED

Col. Kramarenko - I think we have the same lead that is 3600 lbs and Wright Field believes 3600 lbs.

Mr. Bell - There has been no failure on the P-63 that we knew of since the reinforcements and there is no fighter airplanes in the U.S. of any type that would meet the requirements that you are talking about.

Col. Kramarenko - I do not believe reinforcements was done to increase 128%.

Mr. Bell - Jim, what do the reinforcements weigh?

Mr. Limmage - About 5 to 6 lbs.

Col. Kramarenko - I believe that [illegible] is just an increase of 110%.

Mr. Bell - But the difference between your 110% and Wright Field's 110% and our 128% is purely a method of testing.

Col. Kramarenko - We use exactly the same method.

Mr. Bell - We use the different method. There is no error in 128%

Col. Kramarenko - When we tested at Wright Field we have representatives but experience the same.

Mr. Bell - But we had representatives to witness this test?

Mr. Limmage - I don't believe so. If it was the fuselages they do not witness the test. We had 4 or 5 of these tested - original fuselages that were progressively reinforced.

Col. Kramarenko - Wright Field tried to make the fuselage strong. Because Wright Field also do not believe this is strong enough.

Mr. Bell - Wright Field is here. You can ask them.

Col. Phillips - But we are using the airplanes flying unrestricted and we haven't had a single accident and we intend to continue using them.

Col. Kramarenko - I do not know. In accordance we sent letter and we like later to get an answer but we express our opinion and we would like to get yours. From Bell Aircraft and people from Wright Field and Air Forces. What is your opinion?

CONFIDENTIAL DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Is it streng enough?

Col. Phillips - Of course, that is what we intend to do and it is in order that we could give you a more complete answer that we asked you here if possible there was some information that we did not have or that was not expressed in this letter which would help us to more clearly understand the reason for U.S.S.R. wanting us to build airplanes that in our opinion are stronger and consequently in our opinion less efficient than airplanes we are building for our own people. Now let me ask one question if I may. Following the testing of the P-63 by your people did they have any suggestions as to how additional reinforcements could be put in the present airplanes - let us say, not the ones that are going out months later - because frankly our people at Wright Field and the Bell people and ourselves do not see any possibility or do not see how we can make up kits to be put in airplanes that you have that will bring them up to this strength.

Col. Kramarenko - I think main question because it seems to me this fuselage new reinforces but it is very difficult to do. Just one thing. We do not know why Wright Field discontinued this.

Col. Kramarenko.....but they tried to find out what is the best way to reinforce fuselage, and they discontinued, and I don't under-stand why. Several cases of failure in this country, and reinforcement is, I think, just adds 10 per cent. And our stated tests show it's futile to not continue reinforcing--just our opinion! I don't know, what do you say--if we take this "wild-cave" aircraft?

Col. Phillips. Colonel Schwartz is from Wright Field, in the Aircraft Laboratory Structures Branch, and would you explain to Colonel Kramarenko the design factors on the P-63?

Lt. Col. Schwartz/ I don't think it is clearly understood, this difference between 110 and 127 per cent. You cannot compare these loads, because they're different loading conditions. Bell loading conditions were for the balancing condition; whereas our tests were for our yaw condition, which gave us a center of pressure farther aft, and gave us higher bending load on the critical section. And when we go back and compare the bending moments and torsions, we correlated Bell's results although they were different figures, but the loads were at different locations. So, we were only comparing ours with new requirements, where Bell was comparing their's with old requirements. But the new requirements are not applicable to this airplane and none of our fighters have the new requirements. So that, when we get this 110 per cent, we added additional reinforcements to see what we could get out of the present fuselage. We were able to go, comparing Bell's load, to 40 per cent more than designed. But reinforcements were extensive and were not feasible for Service Modification. They required external reinforcements, as well as complete internal reinforcing. And we found in our test that

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
CONFIDENTIAL

when you went above 40 per cent, you had to do something about the main part of the fuselage, because the point of failure moved into the fuselage proper. So that, in our opinion, you can't go beyond 40 per cent without a redesign of the entire fuselage. But the main thing I want to clear up: You can't compare the 110 per cent figure of ours with the 127 per cent figure of Bell's directly. Does that answer your question?

Col. Mitchell. Our ultimate.

Col. Kramarenko. What is your opinion?--It is: is the fuselage streng enough or is it necessary to increase?

Lt. Col. Schwartz. We consider it streng enough.

Col. Kramarenko. Because if it's impossible to reinforce one division, no?--in another division is it necessary or not to increase?

Lt. Col. Schwartz. We don't consider it necessary and have released the airplanes on an unrestricted basis.

Col. Mitchell. We have experience with not just a few but 100 plus several flying, since the restriction was off; since the reinforcemtn. - without any accidents at all!

Col. Dramarenko. You mean ours? (probably meaning USSR planes)

Col. Phillips. Several hundred airplanes with several hundred hours per airplane.

Col. Kramarenko. And you didn't have any trouble?

Col. Mitchell. Not at all!

Mr. Prokofiev. May I say, I'd like to make more clear. If we go to further design in the fuselage, it is necessary to build the fuselage, itself?

Lt. Col. Schwartz. Right!

DECLASSIFIED
CONFIDENTIAL

CONFIDENTIAL
DECLASSIFIED

Mr. Prokofiev. But with the present design, you can see it not necessary to make any reinforcements?

Lt. Col. Schwartz. We do not feel it's necessary.

Col. Kramarenko. We design the fuselage for our own plane?

Lt. Col. Schwartz. Yes. I would like to say that our new criteria which we figure for this airplane, I believe gives us higher loads than we can expect. It is based on higher speeds than the airplanes used, and the loading increases with the square of the velocity, and we do not take into consideration the inertia loads.

Col. Phillips. That is what we'd like to have you ask. (speaking to the Russian representatives) We have the Bell designers, and we have the Wright Field people who write the requirements; and we would like very much to have you ask any questions that you would like to.

Mr. Strickler. Do you want me to answer questions?

Mr. Bell. He wants your opinion as to what is satisfactory.

Mr. Strickler. Our practice in this country for fighter aircraft is to make them streng enough to do their--perform their--mission, but to make them not so streng that they will lose performance by it. Therefore, I believe that it is the practice in the Army Air Forces to be permanent, the criteria to which they shall be designed, in order that they may perform their mission satisfactorily without failure; but still not be so heavy and so over-streng that they will lose in rate of climb, and in maneuverability, and take-off, and that sort of thing. Therefore, I would say that if the present

DECLASSIFIED
CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
CONFIDENTIAL

P-63's with the reinforcements have given no failures over several hundred hours, on several hundred different airplanes, that they were strong enough to satisfy the military requirements for that airplane; and any additional reinforcements would be unnecessary, and handicap the airplane from the performance standpoint.

COL. KRAMARENKO. What are your standards for fighters in United States?

MR. STRICKLER. I believe we follow the same practice that you do. And we design with the flight load with a certain margin above that flight load. That is true in the P-63's, and it is true of all other aircraft designed in this country. And obviously as the performance of the airplanes increases, requirements must increase also. And I believe that Wright Field, who keeps very well abreast of those requirements at the present time, we believe that we have complied to the point where our present airplanes can be flown satisfactorily without failure. Now, if they get to going 800 miles an hour, we may have to have some new requirements.

COL. KRAMARENKO. As I know, you had some failures with the P-63, P-51, and P-39. (shrugged his shoulders) Maybe it is — (didn't finish the statement).

MR. STRICKLER. You see, according to ground tests here made at Wright Field, the P-63 is stronger than the P-39.

LT. COL. GOODMAN. I suggest that if we could stop and translate some of this, as we go along, in case there is any part of it that General Piskounov hasn't fully understood, it might be helpful.

COL. KRAMARENKO. (Nods affirmatively)

CONFIDENTIAL
DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COL. PHILLIPS. It might be pointed out, General Piskounov, that the P-63 is, as far as our experience is concerned, a safer airplane to fly than the P-51; and yet we are using a heck of a lot of P-51's.

COL. PHILLIPS. Now, there has been some question about strengthening the P-51's.

COL. KRAMARENKO. No, it's difficult to compare.

COL. PHILLIPS. It is possible, of course, to strengthen an airplane by adding 100 per cent weight to it, but that airplane, of course, we well know can be destroyed by improper maneuvering. And we might ask Colonel Schwartz there to give a comparison of the strength factors, for example, the P-63 and P-51.

LT. COL. SCHWARTZ. On the P-51D by test, the fin is good for yaw condition up to 70 per cent. It is only good for 70 per cent of our new requirements.

COL. KRAMARENKO. 70? Our requirements?

LT. COL. SCHWARTZ. That is ours — U. S. (meaning United States' requirements and not USSR's)

MR. BELL. P-51.

LT. COL. SCHWARTZ. Colonel Phillips, in case they have forgotten, I failed to mention this, but P-63 is 67 per cent compared to 70 per cent for P-51 — so that for all practical purposes you might say — the same strength on the basis of our new requirements.

MR. BELL. It has been brought out here that there have been no failures or no accidents since the reinforcements. How many accidents were there before?

LT. COL. SCHWARTZ. I believe there were two accident cases and a couple more cases where buckling was discovered on the ground.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

DECLASSIFIED

MR. BELL. Would you consider that abnormal for a new airplane going through different tests and anything?

LT. COL. SCHWARTZ. Not necessarily, no.

MR. BELL. You know of any better record than that?

LT. COL. SCHWARTZ. No, because about all airplanes we had to do something about it — on some part of the airplane — but the reason we got busy on it was that the small number of P-63 airplanes out at that time indicated we should be doing something to add additional strength to that airplane.

MR. BELL. Hasn't it been more or less a matter of history that you have had to do the same thing on all fighter aircraft, the P-47, P-51, P-38 included?

LT. COL. SCHWARTZ. Yes, we have had our growing pains in all our fighters.

COL. KRAMARENKO. He (General Piskounov) would like to have your letter and put into it, that about it's necessary to increase or reinforce, or not. And believing you think over Wright Field and build that aircraft, it may be it is possible to do something to increase. (Meaning Piskounov wanted a letter)

COL. PHILLIPS. We will give you our considered answer on all the points that you have raised here, General. And if there is any other questions you would like to ask any of our people here?

MR. PROKOFIEV. The General doesn't want to send a letter to Moscow and state that better aircraft in the field, in the Department, can't do anything more. He doesn't want to state the situation that way. And that is what he has to do, maybe we'll find out some possibility to increase and so forth, but he don't want to say, "Our people here can't do anything more."

CONFIDENTIAL DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COL. PHILLIPS. Of course, on our part we still cannot understand why it is necessary, or it would be necessary, or may be necessary to build aircraft substantially stronger than our own experience has shown is necessary. I think that is the principal point of disagreement. So, we will put down our views as far as Air Forces are concerned and we will give this more thought. We have already spent quite a lot of time on it.

MR. BELL. May I ask one more question? Would General Piskounov, or anyone, like to say anything about the other defects referred to here?

COL. KRAMARENKO. Let me see Bell. You know about all defects, because we delivered before, and after you know Wright Field find difficulties and issue Tech Orders. It is necessary to do something complain some influence; but I believe this brake system and correcting.

MR. BELL. Do you know of any that have not been corrected?

COL. KRAMARENKO. Not incorrected. It is corrected in the factory you know, but not in my country.

MR. BELL. Yeah. Well, you are constantly improving.

COL. KRAMARENKO. For example, we deliver 100 planes, you know, Wright Field didn't order — you know we needed some spare parts for reinforce wings, fuselage, and— (didn't finish statement but started speaking in Russian to Capt. Luistin and Lt. Col. Guisev)

The Lieutenant says, "It is altogether 117 Tech Orders", you know and he doesn't remember all, you know.

COL. MITCHELL. That is no more Tech Order than we'd ordinarily have on our other airplanes!

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL
DECLASSIFIED

MR. BELL. That is ordinary procedure. It is unfortunate Russia is so far away; it takes time. But, at least, I don't believe — we don't know — of any defects that haven't been corrected. In fact, the reports that we get from the Army in flying the airplanes up to Alaska, apparently everything is working very smoothly, and the maintenance record on the airplanes in this country is very, very good.

COL. KRAMARENKO. Yes, I know. That is the planes in this country, you know, but up to go up to date didn't correct every planes in my country; it takes time!

MR. BELL, Yeah. Do you have any complaint with Bell Aircraft service or cooperation in an effort to correct these things?

COL. KRAMERENKO. I think it is good cooperate and good service, you know, but it takes time, too.

COL. MITCHELL. Colonel, from what we have said here, I would say, and I think Colonel Phillips would agree, that there is not a single reservation in our mind that if we had more airplanes (more P-63's) than we needed to give to you, and if we had a front that needed more airplanes — more fighter airplanes — now but what we would send these right over there and put them in combat; and we'd have no trouble with them. Do you say that?

COL. PHILLIPS. Trouble with any?

COL. MITCHELL. No more trouble with this tail trouble. I mean it would be entirely acceptable to our Air Force in combat — in combat!

COL. [redacted] think it is needless to say.

COL. MIT[redacted]. I am basing it on the same standards that we apply to our other airplanes, the same requirements we have on our other airplanes.

CONFIDENTIAL DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

COL. KRAMARENKO. But I understood, you know, you change your stuff!

COL. MITCHELL. We haven't built a new airplane to the new standard yet.

COL. KRAMARENKO. I know, but you change!

COL. MITCHELL. We will change all our airplanes someday, but not for sometime!

COL. KRAMARENKO. If you change it means you have reason for a change.

COL. PHILLIPS. But we will not leave all the aircraft that have been built, and that we are fighting for, and that we are using, we'll not leave them all on the ground; we'll continue to use them. This is for the newer aircraft that is coming out, which we hope will have considerably more performance than the ones we are operating now.

COL. MITCHELL. There are many reasons for the change. Airplanes are going faster, they are getting higher rate of roll, they are more maneuverable. All those things make it necessary that there be a stronger criteria. We do not believe that the conditions existing the way the airplane can be operated, older airplanes, it's necessary to go back and make this correction. It's on the new airplanes; it's the new improvements go in them — other improvements.

LT. COL. SCHWARTZ. We don't say that our new criteria won't give us structure failures.

MR. BELL. Now, that is a good point.

LT. COL. SCHWARTZ. The way we proceed, we establish criteria when this represents the present-day airplane, necessity for certain requirements. But we don't stop at that, we get these structural failures and we don't

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
CONFIDENTIAL

go back and try to account for it; we just make a modification we think is adequate to take care of the service conditions. We know that the airplanes are abused. We try to screen out those, but we still got to provide a certain margin of safety for expected operation of the airplane.

COL. PHILLIPS. General Piskounov, we thank you very much for coming over here this afternoon, and Colonel Kramarenko, we thank you and all your people.

COL. KRAMARENKO. (Nods affirmatively)

LT. COL. GOODMAN. May I ask one question before we break up?

COLONEL PHILLIPS. Of course, Colonel Goodman.

LT. COL. GOODMAN. This has been a friendly discussion to try to find out what could be worked out to satisfy the Soviet's requirements. Even though we feel that the airplane meets the United States requirements, it would be available for U. S. use, it looks as though the answer may be that there isn't anything further that can be done to strengthen these particular planes. And I wonder if, at this time, it wouldn't be appropriate to ask General Piskounov if that is our answer; whether they have come to any decision about what their attitude will be about using these planes that are continuing deliveries; whether that is too early to ask that? The reason I ask that is because of the purpose, of course, of assigning these planes to USSR: is to have them put in combat use; and apparently none of them have been put in combat yet, and a lot of airplanes not being used.

COL. KRAMARENKO. That is all. That is all.

COL. PHILLIPS. I beg pardon?

COL. KRAMARENKO. That is all.

DECLASSIFIED
CONFIDENTIAL

DECLASSIFIED
CONFIDENTIAL

COL. PHILLIPS. Anybody else?

COL. MITCHELL. I just made a calculation here: We have flown approximately 50,000 hours since we made the reinforcement in our own Air Force; i.e., a minimum of 50,000 hours, without an accident or without any showing of buckles or evidence of failure! That is a lot of hours, and all young pilots doing whatever they want to with the airplanes — no restrictions!

COL. PHILLIPS. I'd be glad to have anybody comment on the general P-63 situation that they feel like commenting about. And Colonel Mitchell would like to again bring out this ventral fin, additions which are going onto the ships, and I think one of which is probably in the process of being delivered to you.

COL. MITCHELL. The 15th of January, the first was.

(Several people in the group said, "I think they got three.")

CAPT. SANDS. Three airplanes were delivered to Russia the 1st of January.

COL. MITCHELL. All of them.

MAJOR STOODY. All of them from the middle of January, C-1's; I think I wrote you that in a letter.

COL. MITCHELL. What I wanted to say was, with all this flying on the airplane reinforced, we feel it is strong enough. The greatest cause of failure was torsion, which comes about by yaw of the airplane. The ventral fin does two things: It tends to keep down the yaw, and then if there is a side load, part of it is on the bottom and part is on the top; and that takes out the torsion. So, it is another safety factor; we feel the airplane can well use the ventral fin. It is satisfactory by our accident

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CONFIDENTIAL~~
DECLASSIFIED

record. We'd like to recommend that the airplanes you have should have it on.

COL. KRAMARENKO. But we use a torque 10 per cent less than Wright Field, (may have meant "torsion" instead of "torque").

With — likened with ventral.

COL. MITCHELL. That would be about right.

CAPT. SANDS. It also improves the gun platform, according to pilots that have been flying it. They say it only gives about a one and one-half oscillation; that is what they have been telling us on flights there.

COL. PHILLIPS. Mr. Bell, do you have anything else you would like to add?

MR. BELL. No. I think we would appreciate the opportunity of having some of our people assist in a compilation of a reply to his letter or, at least, make suggestions to you of our experiences. (meaning General Piskounov's letter, which AAF were going to prepare).

COL. PHILLIPS. (Nods affirmatively) Will be glad to have your suggestions.

MR. BELL. (Leaning toward Colonel Phillips and speaking directly to him; probably not meant for the record)

That is the point I mentioned for discrepancy between 100 and 120 per cent.

(CONFERENCE ADJOURNED AT 4:40 PM)

DECLASSIFIED
~~CONFIDENTIAL~~

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DOD ltr

DECLASSIFIED
Authority of
The Chief of Army Air Forces

8 FEB 1945

Lt. General L. G. Rudenko
Chairman
The Government Purchasing Commission
of The Soviet Union in The U. S. A.
3355 - 16th Street, N. W.
Washington, D. C.

Dear General Rudenko:

In accordance with the request contained in your letter of 29 January 1945, we are recommending immediate assignment of Fifty (50) B-25J and One Hundred (100) A-20 Airplanes to the U.S.S.R.

This action is being taken to permit you to put these airplanes into combat with a minimum of delay, and is not without sacrifice to the requirements of the United States Army Air Forces for our own combat operations.

Please be assured of our sincere desire to cooperate in every possible way toward assisting the splendid progress of the Red Air Forces.

Signed

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

3 FEB 1945

DECLASSIFIED
~~SECRET~~

SAS 452.1 Russia (20)

Copy for: Lt. Gen. Barney M. Giles

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

SECRET
By Authority of
The Commanding General
DECLASSIFIED
1/2/45 WWB

2 FEB 1945

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

SUBJECT: Letter from General Rudenko, Chairman, The Government Purchasing Commission of The Soviet Union in The U.S.A., dated 29 January 1945 requesting additional One Hundred and Fifty (150) B-25J Airplanes for the Soviets for delivery in the first half of 1945, in addition to existing Fourth Protocol commitments

1. Forwarded, for signature by General Giles, is proposed reply to General Rudenko's letter.

2. Deputy Chief of Air Staff (Brigadier General P.W. Timberlake) requested preparation of a reply after coordinating with AC/AS, O.C.& R. and getting costs from them if we furnished One Hundred and Fifty B-25J airplanes right away.

3. AC/AS, O.C.& R. concurred in the additional allocation of the One Hundred and Fifty B-25J's and stated that the cost to the Army Air Forces would be in reduction of aircraft stored for long time support of General Kenney, thus anticipating conversion of FEAF to A-26's by about five months.

4. AC/AS, Plans (Brigadier General G.C. Jamison) was advised of proposed handling and raised no objections.

5. The aircraft are available in Army Air Forces stocks for immediate delivery upon the completion of assignment action by Munitions Assignments Board.

6. AC/AS, O.C.& R. (Colonel McKee) was requested on 31 January 1945 to ask AC/AS, M.& S. to get in touch with the Soviets and determine whether A-20's would be acceptable to them, in lieu of the requested B-25's.

7. Soviets (General Piskounov) stated that they would be glad to receive any available A-20's, but that these could not be used for the same purpose as the B-25's, and would not satisfy this B-25 request.

8. On 1 February 1945, General Giles requested General Timberlake to have the reply modified to propose assignment of Fifty B-25's and One Hundred A-20's. An alternate letter for General Giles signature is forwarded herewith, based on these modified instructions, to avoid delay in replying to General Rudenko.

DECLASSIFIED

DECLASSIFIED
DECLASSIFIED
1/2/45 WWB

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

SUBJECT: Letter from General Rudenko, Chairman, The Government Purchasing Commission of The Soviet Union in The U.S.A., dated 29 January 1945 requesting additional One Hundred and Fifty (150) B-25J Airplanes for the Soviets for delivery in the first half of 1945, in addition to existing Fourth Protocol commitments

9. The new A-20's in operational storage are all with gun noses. About one year ago, the Soviets told General Giles that they could no longer accept delivery of gun nose A-20's, and requested delivery of A-20J's or -K's, with the bombardier nose, which request was granted, with respect to all subsequent deliveries. The Seventy (70) A-20K's that were formerly in operational storage, were recently ordered delivered against projects.

(Signed) E. M. Powers

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

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir. 5 200.9 & 10 June 1971
By A.A.Mc Date 8/6/72

~~SECRET~~ DECLASSIFIED

17 January 1945

MEMORANDUM FOR BRIGADIER GENERAL E. H. POWERS, DEPUTY ASSISTANT CHIEF OF AIR STAFF, M&S

SUBJECT: Status of Total Aircraft Deliveries to U.S.S.R. as of 31 December 1944.

1. All protocol commitments and additional allocations as of 31 December 1944, aggregating 13049 aircraft (combined U.S./U.K. accounts) have been made available at the factory or by transfer from the North African Theater. The following table shows the status of deliveries by route:

	Great Falls to Fairbanks	South to Persian Gulf Water	South to Persian Gulf Air	South to Persian Gulf Total	North to Murmansk	Total
Protocol Commitment	6149	4071	1055	5126	1445	12720
Add'l Allocation	219	72	-	72	38	329
Factory Delivery	6368	4143	1055	5198	1483	13049
En Route	217	1 a/	-	-	-	218
Lost	66	-	17	17	-	83
Departed U.S.	6085	4142	1038	5180	1483	12748
En Route	108	1	-	1	-	109
Lost	42	235	43	278	310	630
Diverted	-	-	1	1	1	2
Arrived Destination	5935	3906	994	4900	1172	12007
Surveyed	9	14	-	14	-	23
On Hand	143	28 b/	1	30	-	173
Delivered to U.S.S.R.	5783	3863	993	4856	1172	11811

a/ Previously reported lost; has since been repaired, and representative of U.S.S.R. has reported this plane, a P-47, as acceptable.

b/ Includes twenty two (22) P-40s, which, from available vessel records, arrived in the Abadan area, although Abadan Depot reports no information available as to receipt of these airplanes.

BRIG. GEN. P. W. TIMBERLAKE

SAS 452.1 Russia (3-19)

DECLASSIFIED
~~SECRET~~ SAS 452.1 Russia (3-19)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET DECLASSIFIED

Memo to General Powers, 17 January 1945
Subj Status of Total Aircraft Deliveries to U.S.S.R.
as of 31 December 1944.

Page 2

2. Aircraft departures from the U.S. represent 97.7% of factory deliveries; arrivals at destination were 94.2% of departures from U.S.; and deliveries to U.S.S.R. were 98.4% of aircraft arrivals at destinations.

3. Aircraft lost during delivery:

	Number Lost	Percent of Losses To Factory Deliveries
Within U.S.:	83	.64
Ex U.S.:		To Departures from U.S.
Great Falls to Fairbanks, by Air	42	.69
Persian Gulf:		
By Air	43	4.14
By Water	235	5.67
Total	278	5.36
Murmansk:		
By Water	310	20.90
Total all routes	630	4.96

J. F. PHILLIPS
Colonel, Air Corps
Chief, Materiel Division
AC/AS, M&S.

cc: General York, MAB
General Timberlake, DC/AS
Col. Benner, Chief, Air Serv. Div.
General Jamison, Chief, Logist.
Plans Division.
Mr. Truesdell, FEA.

DECLASSIFIED

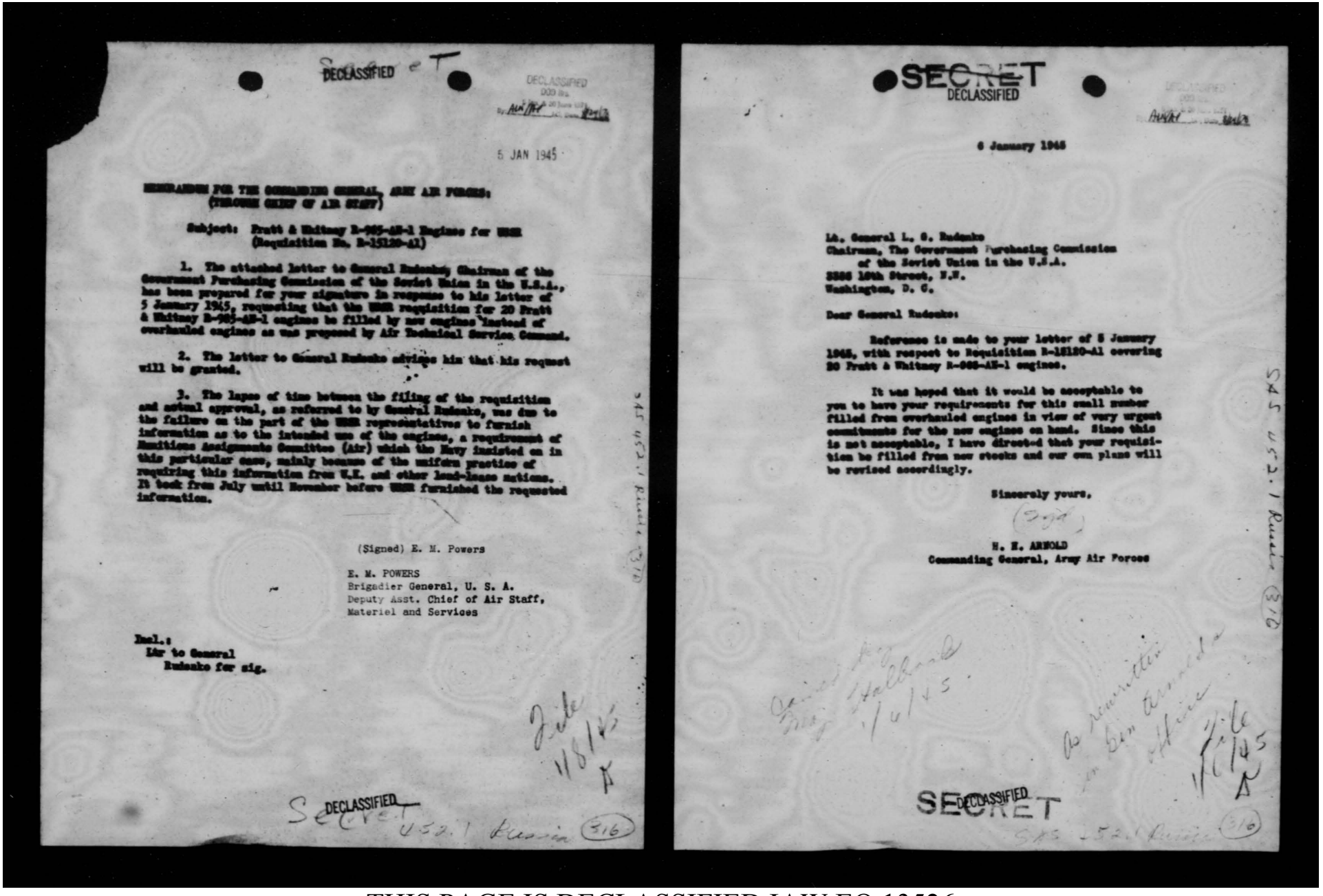
- 2 - SECRET

452.1 Russia (319)

BRIG. GEN. P. W. TIMBERLAKE

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



DECLASSIFIED

DECLASSIFIED
DOD ltr

5 JAN 1945

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:
(THROUGH CHIEF OF AIR STAFF)

Subject: Pratt & Whitney R-985-AN-1 Engines for USSR
(Requisition No. R-15120-A1)

1. The attached letter to General Rudenko, Chairman of the Government Purchasing Commission of the Soviet Union in the U.S.A., has been prepared for your signature in response to his letter of 5 January 1945, requesting that the USSR requisition for 20 Pratt & Whitney R-985-AN-1 engines be filled by new engines instead of overhauled engines as was proposed by Air Technical Service Command.

2. The letter to General Rudenko advises him that his request will be granted.

3. The lapse of time between the filing of the requisition and actual approval, as referred to by General Rudenko, was due to the failure on the part of the USSR representatives to furnish information as to the intended use of the engines, a requirement of Munitions Assignments Committee (Air) which the Navy insisted on in this particular case, mainly because of the uniform practice of requiring this information from U.K. and other lend-lease nations. It took from July until November before USSR furnished the requested information.

(Signed) E. M. Powers

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

Encl.:
Ltr to General
Rudenko for sig.

SECRET

DECLASSIFIED

DECLASSIFIED

6 January 1945

Lt. General L. G. Rudenko
Chairman, The Government Purchasing Commission
of the Soviet Union in the U.S.A.
3386 16th Street, N.W.
Washington, D. C.

Dear General Rudenko:

Reference is made to your letter of 5 January 1945, with respect to Requisition R-15120-A1 covering 20 Pratt & Whitney R-985-AN-1 engines.

It was hoped that it would be acceptable to you to have your requirements for this small number filled from overhauled engines in view of very urgent commitments for the new engines on hand. Since this is not acceptable, I have directed that your requisition be filled from new stocks and our own plans will be revised accordingly.

Sincerely yours,

H. H. ARNOLD
Commanding General, Army Air Forces

SECRET

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

January 5, 1945

General H. H. Arnold
Commanding General, AAF
War Department
Rm. 3E-1006
The Pentagon
Washington, D. C.

Dear General Arnold:

May we call your attention to the fact that in August 1944, we submitted requisition R-15120-A1, covering twenty (20) Pratt-Whitney R-985-AN-1 engines.

After a prolonged correspondence, an order was issued in December 1944, to allocate these twenty (20) engines from AAF stock. However, in January 1945, we were advised that the subject engines were not available from stock and instead we were offered engines that had been overhauled.

We do not completely understand this situation because in August 1944, we were offered 1500 engines of the same type and after a period of six months, our requisition, calling for the small quantity of 20 engines, cannot be fulfilled.

We should like to request your affirmative decision in this matter.

Sincerely yours,

L. G. RUKHKO,
IA. General, USSR Army
Chairman

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

AFDAS
PRT/eva/5265
5 Jan 44

DECLASSIFIED
DOD dirs.
By AWP NC, Date 8/24/1

6 January 1945

Lt. General L. G. Rudenko,
Government Purchasing Commission of
the Soviet Union in the U.S.A.,
3355 16th Street, N.W.,
Washington, D. C.

Dear General Rudenko:

I am in receipt of your letter of 5 January 1944 with reference to the assignment to the Soviet Government of four hundred C-47 and one hundred C-54 transport airplanes. Your letter indicates that there is a misunderstanding on your part with reference to these aircraft.

While the United States Government has agreed in principle to the provision of certain supplies and equipment over and above those provided for in the Fourth Protocol and contained in Annex III, neither C-47 nor C-54 airplanes are included in the list of availabilities.

At the present time, the over-all requirements for transport airplanes are such as to preclude making available any C-54 transport airplanes. Similar considerations prevent us from increasing the number of C-47 transport airplanes currently being made available to your Government.

Sincerely yours,

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

SAS 452.1 Russia (S)

Delivered by
Maj. Hall Crook
6 Jan. 45

DECLASSIFIED
SECRET

SAS 452.1 Russia (S) 3/3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SAVE

DECLASSIFIED

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

IN REPLY REFER TO:

DECLASSIFIED

FOR VICTORY BUY UNITED STATES WAR SAVINGS BONDS AND STAMPS

26 December 1944

MEMORANDUM FOR GENERAL GILES

DECLASSIFIED
DOD ltr. 8 Jan. & 20 June 1972
By ALMAJ NSC Date 8/24/72

SUBJECT: Russian Request for Transports

1. General Piskounov, Chief of the Aviation Department, Soviet Purchasing Commission, informed the undersigned this date that he had received word from Moscow that an agreement had been reached with a U. S. representative in Moscow for the delivery of C-54's and C-47's to the Russians. General Piskounov stated that he had no information as to the name of the U. S. representative or as to the quantity of transports agreed upon. He did state that Moscow had instructed him to ask for 100 C-54's and 400 C-47's to be delivered as soon as possible.

2. The undersigned informed General Piskounov that this office had not been informed of any such agreement having been reached in Moscow, but that a check would be made and General Piskounov informed.

3. This office has been unable to locate any incoming cable from Moscow on this subject.

4. It is recommended that General Piskounov be informed that since no information has been received from the U. S. representative in Moscow relative to an agreement on this subject, no action will be taken by the AAF to meet the verbal request for 100 C-54's and 400 C-47's.

SAS 452.1 Russia (31-2)

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

accomplished

File

1/1/45

File

DECLASSIFIED

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

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

SAS 452.1 Russia (31-2)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~ DECLASSIFIED

DECLASSIFIED DOD Dir 5 200.1 June 1972 By NARS, Date 8/9/78

AFDMA-3B
Capt. W.H.Frank/ere/74948

14 December 1944

MEMORANDUM FOR BRIG. GENERAL E. M. POWERS, DEPUTY ASSISTANT CHIEF OF AIR STAFF, M&S

Subject: Status of Total Aircraft Deliveries to U.S.S.R. as of 30 November 1944.

1. All protocol commitments and additional allocations as of 30 November 1944, aggregating 12,847 aircraft (combined U.S./U.K. accounts) have been made available at the factory or by transfer from the North African Theater. The following table shows the status of deliveries by route:

	Great Falls to Fairbanks	South to Persian Gulf: Water	Air	Total	North to Murmansk	Total
Protocol Commitment	6009	4071	1055	5126	1445	12580
Add'l Allocation	105	72	-	72	38	215
Total	6114	4143	1055	5198	1483	12795
Over Delivery	52	-	-	-	-	52
Factory Delivery	6166	4143	1055	5198	1483	12847
In U.S.A.:						
Enroute	254	-	-	-	-	254
Lost	63	1	17	18	-	81
Departed U.S.	5849	4142	1038	5180	1483	12512
Ex U.S.A.:						
Enroute	115	23	-	23	-	138
Lost	41	235	43	278	310	629
Diverted	-	-	1	1	1	2
Arrived Destination	5693	3884	994	4878	1172	11743
Surveyed	8	14	-	14	-	22
On Hand	139	28	1*	29	-	168
Delivered to U.S.S.R.	5546	3842	993	4835	1172	11553

* Previously reported as delivered to U.S.S.R.

AFDMA-3

- 1 -

DECLASSIFIED ~~SECRET~~

SAS 450.1 Russia (313)

~~SECRET~~ DECLASSIFIED

Memo to General Powers, 14 December 1944
Subj: Status of Total Aircraft Deliveries to U.S.S.R. as of 31 November 1944
Page 2

2. Aircraft departures from the U.S. represent 97.4% of factory deliveries; arrivals at destination were 93.8% of departures form U.S.; and deliveries to U.S.S.R. were 98.3% of aircraft arrivals at destination.

3. Aircraft lost during delivery:

	Number Lost	Percent of Losses To Factory Deliveries	To Departures from U.S.
Within U.S.	63	.63	
Ex U.S.:			
Great Falls to Fairbanks, by Air	41		.70
Persian Gulf:			
By Air	43		4.14
By Water	235		5.67
Total	278		5.36
Murmansk			
By Water	310		20.90
Total all routes	629		5.02

cc: General York, MAB
General Timberlake, DC/AS
Col. Benner, Chief, Air Serv. Div.
General Jamison, Chief, Logist. Plans, Div.
Mr. Truesdell, FEA

J. F. PHILLIPS
Colonel, Air Corps
Chief, Material Division
AC/AS, M&S

12/14/44

AFDMA-3

~~SECRET~~ DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

(12) File
DA

AFDMA-3B
Capt. W.H. Frank/ma/74948
13 December 1944

DECLASSIFIED
SRD NR.
By AUA/NP Date 8/24/76

MEMORANDUM FOR BRIG. GENERAL E. M. POWERS, INTERNATIONAL OFFICER FOR A.A.F.

Subject: Position at Abadan as of 30 November 1944

1.	P-25's	A-20's	P-39's	P-40's	P-47's	AT-6's	Total
a. Aircraft on hand 1 November 1944	0	1	50	3	12	0	66
b. Flown north by USSR pilots	0	0	26	0	11	0	37
c. Aircraft on hand 30 Nov 1944	0	1	24	3	1	0	29
d. Aircraft completed during November	0	0	50	0	0	0	50
e. Cum. number received for USSR	124	1427	2026	1096	185	21	4879
f. Cum. number of washouts	0	7	3	3	0	1	14
g. Cum. number flown north	124	1419	1999	1090	184	20	4836

SAS 452.1 Russia (3) Pt

2. No aircraft were received by the Abadan Depot during November. Twenty-three (23) planes are enroute to Abadan from the U.S.

3. Of the planes on hand the A-20 will probably be taken over by the A.A.F. as it cannot be placed in combat condition; the P-47 also cannot be placed in combat condition but indications are that it will be accepted by the U.S.S.R. as spares, and the three (3) P-40's are in process of being declared surplus.

DECLASSIFIED
SECRET

SAS 452.1 Russia (3) Pt

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

Memo for General Powers
Subject: Position at Abadan as of 30 November 1944

as their wings were burned while enroute to Abadan and the U.S.S.R. will not accept these planes as spare parts. The remaining twenty-four (24) planes on hand have been completed and together with the planes enroute from the U.S. will be delivered to the U.S.S.R. in due course.

J. F. PHILLIPS
Colonel, Air Corps
Chief, Material Division
AC/AS, MAS

cc: Brig. Gen. J. Y. York, MAB
Brig. Gen. P. M. Timberlake, AC/AS
Col. B. W.Banner, Chief, Air Serv. Div.
Col. F. H.Shaffee, OPD
Air Com. H. T. Ipsford, RAF Del.
Lt. E. E. Levy, ADCB
Mr. J. H. Hazard, FEA

AFDMA-3

DECLASSIFIED

- 2 -

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

Capt. W.H. Frank/ms/74948

AFDMA-3B

4 January 1945

AAG/AF 8/2/A

MEMORANDUM FOR BRIG. GENERAL E. M. POWERS, INTERNATIONAL OFFICER FOR A.A.F.

Subject: Position at Abadan as of 31 December 1944.

1.	B-25's	A-20's	P-39's	P-40's	P-47's	AT-6's	Total
a. Aircraft on hand 1 December 1944	0	1	24	3	1	0	29
b. Flown north by USSR pilots	0	0	21	0	0	0	21
c. Aircraft on hand 31 December 1944	0	1	3	3	1	0	8
d. Cum. number received for USSR	124	1427	2026	1096	185	21	4879
e. Cum. number of washouts	0	7	3	3	0	1	14
f. Cum. number flown north	124	1419	2020	1090	184	20	4857

2. No aircraft were reported as received by the Abadan Depot during December 1944.

3. Of the planes on hand as of 31 December 1944 the three (3) P-39's will be delivered to the U.S.S.R.; the A-20 will be taken up by the A.A.F. as a gain from salvage; the P-40's are now being processed for reassignment or declaration as excess; and the P-47, previously reported as probably acceptable to the U.S.S.R. as spares, has since been refused by the U.S.S.R. and will be processed as a gain from salvage or for reassignment or declaration as excess.

4. Several incomplete planes, not included in the planes reported by Abadan, were submitted to the U.S.S.R. for acceptance but have been refused

File

DECLASSIFIED
SECRET

SAS 452.1 Russia (311)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
SECRET

Memo for General Powers
Subject: Position at Abadan as of 31 December 1944

by that Government according to their letter dated 29 December 1944 to this office. Necessary action will be taken for proper disposition of these planes.

J. F. PHILLIPS
Colonel, Air Corps
Chief, Material Division
AC/AS, MAS

cc: Brig. Gen. J. Y. York, MAB
Brig. Gen. P. W. Timberlake, DC/AS
Col. D. W. Banner, Chief, Air Serv. Div.
Col. F. H. Chaffee, OPD
Air Com. H. T. Lydford, RAF Del.
Lt. E. E. Levy, ABCB
Mr. J. H. Hazard, FEA

AFDMA-3 AFDMA-1

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

SECRET
DECLASSIFIED
By The Commanding General
M. M. & D., AAF
11/2/44
Date Initials

Dated

AFMMA-3B
Capt. W.H.Frank/ere/74948

14 November 1944

DECLASSIFIED
DOD Dirs
6 Jan & 30 June 1972
By Auth of
NC, Date 3/24/76

MEMORANDUM FOR BRIG. GENERAL E. M. POWERS, INTERNATIONAL OFFICER FOR A.A.F.

Subject: Position at Abadan as of 31 October 1944

1.	B-25's	A-20's	P-39's	P-40's	P-47's	AT-6's	Total
a. Aircraft on hand 1 October 1944	0	4	1	13	53	0	71
b. Received during October	0	0	50	0	0	0	50
c. Total (a & b)	0	4	51	13	53	0	121
d. Flown north by USSR pilots during October	0	3	1	10	41	0	55
e. On hand as of 31 October 1944	0	1	50	3	12	0	66
f. Aircraft completed during October	0	3	1	0	10	0	14
g. Estimated number to be completed during period 1 Nov. to 15 Nov. 1944	0	0	14	0	0	0	14
h. Cumulative number received at Abadan Depot for USSR	124	1427	2026	1096	185	21	4879
i. Cumulative number of washouts at Abadan	0	7	3	3	0	1	14
j. Cumulative number flown north by USSR pilots	124	1419	1973	1090	173	20	4799

SRS 452.1 Russia (31)

SECRET
DECLASSIFIED SRS 452.1 Russia (31)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

Memo for: General Powers
Subject: Position at Abadan as of 31 October 1944
14 November 1944

2. The remaining aircraft to be delivered to the U.S.S.R., through Abadan consist of 22 planes enroute from the U.S., and 66 planes on hand at Abadan as of 31 October 1944.

J. F. PHILLIPS
Colonel, Air Corps
Chief, Material Division
AC/AS, M&S

cc: Brig. Gen. J.Y. York, MAB
Brig. Gen. P. W. Timberlake, DC/AS
Col. D. W. Benner, Chief, Air Serv. Div.
Col. F. H. Chaffee, OPD
Air Com. H. T. Lydford, RAF Del.
Lt. E. E. Levy, ADCB
Mr. J. H. Hazard, FEA

DECLASSIFIED
SECRET

- 2 -

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

DECLASSIFIED
DOD Dir. 5200.9 (Sec. 4 & 5) June 1972
By NARS, Date 3/6/78

AFDSA-3B

Capt. W. H. Frank/mc/74948

16 November 1944

MEMORANDUM FOR BRIG. GENERAL E. M. POWERS, DEPUTY ASSISTANT CHIEF OF AIR STAFF, MMS:

Subject: Status of Total Aircraft Deliveries to U.S.S.R. as of 31 October 1944.

1. All protocol commitments and additional allocations as of 31 October 1944, aggregating 12,539 aircraft (combined U.S./U.K. accounts) have been made available at the factory or by transfer from the North African Theater. The following table shows the status of deliveries by route:

	Great Falls to Fairbanks	South to Persian Gulf: Water	Air	Total	North to Murmansk	Total
Protocol Commitment	5749	4071	1055	5126	1445	12320
Add'l Allocation	105	72	-	72	38	215
Total	5854	4143	1055	5198	1483	12535
Over Delivery	4	-	-	-	-	4
Factory Delivery	5858	4143	1055	5198	1483	12539
In U.S.A.						
Enroute	116	-	-	-	-	116
Lost	61	1	17	18	-	79
Departed U.S.	5681	4142	1038	5180	1483	12344
In U.S.S.R.						
Enroute	139	23	-	23	-	162
Lost	41	235	43	278	310	629
Diverted	-	-	1	1	1	2
Arrived Destination	5501	3884	994	4878	1172	11551
Surveyed	8	14	-	14	-	22
On Hand	214	65	-	65	-	279
Delivered to U.S.S.R.	5279	3805	994	4799	1172	11250

DECLASSIFIED
SECRET

SAS 452.1 Russia (310)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED SECRET

2. Aircraft departures from the U.S. represent 98.4% of factory deliveries; arrivals at destination were 93.6% of departures from U.S.; and deliveries to U.S.S.R. were 97.4% of aircraft arrivals at destinations.

3. Aircraft lost during delivery:

	Number Lost	Percent of Losses To Factory Deliveries	To Departures from U.S.
Within U.S.	79	.63	
Ex U.S.:			
Great Falls to Fairbanks, by Air	41		.72
Persian Gulf:			
By Air	43		4.14
By Water	235		5.67
Total	278		5.36
Murmansk			
By Water	310		20.90
Total all routes	629		5.09

cc: General York, MAB
General Timberlake, DC/AS
Col. Benner, Chief, Air Serv. Div.
General Jamison, Chief, Logist. Plans Div.
Mr. Truesdell, FEA

J. F. PHILLIPS
Colonel, Air Corps
Chief, Material Division
AC/AS, M&S

AFDMA-3

DECLASSIFIED SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

AFDMA-3B
Capt.W.H.Prentiss/mag/74948

DECLASSIFIED
DOD Dirs
By ALA NARA 20 June 1972
MC Date 8/24/72

12 October 1944

MEMORANDUM FOR BRIG. GENERAL E. M. POWERS, DEPUTY ASSISTANT CHIEF OF AIR STAFF, M&S:

Subject: Status of Total Aircraft Deliveries to U.S.S.R. as of 30 September 1944.

1. All protocol commitments and additional allocations as of 30 September 1944, aggregating 12,263 aircraft (combined U.S./U.K. accounts) have been made available at the factory or by transfer from the North African Theater. The following table shows the status of deliveries by route:

	Great Falls to Fairbanks	South to Persian Gulf			North to Murmansk	Total
		Water	Air	Total		
Protocol Commitment	5489	4071	1055	5126	1445	12060
Add'l Allocation	95	72	-	72	38	205
Total	5584	4143	1055	5198	1483	12265
Over Delivery	2					2
Factory Delivery In U.S.A.	5582	4143	1055	5198	1483	12263
Enroute	109	-	-	-	-	109
Lost	61	1	17	18	-	79
Departed U.S.	5412	4142	1038	5180	1483	12075
En U.S.A.						
Enroute	43	73	-	73	-	116
Lost	41	235	43	278	310	629
Diverted	-	-	1	1	1	2
Arrived Destination	5328	3834	994	4828	1172	11328
Surveyed	8	14	-	14	-	22
On Hand	129	67	3	70	-	199
Delivered to U.S.S.R.	5191	3753	991	4744	1172	11107

452.1 Russia (308)

DECLASSIFIED

~~SECRET~~

452.1 Russia (308)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

AFDRA-3B

Memo to General [redacted] Capt.W.H.Frank/mag/74948

Subj: Status of Total Aircraft Deliveries to U.S.S.R. as of 30 September 1944

2. Aircraft departures from the U.S. represent 98.5% of factory deliveries; arrival at destination were 93.8% of departures from U.S.; and deliveries to U.S.S.R. were 98% of aircraft arrivals at destinations.

3. Aircraft lost during delivery:

	Number Lost	Percent of Losses to Factory Deliveries
Within U.S.	79	.64
		To Departures from U.S.
Ex U.S.:		
Great Falls to Fairbanks, by Air	41	.76
Persian Gulf:		
By Air	43	4.14
By Water	235	5.67
Total	278	5.36
Murmansk		
By Water	310	20.90
Total all routes	629	5.21

J. F. PHILLIPS
Colonel, Air Corps
Chief, Materiel Division
AC/AS, M&S

cc: General York, MAB
General Timberlake, DC/AS
Col. Benner, Chief, Air Serv. Div.
General Jamison, Chief, Logist.Plans.Div.
Mr. Truesdell, FEA

- 2 -

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
DOD Dir. 5200.9
By AWHP NARS Date 2/4/76

Destruction of Equipment on Forcelanded Aircraft

AC/AS, Intelligence, General Hodges — 2 Nov 44

Chief of the Air Staff — 1

JRB/ee/72141

The action recommended in Section II of attached memorandum is approved.

Incl: 1

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

DECLASSIFIED
3 NOV 1944

452.1 Russia (307)

DECLASSIFIED
SECRET
SPS 452.1 Russia (307)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
By Authority of
The Commanding General
USAF in Europe
Date 10/17/44
Initials

~~SECRET~~

11 October 1944

MEMORANDUM FOR BRIG. GENERAL E. N. POWERS, INTERNATIONAL OFFICER FOR A.A.F.

Subject: Position at Abadan as of 30 September 1944.

1.	B-25's	A-20's	P-39's	P-40's	P-47's	AT-6's	Total
a. Aircraft on hand 1 September 1944	0	3	1	45	97	0	146
b. Aircraft received during September	0	1	0	0	10	0	11
c. Total (a & b)	0	4	1	45	107	0	157
d. Flown north by USSR pilots during Sept.	0	0	0	32	54	0	86
e. On hand as of 30 September 1944	0	4	1	13	53	0	71
f. Aircraft completed during September	0	0	0	26	84	0	110
g. Estimated number of planes to be completed during period 1 Oct. to 15 Oct. 1944	0	3	1	0	7	0	11
h. Cumulative number of aircraft received at Abadan Depot to date for USSR	124	1427	1976	1096	185	21	4829
i. Cumulative number of washouts after being received by Abadan but before departure	0	7	3	3	0	1	14
j. Cumulative number of aircraft flown north by USSR pilots to date	124	1416	1972	1080	132	20	4744

~~SECRET~~

DECLASSIFIED

SAS 452.1 Russia (30?)

452.1 Russia (30?)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SEC
DECLASS

Memo for: General Powers
Subject: Position at Abadan as of 30 September 1944.
11 October 1944.

2. The remaining aircraft to be delivered to the U.S.S.R. through Abadan consist of 22 planes enroute from the U. S., 50 planes enroute from North Africa, and 71 planes on hand at Abadan as of 30 September 1944.

J. F. PHILLIPS
Colonel, Air Corps
Chief, Material Division
AC/AS, MAS

cc: Brig. Gen. J. Y. York, MAB
Brig. Gen. P. W. Timberlake, DC/AS
Col. D. W. Benner, Chief, Air Serv. Mv.
Col. F. H. Chaffee, OPD
Air Com. H. T. Lydford, RAF Del.
Lt. E. E. Lowy, AIDB
Mr. J. H. Hazard, FEA

- 2 -

DECLASSIFIED

10/18/44

SECRET
DECLASSIFIED

Lt.W.H.Frank/MAG/74948
AFDMA-3B
22 September 1944

22 September 1944

DECLASSIFIED
DOD Dir.
By A.W.H. NLC Date 8/24/76

MEMORANDUM FOR BRIG. GENERAL P. W. POWERS, DEPUTY ASSISTANT CHIEF OF AIR STAFF, MAS:

Subject: Status of Total Aircraft Deliveries to U.S.S.R. as of 31 August 1944.

1. All protocol commitments and additional allocations as of 31 August 1944, aggregating 11,964 aircraft (combined U.S./U.K. accounts) have been made available at the factory or by transfer from North African Theater. The following table shows the status of deliveries by routes:

	Thru Great Falls to Fairbanks Cums.	South to Persian Gulf Water Cums.	South to Persian Gulf Air Cums.	South to Persian Gulf Total Cums.	North to Murmansk Cums.	Total Cums.
Protocol Commitment	5194	4071	1055	5126	1445	11765
Add'l Allocation	89	72	-	72	38	199
Total Factory Deliveries	5283	4143*	1055	5198	1483	11964
In U.S.A.						
Enroute	51	-	1	1	-	52
Lost	61	1	17	18	-	79
Departed U.S.	5171	4142*	1037	5179	1483	11833
En U.S.A.						
Enroute	67	83	-	83	-	150
Lost	39	235	43	278	310	627
Diverted	-	-	1	1	1	2
Arrived Destination	5065	3824	993	4817	1172	11054
Surveyed at Destination	8	14	-	14	-	22
At Destination	215	143	2	145	-	360
Delivered to USSR	4842	3667	991	4658	1172	10672

(*) Includes 50 planes transferred from North African Theater.

- 1 -

DECLASSIFIED
SECRET

452.1 Russia (306)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET DECLASSIFIED

Memo to General Powers
Subj: Status of Total Aircraft Deliveries to U.S.S.R.
as of 31 August 1944.
22 September 1944

2. Aircraft departures from U.S. represent 98.9% of factory deliveries; arrivals at destination were 93% of departures from U.S.; and deliveries to U.S.S.R. were 6.9% of aircraft arrivals at destinations.

3. Aircraft lost during delivery:

	Number Lost	Percent of Loss
		Factory Deliveries
Within U.S.	79	.66
		Departures From U.S.
Ex U.S., Total all routes	627	5.29
Great Falls to Fairbanks, by air	39	.75
Persian Gulf:		
By Air	43	4.14
By Water	235	5.67
Total	278	5.36
Murmansk, By Water	310	20.90

J. F. Phillips
Colonel, Air Corps
Chief, Material Division
AC/AS, M&S

cc: General York, MAB
General Timberlake, DC/AS
Col. Benner, Chief, Air Serv. Div.
General Jamison, Chief, Logist. Plans Div.
Mr. Truesdell, FBA

SECRET DECLASSIFIED 452.1 Russia (306)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DECLASSIFIED
DOD 5200.1-R, 4.201 June 1979
By AAG/PI Date 3/24/17

AFAEP
RMS:rmc
71127
wtn: 5 Oct 44

7 OCT 1944

Lt. General L. G. Rudenko
Chairman, The Government Purchasing Commission
of the Soviet Union in the U. S. A.
3355 Sixteenth Street, N. W.
Washington, D. C.

Dear General Rudenko:

In reply to your letter of 26 September 1944, I can say only that our own requirements will not be met on schedule, due to delays in production.

This precludes for the present the possibility of giving the U.S.S.R. any helicopters.

If helicopters are available to the U.S.S.R. in the future, I will be pleased to consider assignment of U.S.S.R. personnel to the project at that time.

Sincerely yours,

Signed

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

452.1 Russia (305)

7 OCT 1944
AAG

DECLASSIFIED

COPY TO: S/AS

SAE 452.1 Russia (305)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

COPY

The Government Purchasing Commission
of the Soviet Union in the U.S.A.

26 September 1944

3355 16th Street, N. W.
Washington, D. C.

Barney M. Giles, Lt. General
Chief of Air Staff
Room 3 E 993
The Pentagon
Washington, D. C.

Dear General Giles:

We are in urgent need of several Helicopters of modern design, used by the AAF of the USA.

We would greatly appreciate your advise as to the prospects of fulfilling this request. Meanwhile, we take this opportunity to ask you to make it possible for one of our engineers and one pilt to study the construction and become familiarized with the methods of operation for this type of aircraft.

Sincerely yours,

(S)
L. G. Rudenko, Lt. General
USSR Army
Chairman

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dirs.
E.O. 12958, as amended
By A&E/AD Date 3/24/13
DECLASSIFIED

Letter to Gen. Rudenko re helicopters for USSR Army

Chief of the Air Staff

4 October 1944

1

AC/AS Plans

RMS:mec 74055

Attached draft of letter, in reply to General Rudenko's request for several helicopters of modern design used by the AAF, prepared for Gen. Giles' signature.

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

Incl -
draft of ltr as abv;
orig ltr frm Gen Rudenko
26 Sept 44

DECLASSIFIED
CONFIDENTIAL

S+S 452.1 Russia (305)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Lt W.H.Frank/ejw/74948

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DOD 5200
By ALM/NARA Date 3/24/76

11 September 1944

MEMORANDUM FOR BRIG. GENERAL E. M. POWERS, INTERNATIONAL OFFICER FOR A.A.F.

Subject: Position at Abadan as of 31 August 1944.

1.	B-25's	A-20's	P-39's	P-40's	P-47's	AT-6's	Total
a. Aircraft on hand 1 August 1944	0	5	70	35	5	0	115
b. Aircraft received during August	0	2	0	50	92	0	144
c. Total (a & b)	0	7	70	85	97	0	259
d. Flown north by USSR pilots during August	0	4	69	40	0	0	113
e. On hand as of 31 August 1944	0	3	1	45	97	0	146
f. Aircraft completed during August	0	4	48	47	9	0	108
g. Estimated number of planes to be completed during period 1 September to 15 September 1944	0	2	0	25	33	0	60
h. Cumulative number of aircraft received at Abadan Depot to date for USSR	124	1426	1976	1096	175	21	4818
i. Cumulative number of washouts after being received by Abadan but before departure	0	7	3	3	0	1	14
j. Cumulative number of aircraft flown north by USSR pilots to date	124	1416	1972	1048	78	20	4658

AFDWA-3B

452.1 Russia (303)

DECLASSIFIED
~~SECRET~~ 452.1 Russia (303)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

Lt. W. N. Frank/ejw/74948

Memo for: General Powers
Subject: Position at Abadan as of 31 August 1944
11 September 1944.

2. Eighty four (84) aircraft were still to arrive at Abadan Depot, thirty four (34) are enroute from the U. S. and fifty (50) from the North African Theater. The arrival of these palnes and their departure and the departure of the one hundred forty six (146) on hand for USSR should complete the delivery of planes through Abadan.

J. F. Phillips
Colonel, Air Corps
Chief, Materiel Division
AC/AS, M&S

cc: Brig. Gen. J. Y. York, MAB
Brig. Gen. P. W. Timberlake, DC/AS
Col. D. W. Benner, Chief, Air Serv. Div.
Col. F. H. Chaffee, OPD
Air Com. H. T. Lydford, RAF Del.
Lt. E. E. Levy, ADCB
Mr. J. H. Hazard, FEA

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DECLASSIFIED
DOD Dir. 5200.9
By NNAD NARS Date 5/9/78

B-24 Airplanes for the U.S.S.R.

General Jamison

8 Sept. 1944

Chief of the Air Staff

1

MAL/gwd/3378

1. General Giles desires that you prepare a case covering the allocation of six B-24 type aircraft to the U.S.S.R. It is understood that this allocation will apply on the Fourth Protocol when this protocol is finally agreed to.

[illegible]

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

452.1 Russia (302)

[illegible]
9 SEP 1944
AAG

File Cy

SECRET
DECLASSIFIED

452.1 Russia (302)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

Col.W.W.Goodman/ahw/6767

AFDMA-3A

17 August 1944.

COPY FOR: Brig. General P. W. Timberlake, Room 3E 1019

MEMORANDUM FOR BRIG. GENERAL H. H. POWERS, DEPUTY ASSISTANT CHIEF OF AIR STAFF, MAS:

Subject: Status of Total Aircraft Deliveries to U.S.S.R. as of 31 July 1944.

1. Of the total protocol commitments and additional allocations of 11,644 aircraft (Combined U.S./U.K. Accounts), 11,628 have been made available at the factory. A breakdown of the deliveries by route is shown below:

	Thru Great Falls to Fairbanks Qua.	South to Persian Gulf Water Qua.	Air Qua.	Total Qua.	North to Murmansk Qua.	Total Qua.
Protocol Commitment	4924	4071	1055	5126	1445	11496
Add'l Allocation	89	22	-	22	38	149
Total	5013	4093	1055	5148	1483	11644
Over Delivery	-21	-	-	-	-	-21
Factory Del.	4992	4093	1055	5148	1483	11623
In U.S.A.						
Enroute	194	-	2	2	-	196
Lost	61	1	17	18	-	79
Departed U.S.A.	4737	4092	1036	5128	1483	11348
Ex U.S.A.						
Enroute	11	174	1	175	3	189
Lost	39*	236	43	279	310	627*
Diverted	1	-	1	1	1	2
Arrived Destination	4688	3682	991	4673	1169	10530
Surveyed at Destination	7*	14	-	14	-	21*
At Destination	86	116	4	114	-	200
Delivered to USSR	4595	3552	987	4545	1169	10309

(*) One airplane surveyed at destination previously shown as lost Ex. U.S.

SECRET
DECLASSIFIED

- 1 -

SECRET
DECLASSIFIED

Memo to General Powers
Subj: Status of Total Aircraft Deliveries to U.S.S.R. as of 31 July 1944.
17 August 1944.

2. The departure of 11,348 aircraft from the U.S.A. represent approximately 97.63% of factory deliveries (11623) and approximately 97.48% of protocol commitments and allocations (11,644), as of 31 July 1944. Arrival at destination of 10,530 aircraft represent 92.79% of the total departures (11,348) from the U.S.A., and the total of 10,530 aircraft delivered to U.S.S.R. at destination is equivalent to 97.9% of arrivals at destination (10,530).

3. Aircraft lost during delivery:

a. Within U.S.A., 79 aircraft, .68% of factory deliveries. (11,623).
b. Ex U.S.A., total all routes, 627 aircraft, 5.53% of departures (11,348).
c. Great Falls - Fairbanks (air), 38 aircraft, approximately .80% of departures (4737).
d. Persian Gulf, by air, 43 aircraft, 4.15% of departures (1036).
Persian Gulf, by water, 236 aircraft, 5.76% of departures (4092).
Persian Gulf, total 279 aircraft, approximately 5.44% of departures (5128).
e. Murmansk, by water, 310 aircraft, 20.9% of departures (1483).

W.W.Goodman, Jr.Colonel
for GERALD R. BROPHY,
Lt. Colonel, Air Corps,
Acting Chief, International Branch,
Materiel Division, AC/AS, MAS.

cc: General York, MAB
General Timberlake, SC/AS
Col. Benner, Chief, Air Serv.Div.
General Jamison, Chief, Logist.Plans Div.
Mr. Truesdell, FEA

SECRET
DECLASSIFIED

- 2 -

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HENRY HARLEY ARNOLD
Box 127 Folder 6

MILITARY

Decimal

SAS 452.1
South America

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

DECLASSIFIED
DOD dirs.
8 Jan. & 20 June 1974
By MW/AP LC. Date 11/15/15

4 August 1945

MEMORANDUM FOR GENERAL ARNOLD

SUBJECT: Lend Lease for South America.

With reference to the Memorandum of 21 July 1945 and verbal instructions at Staff Meeting of 1 August 1945 regarding conversion of B-17's to transport, the following additional information is submitted:

A survey of the depots has been conducted and it has been determined that although all depots are scheduled for repair of aircraft and DIR of returned aircraft for redeployment the work on the B-17 conversion to transports can best be handled at the Mobile Depot by taking priority over the repair work scheduled for two C-46's, one C-54 and one B-29. The first aircraft can be accepted on or about August 15th. The first airplane can be delivered in approximately three weeks after date of receipt with deliveries of additional airplanes following at the rate of one every three days.

JOHN G. MOORE
Colonel, Air Corps
Deputy Asst. Chief of Air Staff,
Material and Services.

CC: Gen. Walsh.

DECLASSIFIED

CONFIDENTIAL

AAB 452 So Amer (44)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Written for sig. of Gen.Powers
July 1945

DECLASSIFIED
DOD DIR.
By NNA/RT Date 8/4/75

Lend Lease for South American.

Deputy Chief of Air Staff

AC/AS, Material and Services

2

Brig.Gen.J.F.Phillips/JFP/lgn/72176

A Attached is copy of R&R, Comment No. 2 to General Baker with reference to this project.

1 Incl.
Cy R&R
to Gen. Baker.

JOHN G. MOORE
Colonel, Air Corps
Deputy Asst. Chief of Air Staff,
Material and Services

COPY FOR OFFICE OF SIGNATURE

00 452.1 So. Amer (42)

File

AAG 452.1 S. Amer (42)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dirs
6 Jan. & 20 June 1974
By MW/AF JC. Date 11/14/75

SECRET

Lend Lease for South America

AC/AS, MRS (Gen. Powers)

17 July 1945

Deputy Chief of Air Staff

1

1. Following is an extract of message from General Arnold to General Baker:

"I have just inspected a Swedish B-17 converted to provide six seats and four bunks. Several others, converted to 14 seats that Sweden intends to use on airline service have been described to me. Am convinced that B-17s can be cheaply modified for Latin American countries to provide at least 20 seats without disturbing large bombay for mail and cargo. With this capacity and low or zero initial cost it seems to me that this would start profitable air line. Believe that South Americans will want or similarly converted types."

2. It is desired that you take the necessary steps to fix up one B-17 to ascertain the cost, man hours, etc., in conformance with the above quoted paragraph. It is suggested that, in addition to this, you have prepared drawings to show alterations which may be incorporated in the B-17 to get the maximum passenger pay load consistent with the average air line comfort.

C. C. CHAUNCEY
Major General, USA,
Deputy Chief of Air Staff.

DECLASSIFIED

SECRET

1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir.
By NWD/DTF NSC, Date 11/14/77

~~SECRET~~
~~DECLASSIFIED~~

Land Lease for South American.

Deputy Chief of Air Staff

2

AC/AS, Materiel and Services Brig.Gen.J.F.Phillips/JFP/lgn/72176

Attached is copy of R&R, Comment No. 2 to General Baker with reference to this project.

1 Encl.
Cy R&R
to Gen. Baker.

JOHN G. MOORE
Colonel, Air Corps
Deputy Asst. Chief of Air Staff,
Materiel and Services

File

~~SECRET~~
~~DECLASSIFIED~~

452.1 So American (93)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

DECLASSIFIED
DOD dir. 5 200.10 Nov 1974
By NNCP/AE NC Date 11/14/75

Study of Conversion of B-17 to Passenger Aircraft

AC/AS, A-4 14 July 1945

General Baker 1

1. The advisability is being studied of giving to South American countries B-17 or B-24 type aircraft for use by such countries in their airlines for passenger and freight hauling.

2. Request you have your Staff and the Materiel Division make studies to determine the cost of conversion of airplanes of this type and also advise as to whether or not we have the capacity to make the changes required. In studying changes to these aircraft, you should determine the maximum number of individuals which can be hauled safely.

I. C. E.

H. McCarthy
RECEIVED 14 July 1945

Dw 7/31/45

CONFIDENTIAL

LR

AAF 452.1 So Am (41)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Written for sig. of Gen.H.H.Powers
2 July 1945

DECLASSIFIED

CLASSIFIED

Study of Conversion of B-17 to Passenger Aircraft.

General Baker

AC/AS, Material and Services

2 Cent.
Brig.Gen.J.F.Phillips/STM/ig/72196

transport airplanes. Unless the intended services involve oceanic operations, C-47's would be more suitable equipment. If oceanic operations are intended, it is suggested that consideration be given to the assignment of C-87's now operated by the Air Transport Command. It is understood that a substantial number of these will be declared surplus beginning in September 1945.

Deputy Asst. Chief of Air Staff,
Materiel and Services

AC/AS, Material and Services

DATE: 23 July 1945

FROM: General Baker

COMMENT NO. 3

1. Comment No. 2 noted.

2. Suggest possibility that these conversions, with conversion costs involved and resulting operating costs, be called to the attention of SWPA, FEA, A-M Liquidating Commission and other agencies charged with sales of surplus aircraft.

3. It may be that modification costs and high operating costs may not discourage purchase for interim use by possible foreign purchases.

I. C. E.
Signed

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

CLASSIFIED
CONFIDENTIAL

452.1/1 So. Am.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Study of Conversion of B-17 to Passenger Aircraft

AC/AS, A-4 14 July 1945

General Baker 1

1. The advisability is being studied of giving to South American countries B-17 or B-24 type aircraft for use by such countries in their airlines for passenger and freight hauling.

2. Request you have your Staff and the Material Division make studies to determine the cost of conversion of airplanes of this type and also advise me as to whether or not we have the capacity to make the changes required. In studying changes to these aircraft, you should determine the maximum number of individuals which can be hauled safely.

/s/ I. C. E.

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

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Subject: Written for sig. of Gen.H.H.Powers
20 July 1945

DECLASSIFIED
DOD Dirs
By MW/AP NC. Date 11/7/18

Study of Conversion of B-17 to Passenger Aircraft.

General Baker

2

AC/AS, Materiel and Services

Brig.Gen.J.F.Phillips/SPH/lgn/72176

1. On 18 July 1945, a B-17G was assigned to Wright Field for modification into a prototype airline type transport. Maximum seating capacity (26 passengers) will be provided. As this arrangement leaves no capacity for baggage or cargo, the bomb bay section will be equipped so as to be quickly convertible for either cargo or passenger seating use. When this space is used for cargo or baggage, the passenger capacity will be reduced to a total of twenty (20). It is estimated that this prototype airplane will be completed by 4 September 1945. Drawings of alternate interior arrangements are being prepared and will be available at this time.

2. As B-17's have previously been converted into staff and cargo-troop carrier transports (C-108), a substantial part of the engineering involved has been completed. B-24's have also been converted into cargo-personnel transports (C-87).

3. It is estimated that the modification of B-17 and B-24 airplanes into airline type transports will involve the following costs if done in blocks of at least twenty (20) airplanes each:

	PASSENGER SEATS	MAN HOURS PER AIRPLANE	COST PER AIRPLANE
B-17 (C-108)	26	4,500	$25,500
B-24 (C-87)	20	6,000	$38,000

4. Due in large part to the work load imposed by the redeployment of tactical aircraft, there is no unobligated depot or modification center facility at present available for this work. It can only be handled by assigning suitably high priority to displace other work or by activating a facility at some manufacturing plant which is not now in full operation. The Douglas Company advises that they can handle such a project at Long Beach.

5. Investigation by this office indicates that modified B-17's or B-24's will prove very uneconomical as airline equipment. Seat mile costs, due to limited space capacities, will be approximately twice those of conventional

DECLASSIFIED

2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD 5200.
6 Jan. & 20 June 1974
By: [illegible] NC, Date: 8/14/75

DECLASSIFIED

Estimate of Training A.C. for Air Forces of other American Republics

AC/AS, Plans 6 December 1944

5

Chief of the Air Staff

1. Noted.

2. Future progress reports on this project are desired by this office.

Incls.
n/c

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

[illegible]
7 DEC 1944
AAG

2

SAS 452.1 So Am (6.3) (39)

DECLASSIFIED

File

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

NW/AF AFAG 330/ms/2842 DECLASSIFIED wrbn 23 Oct 44 30 Oct 44

~~CLASSIFIED~~

MEMORANDUM FOR THE CHIEF OF STAFF (Attention: Operations Division)

Subject: Interim Air Force Policy.

1. Discussion

1. Bilateral staff conversations are soon to be conducted between War, Navy and State Department representatives appointed in accordance with recommendations of the Joint Advisory Board for the American Republics, with representatives of certain of the other Latin American countries. These conversations should provide the factors on which to base a final Air Force Plan as to the quantities and types of aircraft which should be made appropriately available for transfer to such countries. It is estimated that six (6) to twelve (12) months will elapse before an overall program can be formulated as a result of these conversations.

2. In the meantime, the problem of the disposal of aircraft and aviation material declared excess to USAAF and to War Department requirements has become pressing, due to:

a. Accumulation of material.

b. Eminent desirability of effecting distribution of such material among other American Republics to the best interests of hemispheric defense.

c. Forestall imminent danger of dumping by Non-American powers.

3. In this further connection, the following activities are under way, but will have appreciably little effect on the surplus expected to be available:

a. The State Department and the War Department with active support in the Field by the CG, SOS and the CG, USAFBA are encouraging the other American Republics to request USAAF Missions. It is believed that training aircraft requested by those countries which already have, or are requesting USAAF Missions, will be considered by the War and State Departments as legitimately transferable under Lend-Lease.

COPY FOR AFHAS

SAS 452.1 So Ami (37)

~~CLASSIFIED~~

SAS 452.1 So Ami (37)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

b. The Foreign Economic Administration is developing a "package" program as a means of interesting the other American Republics in the acquisition of the equivalent of an integral GFT country, complete with aircraft, spares, personnel, and base. No estimate is available from FEA as to the quantity of 12, 13, 14, etc., they expect to dispose of under the "package" plan. They have stated definitely, however, that their program in relationship to the problem of the disposal is purposes is secondary.

4. A further consideration is the fact that the State Department has not committed itself to the transfer of tactical aircraft to the other American Republics on any basis, (with the exception of Brazil and Mexico) either cash or Lend-Lease, beyond the extent of their participation in the preparations and conduct of the bilateral staff conversations on this subject.

5. In view of the estimate of six (6) to twelve (12) months before an overall program can be expected to result from the bilateral staff conversations about to be initiated, and the desirability of transferring tactical aircraft to the other American Republics at this time, a proposed Interim Air Forces Policy has been prepared.

II. Action Recommended

It is requested that the Interim Army Air Forces Policy attached as TAB 1 be approved, and the accompanying schedule used for planning purposes.

For the Commanding General, Army Air Forces:

1 Incl
TAB 1

FHS

RESTRICTED

- 2 -

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD 5200
6 Jan. & 20 June 1974
By [illegible] NC, Date [illegible]

RESTRICTED

Interim Air Force Policy.

Chief of Air Staff

OCT 27 1944 1

AC/AS, Plans JDG/bs/72692

1. The inclosed "Interim Air Force Policy" with attached schedule, except for the changes indicated below, is as originally submitted to the Commanding General, Army Air Forces in memorandum dated 28 September 1944 over General Kuter's signature and informally approved by General Arnold.

a. Par III (2) of the "Interim Air Force Policy" has been revised and coordinated with the Post War Division (Col Moffat); Logistical Plans Division (Gen Jamison); Assistant Secretary of War for Air (Lt Col Hanson and Major Mitchell); AC/AS, Materiel and Services (Lt Col Brophy); AC/AS, Operations, Commitments and Requirements (Gen Craig); AC/AS, Intelligence (Col Lowe); and Special Projects (Col Baker). RS

b. The schedule attached to the "Interim Air Force Policy" is a guide and subject to revision. The priorities on the attached schedule have been revised; and a revision has been made in the estimate for Chile.

2. The material in the attached memorandum to the Chief of Staff, is substantially as submitted in the memorandum to the CG AAF dated 28 September 1944 referred to in Par 1 above.

3. It is recommended that the attached memorandum to the Chief of Staff be approved and signed.

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

1 Incl
Memo to C/S
for sign w/incl
as listed.

452.1 So Amer (37)

RESTRICTED

1

452.1 So Amer (37)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Organization and Training of Latin American Air Forces

AC/AS, Plans

25 October 44

Chief of the Air Staff

1. The attached proposed letter to General Brett for General Arnold's signature is returned for rewrite as this office feels that the letter does not adequately answer General Brett's letter of 26 September 1944.

a. Reference to letter of 20 September to General Brett from General Arnold, first paragraph appears somewhat contradictory with the proposed letter as regards personnel. In the letter of September 20th it is stated War Department informs State Department we have personnel, in proposed letter it is stated we have no personnel.

b. Your attention is called to AC/AS, Personnel's comment No. 3 particularly the last sentence.

c. Some mention might be made of the recent "interim Air Force policy" initiated by your division and which we understand is now in the process of being forwarded to the War Department. Reference to this policy may clarify for General Brett his "P.S." in his letter to General Arnold.

2. These points are merely a few brought out for your suggested guidance.

Signed

Incls.
n/c

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

4521 Sec Comm (35)

26 OCT 1944
AAG

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir.
NWD NARA

DECLASSIFIED

TO: Chief of Air Staff, Attention: Brig. General F. H. Smith, Jr.

DATE 24 October 1944
COMMENT NO. 3
JWD/moh/72496

FROM: AC/AS, Personnel

Concur in third and fourth paragraphs of attached reply regarding availibility of personnel requested by General Brett. These paragraphs present a correct picture of the situation. It should be noted that the Caribbean Defense Command is still over-strength in personnel and that additional units must be returned to the United States. The Caribbean Defense Command is aware of this requirement imposed by the Operations Division of the War Department General Staff.

DECLASSIFIED

Signed
J. W. EVANS
Major General, U. S. Army
Asst Chief of Air Staff, Personnel

Incls: n/c

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dirs
By NNM/NP NC, Date 11/14/75

AFAEP, JDG/bw/2842/72692
31 Oct. 44

DECLASSIFIED

11/8/44

Lt. General George H. Brett
Commanding General
Caribbean Defense Command
Quarry Heights, C. Z.

Dear George:

Your letter of 26 September asked for further information as to the types and quantities of trainers which will be available to you for the training programs of the countries under your jurisdiction.

In regard to types, there will be available the PT-19, BT-15, and the AT-6; in regard to quantity, we are building up a large excess and there will be ample quantities of these aircraft to meet your requirements. In this further connection, it has been previously accepted that the allocation of both training and tactical aircraft and complementary aviation material could await the completion of a balanced over-all program based upon the bilateral staff conversations now under way. However, the rapidly accumulating surplus as well as other considerations have led me to suggest to Harry Hopkins that we accelerate the establishing of Air Missions and consider means of effecting immediate allocation of trainers and tactical aircraft.

With further reference to my letter of 20 September, I am sure you realize that my remarks as to the provision of the relatively few personnel required for air missions, as well as their future importance to us, did not imply that there is any abundancy in the manpower situation. I realize that you are operating, as you say, on a shoe string. However, everywhere in the combat theaters there are urgent needs for manpower, and there are not enough bodies to go around. I well realize that you have additional needs and that your program is of the utmost importance; I see no solution, however, except to carry along until Germany is defeated, at which time there is no question but that your personnel requirements can be met to a full degree.

With regard to your questions on FEA procedure in your theater, a policy is taking shape for the guidance of the many agencies involved in the surplus problem. Under date of 28 September 1944, an understanding between the Surplus War Property Administration, Joint Allocation (Air) and the Aircraft Priority Branch, War Production Board, was reached that no allocation from

DECLASSIFIED

Copy for Sec/AS

SK 452.1 Sodium (35)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

UNCLASSIFIED

surplus "combat aircraft" (which would include in its definition all planes used for military purposes, with the exception of transport, cargo, liaison, and training types) will be made by any disposal agency without prior approval of the War and Navy Departments when domestic use is involved, and of the State, War and Navy Departments when the aircraft are destined for foreign use. Further that, application for combat aircraft (as defined above) will be transmitted for the approval by the Director, Aviation Division, Surplus War Property Administration, to the State, War and Navy Departments, in accordance with the understanding outlined above; and further, that no sales of surplus combat aircraft should be made until such prior approval has been first obtained.

WPA, however, is studying a "package program" which contemplates offering the equivalent of the CPT set-up to the governments of our southern friends. The term "package" has been used as the plan includes everything including aircraft, spares, courses, and texts, from preflight through to a commercial pilot's rating - all on a strictly civilian basis. The plan if adopted will probably be monitored by this Headquarters, carry the War Department's blessing, and you will undoubtedly be called upon to lend it your support.

Needless to say, I also share your strong attitude that we absolutely must not unload a lot of junk on our neighbors. You expressed the matter aptly when you said that only good equipment, capable of being operated and capable of being maintained, should be disposed of in South America. If we attempt to do otherwise, we will not only defeat our purpose, but we are going to find ourselves taking a back seat to other powers, with our front seat reservation cancelled and probably lost for good.

With warm personal regards to you,

Sincerely yours,

151

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

Disp by Offcr Ltr Courier to Amb 11/8/44

UNCLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir. 5200.9 & 20 June 1979
By: mw/AF NLC, Date 11/19/96

Organization and Training of Latin American Air Forces.

Chief of Air Staff

OCT 31 1944

AC/AS, Plans

JDL/bw/72692

Letter to General Brett has been rewritten in compliance with Comment No. 4, Par. 1.

3 Encls
n/c

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

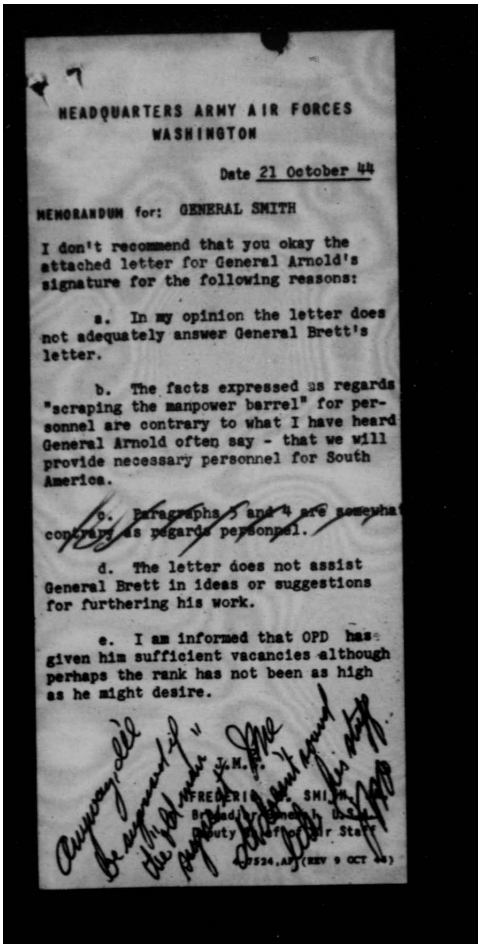
452.1 Soviet (35)

3

452.1 Soviet (35)

THIS PAGE IS DECLASSIFIED IAW EO 13526

AGE IS DECLASSIFIED IAW E



HEADQUARTERS ARMY AIR FORCES
WASHINGTON

Date 21 October 44

MEMORANDUM for: GENERAL SMITH

I don't recommend that you okay the attached letter for General Arnold's signature for the following reasons:

a. In my opinion the letter does not adequately answer General Brett's letter.

b. The facts expressed as regards "scraping the manpower barrel" for personnel are contrary to what I have heard General Arnold often say - that we will provide necessary personnel for South America.

c. Paragraphs 3 and 4 are somewhat contrary as regards personnel.

d. The letter does not assist General Brett in ideas or suggestions for furthering his work.

e. I am informed that OPD has given him sufficient vacancies although perhaps the rank has not been as high as he might desire.

Respectfully
For the Deputy Chief of Air Staff
J.M.
FREDERICK [illegible] SMITH
Brigadier General, U.S.A.
Deputy Chief of Air Staff

524, AF (REV 9 OCT 44)

AGE IS DECLASSIFIED IAW E

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dirs.
By NW/AP LC. Date 11/14/95

Organization and Training of Latin American Air Forces.

CG, AAF

OCT 19 1944

1

JDG/bw/2842

AC/AS, Plans

1. Reference is made to exchange of letters between General Arnold and General Brett dated respectively 20 September 1944 and 26 September 1944.

2. Reply prepared for the signature of General Arnold is attached.

3 Incls
1-ltr fr Gen Arnold 20 Sep 44
2-ltr fr Gen Brett 26 Sep 44
3-ltr to Gen Brett for signature.

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

TO: AC/AS, Personnel

DATE 23 October 44
COMMENT NO. 2
JMC:JT 72487

FROM: Chief of the Air Staff

Your comments and recommendations are requested regarding the availability of personnel requested by General Brett in his letter to General Arnold dated 26 September 1944. It is further requested that this matter be expedited.

Incls.
n/c

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

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED
DOD 7th
By NARA Date 6/17/11

Organization and Training of Latin American Air Forces

TO: AG/AS, Personnel

DATE 23 October 44
CONSENT NO. 2
JMC:JT 72467

FROM: Chief of the Air Staff

Your comments and recommendations are requested regarding the availability of personnel requested by General Brett in his letter to General Arnold dated 26 September 1944. It is further requested that this matter be expedited.

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

Incls.
n/c

RECEIVED
23 OCT 1944
AGO

DECLASSIFIED

SAS X52.1 to Amer (35)

X52.1 to Amer (35)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir.
By [illegible] NLC, Date [illegible]

Transfer of Aircraft to South American Countries

TO: AC/AS, Plans

DATE 4 December 1944
COMMENT NO. 8
JMS:JT 72457

FROM: Chief of the Air Staff

1. This office concurs in the recommendation contained in Comment No. 7.

2. It is requested that a progress report be submitted to this officewhen sufficient information is available.

Signed

Incl.
n/c

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

6 DEC 1944
AAG

SAS 45-2.1 So Amer (33)

SAS 45-2.1 So Amer (33)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dirs.
6 Jan. & 20 June 1979
By NARS, Date 8/16/95

Transfer of Aircraft to South American Countries

TO: AC/AS, Plans

DATE 14 November 1944
COMMENT NO. 6

FROM: Chief of the Air Staff

This office concurs in the assignment of the AAF Liaison Officer from the office of AC/AS, Plans; however, it is desired that he be a rated officer. It is further desired that this officer work closely with AC/AS, Training acquainting himself with the necessary equipment involved in the "package" project so that he may be able to advise FEA, if requested, on the adequacies of equipment they are sending as well as on plans and policy.

Signed

Incl.
N/C

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

16 NOV 1944

452.1 to Army (33)

File

SAS 452.1 Latimer (33)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CONFIDENTIAL~~
UNCLASSIFIED

DECLASSIFIED
DOD Dir. 5 Jan. & 20 June 1974
By [illegible] NC, Date 11/14/75

Transfer of Aircraft to South American Countries.

AG 000.1 (8-10-44)

20 OCT 1944

3

AG/AS - Gen. F. H. Smith, Jr.

Chief, Special Projects

CHS/cm/2843

1. This office concurs in recommendation contained in paragraph 2, Comment No. 2.

2. The officer selected to represent the Army Air Forces in the development and execution of the flight training "package" program of the Foreign Economic Administration should maintain close liaison with Colonel B. H. Bonner, War Department representative on the Interdepartmental Working Committee for Surplus Aircraft Disposal.

3. Plans of the Foreign Economic Administration for developing the flight training "package" program have now progressed to the extent that it would appear worthwhile to name an Army Air Forces liaison officer at the earliest possible time.

For and in the absence of:

F. TRUBEE DAVISON
Colonel, Air Corps
Chief, Special Projects

1 Incl
n/c

SAS 452.1 So Amer (3)

To: AG/AS, Plans

DATE 7 November 44

From: Chief of Air Staff

COMMENT No. 4

1. Your recommendation in paragraph 2, Comment No. 2, that an officer from AG/AS, Plans, be designated as the AAF Liaison officer is not concurred in by this office. It is felt inasmuch as this is a training program that the officer should be a rated pilot from AG/AS, Training and that he should be directed to work closely with AG/AS, Plans in regard to policy initiated by your division.

2. Your comments are desired.

Incl.
n/c

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

File

US2.1 So Amer (3)

UNCLASSIFIED
CONFIDENTIAL

4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

Transfer of Aircraft to South American Countries.

Deputy Chief of Air Staff
(General F. H. Smith)

NOV 10 1944

AC/AS, Plans

JDG/bw/72692

1. AC/AS, Plans is in agreement with Comment No. 4 that the AAF Liaison Officer be a rated pilot and has no objection that he be assigned from AC/AS, Training.

2. It was felt, however, as the duty of the officer assigned to this work will consist largely of transmitting the aims of the FEA to the Commanding Generals of CBC and USAFSA, through OPD, and obtaining the support of such commands to FEA and CAA programs in their theaters, that an officer from a policy group would be best equipped for the work required.

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

1 Incl
n/c

TO: AC/AS, Plans

DATE 14 November 1944
COMMENT NO. 6

FROM: Chief of the Air Staff

This office concurs in the assignment of the AAF Liaison Officer from the office of AC/AS, Plans; however, it is desired that he be a rated officer. It is further desired that this officer work closely with AC/AS, Training acquainting himself with the necessary equipment involved in the "package" project so that he may be able to advise FEA, if requested, on the adequacies of equipment they are sending as well as on plans and policy.

Incl.
N/c

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

SAS 452.1 So (Douglas) (33)

DECLASSIFIED

1 SAS 452.1 So A... (33)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dirs.
6 Jan. & 20 June 1974
By Mbr/AAF LC. Date 31 Dec 75

~~CONFIDENTIAL~~

Transfer of Aircraft to South American Countries

To: AC/AS, Plans DATE 7 November 44

From: Chief of Air Staff CONSENT NO. 4

1. Your recommendation in paragraph 2, Comment No. 2, that an officer from AC/AS, Plans, be designated as the AAF Liaison officer is not concurred in by this office. It is felt inasmuch as this is a training program that the officer should be a rated pilot from AC/AS, Training and that he should be directed to work closely with AC/AS, Plans in regard to policy initiated by your division.

2. Your comments are desired.

Signed

P. M. SMITH, JR.,
Brigadier General, U. S. Army,
Deputy Chief of the Air Staff.

Incl.
n/c

8 NOV 1944

~~CONFIDENTIAL~~

SECRET

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

DECLASSIFIED
DOD Dirs.
6 Jan. & 20 June 1974
By Mbr/AAF LC. Date 31 Dec 75

SEP 20 1944

Lt. General George E. Brett
Commanding General
Caribbean Defense Command
c/o Postmaster
New Orleans, Louisiana

Dear George:

We have recently prepared a paper suggesting that the War Department inform the State Department that due to the progress of the War we now have sufficient qualified Air Forces personnel and equipment to establish air missions in practically all of the American republics and that the State Department so advise these countries. We look forward to favorable reaction from nearly all of the republics concerned. As a consequence, it has occurred to me that it might be wise to send you substantial quantities of training aircraft which are becoming excess to our needs here in the United States in large numbers, for the use of these new air missions. You could then issue these aircraft from your pool as the need becomes apparent.

We have determined that the PT-13 and the AT-6 will constitute the only two types of training planes we shall use here in the United States. Production of these types will continue until they have replaced all the others which we are now using.

I think we should concentrate the efforts of our air missions initially on the training phase of the assistance we can render to the American republics. By training I mean not only flying. I am thinking in terms of a complete flight training "package" which should be offered for acceptance in whole or in part depending upon what each country needs and can absorb. Such a "package" would consist of a standard air mission augmented by personnel, equipment (ground and air) and materials to provide technical and administrative instruction and perhaps some operational instruction, such as gunnery, bombing, communications, weather, technical supply and the principles of air logistics. For those countries that will permit military air training to be given to civilians, there would be included a civilian element with liaison type aircraft and equipment for ground instruction of students prior to their acceptance by the military air arm.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

This civilian element would function in a manner similar to that employed by the Civil Air Patrol in giving instruction in the United States.

My ultimate aim is to have one combined American military mission covering all of the aforementioned instructional phases and working harmoniously to render assistance to South American military aviation. The transport problem is separate and distinct and has many implications which should not be permitted to become involved with the training assistance part of the program. I am also convinced that we must move fast if we are to meet the competition of the Canadians, British and Russians in the American republics.

Please let me have your views with regard to the establishment of a pool of training planes in Panama by types and numbers for the anticipated use of newly established missions.

Sincerely yours,

/s/

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

~~SECRET~~

SAS 452.1 Documents (32)

~~SECRET~~

DECLASSIFIED
DOD Dir. 5200.9
By [illegible] NSC Date [illegible]

6 OCT 1944

AC/AS, Intelligence Interest in Surveys of Latin American Countries

x Comment x Recommendation

AFICL-LI
WBS:bwl:73989
28 Sep 44

For the Commanding General, Army Air Forces:
Signed

RAY L. OWENS,
Brigadier General, U.S.A.,
Deputy Chief of the Air Staff.

Send to OPD Am Theatre

Incls
Memo fr G-2 dtd 20 Sep 44;
Memo to G-2 (In file, Subj: As above) fr AC/AS, I, dtd 18 Sep 44;
Memo for C of AS (In file, Subj: As above) fr AC/AS, I, dtd 12 Sep 44;
Draft of Cable (Outgoing Messages mentioned in Memo fr G-2 withdrawn)

DECLASSIFIED
6 OCT 1944

452.1 Documents (30)

FILE COPY FOR OFFICE OF
CHIEF OF THE AIR STAFF

~~SECRET~~

SAS 452.1 Documents (32)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED
DOD Dir
By AAC/AF 4/11/25

TO: Chief of the Air Staff

DATE 5 OCT 1944

FROM: AC/AS, Intelligence

COMMENT NO. 2
WBS:hwl:73989

1. Assistant Chief of Staff, G-2, has concurred in AC/AS, Intelligence memorandum dated 12 September 1944 concerning intelligence interest in surveys.

2. Attention is called to message from General Brett, CG CDC, dated 18 September 1944 stating the imperative need for coordination and integration of surveys through CDC.

3. Recommendation is made by AC of S, G-2, that AC/AS, Intelligence and AC of S, G-2, memorandums be coordinated with Operations Division, WDGS.

4. Operations Division, WDGS, had indicated that it was not sympathetic to the surveys since they had not been coordinated through OPD.

5. A Copy of a letter signed by General Arnold to General Brett, dated 23 August 1944 was shown to the American Theatre, OPD, WDGS, which indicated that General Arnold had contacted Mr. Stettinius, Under Secretary of State, in respect to the surveys thus enabling OPD to secure more information on the background of the surveys.

6. ATC's position is that oral coordination was had for the surveys between General George, CG ATC, and General Barker of OPD. General George stated that no further coordination was necessary with OPD but requested that all surveys and anything pertaining to them be coordinated with CG CDC.

~~CLASSIFIED~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

Surveys of Latin American Countries (Cont'd)

Chief of the Air Staff

8 OCT 1944

2 Cont'd

AC/AS, Intelligence

WBS:bml:73989

7. OPD has suggested that the memorandums of AC/AS, Intelligence and AC of S, G-2, be sent to it by Disposition Form.

8. Attached is information upon which OPD may base communications to be sent CG, CDC and CG, USAFSA informing them of type of information requested by A-2 and G-2 of U.S. Military Air Attaches accredited to the countries to be surveyed.

9. Should the request of AC/AS, Intelligence and concurrence of AC of S, G-2 be approved, cables will be sent through G-2 to the U.S. Military Air Attaches requesting comparable information to that attached for the use of OPD, prior to the survey team's arrival in the respective countries.

10. Recommend signature on attached disposition form.

Incls:
DF Form
Memo fr G-2
dtd 20 Sep 44
Memo to G-2
dtd 18 Sep 44
Memo dtd 12
Sep 44
Draft of cable

Signed

W. M. BURGESS
Colonel, GSC
Deputy, Assistant Chief of
Air Staff, Intelligence

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dirs.
6 Jan. & 20 June 1974
By AFAG/AFC NC, Date 11/7/75

RELASSIFIED

Surveys of Latin American Countries

AC/AS, Intelligence 14 Sept 44

Chief of the Air Staff 1

FHS,Jr:JT 6371

1. This office concurs in the recommendations contained in the attached memorandum.

2. It is requested that appropriate cable to General Brett be drafted by your office and submitted through this office before dispatch.

Signed

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

1 Incl.
Memo from AFABI
9-12-44

452.1 (30)

CLASSIFIED
14 SEP 1944
AAG

452.1 So American (30)

DECLASSIFIED
DOD Dirs.
6 Jan. & 20 June 1974
By AFAG/AFC NC, Date 11/7/75

CONFIDENTIAL
RELASSIFIED

Handling of Disposition of Aircraft to South America

AC/AS, Operations, Commitments and Requirements 9 Sep 44

Chief of the Air Staff 1

PAT/eva/5265

1. Under date of 24 August, R&R #1, subject, "Disposition of Aircraft to South America," was issued by the Deputy Chief of Air Staff and pertained to General Arnold's desire to expedite disposition of excess aircraft to South America.

2. It is assumed that Assistant Chief of Air Staff, Plans will be the policy agency for questions of distribution between the countries and the quantities involved.

Signed

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

CY TO:
AC/AS, Plans
Attn: Maj. Blossom

452.1 (29)

CLASSIFIED
12 SEP 1944
AAG

RELASSIFIED

CONFIDENTIAL 452.1 So. Amer. (29) HS

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS CARIBBEAN DEFENSE COMMAND
Office of the Commanding General

c/o Postmaster,
New Orleans, Louisiana.

18 September 1944

SUBJECT: Request for Receipt.

TO : General H. A. Arnold,
Hq. Army Air Forces,
Washington, 25, D. C.

1. Receipt for the following classified communication has not been received by this headquarters:

a. Basic : Ltr from General George H. Brett, Hq. Caribbean Defense Command, dated August 7, 1944.

b. Subject : Development of Post War commercial aviation.

c. Indorsements: None.

d. Inclosures : None.

2. Request the inclosed receipt be accomplished and returned to this headquarters or acknowledgement of non-receipt be made by indorsement hereon in order that necessary investigation may be made to locate subject communication.

For the Commanding General:

CHARLES D. CARLE,
Colonel, A. G. D.,
Adjutant General.

1 Incl:
As Above.

SAS 452.1 So. Amer (26)

Received —
Receipt returned

SAS 452.1 So. Amer (26)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

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

X

AUG 2 [illegible] Stebbins/reh/5132
Wrtn 22 Aug 44

Lt. General George H. Brett,
Commanding General,
Caribbean Defense Command,
c/o Postmaster,
New Orleans, Louisiana.

Dear George;

I have read your letter of August 7 and discussed with Harold George your reactions to aiding the South American countries, within your area, in determining their requirements to prepare themselves for the post-war commercial aviation period. Within a week or ten days, I will have sent to you an estimate of the number of South American nationals to whom the AAF can give training in the various specialties required for the operation and control of airways communications and airports. This estimate will also indicate when we will be able to receive these people and the length of time of their training. As you stated, it seems to me that the machinery that you have set up for the screening of the South American officers and men whom you receive for military training, together with the practice you employ in giving them certain basic indoctrination will enable you to determine efficiently who should come to the States for training and the type of training they should get in the Canal Zone before they come to the States.

I have issued instructions to have a survey team sent to you, after the return of Colonel Love from Peru, in order that you may be able to carry out surveys in your South American countries similar to the one Love is now executing.

The broad question of airplane transfers to South and Central American countries is under active study here. In my opinion, and I have so advised Mr. Stettinius and Mr. Clayton (Surplus War Property Administrator), the following principles must be established as a guide:

a. The aviation position of the United States in South and Central America must be made strong enough to preclude any demand or desire on the part of the South and Central American countries for foreign aircraft, and should forestall the introduction of planes by European countries.

Return to Doc. Div. Air Staff
R.3E-1041

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

b. Allocation of training and liaison type aircraft to South and Central American countries should be liberalized if we are to meet the "free gift" competition of the British and Canadians, who are faced with the same surplus aircraft situation which we are now trying to solve. There is an excellent market in those countries for the training type airplane and if this market can be developed sufficiently, we will have gone a long way toward preventing a flooding of the United States with this surplus equipment.

c. Combat aircraft should be allocated to South and Central American countries in limited number to meet requirements of organized units.

d. Organizations should be set up in each of the South and Central American countries which will result in their aircraft being maintained and operated in accordance with our methods and techniques.

The State Department appears to agree that these are among the important considerations, stipulating that they must be governed by general commercial foreign policy. We are pressing for some early decisions and meanwhile will find out from our mission people what the needs of the Latin American governments are. Policies with respect to transports are already pretty well established and are currently being administered by an Interdepartmental Board of which Mr. Lovett is a member.

Referring to your request for additional C-46 service from Miami to Panama, I have directed George to take care of this just as quickly as his plane allocations will permit. Concerning your wishes for one C-54 to operate under the ATC from the U. S. via Galapagos to Lima or Santiago, and then enroute back to the U. S., it will not be possible for me to arrange this for maybe sixty days. George has explained to me your belief that such a service would be desirable and I concur with your reasons. Your wish to have a weekly C-54 service to Panama to enable you to provide for leave of absence of certain personnel who have been in your area for a couple of years or so will be taken care of shortly. The ATC will apprise you of the details of this increased service to Panama. I have directed George to write you concerning this at once.

I have received, with much interest, your verbal message by George wherein you indicated a willingness to make available for overseas service some of your trained bombardment teams, provided we would replace them with basically trained pilots, navigators, bombers, etc. I have directed Bob Harper, who is Chief of my Training Division, to communicate

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

with you on this subject. It will be thoroughly agreeable with me for you and Harper to discuss this matter informally in order to secure the most expeditious consideration of this subject.

George also mentioned to me the problem now confronting you insofar as your Air Force commander is concerned. I know you appreciate the real shortage that exists in ranking officers competent for this type of assignment. However, I can assure you that I will give the matter my continuing attention in an effort to obtain for you the caliber of officer you need.

I wish to thank you for the assistance which you and members of your staff gave to George and Love in making it possible for the survey trip to Peru to get started under such very favorable circumstances.

With best regards,

Sincerely,

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

Dispatched to
proper Consular Office
by A.A.F.

DECLASSIFIED
SECRET

AAG 452.1 La Carabina (26)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED DOD Dir. 5 Jan. & 28 June 1979 By NNAF Nat. Archives

UNCLASSIFIED

1Q-2	2 OPD	3 APPROVAL	AFAEP	
	5 CHIEF OF STAFF	4 SIGNATURE		
	4 SECRETARY OF WAR	1&2 CONCURRENCE		

Lt. Col. Gillett x 52892

Transfer of Surplus USAAF Aircraft to Certain Latin American Countries

14 SEP 1944

SUMMARY

1. It is expected that large quantities of USAAF aircraft will shortly become excess to USAAF requirements, either
   a. as to type or model, or
   b. beyond economical repair.

2. It is estimated that, after U. S. requirements for such aircraft have been met, adequate numbers of training type and certain tactical type aircraft will remain to meet Latin American needs.

3. It is highly desirable that USAAF missions be requested by each American Republic to assist in the training and organization of their Air Forces. The availability of USAAF aircraft for transfer might well influence many of these countries to request such missions.

4. It is preferable that only aircraft in excellent condition be allocated when and if a USAAF mission is requested. Allocation cannot be based upon the present strength of most of the American Republics, as few of the countries' Air Forces total over 400 officers and men. Very broad estimates of existing aircraft and personnel, and minimum requirements are attached solely as a guide, in Tab "A".

5. The above recommendation refers to the general subject of the disposal of aircraft declared surplus to USAAF needs, only insofar as it applies to the availability of aircraft to encourage the Latin American Republics to request USAAF missions. This is not a recommendation of a general plan for the disposal of surplus aircraft.

6. Attached letter for the signature of the Secretary of War informs the Secretary of State that qualified USAAF personnel are becoming available for training missions, and that the War Department would react favorably to requests from American Republics for such USAAF missions to assist them in the organization and training of their air forces. Further, that the War Department would be disposed to support such missions by concurring in the transfer of aircraft to American Republics for such purposes.

7. It is recommended that message, substantially as attached, (Tab "C") be sent to the Commanding General, Caribbean Defense Command, and the Commanding General, United States Army Forces, South Atlantic informing them of the action taken in paragraph 6, above.

COORDINATION

8. Proposed letter has been coordinated with the Assistant Secretary of War for Air and with Assistant Chief of Staff, OPD (Colonel W. D. Blaine).

For the Commanding General, Army Air Forces:

Disposition: Returned to Sec. Gen. Staff

14 SEP 1944

AAG

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

3 Incls.
1-Tab A
1-Tab B
1-Tab C

UNCLASSIFIED

SECRET

COPY FOR SECRETARY AIR STAFF SAS 452.1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AFAEF
Lt Col Gillett/mar/726y.
3 September 1944

CLASSIFIED SECRET DECLASSIFIED

The Honorable

The Secretary of State

Dear Mr. Secretary:

As it is desirable at this time that USAAF Missions be established in as many of the American Republics as possible, it is requested that the State Department inform its representatives in the American Republics as below.

The War Department would look favorably on requests from the American Republics for USAAF Missions to assist them in the organization and training of their air forces at this time, as qualified USAAF officer and enlisted personnel are becoming available, and quantities of aircraft are likely to be available for transfer to the American Republics for such training purposes.

The War Department is similarly informing the Commanding Generals of the Caribbean Defense Command, and the U. S. Army Forces in the South Atlantic.

Sincerely yours,

Secretary of War.

COPY FOR OFFICE OF SIGNATURE

COPY FOR OFFICE OF SIGNATURE

DECLASSIFIED SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD 5200
By [illegible] NARA Date 11/4/25

~~SECRET~~

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Transfer of Surplus USAAF Aircraft to Certain Latin American Countries.

I. Discussion

1. It is expected that large quantities of USAAF aircraft will shortly become excess to USAAF requirements, either

a. as to type or model, or

b. beyond economical repair.

2. It is estimated that after U. S. requirements for such aircraft have been met that adequate numbers of training type, and certain tactical type aircraft will remain to meet Latin American needs.

3. It is highly desirable that USAAF missions be requested by each American Republic to assist in the training and organization of their Air Forces. The availability of USAAF aircraft for transfer might well influence many of these countries to request such missions.

4. It is preferable that only aircraft in excellent condition be allocated when and if a USAAF mission is requested. Allocation cannot be based upon the present strength of most of the American Republics, as few of the countries Air Forces total over 400 officers and men. Very broad estimates of existing aircraft and personnel, and minimum requirements are attached solely as a guide, in Tab "A".

5. The above recommendation refers to the general subject of the disposal of aircraft declared surplus to USAAF needs, only in so far as it applies to the availability of aircraft to encourage the Latin American Republics to request USAAF missions. This is not a recommendation of a general plan for the disposal of surplus aircraft.

II. Action Recommended

1. That the State Department be informed that qualified USAAF personnel are becoming available for training missions, and that the War Department would react favorably to requests from American Republics for such USAAF missions to assist them in the organization and training of their

SAC

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

air forces. Further, that the War Department would be disposed to support such missions by concurring in the transfer of aircraft to American Republics for such purposes.

a. That a memorandum substantially as attached (Tab "B") be sent to the State Department requesting that their representatives in the American Republics be informed of the above.

b. That a message substantially as attached (Tab "C") be sent to the Commanding General, Caribbean Defense Command, and the Commanding General, United States Army Forces, South Atlantic informing them of the action taken in paragraph 3 (a) above.

3 Incls
TAB "A"
TAB "B"
TAB "C"

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

DECLASSIFIED
- 2 -

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CONFIDENTIAL~~
DECLASSIFIED

DECLASSIFIED
DOD Dir
By [illegible] NARA Date 4/4/05

AFOCR
Gen HA Craig/bb/6770
wrtn 13 Aug 44

X

The Honorable Edward R. Stettinius, Jr.
The Under Secretary of State
The Department of State
Washington 25, D. C.

Dear Mr. Stettinius:

Following the suggestion made in your letter of August 8 relative to the transfer of surplus airplanes to the South and Central American countries, General Craig of my staff conferred with Mr. Armour last Friday. As a result of that conference it was decided that the most pressing immediate need was some sort of a definite policy which would provide guidance to all the various agencies of the Government concerned in this matter. It was suggested that initially an informal committee consisting of representatives from the State Department, the Surplus War Property Administration, and the Army Air Forces should meet to consider all the implications involved, suggest ways and means of expediting the flow of selected aircraft to the South and Central American governments, and to draft up a policy which might be used as a basis for future conversations.

To assist the committee toward initiating action, I suggest that the following principles be considered:

a. The aviation position of the United States in South and Central America must be made strong enough to preclude any demand or desire on the part of the South and Central American countries for foreign aircraft, and should forestall the introduction of planes by European countries.

SAS 452.1 Do Ans. (25)

COPY FOR SECRETARY OF AIR STAFF

Dispatched from Secretary's Office 16 Aug 44

~~CONFIDENTIAL~~
DECLASSIFIED

SAS 452.1 Do Ans. (25)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL
DECLASSIFIED

b. Allocation of training and liaison type aircraft to South and Central American countries is desirable and urgent. Steps must be taken to liberalize present policies if we are to meet the "free gift" competition of the British and Canadians. As you probably know, the British and particularly the Canadians, are faced with the same surplus aircraft situation which we are now trying to solve. However, I appreciate that the transfer of large numbers of light aircraft to the South and Central American countries must be balanced and commensurate with the military and economic situation existing in these countries.

c. Combat aircraft should be allocated to South and Central American countries in limited number to meet requirements of organized units.

d. The furnishing of transport type aircraft should not be considered by this committee. This subject, as you know, has many ramifications involving the post war military and economic situation of practically all the allied countries. The War Department has fixed its policy with regard to post war aviation and the Interdepartmental Board consisting of Mr. Berle, Mr. Pogue and Mr. Lovett has the matter under consideration almost continuously.

I feel that we cannot move too quickly in this matter. I believe there is an excellent market in the South and Central American countries for the training type airplane and if this market can be developed sufficiently, we will have gone a long way toward preventing a flooding of the United States with this surplus equipment. This must not happen if we are to save our own aviation industry. Moreover, I do not believe we should permit syndicates of businessmen to buy these surplus aircraft in large quantities for the purpose of reselling them to South and Central America at a profit. Such syndicates, not being responsible for the worth of their product, might cause a loss of American prestige.

I am also, as you know, anxious to see an organization set up in each of the South and Central American countries which will result in their aircraft being

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

CONFIDENTIAL

maintained and operated in accordance with our methods and techniques. I have in mind the training of aircraft technicians, radio, weather, and operations specialists. The Riddle Project in Brazil has indicated one way of meeting the requirement -- perhaps there are others. I suggest that our committee explore this idea with a view to its general application in South and Central America.

Mr. Clayton of the Surplus War Property Administration called on me Saturday morning. We discussed many of the above problems at length. I find he is in general agreement with my views and anxious to cooperate in every possible way. He has designated Lt. Colonel William B. Harding of his office as his representative for further discussions of this matter.

If you agree, I suggest that the informal committee meet early this week for a discussion of the matters brought out above.

Sincerely yours,

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

DECLASSIFIED

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

THE UNDER SECRETARY OF STATE

WASHINGTON

August 8, 1944

Dear Hap,

You will recall our conversation yesterday relative to your idea of turning over to the Latin American Governments some of the obsolete smaller planes. I have discussed the matter with my associates here in charge of Latin American affairs and, while they are very interested in the suggestion, they feel that there are a number of important angles which must be carefully explored.

Would you please be good enough to have your officer who is handling this matter call upon Mr. Norman Armour, Director of the Office of the American Republic Affairs, who, as you know, has just returned from the Argentine where he was our Ambassador.

With best wishes,

Sincerely yours,

s/E. R. Stettinius Jr.

General Henry H. Arnold
Commanding General
Army Air Forces
3E1012, Pentagon Building
Arlington, Virginia

Gen. Craig
Will you go & see Mr. Armour and explain the proposition to him all countries except Argentina
HHA

COPY

SAS 452.1 So Amer (25)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DECLASSIFIED
DOD Dir
By Rev/AF ... NARA Date 11/14/25

Disposition of Aircraft to South America

AC/AS, Operations, Commitments and Requirements — 18 Sept 1944

Chief of the Air Staff

3

FRS,Jr:JT 6371

1. Procedure outlined in General Timberlake's Comment No. 1 of 24 August seems sound and covers the majority of the points raised by your Comment No. 2 of 16 September. I note that in one of your Comments of that date, i.e. #3, you have outlined a procedure for the accomplishment of the project.

2. Upon the receipt from Plans of the estimate of each South American country's absorptive ability in terms of flight training packages, it is believed that upon State Department approval of specific programs we can process the program as a whole through the Munitions Assignment Committee's channels in coordination with the Advisory Committees for the South American Republics. I quite concur in your belief that we must furnish first class material and personnel if we are to accomplish our aims of the creation of good will of adequate training facilities and of future profitable markets in the subject countries. I must take exception to two paragraphs of Comment No. 2. Paragraph e. indicates a quota arrangement for the sale of transport aircraft designed to preclude effective commercial competition with Pan-American Airways or Pan-American Grace Airways. I do not believe that this is a wholesome solution. Through our provision of training facilities and our very evident desire to foster aviation in South American countries we will create in South America organizations capable of conducting air commerce by providing the trained personnel necessary to operate commercial airlines. If we then deny those countries the right to purchase suitable and efficient transport airplanes we will automatically lose such a market to foreign competition. Pan American and its sister organization have performed a tremendous function for the United States both prior to the war and since its start in opening up air communications through Central and South America and in providing bases for the rapid shifting of our military air power. It is felt, however, that any attempt by any agency of the Government of the United States to force a U.S. owned monopoly down the throats of those countries on the one hand and at the same time foster civil and military aviation training on the other would be a policy which the Latins would see through immediately as another instance of Uncle Sam and the big stick. I feel that we should satisfy their demands for transport airplanes within the capacity of the country concerned to pay cash on the barrel-head.

3. Paragraph f. has approached the Argentine problem from what I feel to be an unsound viewpoint. Argentina is far and away both potentially and actually the most powerful military nation in South America at this time. She is pursuing a policy which if not dictated by Axis interests at least is succeeding in causing disharmony and disunity through the Latin American countries. Her neighbors, and even Brazil, are fearful of her military potential. We would be following the principle of appeasement in its most vacillating forms were we

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

Disposition of Aircraft to South America

CONTINUED -

in spite of our avowed stand to provide her with military aircraft and other essentials which she needs to enforce her threatened or actual aggression upon other South American countries.

4. You state in your memorandum that Argentina considers United States airplanes to be better than other foreign models. I am certain that this is true and is a further reason for our withholding these excellent airplanes until such time as Argentina sees the light. In any event I am positive that the State Department would take a very dim view of the shipment of modern military airplanes and necessary spares to the Argentine with political conditions in their current situation.

5. Your Colonel Beasley's apprehension as to planning with respect to the reequiping, reorganizing and training of the Philippine Air Force would seem to be premature. The machinery which was set up before the war will function as well after the occupation of the Philippines as it did previously and there should be no problem presented by the reorganization of a Philippine Air Force.

Signed

Incl.
n/c

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

TO: Chief of the Air Staff

Date: 28 Sept. 44

FROM: AC/AS, Operations and Requirements

COMMENT NO. 4

Noted. No further action necessary at this time.

PETER BEASLEY
COLONEL, A. C.

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DECLASSIFIED

Disposition of Aircraft to South America

Deputy Chief of Air Staff

AC/AS, Operations, Commitments and Requirements

16 SEP 1944
2
TLM/mo/5316

1. Immediately upon the defeat of Germany, sufficient training aircraft will become available to satisfy any requirement established for the South American countries. Standard types are available at present. It is recommended that the requirements for training aircraft be established as soon as possible so that this part of the program can be taken out of the planning stage and set up for action on a definite schedule of commitments, using exact dates where possible. In meeting the needs of these countries, it is recommended that only the latest type training aircraft as approved by the Army Air Forces be furnished.

2. With respect to the long range part of the project and the report of the State Department meeting attached hereto, the following comments are submitted:

a. This office has no knowledge of the agreement between the State Department and other interested countries, i.e., Canada, Great Britain, on disposal of surplus aircraft, but it is believed that unless the assumption that competition from these sources is not to be feared is backed up by an existing agreement, we are now losing time. In any event, the Army Air Forces should be kept fully informed of the development of these discussions.

b. With respect to steps being taken by the Foreign Economic Administration to develop the demand for aircraft, together with all other phases of the project, just how well is this effort coordinated with the Army Air Forces and with our air missions? In order to create a lasting good impression, the Army Air Forces should do everything possible to prevent using these countries as a dumping ground. We must insist that only our best training types be sent.

c. The point has been raised that flooding these countries with aircraft will be quite as undesirable as flooding the United States. Keeping in mind the objective, i.e., preventing any large scale entry of foreign aircraft, it is submitted that this may be our only recourse in attaining our objective; and, if we have the aircraft available, we should not hesitate to flood the market, as the short range disadvantage to our aircraft industry would be more than offset by the long range advantages, both military and commercial. Let each individual country state its requirement both as to number and type. We should refrain from trying to influence the choice too much so as to avoid any inference that we were playing favorites between countries. We would, in effect, get their own statement based on what they feel they can support, and thereby avoid the possibility of being placed in a position of trying to rectify a situation where one country feels they have been placed at a disadvantage because of our recommendations. We must avoid being the third party in controversies between countries.

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL
DECLASSIFIED

Disposition of Aircraft to South America

Deputy Chief of Air Staff

16 SEP 1944

AC/AS, Operations, Commitments and Requirements

2

TLM/ne/5316

d. It is believed that further consideration should be given and a definite policy established with respect to supplying tactical aircraft, for the reason that these countries, especially the ones who have had and will have students in this country for training and observation, will never be satisfied with training type aircraft. They will want a limited number of tactical aircraft. Whether or not these are made available at this time, we should at least contemplate making them available at such time as it is agreeable to all parties concerned. To be hesitant in this respect will open the door for foreign suppliers to enter and fill the need. We know from past experience that they are interested in tactical aircraft. What we must do now is to tie them up in a definite agreement, considering what we have available and what they will be able to support. Even though we might not be able to supply their needs now, we will certainly be able to do so upon the defeat of Germany.

e. The sale of transport aircraft to South American countries should be considered very carefully before they are released in any appreciable number. We now have in operation in South America and Central America, two airlines, namely, Pan American-Grace and Pan American and their various subsidiaries. These airlines are enjoying the prestige gained from excellent service with an outstanding safety record. They have been able to maintain this prestige mainly because of the excellent service and very little or no competition from foreign companies in the past two and one-half years. However, from actual knowledge, we know several of these countries are very ambitious to operate their own airlines. If transport airplanes are thrown into South America without some thought given to the protection of our own two operating airlines, it is believed it would be very detrimental to these companies who have made a very good name for themselves. Some arrangement should be made through these two operating companies as to the number and type of transport aircraft released to individual countries in order for them to maintain their operational rights and to strengthen their foothold in countries through which they are now operating. For example, in order to ride Pan American-Grace in Chile, it is necessary to also purchase a ticket on the Chilean-operated airline. This condition could very well exist in other South and Central American countries if we provide them with transport type airplanes and not take into consideration the protection of United States-operated companies.

f. The proposal not to consider Argentina at this time for any type aircraft is believed to be a very short-sighted and poor policy. It is pointed out that prior to the present war, Argentina was the only country in South America who owned and operated United States built training and tactical type aircraft. We had, until recently, a very good name in Argentina, for both military and commercial type aircraft. The military aircraft now in Argentina are, for the most part, United States built, and these airplanes were bought in competition with foreign models. They were bought on a proficiency basis

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CONFIDENTIAL~~
DECLASSIFIED

Disposition of Aircraft to South America

Deputy Chief of Air Staff

16 SEP 1944

AC/AS, Operations, Commitments and Requirements

2(cont'd)
TLM/ma/5316

by actual test. In addition, concerns in this country had licensing agreements under which they were actually manufacturing Curtiss "75's" and Wright engines. They are, therefore, in the best position to advertise our products in South America. They still consider United States airplanes to be better than any other foreign models; however, Argentine military officials, at this time, view the United States with doubt, mainly because we have failed or refused to sell them the spare parts necessary to maintain these aircraft. These airplanes were bought in good faith, and naturally, they looked to us to supply them with the necessary spares. In taking the attitude of no airplanes for Argentina at this time, we are overlooking one of the richest and most important countries in South America, and thereby, offering foreign influences the exact opportunity they desire. Argentina, we all agree, is a center of foreign influence. Why delay in changing this and throwing away one of the best opportunities we will ever have to bring about the changes we desire? If we delay too long we may lose this opportunity -- informally it is known that other countries are not losing any time.

g. It is noted that no provisions have been made for the resquipping, organizing, and training of the Philippine Air Force once the Philippines are liberated from the Japanese. There exists in the Philippines a number of America-trained Philippine Air Corps officers, as well as Philippine-trained Air Force officers; also, a large number of technicians and mechanics who were trained in our schools and theirs. It is believed that provisions should be made NOW for the returning to this country, as soon as possible, sufficient Philippine Air Force officers, technicians, mechanics, etc., for refresher courses in our schools, to be trained as a Philippine cadre for the reestablishing of the Philippine Air Force. Also, we should earmark sufficient aircraft of all categories the Philippine Air Force will require in order to put this Air Force on a paying basis as soon as the Philippines are freed from the Japanese. This project should be given high priority.

3. In considering this whole project the importance of integrating all activity in the Army Air Forces so that desired objectives, plans, requirements, resources, and positive implementing action are tied together cannot be overemphasized. We must present a workable plan and be prepared to carry it out at the earliest possible date. The Army Air Forces representatives on such boards and committees as may be established in conjunction with other governmental agencies must be placed in such a position that, rather than merely being a means of liaison, they can actually carry weight in the councils to the end that General Arnold's decisions and wishes can be accomplished.

Incl. n/c
AFROM

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

3
~~CONFIDENTIAL~~
DECLASSIFIED

DECLASSIFIED

DECLASSIFIED
DOD ltr
8 Jan & 20 June 1972
By [illegible]

Disposition of Aircraft to South America

AC/AS, Operations, Commitments and Requirements

18 Sept 1944

Chief of the Air Staff

3
FHS,Jr:JT 6371

1. Procedure outlined in General Timberlake's Comment No. 1 of 24 August seems sound and covers the majority of the points raised by your Comment No. 2 of 16 September. I note that in one of your Comments of that date, i.e. #3, you have outlined a procedure for the accomplishment of the project.

2. Upon the receipt from Plans of the estimate of each South American country's absorptive ability in terms of flight training packages, it is believed that upon State Department approval of specific programs we can process the program as a whole through the Munitions Assignment Committee's channels in coordination with the Advisory Committees for the South American Republics. I quite concur in your belief that we must furnish first class material and personnel if we are to accomplish our aims of the creation of good will of adequate training facilities and of future profitable markets in the subject countries. I must take exception to two paragraphs of Comment No. 2. Paragraph g. indicates a quota arrangement for the sale of transport aircraft designed to preclude effective commercial competition with Pan-American Airways or Pan-American Grace Airways. I do not believe that this is a wholesome solution. Through our provision of training facilities and our very evident desire to foster aviation in South American countries we will create in South America organizations capable of conducting air commerce by providing the trained personnel necessary to operate commercial airlines. If we then deny those countries the right to purchase suitable and efficient transport airplanes we will automatically lose such a market to foreign competition. Pan American and its sister organization have performed a tremendous function for the United States both prior to the war and since its start in opening up air communications through Central and South America and in providing bases for the rapid shifting of our military air power. It is felt, however, that any attempt by any agency of the Government of the United States to force a U.S. owned monopoly down the throats of those countries on the one hand and at the same time foster civil and military aviation training on the other would be a policy which the Latins would see through immediately as another instance of Uncle Sam and the big stick. I feel that we should satisfy their demands for transport airplanes within the capacity of the country concerned to pay cash on the barrel-head.

3. Paragraph f. has approached the Argentine problem from what I feel to be an unsound viewpoint. Argentina is far and away both potentially and actually the most powerful military nation in South America at this time. She is pursuing a policy which if not dictated by Axis interests at least is succeeding in causing disharmony and disunity through the Latin American countries. Her neighbors, and even Brazil, are fearful of her military potential. We would be following the principle of appeasement in its most vacillating forms were we

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

Disposition of Aircraft to South America

3

CONTINUED -

in spite of our avowed stand to provide her with military aircraft and other essentials which she needs to enforce her threatened or actual aggression upon other South American countries.

4. You state in your memorandum that Argentina considers United States airplanes to be better than other foreign models. I am certain that this is true and is a further reason for our withholding these excellent airplanes until such time as Argentina sees the light. In any event I am positive that the State Department would take a very dim view of the shipment of modern military airplanes and necessary spares to the Argentine with political conditions in their current situation.

5. Your Colonel Beasley's apprehension as to planning with respect to the reequiping, reorganizing and training of the Philippine Air Force would seem to be premature. The machinery which was set up before the war will function as well after the occupation of the Philippines as it did previously and there should be no problem presented by the reoreation of a Philippine Air Force.

Signed

Incl.
n/e

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

19 SEP 1944

DECLASSIFIED

DECLASSIFIED

DECLASSIFIED

Disposition of Aircraft to South America

AC/AS, Operations, Commitments and Requirements
ATTN: General Craig
Deputy Chief of Air Staff

24 August 44

1

PWT/eva/5265

1. Since you are handling disposition of aircraft to South America, the attached report on the last meeting with the State Department, at which I substituted for you, is for your information.

2. I discussed this briefly with General Arnold upon my return and feel that the following suggestions, in general, meet his desires along this line:

RECOMMENDATIONS:

That this project be divided into two parts:

a. Immediate action to be taken to furnish a limited quantity of new or nearly new military training aircraft to the governments of South and Latin America.

b. A longer range project to dispose of aircraft surplus to any known military needs to government, commercial or private interests in these countries.

(1) To government or military agencies

(a) Through Generals Brett and Wooten, survey the needs of South and Latin American countries for new or nearly new military training or liaison aircraft. Air missions or air attaches should determine the number of aircraft which could be absorbed efficiently.

(b) Program these aircraft and submit to the State Department for their approval, and so advise U.S. representatives in the impending staff talks.

(c) Deliver these aircraft to the various governments, "packaging" with them technical and flying personnel drawn from our contract schools, in such a manner that our air attaches or missions derive the maximum credit.

(d) All the above to be handled through Munitions Assignment Committee channels and coordinated with the Advisory Committee for South American Republics.

(e) The governments of Brazil and Mexico can receive direct lend lease upon application, and advantage should be taken of this current arrangement.

DECLASSIFIED

SHS

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

Disposition of Aircraft to South America

24 August

1 (Cont)

(2) To commercial and private interests

(a) With seeds planted by procedure outlined in (1) above, there should be further demand for surplus aircraft of the training, liaison and puddle-jumper types.

(b) The working committee of the Surplus War Property Administration should be recognised as the body to work out our policies and machinery for the disposal in Latin America.

(c) Field representatives of the FEA should be told to work closely with American Air officers in order that maximum good will will accrue to the AAF.

(d) The Clayton organization should be pressed to provide flight and technical instruction to assure flight and maintenance efficiency. Again, contract schools are a source of personnel needed to implement this plan.

1 Incl
Memo to Gen.Arnold frm
Gen. Timberlake this
subj dtd 21 Aug 44.

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

Opened by mistake

25 AUG 1944
AAG

DECLASSIFIED

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DECLASSIFIED
DOD dirs
By DTM/dlf NLC Date 4/14/15

August 21, 1944

MEMORANDUM FOR GENERAL ARNOLD:

Subject: Disposition of Aircraft to South America

1. Meeting at State Department, pursuant to your letter of 15 August 1944, to Under Secretary Stettinius, was held 18 August. Present: State Department: J. F. McGurk, J. H. Wright, J. E. Johnson, P. O. Chalmers, C. P. Taft, F. Exton, S. Morgan, F. Jarvis, W. A. Fowler; Foreign Economic Administration: Wm. Brinckerhoff, M. Hamilton; Surplus War Property Administration: Lt. Col. W. B. Harding; AAF: Gen. Timberlake, Col. Bonner, Lt. Col. Proctor.

2. A statement of the State Department's position regarding your letter was presented. This paper and discussion indicated the Department's views to be:

a. That Report of Surplus Aircraft Advisory Committee to Mr. Clayton recommended Working Committee (Comprising representatives of interested agencies, including War and Navy) and Advisory Committee to deal with all aircraft disposal problems on a coordinated basis;

b. that Working Committee (Col. Bonner AAF representative) has been constituted;

c. that lend-lease of aircraft (new or used) to Latin American governments is limited by Joint Chiefs of Staff to Brazil and Mexico and is not available to others unless Joint Chiefs reverse decision and, as a matter of law, is available only for purposes of this war;

d. that tactical and military training types should be sold to these governments only to meet requirements established in forthcoming staff conversations;

e. that necessary steps have been taken by F.E.A. to develop demand for primary and liaison type aircraft through diplomatic missions;

f. that sale should not be too vigorously pressed owing to fuel situation and that prices must bear reasonable relation to disposal prices in U.S.;

g. that British and Canadian competition is not to be feared as joint disposal program will be worked out by State Department, which is already in discussions with Canada;

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

b. that no need exists for committee in addition to Working Committee.

3. Lt. Col. Harding indicated Clayton organization is planning for a "packaged program", providing flight and technical instruction as well as primary and liaison type aircraft, to assure flight capacity and ability to keep aircraft flying. State Department agreed with desirability of this program suggested in your letter.

4. It is recommended that,

I. with respect to aircraft having sale value for other than air force uses.

a. Working Committee be recognized as the body to work our policies and machinery for disposal in Latin America;

b. close contact be maintained with Working Committee to assure maximum useful disposal of aircraft to Latin America, Col. Bonner to report regularly to Deputy Chief of Air Staff, General Timberlake;

II. with respect to aircarft having major value for Latin American governmental or air force use (military training types).

c. U.S. representatives in impending staff talks with Latin American governments be familiarized with aircraft disposal problem and aircraft available;

d. Air Attaches or military missions in Latin America be directed to report their estimates of requirements of respective governments (numbers and types of training, liaison and utility aircraft) which might, subject to over-all U.S. policy, be absorbed by such governments;

III. with respect to all types,

a. contact be maintained with State Department to assure appropriateness of proposed joint British-Canadian-U.S. disposal program.

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

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

ADDRESS REPLY TO
ARMY AIR FORCES
HEADQUARTERS, AIR TRANSPORT COMMAND
WASHINGTON, D. C.

DECLASSIFIED
DOD Dirs
4 Jan. & 20 June 1972
By [illegible] NO. Date 4/14/75

ARMY AIR FORCES
HEADQUARTERS, AIR TRANSPORT COMMAND
WASHINGTON

March 4, 1943

452.1 So Amer (3)

MEMORANDUM FOR DEPUTY CHIEF OF THE AIR STAFF

Subject: Ferrying of P-40's to South America

1. Reference is made to your memorandum dated February 22, 1943, subject as above.

2. It is understood that this directive, stating that no more P-40 airplanes may be ferried to South America out of San Antonio through Central America, has been revoked. This understanding is derived from a telephone conversation between the Commanding General, Air Transport Command, and the Commanding General, Army Air Forces.

For the Commanding General:

Robert M. Love

ROBERT M. LOVE
Lt. Col., G. S. C.
Deputy Chief of Staff

DECLASSIFIED
SECRET
By Authority of
The Commanding General
Air Transport Command
[illegible] 1-3
Date Initials Division

FOR VICTORY
BUY
UNITED STATES
WAR
BONDS
AND
STAMPS

SECRET DECLASSIFIED 452.1 So Amer (23) B

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

DECLASSIFIED
DOD 5200.1-R
4/14/95

February 22, 1943.

MEMORANDUM FOR THE COMMANDING GENERAL, AIR TRANSPORT COMMAND:

Subject: Ferrying of P-40's to South America.

1. Confirming my telephone conversation of Saturday, February 20th, no more P-40 airplanes will be ferried to South America out of San Antonio through Central America.

2. These airplanes will be dispatched from Miami and follow the regularly-organized ferry routes where proper briefing and maintenance are available.

By command of Lieutenant General ARNOLD:

Dispatched
FEB 23 1943
AAG

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

AG 452.1 (2-22-43) Misc. (33)

DECLASSIFIED
SECRET

Air A.G.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CONFIDENTIAL~~
DECLASSIFIED

WEH:A

DECLASSIFIED
E.O. 12958
By NNA/RAC NCI Date 4/14/15

HEADQUARTERS, ARMY AIR FORCES

JUN 16 1942

SUBJECT: Delivery of Aircraft to South American Countries.

TO: Director of War Organization & Movement.

1. It is directed that in future cases where this Headquarters is responsible for flight delivery of aircraft to South American countries, for use by United States Air Missions or the Air Forces of these countries, the flight leader be an experienced Air Corps pilot member of the U. S. Air Mission, whose headquarters is nearest the point of destination.

By command of Lieutenant General ARNOLD:

Sgd. H. H. Arnold

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

452.1 So. Amer. (22)

File
ci 6/16/42

JUN 17 1942
AAF

HEADQUARTERS—ARMY AIR FORCES—COORDINATION

	A.A.G.	A-1	A-2	A-3	A-4	A-W.P.D.	Initials	Initials	Initials

Gen. Edmund W. Hill
Air Inspector

AAF-39

DECLASSIFIED

~~CONFIDENTIAL~~

AAG 452.1 So. Amer. (22)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

AAF/A-4/372
JOS/emd
Written March 3, 1942.

DECLASSIFIED
DOD Dir 5 Jan. & 20 June 1974
By RW/AD Date 11/4/15

MAR 5 1942

AT-6B Airplanes Allocated to South American Countries.

SECRET
BY AUTHORITY OF THE CHIEF OF THE ARMY AIR FORCES
DECLASSIFIED
DATE RESTRICTIONS

U.S.A.F. Ltr. Dec. 29

Chief of the Air Corps.

1. Reference Routing and Record Sheet from A-4 Division of the Air Staff, subject, "Allocation of 50 AT-6B Airplanes Among Certain South American Countries."

2. Of the fifty (50) airplanes allocated in R/S referred to above, all of the planes are to be flown to South American Countries from San Antonio Air Depot, Duncan Field, San Antonio, Texas except for the four (4) allocated to Uruguay which are to be shipped by water transportation.

3. The Air Corps personnel listed below will constitute an American Mission in the South American Countries concerned to train and instruct the personnel of the various countries in the operation and maintenance of the aircraft.

No. of planes	Country	Ferry Personnel
15	Chile	15 Pilot Officers 10 Airplane Mechanics 2 Radio Mechanics 2 Armorers 1 Clerk
4	Colombia	4 Pilot Officers 2 Airplane Mechanics 1 Radio Mechanic 1 Armorer
4	Ecuador	4 Pilot Officers 2 Airplane Mechanics 1 Radio Mechanic 1 Armorer
4	Uruguay	4 Pilot Officers 4 Airplane Mechanics) Transported by water

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Secty Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-Wpn	A-Insp.	Budget	Statistics	

AAF-39

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DECLASSIFIED

No. of Planes	Country	Ferry Personnel
9	Peru	9 Pilot Officers 5 Airplane Mechanics 2 Radio Mechanics 2 Armorers
20	Brazil	20 Pilot Officers 9 Airplane Mechanics 2 Radio Mechanics 2 Armorers 1 Clerk
4	Venezuela	4 Pilot Officers 2 Airplane Mechanics 1 Radio Mechanic 1 Armorer

4. Upon completion of training the Ferry Crews will return to their home station and the subject planes, equipment and spares will be transferred to the countries concerned.

5. It is therefore directed that you ship by first available water transportation the following kits necessary for the repair and maintenance of the planes to the Consignees and Country indicated below.

U. S. Military Air Mission in El Bosque, Chile

10 Kits, Crew Chiefs
2 Kits, Radio Mechanics
2 Kits, Armorers

U. S. Military Attache in Cali, Colombia

2 Kits, Crew Chiefs
2 Kits, Radio Mechanic
1 Kit, Armorer

U. S. Military Attache in Salinas, Ecuador

2 Kits, Crew Chiefs
1 Kit, Radio Mechanic
1 Kit, Armorer

U. S. Military Attache in Lima, Peru

2 Kits, Crew Chiefs
2 Kits, Radio Mechanics
2 Kits, Armorers

COORDINATION											
Chief of Staff	Ferry Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-Proj.	A-Insp.	Budget	Statistics	

AAF-39

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

U. S. Military Air Mission in Rio de Janeiro, Brazil

5 Kits, Crew Chiefs
2 Kits, Radio Mechanics
2 Kits, Armorers

U. S. Military Air Mission in Maracay, Venezuela

2 Kits, Crew Chiefs
1 Kit, Radio Mechanic
1 Kit, Armorer

6. It is further directed that you make available at San Antonio Air Depot, Duncan Field, Texas for the use of Ferry personnel the following equipment and navigation aids as indicated:

25 sets maps and route guides for route Brownsville, Panama, Guayaquil, Lima, Santiago, Chile.

4 sets maps and route guides for route Brownsville, Panama, Turbo, Barranquilla, Maracaibo, Maracay, Venezuela.

4 sets maps and route guides for route Brownsville, Panama, Turbo, Cali, Palmbird.

10 sets maps and route guides for route Brownsville, Panama, Turbo, Barranquilla, Maracaibo, Carigito, Georgetown, Paramaribo, Amapa, Belem, Natal, Recife, San Salvador, Rio de Janeiro, Brazil.

4 sets maps and route guides for route Brownsville, Panama, Salinas, Ecuador.

9 sets maps and route guides for route Brownsville, Panama, Guayaquil, Lima, Peru.

92 Jungle Kits
184 Emergency Rations
92 Life Vests
92 Flashlights
92 Cuyuna Kits
46 Pistols (2 clips with ammunition)
92 Gas Masks
92 Hand Axes
92 First Aid Kits
92 Machetes
Signal Flares

HEADQUARTERS ARMY AIR FORCES						COORDINATION					
Chief of Staff	Deputy Air Staff	A.A.G.				A-1	A-Plans	A-Intg.	Budget	Station	

AAF-39

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

SECRET

7. It is further directed that you ship by first available water transportation the necessary spares for four (4) B-24 Airplanes to United States Military Attache in Kuibyshev, Russia. Instructions covering the shipment of spares to the other Tenth Overseas Commission have previously been issued by these headquarters.

By Command of Lieutenant General Arnold

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

Dispatched 5 A-4
APR 30 1942
AAG

Hq. Army Air
MAR 4 1942
AAG Received

Dispatched
MAR 5 1942
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Secty Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-[illegible]	A-Insp.	Budget	Statistics	
	MS										

AAF-39

-4-

SECRET DECLASSIFIED

AG 452.1 (20)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED
DCD ltr
MW/RP 1/14/75

R E C E I P T

DATE_____

SUBJECT: AT-6B Airplanes Allocated to South American Countries.

Received from Headquarters Army Air Forces, letter above subject.

_____
Officer Rank

_____
Office

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED
DOD Itrs.
By: MNJ/RHD Date: 11/14/75

DIRECTIVE MEMORANDUM FOR THE ASSISTANT CHIEF OF THE AIR STAFF, A-4:

Subject: Transfer of 4 AT-6B Airplanes to Venezuela.

1. Of the 50 AT-6B airplanes directed by the President to be allocated to South American republics, four (4) have been allocated to, and accepted by, Venezuela, to be delivered at Maracay, Venezuela, through the U. S. Military Attache accredited to Venezuela.

2. Each airplane is to be completely equipped, including machine guns and bomb racks. With the airplanes there are to be delivered the necessary tools and spare parts for the airplanes and equipment, and a ninety day supply of bombs and ammunition. The airplanes, supplied with normal load of machine gun ammunition, will be ferried, under the direction of A-3.

3. You are directed to make the necessary arrangements for shipment, by boat, of the tools and spare parts for the airplanes and their equipment, together with the ninety day supply of bombs and ammunition. Consignments will be to the U. S. Military Attache accredited to Venezuela, at Maracay; notice of arrival to be given to the Military attache at the U. S. Embassy at Caracas, Venezuela.

4. You will deliver to the Assistant Chief of the Air Staff, A-2, for transmission through the Assistant Chief of Staff, G-2, to the U. S. Military Attache at Caracas, Venezuela, information as to the arrangements made for the shipment of the spare parts, bombs and ammunition.

5. Concurrently with this memorandum, directive memoranda, relative to this project, are being issued to the Assistant Chief of the Air Staff, A-1, A-2 and A-3. A-WPD is monitoring the project. You will coordinate with these Divisions.

6. Report of action taken is directed.

J. J. YORK,
Colonel, Air Corps,
Secretary, Air Staff.

~~SECRET~~ DECLASSIFIED

Air AS 452.1 So. Amer. (9)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

DIRECTIVE MEMORANDUM FOR THE ASSISTANT CHIEF OF THE AIR STAFF, A-3:

Subject: Transfer of 4 AT-6B Airplanes to Venezuela.

1. Of the 50 AT-6B airplanes directed by the President to be allocated to South American republics, four (4) have been allocated to, and accepted by, Venezuela, to be delivered at Maracay, Venezuela, through the U. S. Military Attache accredited to Venezuela.

2. Each airplane is to be completely equipped, including machine guns and bomb racks. With the airplanes there are to be delivered the necessary spare parts and a ninety day supply of bombs and ammunition. Crews (1 pilot and 1 crew chief, radio mechanic, 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 Venezuelan crews in the operation and maintenance of the airplanes and equipment. When, in the judgment of the U.S. Military Attache, such instructions have been satisfactorily completed the accompanying crews will return to the United States. The airplanes will be ferried with normal loads of machine gun ammunition. A ninety day supply of bombs and ammunition and necessary spares are being shipped under the direction of A-4.

3. You are directed, with the cooperation and assistance of the Assistant Chiefs of the Air Staff, A-1 and A-4:

a. To arrange for the delivery of the airplanes by Air Corps representatives at the factory of 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 the airplanes 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;

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

(3) To provide for the issuing to them of appropriate clothing and individual equipment;

(4) To direct the personnel in securing proper passports and visas; and instruct them in regard to regulations which will govern their flight over foreign territory;

(5) To provide for defraying such expenses as will be incurred, necessarily incident to the flight; and

(6) To accomplish the performance of the mission.

The pilot who will command the flight will be instructed that, for diplomatic reasons, the U. S. Military Attache, with the approval and concurrence of the authorized representative of the Government of Venezuela, will determine when Venezuelan crews have been sufficiently instructed in the operation and maintenance of the airplanes and equipment; but the senior ferrying pilot will advise with, and consult, the U.S. Military Attache and will undertake to insure, in so far as he is able, that the Venezuelan personnel undergoing instructions are competent in the operation and maintenance of the airplanes, and equipment, before the instruction is deemed sufficient.

c. To furnish the Air Adjutant General with a copy of the schedule for the performance of the ferrying mission, and any other data he may require for the preparation of necessary orders.

d. To deliver to the Assistant Chief of the Air Staff, A-2, for transmission, through the Assistant Chief of Staff, G-2, to the Chief of the U. S. Military Attache at Caracas, Venezuela, information as to the arrangements made, the personnel selected, the schedule for the ferrying flight, and copies of pertinent orders and instructions issued for the accomplishment of the mission.

4. Concurrently with this memorandum, directive memoranda are being issued in connection with this project to the Assistant Chiefs of the Air Staff, A1, A-2 and A-4. A-WPD is monitoring the project. You will coordinate with these Divisions.

5. Report of action taken is directed.

SECRET
DECLASSIFIED

J. J. YORK,
Colonel, Air Corps,
Secretary, Air Staff.

Air AG 452.1 (2-12-42) (19)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
SECRET
BY AUTHORITY OF THE
CHIEF of the ARMY AIR FORCES

File No. . . . . .

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

DECLASSIFIED
SECRET

Call . . . . . DATE INITIALS

SUBJECT: Transfer of 4 AT-6B Airplanes to Venezuela.

DECLASSIFIED
By NNA/NARS Date 11/14/76

NO.	FROM	TO	DATE	COMMENTS
1.	A-WPD	AAG	3/3/42	

MEMORANDUM FOR RECORD: Of the 50 AT-6B airplanes directed by the President to be allotted to the South American republics, 4 have been alloted to, and accepted by, Venezuela, to be delivered at Maracay, through the U.S. Military Attache accredited to Venezuela. Each airplane is to be completely equipped, including machine guns and bomb racks, necessary spare parts, and a ninety day supply of bombs and ammunition. Crews, consisting of 1 pilot and 1 enlisted man for each airplane, will accompany the airplanes for the purpose of ferrying, and , under the direction of the U. S. Military Attache, to instruct Venezuelan crews in the operation and maintenance of the airplanes and equipment. When, in the judgment of the U.S. Military Attache, with the concurrence of the authorized representative of the Venezuelan Government, such instruction has been satisfactorily completed, the accompanying crews will return to the United States.

SECRET
DECLASSIFIED

(Do not use reverse side) W 4071.AC,Rev. 8/14/41

Page No. 2

Air AS 452.1 So. Amer. (19)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

SECRET
DECLASSIFIED BY AUTHORITY OF THE CHIEF of the ARMY AIR FORCES
DATE INITIALS
DECLASSIFIED
DCD Rts
By MW/RP DC Date 1/14/75

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

SECRET
DECLASSIFIED

SUBJECT: Transfer of 4 AT-6B Airplanes to Venezuela.

NO.	FROM	TO	DATE	COMMENTS	AAF/A WPD AW/al
1.	AAF A-WPD	AAF AAG	1942 3/3/	1. It is requested that directives be issued to the Assistant Chiefs of the Air Staff, A-1, A-2, A-3 and A-4, substantially in the suggested forms therefore hereto attached, identified as Tabs A, B, C, and D, respectively. 2. Upon receipt of the necessary data from A-1 and A-3, it is requested that the Air Adjutant General cause to be issued the appropriate temporary duty and travel orders (secret) directing the personnel selected by A-1 to proceed without delay to the point designated by A-3, from which point they will ferry to Maracay, Venezuela, the 4 AT-6B airplanes which have been alloted to, and accepted by, the Venezuelan Government; including provision for appropriate monetary allowances. The personnel will be directed to report, upon arrival at Maracay, to the U.S. Military Attache, for temporary duty instructing Venezuelan Air Force personnel in the operation, care and maintenance of the AT-6B airplanes and their equipment. Upon completion of such temporary duty, as determined by the U.S. Military Attache, the personnel will be directed to return to their respective former stations in the United States. Concurrences: A.C. of S., A-1 A.C. of S., A-2 A.C. of S., A-3 A.C. of S., A-4 O.A.A. AC/A-WPD Incls. 1- Tab A 2- Tab B 3- Tab C 4- Tab D	

Hq. Army Air
MAR 4 194
AAG Recd.

(Do not use reverse side) W 4071, AC, Rev- 8-14-41

SECRET
DECLASSIFIED
Route No. 1

AG 452.1 (3-4-42) (19)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

SECRET
DECLASSIFIED

DIRECTIVE MEMORANDUM FOR THE ASSISTANT CHIEF OF THE AIR STAFF, A-1,

Subject: Transfer of 4 AT-6B Airplanes to Venezuela.

1-58

1. You are directed to select the following commissioned personnel required to ferry 4 AT-6B airplanes to Maracay, Venezuela, and to act as instructors;

a. Four (4) Air Corps pilots competent to fly AT-6B airplanes, and to instruct Venezuelan pilots in the operation and maintenance of the airplanes and equipment. The senior pilot to have at least two years experience in flying military airplanes after completion of his pilot's training at the Air Corps schools.

2. You will furnish to the Air Adjutant General and to the Assistant Chief of the Air Staff, A-3, the names, branch and rank of the officers selected, their serial numbers and present stations and assignments.

3. It is further directed that you lend such assistance as may be required by the Assistant Chief of the Air Staff, A-3, in locating and making available to accompany and crew the 4 AT-6B airplanes to be ferried to Maracay, Venezuela, the following enlisted personnel:

a. Two (2) airplane and airplane engine mechanics qualified to act as crew chiefs for AT-6B airplanes and to instruct Venezuelan mechanics in the care and maintenance of the airplanes and their equipment.

b. One (1) radio mechanic qualified to maintain and to instruct Venezuelan personnel in the maintenance of the radio equipment of the At-6B airplanes.

c. One (1) armorer qualified to maintain, and to instruct Venezuelan personnel in the maintenance of the armament equipment of the AT-6B airplanes.

4. The commissioned and enlisted personnel should be qualified for immediate assignment to foreign duty in a tropical climate.

5. If available, the personnel selected, more particularly the commissioned personnel, should be able to speak Spanish.

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

6. Concurrently with this memorandum, directive memoranda are being issued in connection with this project to the Assistant Chiefs of the Air Staff, A-2, A-3 and A-4. A-WPD is monitoring the project. You will coordinate with these Divisions.

7. Report of action taken is directed.

J. J. YORK,
Colonel, Air Corps,
Secretary, Air Staff.

SECRET DECLASSIFIED

Air AG 452.1 (2-7-42) (1)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dirs.
8 Jan. & 20 June 1974
By [illegible] NC, Date 9/14/75

SECRET

DIRECTIVE MEMORANDUM FOR THE DECLASSIFIED CHIEF OF THE AIR STAFF, A-2,

Subject: Transfer of 4 AT-6B Airplanes to Venezuela.

1. Directives are being issued to the Assistant Chiefs of the Air Staff, A-1, A-3 and A-4, to select the necessary personnel and to accomplish delivery to the U. S. Military Attache accredited to Venezuela, at Maracay, Venezuela, of the 4 AT-6B airplanes, spare parts and ammunition, which have been alloted to, and accepted by, Venezuela. With the airplanes there are to be delivered the necessary spare parts and a ninety day supply of bombs and ammunition. Crews (1 pilot, 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 Venezuelan crews in the operation and maintenance of the airplanes. When, in the judgment of the U. S. Military Attache, with the concurrence of the authorized representative of the Venezuelan Government, Venezuelan crews have been sufficiently instructed to enable them to satisfactorily operate and maintain the airplanes, their armament and equipment, the ferrying personnel will return to their former stations in the United States.

2. The Assistant Chief of the Air Staff, A-4, is being directed to advise you relative to arrangements made for shipment of the spare parts and ammunition, not ferried with the airplanes.

3. The Assistant Chief of the Air Staff, A-3, is being directed to advise you as to arrangements made, the personnel selected and the schedule for the ferrying flight, and to furnish you copies of orders and instructions issued by him for the accomplishment of the mission.

4. Upon receipt of the information to be furnished you by A-3 and A-4, you will transmit same, or the essential elements thereof, through proper channels, to the U.S. Military Attache, at Caracas, Venezuela. The U.S. Military Attache will be informed that he, upon the advice of the senior ferrying pilot, and the Air Corps officer assigned to the Mission, and with the approval and concurrence of the Venezuelan Government, will determine when Venezuelan crews have been sufficiently instructed in the operation and maintenanceof the airplanes and equipment. When Venezuelan crews have been sufficiently instructed, the U. S. Military Attache will release the ferrying personnel to return to the United States, and, through proper channels, will

SECRET
DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
SECRET

advise the Chief of the Army Air Forces that the ferrying crews have been released.

5. Concurrently with this memorandum, directive memoranda are being issued in connection with this project to the Assistant Chiefs of the Air Staff, A-1, A-3 and A-4. A-WPD is monitoring the project. You will coordinate with these Divisions.

6. Report of action taken is directed.

J. J. YORK,
Colonel, Air Corps,
Secretary, Air Staff.

DECLASSIFIED
SECRET

Ar AG 0521 La Guer. (12)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
NND/Ad

DECRET

DIRECTIVE MEMORANDUM FOR THE ASSISTANT CHIEF OF THE AIR STAFF, A-3:

Subject: Transfer of 4 AT-6B Airplanes to Venezuela.

1. Of the 50 AT-6B airplanes directed by the President to be allocated to South American republics, four (4) have been allocated to, and accepted by, Venezuela, to be delivered at Maracay, Venezuela, through the U. S. Military Attache accredited to Venezuela.

2. Each airplane is to be completely equipped, including machine guns and bomb racks. With the airplanes there are to be delivered the necessary spare parts and a ninety day supply of bombs and ammunition. Crews (1 pilot and 1 crew chief, radio mechanic, 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 Venezuelan crews in the operation and maintenance of the airplanes and equipment. When, in the judgment of the U.S. Military Attache, such instructions have been satisfactorily completed the accompanying crews will return to the United States. The airplanes will be ferried with normal loads of machine gun ammunition. A ninety day supply of bombs and ammunition and necessary spares are being shipped under the direction of A-4.

3. You are directed, with the cooperation and assistance of the Assistant Chiefs of the Air Staff, A-1 and A-4:

a. To arrange for the delivery of the airplanes by Air Corps representatives at the factory of 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 the airplanes supplied with a normal load of machine gun ammunition.

b. To make the necessary arrangements and prepare or direct the preparation of a schedule and appropriate operations orders and instructions:

(1) For assembling the personnel at the point where they will be directed to receive delivery of the airplanes;

(2) To provide for their proper orientation, and such instructions as they may require in the operation and maintenance of the airplanes, armament and equipment;

SECRET
DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

DIRECTIVE MEMORANDUM FOR THE ASSISTANT CHIEF OF THE AIR STAFF, A-4;

Subject: Transfer of 4 AT-6B Airplanes to Venezuela.

1. Of the 50 AT-6B airplanes directed by the President to be allocated to South American republics, four (4) have been allocated to, and accepted by, Venezuela, to be delivered at Maracay, Venezuela, through the U. S. Military Attache accredited to Venezuela.

2. Each airplane is to be completely equipped, including machine guns and bomb racks. With the airplanes there are to be delivered the necessary tools and spare parts for the airplanes and equipment, and a ninety day supply of bombs and ammunition. The airplanes, supplied with normal load of machine gun ammunition, will be ferried, under the direction of A-3.

3. You are directed to make the necessary arrangements for shipment, by boat, of the tools and spare parts for the airplanes and their equipment, together with the ninety day supply of bombs and ammunition. Consignments will be to the U. S. Military Attache accredited to Venezuela, at Maracay; notice of arrival to be given to the Military attache at the U. S. Embassy at Caracas, Venezuela.

4. You will deliver to the Assistant Chief of the Air Staff, A-2, for transmission through the Assistant Chief of Staff, G-2, to the U. S. Military Attache at Caracas, Venezuela, information as to the arrangements made for the shipment of the spare parts, bombs and ammunition.

5. Concurrently with this memorandum, directive memoranda, relative to this project, are being issued to the Assistant Chief of the Air Staff, A-1, A-2 and A-3. A-WPD is monitoring the project. You will coordinate with these Divisions.

6. Report of action taken is directed.

J. J. YORK,
Colonel, Air Corps,
Secretary, Air Staff.

DECLASSIFIED
SECRET

Air AG 452.1 So. Amer. (9)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
NND/A1P 11/14/75

(Air AG)

DECLASSIFIED
CONFIDENTIAL

February 28, 1942.

SUBJECT: Orders.

TO: Chief of the Air Corps.

1. It is desired that necessary orders be issued for the following airplanes and personnel for South American surveillance missions as shown below:

a. OA-9 (38-562)
Major Winser Harlow, Pilot
2nd Lt. Ralph Johnson, Jr., Co-pilot
T/Sgt Ray E. Covey, Crew Chief
Corporal Hallie E. Painter, Radioman

b. OA-9 (38-566)
1st Lt. Wilkie A. Rambo, Pilot
2nd Lt. Raleigh M. Harrington, Co-pilot
T/Sgt Irvin H. Ketche, Crew Chief
S/Sgt Maklon G. Boynton, Radioman.

4521 SO Comm (18)

2. Reference crew of airplane OA-9 (38-562), Major Winther SOR Harlow is under orders previously issued to proceed to Albrook Field, Canal Zone. Orders will be issued for Lieutenant Johnson to proceed by military aircraft from Bolling Field, D. C., to France Field, Canal Zone, for the purpose of carrying separate parts of the airplanes mentioned above. Orders will be issued placing Sergeant Covey and Corporal Painter to proceed from Bolling Field, D. C., to Albrook Field, Canal Zone, as crew members of this airplane. It is desired that further orders be issued for the entire crew to proceed from Albrook Field, Canal Zone to Lima, Peru and for subsequent temporary station at Iquitos, Peru, or such other points that may be desired by G-2 under scope of this mission.

3. Crew of airplane OA-9(38-566) is to proceed from Bolling Field, D. C. to Trinidad, British West Indies, subsequently to Ma aos,

DECLASSIFIED
CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Brazil, and such other points as may be desired by G-2 under scope of this mission.

DECLASSIFIED

4. Upon completion of this temporary duty, the personnel named above will return to proper station by military or commercial aircraft, steamship or rail.

5. Existing authorized per diem will be allowed for travel performed by military aircraft, and for the period of temporary duty outside the continental limits of the United States.

By command of Lieutenant General ARNOLD:

HENRY B. NORMAN,
Captain, A. G. D.,
Assistant Air Adjutant General.

942

Dispatched
FEB 23 1942
AAG

DECLASSIFIED
CONFIDENTIAL

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Secy Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-PD	A-Insp.	Budget	Sta-tistics	
		A.									

AAF-39

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DECLASSIFIED
DOD Dir.
By DAW/TEF NLC Date 11/19/75

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

SUBJECT: Orders for personnel and amphibian airplanes for surveillance in Latin-America.

1. In reference to request of the Assistant Chief of Staff, G-2 to the Chief of the Army Air Forces, this date (2-26-42), for airplanes and necessary personnel for South American surveillance missions, the following allotment of personnel to airplanes is forwarded for your information.

a. OA-9 (38-562
Major Winsor Harlow, Pilot
2nd Lt. Ralph Johnson, Jr., Co-pilot
T/Sgt Ray E. Covey, Crew Chief — B F
Corporal Hallie E. Painter, Radioman — B F

b. OA-9 (38-666)
1st Lt. Wilkie A. Rambo, Pilot
2nd Lt. Raleigh M. Harrington, Co-pilot
T/Sgt Ervin H. Kotche, Crew Chief — B F
S/Sgt Maklon G. Boynton, Radioman. — B F

2. Crew of airplane a is now under orders to proceed to Canal Zone via Cuba and Yucatan for purpose of surveying pursuit staging route from Florida to Panama. Orders will be required covering movement of plane and personnel under request referred to in 1 above, from Canal Zone, to Lima, Peru and for subsequent temporary station at Iquitos, Peru, or such other points as may be desired by G-2 under scope of said request.

Crew of airplane b is to proceed from Bolling Field, D. C., to Trinidad, B.W.I., as indicated in request of the Assistant Chief of Staff, G-2, and subsequently to Manaos, Brazil. Orders will be required covering such movement.

Received
Feb 28 1942
AAG Personnel

For James F. Oliver EO
R. L. WALSH,
Colonel, Air Corps,
Assistant Chief of the Air Staff, A-2.

CONFIDENTIAL DECLASSIFIED

Avn 452.1 Solomons

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MID 452.1

SECRET
DECLASSIFIED

DECLASSIFIED
DOD ltr
9 Jan. & 20 June 1972
By MW/AFE NO. Date 4/14/75

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
MILITARY INTELLIGENCE DIVISION G-2
WASHINGTON

February 26, 1942.

MEMORANDUM FOR THE CHIEF OF ARMY AIR FORCES:

Subject: Amphibian Planes Assigned to G-2 for Surveillance in Latin America.

1. It is understood that two OA-9 Grumman Amphibians assigned to duty with G-2 in accordance with the directive dated January 17, 1942, Tab A, paragraph 1 b, are now ready to proceed to South America.

2. It is understood that it is desired to use one of these planes on its way South to make a survey flight in Central America, and such survey flight will not delay the arrival of the plane at Panama more than five days.

3. The above two planes are destined eventually for permanent station at Manaos, Brazil. Pending final arrangements with the Brazilian Government it is desired to use each plane as follows:

4. It is requested that orders be issued immediately directing one OA-9 plane complete with pilot, crew, co-pilot, spare parts, etc., equipped for eventual station at Manaos, to proceed to Trinidad for surveillance under instructions from G-2. It is the intention that this plane shall operate for the time being from Trinidad to carry out certain surveillance in Venezuela, particularly in the Orinoco Delta.

5. It is further requested that orders be issued directing that as soon as the other OA-9 plane, referred to in paragraph 2, arrives in Panama it proceed directly to Lima, Peru there reporting to the Military Attache. Thereafter the plane will proceed to Iquitos, Peru for surveillance duty under orders from G-2.

SECRET
DECLASSIFIED

SECRET
DECLASSIFIED

6. It is understood that four Widgeon Grumman amphibians have been obtained for the use of G-2 in the place of four of the ten twin-engine planes referred to in paragraph 1 c of the directive dated January 17, Tab A. It is requested that these planes be over-hauled, that pilots, crew and equipment be furnished immediately and that this office be notified as soon as the planes are ready for duty.

For the A. C. of S., G-2:

RALPH C. SMITH,
Colonel, General Staff,
Executive Officer, G-2.

Encl.
Tab A.

SECRET
DECLASSIFIED

AMM 452.1 Sec over (18)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
SECRET

WAR DEPARTMENT
THE ADJUTANT GENERAL'S OFFICE
WASHINGTON

DECLASSIFIED
DOD Ltr. 4 Aug & 20 Dec. 1974
By RH/RT NARA, Date 11/21/75

IN REPLY
REFER TO AG 381 (12-18-41)MSC-B

MNE/fdp-1705

January 17, 1942

SUBJECT: Assignment of Additional Assistant Military Attaches, Observers, Pilots and Planes in Latin America.

TO: Chief of the Army Air Forces.

1. It is desired that you assign:

a. One (1) two-motored plane to Colombia, in addition to the C-47 believed to be available from General Andrews.

b. Two (2) amphibian planes with two pilots, crews and parts for use in patrolling the Amazon Region.

c. Ten (10) twin-engine planes and pilots with necessary crews to cover localities listed in Inclosure No. 2.

2. It is desired further that highest priority be given to the assignment of officers to posts listed in Inclosure No. 1.

By order of the Secretary of War:

/s/ Joseph R. Clark.
Adjutant General.

3 Incls.
#1 - List of Additional Officers Needed.
#2 - List of Planes on Hand and Wanted.
#3 - Paraphrase Extract from Military Attache, Bogota to MID, 1-2-42.

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WID 452.1

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
DOD [illegible]
By NWD/AR [illegible]

February 26, 1942.

MEMORANDUM FOR THE CHIEF OF ARMY AIR FORCES:

Subject: Amphibian Planes Assigned to G-2 for Surveillance in Latin America.

1. It is understood that two OA-0 Grumman Amphibians assigned to duty with G-2 in accordance with the directive dated January 17, 1942, Tab A, paragraph 1 b, are now ready to proceed to South America.

2. It is understood that it is desired to use one of these planes on its way South to make a survey flight in Central America, and such survey flight will not delay the arrival of the plane at Panama more than five days.

3. The above two planes are destined eventually for permanent station at Manaos, Brazil. Pending final arrangements with the Brazilian Government it is desired to use each plane as follows:

4. It is requested that orders be issued immediately directing one OA-9 plane complete with pilot, crew, co-pilot, spare parts, etc., equipped for eventual station at Manaos, to proceed to Trinidad for surveillance under instructions from G-2. It is the intention that this plane shall operate for the time being from Trinidad to carry out certain surveillance in Venezuela, particularly in the Orinoco Delta.

5. It is further requested that orders be issued directing that as soon as the other OA-9 plane, referred to in paragraph 2, arrives in Panama it proceed directly to Lima, Peru there reporting to the Military Attache. Thereafter the plane will proceed to Iquitos, Peru for surveillance duty under orders from G-2.

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

6. It is understood that four Widgeon Grumman amphibians have been obtained for the use of G-2 in the place of four of the ten twin-engine planes referred to in paragraph 1 c of the directive dated January 17, Tab A. It is requested that these planes be over-hauled, that pilots, crew and equipment be furnished immediately and that this office be notified as soon as the planes are ready for duty.

For the A. C. of S., G-2:

RALPH C. SMITH,
Colonel, General Staff,
Executive Officer, G-2.

Encl.
Tab A.

DECLASSIFIED
SECRET

Air AG 452.1 (6-2-42)
(18)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

WAR DEPARTMENT
THE ADJUTANT GENERAL'S OFFICE
WASHINGTON

DECLASSIFIED
DOD Dir. 5 200.10 June 1972
By MIH/BAF NG Date 1/19/07

IN REPLY
REFER TO AG 381 (12-18-41)MSC-B

MSH/fdp-1705

January 17, 1942-

SUBJECT: Assignment of Additional Assistant Military Attaches, Observers, Pilots and Planes in Latin America.

TO: Chief of the Army Air Forces.

1. It is desired that you assign:

a. One (1) two-motored plane to Colombia, in addition to the C-47 believed to be available from General Andrews.

b. Two (2) amphibian planes with two pilots, crews and parts for use in patrolling the Amason Region.

c. Ten (10) twin-engine planes and pilots with necessary crews to cover localities listed in Inclosure No. 2.

2. It is desired further that highest priority be given to the assignment of officers to posts listed in Inclosure No. 1.

By order of the Secretary of War:

/s/ Joseph R. Clark.
Adjutant General.

3 Incls.
#1 - List of Additional Officers Needed.
#2 - List of Planes on Hand and Wanted.
#3 - Paraphrase Extract from Military Attache, Bogota to MID, 1-2-42.

DECLASSIFIED

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DECLASSIFIED
DOD dirs
E.O. 11652 & 20 June 1974
By NNAG NARS, Date 11/14/75

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

(Air AG)

February 25, 1942.

SUBJECT: AT-6B Airplanes to South America.

TO: Chief of Air Corps.

1. Reference Routing and Record Sheet from A-4 Division of the Air Staff, subject: "Allocation of 50 AT-6B Airplanes Among Certain South American Countries."

2. It is directed that you ship by first available transportation the necessary spare parts for four (4) AT-6B Airplanes to the United States Military Attache in Cali, Colombia.

3. It is requested that you inform this office when shipment has been made.

By command of Lieutenant General ARNOLD:

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

452.1 So. America (17)

[illegible] 1942
AAG

Dispatched
FEB 26 .2
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	
	WJF & JMC					✓					

AAF-39

DECLASSIFIED
SECRET

Air AG 452.1 So. America (2)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

SECRET

DECLASSIFIED
DOD Dir. 5 200.9 and AR 380-5
By NNRG Date 11/4/75

File No.

Tally No. AAF/A-4/364

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

SUBJECT: AT-6B Airplanes to South America.

NO.	FROM	TO	DATE	COMMENTS
				AAF/A-4 JOS/emd
1	AAF A-4	AAF AAG	1942 2/22	1. It is requested that a directive, substantially as follows, be sent to the Chief of Air Corps: "1. Reference Routing and Record Sheet from A-4 Division of the Air Staff, subject: "Allocation of 50 AT-6B Airplanes Among Certain South American Countries. 2. It is directed that you ship by first available transportation the necessary spare parts for four (4) AT-6B Airplanes to the United States Military Attache in Cali, Colombia. 3. It is requested that you inform the Chief of the Army Air Forces when shipment has been made." WJF for TJH, Jr. C/A-4

DECLASSIFIED
SECRET

(Do not use reverse side) W-4071, AC. Rev. 8/14/41

Page No. -1- Air AG 452.1 S. America (1)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

Directive No. 3-56

DECLASSIFIED
DOE ltr
By AWP Date 8/19/75

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

February 24, 1942

DIRECTIVE MEMO FOR: A-3

Subject: Transfer of 4 AT-6B Airplanes to Ecuador.

1. Of the 50 AT-6B airplanes directed by the President to be allocated to South American Republics, four have been allocated to and accepted by Ecuador to be delivered at Salinas, Ecuador through the U. S. Military Attache accredited to Ecuador.

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 Ecuadorian crews in the operation and maintenance of the airplanes and equipment; upon the completion of which instruction the accompanying crews will return to the United States.

3. You are directed:

a. With the cooperation and assistance of the A-4 Division to arrange for the delivery of airplanes by the manufacturer (North American Aviation, Inc., 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 be incurred, necessarily incident to the flight; and

(6) To accomplish the performance of the mission.

452.1 U. America (8) D

HEADQUARTERS, ARMY AIR FORCES — CONFIDENTIAL
Chief of Staff | Secy | Air Staff | A.A.C. | A.[illegible] | [illegible]
DECLASSIFIED
[illegible]

AAF-30

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
SECRET

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 Ecuador, will determine when Ecuadorian crews have been sufficiently instructed in the operation and maintenance of the airplanes and equipment; but the senior ferrying pilot will advise and consult with the Military Attache and with the Chief of the U. S. Military Aviation Mission to Ecuador and undertake to insure, insofar as he is able, that the Ecuadorian personnel are competent in the operation and maintenance of the equipment, before the instruction is deemed sufficient.

c. To furnish the AAG with a copy of the schedule for the performance of the ferrying mission, and any other data he may require for the preparation of necessary orders.

d. To deliver to the Assistant Chief of Staff, G-2, through the A-2 Division for transmission to the U. S. Military Attache at Quito, Equador, 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 for the accomplishment of this project to A-1 and A-2 with whom you will coordinate. AWPD is monitoring this project.

5. Report of action taken is directed.

By direction of the Chief of Air Staff:

Nathan F. Twining,
Lieut. Colonel, Air Corps,
Secretary of the Air Staff.

DISTRIBUTION:
A-1
A-2
A-4
AWPD
AI

HEADQUARTERS—ARMY AIR FORCES—COORDINATION

Chief of Staff	Navy Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-[illegible]
	DOYY/rr							

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

Directive No. 2-15

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

February 24, 1942

DECLASSIFIED
DOD Dir. 5200.9
8 Jan. & 20 June 1979
By NWRT DC, Date 4/4/79

DIRECTIVE MEMO FOR: A-2

Subject: Transfer of 4 AT-6B Airplanes to Ecuador.

1. Directives are being issued to A-1 and A-3 to accomplish delivery to the U. S. Military Attache accredited to Ecuador, at Salinas, Ecuador, of the 4 AT-6B airplanes which have been allocated to and accepted by Ecuador. With the airplanes there is to be delivered the necessary spare parts and a ninety day supply of bombs and ammunition. Crews (1 pilot, 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 Ecuadorian crews in the operation and maintenance of the airplanes andequipment. When in the opinion of the U. S. Military Attache, with the concurrence of the Ecuadorian authorities, Ecuadorian 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.

452.1 S. America (8-8-42)

2. A-4 has directed the Air Service Command to ship by the first available water transportation to "American Mission, Salinas, Ecuador," the necessary spares for the airplanes. The necessary radio spares, bombs and ammunition have been released for shipment in the same manner. These spare parts, equipment and ammunition were intended for, and should have been consigned to, the U. S. Military Attachw accredited to Ecuador, to be received by him at Salinas, Ecuador. Through proper channels, you will so advise the U. S. Military Attache and the Chief of the Military Aviation Mission in Ecuador.

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 Quito, Ecuador. The U. S. Military Attache will be informed that he, upon the advice of the Chief of the U. S. Military Aviation Mission to Ecuador, and the senior ferrying pilot, and with the approval and concurrence of the authorized representative of the Government of Ecuador, will determine when Ecuadorian crews have been sufficiently instructed in the operation and maintenance of the airplanes and equipment. When Ecuadorian crews have been sufficiently instructed, the U. S. Military Attache will release the ferrying personnel to return to the U. S. The Military Attache will be requested to advise the Chief of the Army Air Forces when the crews are released.

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	
	[illegible]										

DECLASSIFIED

AAF-39

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

4. Directive memoranda are being concurrently issued to the A-1 and A-3 Divisions with whom you will coordinate. AWPD is monitoring this project.

5. Report of action taken is directed.

By direction of the Chief of the Air Staff.

Nathan F. Twining,
Lieut. Colonel, Air Corps,
Secretary of the Air Staff.

DISTRIBUTION:
A-1
A-3
A-4
AWPD
AI

JYY/rr

HEADQUARTERS—ARMY AIR FORCES — COORDINATION

Chief of Staff	Sec'y Air Staff	A. G.	A-1	A-2	A-3	A-4	AWPD	AAG

DECLASSIFIED

AAG 7-8-45

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Ltr. 6 Jan. & 20 June 1974
By NNAM NC, Date 11/14/78

File No. .....

Tally No. AAF .....

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

SECRET

DECLASSIFIED

SUBJECT: Transfer of 4 AT-6B Airplanes to Ecuador.

NO.	FROM	TO	DATE	COMMENTS
1.	AAF A-1	AAF AAG	1942 3-7	AAF/A-1 RJH/gee 1. In accordance with Directive No. 1-45, the following is submitted: a. Four (4) Pilots. Name — Rank — Serial No. — Present Assignment Webb, Byron B. — 1st Lt. — 0-22197 — Kelly Field, Tex. Breunig, William P. — 2nd Lt. — 0-437189 — Kelly Field, Tex. Brown, James S. — 2nd Lt. — 0-437190 — Kelly Field, Tex. Larson, Olaf L. — 2nd Lt. — 0-429525 — Bolling Field, D.C. b. The Air Force Combat Command will furnish the enlisted men as required. W. E. T. Exec., A-1

MR 7 [illegible]
AAG Rec'd

45-21 Inter American (16) B

file = Action taken by Col Handy

A

SECRET
DECLASSIFIED

(Do not use reverse side) W-4071, AC. Rev. 8/14/41

Page No. ____ Air AG 092 (Ecu Comm.) (16) B

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

Directive No. 1-45

DECLASSIFIED
WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

February 24, 1942

DIRECTIVE MEMO FOR: A-1

Subject: Transfer of 4 AT-6B Airplanes to Ecuador.

1. You are directed to select and to furnish to the AAG and A-3 the names, serial numbers and present stations and assignment of the following personnel to ferry 4 airplanes to Salinas, Ecuador and to act as instructors:

a. 4 Air Corps pilots, competent to fly and to instruct Ecuadorian 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. 2 enlisted airplane mechanics qualified to act as crew chiefs for the AT-6B airplanes and to instruct Ecuadorian mechanics in the care and maintenance of the airplanes and engines.

c. One enlisted radio mechanic qualified to maintain and to instruct Ecuadorian personnel in the maintenance of the radio equipment of the AT-6B airplanes.

d. One enlisted armorer qualified in the care and maintenance of the armament equipment of the AT-6B airplanes, including bomb racks and to instruct Ecuadorian 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 A-2 and A-3 with whom you will coordinate. AWPD is monitoring the project.

5. Report of action taken is directed.

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.

By direction of the Chief of Air Staff:

Nathan F. Twining,
Lieut. Colonel, Air Corps,
Secretary of the Air Staff.

DISTRIBUTION:
A-1 A-4
A-2 AWPD
A-3 AI

JH/ec

DECLASSIFIED

45211 & Ecuador 6B

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES

~~SECRET~~

ROUTING AND RECORD SHEET

SECRET
DECLASSIFIED
File No.
DATE INITIALS

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

DECLASSIFIED

SUBJECT: Transfer of 4 AT-6B Airplanes to Ecuador.

DECLASSIFIED
DOD Dir.
By NND/AF NC Date 4/14/75

NO.	FROM	TO	DATE	COMMENTS
1.	A-WPD	AAG	1942 2/20	

MEMORANDUM FOR RECORD: Of the 50 AT-6B airplanes directed by the President to be allocated to South American republics, four (4) have been allocated to, and accepted by, Ecuador, to be delivered at Salinas, Ecuador, through the U.S. Military Attache accredited to Ecuador. 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. MA to instruct Ecuadorian crews in the operation and maintenance of the airplanes and equipment; upon the completion of which instruction the accompanying crews will return to the U.S. A-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 "American Mission, Salinas, Ecuador", and that the necessary radio spares bombs and ammunition have been released for similar shipment.

#52 Ltr American (16) File

(Do not use reverse side) W-4071.AC.Rev.8/14/41

Page No. --2--

DECLASSIFIED Au 03 452 Small Arms (16)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

SECRET
BY AUTHORITY OF THE CHIEF of the ARMY AIR FORCES

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

Tally No. AAF.

DECLASSIFIED
DOD Dirs. 5 Nov. & 20 June 1972
By NND/AF NC. Date 11/4/25

SUBJECT: Transfer of 4 AT-6B Airplanes to Ecuador.

NO.	FROM	TO	DATE	COMMENTS	AAF/A-WPD AW/sl
1.	AAF A-WPD	AAF AAG	1942 2/20	1. It is requested that directives be issued to the Assistant Chiefs of the Air Staff, A-1, A-2, and A-3, substantially in the suggested forms therefor hereto attached, identified as Tab A, Tab B, and Tab C, respectively. 2. Upon receipt of the necessary data from 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 Salinas, Ecuador, the 4 AT-6B airplanes, which have been allocated to, and accepted by, the Ecuadorian Government; authorizing the travel involved and providing the appropriate monetary allowances. The personnel will be directed to report, upon arrival at Salinas, Ecuador, to the U. S. Military Attache accredited to Ecuador; under his direction and control to instruct Ecuadorian 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 return to their respective former stations and duties in the United States. Concurrences: A.C. of S., A-1 A.C. of S., A-2 A. C. of S., A-3 for H.L.G. C/ A-WPD Incls. 1 - Tab A 2- Tab B 3- Tab C (see next page for memo for record)	

(Do not use reverse side) W-4077, AC, Rev. 8/14/41

SECRET DECLASSIFIED Page No. -1-

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir. 5200.9
8 Dec. & 20 June 1974
By [illegible] NC, Date 11/10/15

SECRET

DECLASSIFIED

DIRECTIVE MEMORANDUM FOR THE ASSISTANT CHIEF OF THE AIR STAFF, A-1.

Subject: Transfer of 4 AT-6B Airplanes to Ecuador.

1. You are directed to select, and to furnish to the Air Adjutant General and to the Assistant Chief of the Air Staff, A-3, the names, serial numbers and present stations and assignment of, the following personnel to ferry four (4) airplanes to Salinas, Ecuador, and to act as instructors:

(a) Four (4) Air Corps pilots, competent to fly, and to instruct Ecuadorian pilots in flying, AT-6B airplanes. The senior pilot should have at least two years experience in flying tactical airplanes after completion of his pilot's training at the Air Corps schools.

(b) Two (2) enlisted airplane mechanics qualified to act as crew chiefs for the AT-6B airplanes and to instruct Ecuadorian mechanics in the care and maintenance of the airplanes and engines.

(c) One enlisted radio mechanic qualified to maintain, and to instruct Ecuadorian personnel in the maintenance of the radio equipment of the AT-6B airplanes.

(d) One enlisted armorer qualified in the care and maintenance of the armament equipment of the AT-6B airplanes, including bomb racks, and to instruct Ecuadorian 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, with whom you will coordinate. A-WPD is monitoring the project.

5. Report of action taken is directed.

for. J. J. YORK,
Colonel, Air Corps,
Secretary, Air Staff

SECRET
DECLASSIFIED

Air 24-452.1 S. America (14)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
DOD 5200
8 Jan. & 20 June 1974
By [illegible] NG Date [illegible]

DIRECTIVE MEMORANDUM FOR THE ASSISTANT CHIEF OF THE AIR STAFF, A-2.

Subject: Transfer of 4 AT-6B Airplanes to Ecuador.

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 Ecuador, at Salinas, Ecuador, of the 4 AT-6B airplanes which have been allocated to, and accepted by Ecuador. With the airplanes there is to be delivered the necessary spare parts and a ninety day supply of bombs and ammunition. Crews (1 pilot, 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 Ecuadorian 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 Ecuadorian authorities, Ecuadorian 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 "American Mission, Salinas, Ecuador", the necessary spares for the airplanes. The necessary radio spares, bombs and ammunition have been released for shipment in the same manner. These spare parts, equipment and ammunition were intended for, and should have been consigned to, the U. S. Military Attache accredited to Ecuador, to be received by him at Salinas, Ecuador. Through proper channels, you will so advise the U. S. Military Attache and the Chief of the Military Aviation Mission in Ecuador.

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 Quito, Ecuador. The U. S. Military Attache will be informed that he, upon the advice of the Chief of the U. S. Military Aviation Mission to Ecuador, and the senior ferrying pilot, and with the approval and concurrence of the authorized representative of the Government of Ecuador, will determine when Ecuadorian crews have been sufficiently instructed in the oper-

DECLASSIFIED
~~SECRET~~

Ecuador 1 (10)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

action and maintenance of the airplanes and equipment. When Ecuadorian crews have been sufficiently instructed, the U. S. Military Attache will release the ferrying personnel to return to the United States. The Military Attache will be requested to advise the Chief of the Army Air Forces when the crews are released.

4. Directive memoranda are being concurrently issued to the Assistant Chiefs of the Air Staff, A-1, A-3, with whom you will coordinate. The Assistant Chief of the Air Staff, A-WPD, is monitoring this project.

5. Report of action taken is directed.

for J. J. YORK,
Colonel, Air Corps,
Secretary, Air Staff.

DECLASSIFIED
SECRET

DECLASSIFIED
DOD Dir.
By MW/AP NCL Date 11/14/74

DECLASSIFIED
SECRET

DIRECTIVE MEMORANDUM TO THE ASSISTANT CHIEF OF THE AIR STAFF, A-3.

Subject: Transfer of 4 AT-6B Airplanes to Ecuador.

1. Of the 50 AT-6B airplanes directed by the President to be allocated to South American republics, four (4) have been allocated to, and accepted by Ecuador, to be delivered at Salinas, Ecuador, through the U.S. Military Attache accredited to Ecuador.

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 Ecuadorian crews in the operation and maintenance of the airplanes and equipment; upon the completion of which instruction the accompanying crews will return to the United States.

3. 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.

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

(4) To direct the personnel in securing proper passports and visas; and instruct them in regard to regulations which will govern their flight over foreign territory;

(5) To provide for defraying such expenses as will be incurred, necessarily incident to the flight; and

(6) To accomplish the performance of the mission.

The pilot who will command the flight will be instructed that, for diplomatic reasons, the Military Attache, with the approval and concurrence of the authorized representatives of the Government of Ecuador, will determine when Ecuadorian crews have been sufficiently instructed in the operation and maintenance of the airplanes and equipment; but the senior ferrying pilot will advise and consult with the Military Attache and with the Chief of the U. S. Military Aviation Mission to Ecuador and undertake to insure, in so far as he is able, that the Ecuadorian personnel are competent in the operation and maintenance of the equipment, before the instruction is deemed sufficient.

c. To furnish the Air Adjutant General with a copy of the schedule for the performance of the ferrying mission, and any other data he may require for the preparation of necessary orders.

d. To deliver to the Assistant Chief of Staff, G-2, through the Assistant Chief of the Air Staff, A-2, for transmission to the U. S. Military Attache at Quito, Ecuador, 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, for the accomplishment of this project, to the Assistant Chief of the Air Staff, A-1, A-2, with whom you will coordinate. The Assistant Chief of the Air Staff, A-WPD, is monitoring this project.

5. Report of action taken is directed.

for J.J. YORK
Colonel, Air Corps,
Secretary, Air Staff.

DECLASSIFIED

Air AG 452.1 S America (6-

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
FEB 20 1942
DATE

(Air AG)

February 19, 1942

SUBJECT: AT-6B Airplanes to South American Countries.

TO : The Chief of the Air Corps.

1. Reference Routing and Record Sheet from A-4 Division of the Air Staff, subject: "Allocation of 50 AT-6B Airplanes among certain South American Countries.

2. It is directed that you ship by first available water transportation necessary spares for AT-6B Airplanes which are to be flown to South American countries as follows:

No. of Planes	Country	Consignee
15	Chile	American Mission, Santiago, Chile
9	Peru	U.S. Military Attache, Lima, Peru
4	Ecuador	American Mission, Salina, Ecuador

3. It is directed that you inform the Chief of the Army Air Forces when shipment has been made.

By command of Lieutenant General ARNOLD:

R. C. LEWIS,
Major, Air Corps,
Acting Ass't. Air Adj. Gen.

4552.1 Ad Americas (5)

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

AAF-39

DECLASSIFIED Air 00 452.1 to Americas (5)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

SECRET

DECLASSIFIED

DECLASSIFIED
DOD DIR
By [illegible] Date [illegible]

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

File No.

Tally No. AAF 14-4/182

SUBJECT: AT-6B Airplanes to South American Countries.

NO	FROM	TO	DATE	COMMENTS
				AAF/A-4 JOS/emd
1	AAF A-4	AAF AAG	1942 2/15	1. It is requested that a directive, substantially as follows, be sent to the Chief of the Air Corps: "1. Reference Routing and Record Sheet from A-4 Division of the Air Staff, subject: "Allocation of 50 AT-6B Airplanes Among Certain South American Countries." 2. It is directed that you ship by first available water transportation necessary spares for AT-6B Airplanes which are to be flown to South American countries as follows: No. of Planes — Country — Consignee 15 — Chile — American Mission, Santiago, Chile 9 — Peru — U.S. Military Attache, Lima, Peru 4 — Ecuador — American Mission, Salina, Ecuador 3. It is requested that you inform the Chief of the Army Air Forces when shipment has been made." for TJH, Jr. C/A-4

Eq. Army Air Forces
FEB 17 ..
AAG RECEIVED

DECLASSIFIED

SECRET (Do not use reverse side) W-4071, AC. Rev. 8/14/41

Page No. -1- AAG 452.1 No. Amer (15)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

AAF/AWPD
AW/a
2/17/42

AAF/AWPD/70-2

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, WPD:

Subject: Transfer of AT-6B Airplanes to South American Republics.

1. Upon acceptance by the respective South American countries of the AT-6B airplanes allocated to them, from the 50 airplanes directed by the President to be allocated to South American countries, it has been determined that the airplanes consigned to the following named countries will be ferried by Army Air Force crews:

Chile	-	15	Ecuador	-	4
Brazil	-	10	Colombia	-	4
Peru	-	9	Venezuela	-	4

2. The Chief of the Army Air Forces desires that, if at all feasible, the airplanes to be flown to these South American countries make the flights with the normal loads of machine gun ammunition. The flights will necessarily traverse territory of Central American and South American countries indicated on Tab A, attached hereto.

3. It is requested that War Plans Division advise the Chief of the Army Air Forces:

a. Whether, under existing diplomatic arrangements with the countries over whose territory the airplanes will be flown, either or all of these ferry missions may be made with airplanes carrying machine gun ammunition ready for use.

b. If new arrangements are required, whether such arrangements can be made for either or all, and if not all, then for which of the flights, without unreasonably delaying the delivery of the airplanes.

452.1 South Amer. (11)

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	
			WD								

DECLASSIFIED

AAF-39

~~SECRET~~

DECLASSIFIED

4. If additional arrangements are necessary and such arrangements can, in the judgment of War Plans Division, be made without unreasonably delaying the delivery of the airplanes, it is requested that action be taken to secure permission of the countries from which such permission has not already been obtained, for the making of these flights by the AT-6B airplanes armed as above indicated.

For the Chief of the Air Staff:

H. L. GEORGE
Col., Air Corps
Assistant Chief of the Air Staff, A-WPD

Incl:
Tab A.

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	

- 2 -

DECLASSIFIED

~~SECRET~~

AAF-39

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

TAB A

FERRY MISSION TO:	NUMBER OF AIRPLANES		COUNTRIES TO BE TRAVERSED
1. Venezuela:	4	A	Mexico Guatemala Salvador Nicaragua Costa Rica Panama
		R	Columbia
2. Columbia:	4	A	Mexico Guatemala Salvador Nicaragua Costa Rica Panama
3. Ecuador:	4	A	Mexico Guatemala Salvador Nicaragua Costa Rica Panama
		R	Columbia
4. Peru:	9	A	Mexico Guatemala Salvador Nicaragua Costa Rica Panama
		R	Columbia Ecuador
5. Chile:	15	A	Mexico Guatemala Salvador Nicaragua Costa Rica Panama
		R	Columbia Ecuador Peru
6. Brazil:	10	A	Mexico Guatemala Salvador Nicaragua Costa Rica Panama
		R	Columbia Venezuela British Guiana Surinam

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED
DOD Dirs.
8 Jan. & 20 June 1974
By MHJ/AFF

WAR DEPARTMENT
DECLASSIFIED

HEADQUARTERS OF THE ARMY AIR FORCES

WASHINGTON

February 6, 1942.

452.1 South America (13)

MEMORANDUM FOR: General Harmon.

SUBJECT: Conference with Mr. Tom Burke re planes for South America.

1. In the conference no further requests were advanced for the diversion of transport aircraft from present Air Corps and British allocations.

2. At this conference Mr. Tom Burke made an informal request that General Arnold be informed that he had kept his promise not to "ask for more transport aircraft at this time."

3. The possibility of securing seven (7) "Lati" transports for the Army, if we could use them, was suggested by Mr. Burke.

4. General Olds is now investigating the practicality of obtaining these aircraft for our use.

O.A. ANDERSON,
Lt. Colonel, Air Corps,
Air Staff, AWPD.

Noted
H.

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

February 4, 1941.

MEMORANDUM FOR COLONEL ANDERSON - A-WPD.

1. There will be a State Department conference tomorrow, Thursday, at 2:30 P.M. in the Office of Mr. Tom Burke, at which recent activities in connection with Ecuador, Peru and possibly Brasil, will be discussed.

2. Although this would ordinarily be an A-2 assignment, it is desired that you attend this meeting as Mr. Burke is extremely interested in the expansion of the airlines operating in Latin America and you will be able to give him briefly our commitments in regard to transport airplanes and possibly some indication as to when we may be able to supplement the lines now operating in that area.

3. I have advised Mr. Burke that you will be present.

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

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~
DECLASSIFIED

AAF/A-4/63

Allocation of 50 AT-6B Airplanes Among Certain South American Countries.

AAF/A-4
RPG/end

1 AAF A-4 O/AC 2/4 1942

1. For your information and planning purposes the following is furnished. 50 AT-6B Airplanes are to be allocated to South American countries as follows:

Planes	Country	Consignee
15	Chile	American Mission, Santiago, Chile
9	Peru	U. S. Military Attache, Lima, Peru
4	Ecuador	American Mission, Salinas, Ecuador
4	Venezuela	U. S. Military Attache, Caracas, Venezuela
4	Colombia	American Mission, Bogota, Colombia
10	Brazil	American Mission, Fortaleza, Brazil
4	Uruguay	U. S. Military Attache, Montevideo, Uruguay

The port to which planes and aircraft spares are to be shipped will be determined later.

2. There will be a boat available at San Francisco Port of Embarkation for shipments to Chile, Peru, and Ecuador to sail about February 15th; another boat available at New Orleans Port of Embarkation for Venezuela and Colombia to sail about February 15th; and a boat at New Orleans for Brazil and Uruguay to sail about February 20th.

3. All AT-6B's will be flown to the countries indicated, except Uruguay, in which case it will be necessary to ship the four (4) planes by water transportation. Transfer of airplanes and necessary spares will be accomplished when authority has been obtained by WPD through the State Department. Further information will be given as to destination and release when it is available.

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	
									ELH, Jr. C/A-4		

AAF-39

-1-

SECRET

~~SECRET~~
DECLASSIFIED

AAF/A-3
JHA-gum

February 2, 1942

MEMORANDUM FOR CHIEF OF WAR PLANS DIVISION:

Subject: Allocation of Fifty AT-6B Airplanes Among Certain South American Countries.

1. Reference your memorandum to the Chief of Army Air Forces dated January 30, 1942 subject as above, the following data is furnished for your information:

a. Based on information received informally from the War Plans Division to the effect that there is a scarcity of bottoms available for shipping the AT-6B airplanes in question, an investigation was made as to the feasibility of ferrying these airplanes from the United States to the South American countries concerned. This investigation indicates that these airplanes can be ferried to all of the countries except Uruguay. Due to the mountainous terrain and lack of suitable airports enroute, coupled with the fact that the pilots will be relatively inexperienced, it is not considered advisable to attempt to ferry them to that country if bottoms can be made available.

b. The points where the airplanes are to be delivered in these countries, in event it is decided to ferry them, should be determined as soon as practicable in order that a definite decision can be reached as to whether the planes can be delivered at the desired point by ferrying them.

c. The AT-6B airplanes can be ferried to the following countries and delivered as indicated below:

Brazil
Belem, Sao Luiz, Fortaleza, Natal or Recife.

Venezuela
Maracaibo, Maracay or La Guara

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	
					DECLASSIFIED						

AAF 39

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

Colombia
Cali, Turbo, Cartagena, or Barranquilla.

Equador
Guayaquil, Quito, or Salinas.

Chile
Arica, Antofagasta or Santiago.

Peru
Lima or Talara.

2. In view of the foregoing, it is recommended that the AT-6B airplanes be ferried to all of the South American countries concerned except Uruguay and that the airplanes be shipped to Uruguay by water transportation.

For the Chief of the Air Staff

R. S. VANDENBERG
Colonel, Air Corps.,
Assistant Chief of the Air Staff, A-3

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	Sig Officer	
					1/m		11/6				

DECLASSIFIED

AAF 19

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
Doc No. AAF/a-4
By NARA Date 11/14/75 CHM/rfc

~~SECRET~~
DECLASSIFIED

Written February 21, 1942.

Subject: Acquisition of German Commercial Aircraft in South America.

3rd Ind.

War Department, Headquarters, Army Air Forces, Washington, D. C.
FEB 26 1942 To: Chief of Air Corps, Attn. Materiel Division.

1. Reference paragraph 2, second indorsement above. It is desired that acquisition of Aircraft in Bolivia await the report of Minister Dawson upon which further action will be based.

By Command of Lieutenant General Arnold

3 Incls. n/e

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

452.1 S American (10)

Hq. Army Air Forces
FEB 26 1942
AAG RECEIVED

FEB 28 1942
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	
WJF						TJH 2/2					
					DECLASSIFIED						

AAF-39

~~SECRET~~

Air Ltr 452.1 S American (10)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

C O P Y

November 28, 1941.

Mr. William A. M. Burden, Vice President,
Defense Supplies Corporation,
Washington, D. C.

Dear Bill:

Thank you for your letter of November 25, 1941 which conveyed the assurance of Defense Supplies Corporation of complete agreement on previously determined prices for transfer of German commercial air transports to War Department, and the desire of the War Department to acquire this equipment as promptly as possible.

One of the original purposes of de-Germanization of commercial aviation in Latin America was the complete elimination of all German flight equipment from Latin America and replacement with equipment of American manufacture.

The necessity of retaining one JU-52 in Bolivia and one in Ecuador for freight and other local services, is recognized and approved. It may be desirable that you retain title to these planes and charter them to Panagra or LAB. This is commended to your consideration as against a sale with repurchase option.

Your letter indicates that two JU-52's and one JU-85 will be available to the Army Air Forces promptly the Bolivian and Ecuadorian evaluation boards reach a decision. Upon advise from you of the availability of these planes, Army Air Forces pilots will transport them to their intended destination.

Sincerely,

E. F. GILLESPIE,
Major, Air Corps.

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

C DECLASSIFIED
DOD Dir. 5200.9 & 29 June 1974
By [illegible] Date 11/14/78

Subject: Acquisition of German Commercial Aircraft in South America.

3. AAF OCAC 1942
AWPD Mat.Div. 1/6
(4-E-4)

1. The C/AAF desires that Material Division OCAC contact Mr. William A. M. Burden, Vice President, Defense Supplies Corp. and make arrangements to purchase any and all JU-52 and JU-86 airplanes and necessary accessories which may be acquired by Defense Supplies Corp. in connection with the de-Germanization of commercial aviation in Latin America.

2. It is understood that the Chief, Materiel Division will request the Chiefs of the U. S. Army Aviation Missions or attaches for Air in the respective Latin American Countries to inspect and evaluate the aircraft and spares, and then have the airplanes delivered to the depot at Panama for further inspection, from which point disposition will be made.

/s/
H. L. G.
C/AWPD

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

COPY

DEFENSE SUPPLIES CORPORATION
Washington, D. C.

February 10, 1942

Major Charles H. Wooley
Headquarters, Army Air Corps
Room 3111 - Munitions Building
Washington, D. C.

DECLASSIFIED
Authority GSA Memo 14 Jul 72
BY EVT NARS, Date 3/23/82

Dear Major Wooley:

As you know, the Defense Supplies Corporation is negotiating with Lloyd Aereo Boliviano to obtain one Junkers JU-52 and one Junkers JU-86 which are desired by the Air Corps. We have been asking the assistance of the American Legation in Bolivia in carrying out the formalities attendant upon the removal of these ships. A few days ago we received a despatch from Minister Dawson in which he states:

"I do not believe it is advisable politically to have any of the planes removed from Bolivia at this time when it is probable that we shall not be able to supply the Bolivian government promptly with the other army air equipment for which they are asking. In a conversation which the President had with me on January 27, he remarked that spare Junkers were practically the only airplanes which Bolivia had at this time.

"Of the Ju-52's regular use in being made of one, and if freight contracts which are pending and which would necessitate expansion of the services of LAB are carried out, the other will be needed.

"The only plane that can be conveniently spared is the JU-86, It is suggested that until the psychology of the Bolivian government is right for such action, acquisition be temporarily held in abeyance. Telegraphic report will be made at the appropriate time."

We have asked the State Department to again wire Minister Dawson that the United States Army considers the removal of the German ships a matter of extreme urgency. I will let you know as soon as a reply has been received.

Sincerely yours,

(Signed) Wm. A. M. Burden

Wm. A. M. Burden
Vice President

DECLASSIFIED

Incl #3

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET DECLASSIFIED

TO: The Chief of the Army Air Forces,
Attention: Air War Plans Division.

It will be noted in the quoted cablegram that Panagra wants one of the JU-52 airplanes. Mr. Burden was contacted in this regard, and he produced a letter dated November 28, 1941, from Major Gillespie, copy of which is attached, which approved the retention of one JU-52 in Bolivia, and one in Ecuador for freight and other local services.

4. In view of the fact that our directive of January 6, 1942, requires that we make arrangements to purchase any and all of the JU-52's and JU-86's and necessary accessories which may be acquired by Defense Supplies Corporation, and Major Gillespie's letter of November 28, 1941, to Mr. Burden authorizing the retention of one JU-52 in Bolivia and one in Ecuador for freight and other local services, it is requested that a decision be rendered as to whether or not this Division shall acquire all the airplanes as directed, or whether Defense Supplies Corporation shall be permitted to retain the two JU-52's mentioned in the preceding paragraph.

For the Chief of the Air Corps

/s/
DONALD F. FRITCH
Lieut Col., Air Corps
Assistant Executive
Materiel Division.

Cy ltr frm Maj. Gillespie
to Mr. Burden, 11/28/41.
Cy R&R, 3rd Comment, 1/6/42.

1st Ind.

War Department, Headquarters Army Air Forces, Washington, D. C.
To: The Chief of the Air Corps (Materiel Division).

1. It is desired that the arrangements for the retention in service of two JU-52 airplanes previously made by Major Gillespie be carried out and that subsequent airplanes of German manufacture acquired by Defense

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED ~~SECRET~~

Supplies Corporation be in turn acquired by the Materiel Division in accordance with directive of January 6, 1942

By Command of Lieutenant General Arnold

/s/

Incls. n/c

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

(4-E-4)

Subject: Acquisition of German Commercial Aircraft in South America.

2nd Ind. Feb 17 1942

War Department, Office, Chief of the Air Corps, Washington, D. C. to Assistant Chief of Air Staff. Attention: Air War Plans Division.

1. Attached hereto is a copy of a letter from the Defense Supplies Corporation, Washington, D. C., to Major Charles H. Wooley, relative to the acquisition of German Aircraft in South America, referred to in basic communication.

2. In view of the contents of the attached letter from the Defense Supplies Corporation, a decision is requested as to whether the Office, Chief of Air Corps, should proceed in accordance with the Directive in the 1st Indorsement, or whether this procurement should be held in abeyance pending the report of Minister Dawson from Bolivia.

For the Chief of the Air Corps

3 Incls.
Added: Incl. #3 --
cy ltr. frm. Def.Sup.
Corp. to Maj. C.H.Wooley,
dated 2/10-42.

/s/
F. I. ORDWAY, JR.,
Major, Air Corps,
Asst. Exec., Mat. Div.

DECLASSIFIED

-3- ~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

JAN 30 1942

DECLASSIFIED
DOD ltr
6 20 June 1974
By NNA/RE LC, Date 4/14/75

SUBJECT: Acquisition of German Commercial Aircraft in South America.

TO: The Chief of the Army Air Forces,
Attention: Air War Plans Division.

1. Under date of January 6, 1942, the Chief of the Army Air Forces requested that the Office of the Assistant for Procurement Services, OCAC, contact Mr. William A. M. Burden, Vice President, Defense Supplies, Corporation, for the purpose of acquiring any and all JU-52 and JU-86 airplanes and necessary accessories which may be acquired by the Defense Supplies Corporation in connection with the de-Germanization of commercial aviation in South America.

2. Under date of January 15, 1942, a cablegram was sent to the Chief, United States Army Aviation Mission in Lima, Peru, requesting that he make arrangements to contact Mr. Parker Van Zandt of Defense Supplies Corporation, and have inspected and evaluated all JU-52 and JU-86 airplanes which are being acquired by Defense Supplies Corporation, and to make arrangements for these airplanes to be ferried to the depot at Panama for further inspection and determination of disposition.

3. Under date of January 19, 1942, the following cablegram, which is paraphrased, was received from the Military Attache, Lima, Peru:

"No. 60. With regard to acquisition of JU 86 and JU 52 planes at Quito and La Paz by Mister Van Zandt, Defense Supplies Incorporated, it is requested that the OCAC be informed as follows: At $20,000 each he has option to buy 2 JU 52 in Ecuador. One of these belongs to Condor, Brazil. For local service where Douglases cannot be used Panagra wants one of these planes. Booked prices for one JU 86 Great Cochabama has been offered Lloyd Aero Boliviano in La Paz by Van Zandt. The 2 JU 52 in Bolivia are not for sale but are being used in Airline service. If care is taken, all planes can be flown to Panama. Can arrange for Ferry through Commanding General, Caribbean Defense Command or hire local civilian pilots if and when Van Zandt advises these airplanes purchased by his organization. JU 86 in Bolivia has old engine and fixed propeller. With regard to further developments will advise you.

ENT"

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DECLASSIFIED
DOD Dir. 5 200.9
8 Jan. & 20 June 1974
By NW/NND MD Date 11/14/96

SUBJECT: Acquisition of German Commercial Aircraft in South America.

2/2/42

AAF/AWPD
HLG/CHW-sea

1st Ind.

War Department, Headquarters Army Air Forces, Washington, D. C.
FEB 4
To: The Chief of the Air Corps (Material Division).

1. It is desired that the arrangements for the retention in service of two JU-52 airplanes previously made by Major Gillespie be carried out and that subsequent airplanes of German manufacture acquired by Defense

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Deputy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A- WPD	A. Insp.	Budget	Statistics	

DECLASSIFIED

AAF-29

4552.1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

Supplies Corporation be in turn acquired by the Material Division in accordance with directive of January 6, 1942

By Command of Lieutenant General Arnold

Incls. n/c

JOHN B. [illegible]DLEY
Lt. Col[illegible] A. G. D.
Assistant Air A[illegible]tant General

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

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir. 5200.9 & 27 June 1966
By [illegible] NARS, Date 8/14/75

JAN 30 1942

DECLASSIFIED

Acquisition of German Commercial Aircraft in South America.

The Chief of the Army AirForces,
Attention: Air War Plans Division.

1. Under date of January 6, 1942, the Chief of the Army Air Forces requested that the Office of the Assistant for Procurement Services, OCAC, contact Mr. William A. M. Burden, Vice President, Defense Supplies, Corporation, for the purpose of acquiring any and all JU-52 and JU-86 airplanes and necessary accessories which may be acquired by the Defense Supplies Corporation in connection with the de-Germanization of commercial aviation in South America.

2. Under date of January 15, 1942, a cablegram was sent to the Chief, United States Army Aviation Mission in Lima, Peru, requesting that he make arrangements to contact Mr. Parker Van Zandt of Defense Supplies Corporation, and have inspected and evaluated all JU-52 and JU-86 airplanes which are being acquired by Defense Supplies Corporation, and to make arrangements for these airplanes to be ferried to the depot at Panama for further inspection and determination of disposition.

3. Under date of January 19, 1942, the following cablegram, which is paraphrased, was received from the Military Attache, Lima, Peru:

"No. 60. With regard to acquisition of JU 86 and JU 52 planes at Quito and La Paz by Mister Van Zandt, Defense Supplies Incorporated, it is requested that the OCAC be informed as follows: At $20,000 each he has option to buy 2 JU 52 in Equador. One of these belongs to Condor, Brazil. For local service where Douglases cannot be used Panagra wants one of these planes. Booked prices for one JU 86 Great Cochabama has been offered Lloyd Aero Boliviane in La Paz by Van Zandt. The 2 JU 52 in Bolivia are not for sale but are being used in Airline service. If care is taken, all planes can be flown to Panama. Can arrange for Ferry through Commanding General, Caribbean Defense Command or hire local civilian pilots if and when Van Zandt advises these airplanes purchased by his organization. JU 86 in Bolivia has old engine and fixed propeller. With regard to further developments will advise you.

EBT"

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

TO: The Chief of the Army Air Forces,
Attention: Air War Plans Division.

It will be noted in the quoted cablegram that Panagra wants one of the JU-52 airplanes. Mr. Burden was contacted in this regard, and he produced a letter dated November 28, 1941, from Major Gillespie, copy of which is attached, which approved the retentionsof one JU-52 in Bolivia, and one in Ecuador for freight and other local services.

4. In view of the fact that our directive of January 6, 1942, requires that we make arrangements to purchase any and all of the JU-52's and JU-86's and necessary accessories which may be acquired by Defense Supplies Corporation, and Major Gillespie's letter of November 28, 1941, to Mr. Burden authorizing the retention of one JU-52 in Bolivia and one in Ecuador for freight and other local services, it is requested that a decision be rendered as to whether or not this Division shall acquire all the airplanes as directed, or whether Defense Supplies Corporation shall be permitted to retain the two JU-52's mentioned in the preceding paragraph.

For the Chief of the Air Corps

DONALD F. FRITCH
Lieut Col., Air Corps
Assistant Executive
Materiel Division.

Cy ltr frm Maj. Gillespie
to Mr. Burden, 11/28/41.
Cy R&R, 3rd Comment, 1/6/42.
fr. AWPD to Mat.

DECLASSIFIED

An 24452, South America (10)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
SECRET

AAF/1-3
Gn.GC/16
DECLASSIFIED
DOD Dir
By [illegible] NARS, Date 11/14/75

JAN 26 1942

MEMORANDUM FOR THE PRESIDENT OF THE UNITED STATES:

Subject: Airplanes for South American Countries.

1. In accordance with your instructions, fifty AT-6B airplanes have been allocated to South American coastal countries as follows:

18 to Brazil
15 to Chile
5 to Peru
4 to Uruguay
4 to Ecuador
4 to Columbia

2. Arrangements are being made to ship these by boat to the countries concerned. They will be accompanied by one pilot and one crew chief for each airplane. The airplanes will be completely equipped with guns, bomb racks, and a ninety-day supply of bombs and ammunition.

3. It is contemplated that as soon as the American crews have completed training the crews of the countries to which these airplanes are assigned, our crews will be returned to the United States.

4. The fifty AT-6B airplanes are scheduled to be ready for delivery at the factory by February 20, 1942. Shipping arrangements are being made for shipment at the earliest possible date thereafter.

5. Letters are being prepared to each of the countries concerned telling them of the detailed plans.

Return to Army
5:45 PM Room 2013

H. H. ARNOLD,
Lieutenant General, U.S.A.,
Chief of the Army Air Forces

HEADQUARTERS ARMY AIR FORCES											
Chief of Staff	Sec'y A. Staff	AAG	A-1	A-2	A-3	A-4	A MPD	A Insp	Budget		
	WDF										

DECLASSIFIED
SECRET

AAF 19

Dispatched JAN 30 1942 AAG

Ltr OS 452.1 South American (9)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES

SECRET

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD ltr.
8 Jan. & 20 June 1974
By AAF/AG DC, Date 10/14/76

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

File No. _____

Tally No. AAF/ _____

Subject: Airplanes for South American Countries.

NO.	FROM	TO	DATE	COMMENTS
1	AAF A-3	AAF AAG	1942 1-13	Request the attached memorandum be sent to the President of the United States. 1 Incl. Memo. WJF for Kane ELN C/A-3

AAF/A-3
GHoC:meb

JAN 12 1942
AG Records 5:45 PM

(Do not use reverse side)

Page No. _____

W-4071, AC.Rev.8/1/41

1452 X

SECRET
DECLASSIFIED

Air 04 452 Latin American 19

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED CONFIDENTIAL

DECLASSIFIED
DOD DIRECTIVE
6 Jan. & 29 June 1954
By NNAA Date 10/14/75

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

JAN 23 1942

MEMORANDUM FOR GENERAL ARNOLD:

SUBJECT: German and Italian Airplanes in South America.

1. A-2 has little further information to add to the attached memorandum from Latin-American Section, G-2.

2. Grounding of Condor, Lati and other axis controlled planes should be constantly watched. Note that "surveillance" of these planes in Brazil, not "guarding" is maintained by the Brazilian Government. On January 13th, an attempt to revitalize Condor after "weeding out" axis elements, was reported. This should be prevented, if possible.

3. "Internment" of ex-Scadta employees in Colombia should be viewed with distrust also "taking over" of Condor radio stations in Brazil.

4. The whole matter is but a small part of our apparent inability at this time to maintain adequate protective and defensive measures in this area. All possible pressure must be brought to bear upon the various governments to enforce these measures rigidly, or to authorize action on our own part.

For the Chief of the Air Staff:

1 Incl.
Memo to C/Intel.Div.
frm Ch/Latin Amer. Sect.,
1/19/42.

Martin F. Scanlon

MARTIN F. SCANLON,
Brigadier General, U. S. Army,
Assistant Chief of the Air Staff, A-2.

452.1 South America (5)

File A-2
per request Col Curtis, AAF

CONFIDENTIAL
DECLASSIFIED

AAG 452.1 South America (5)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL DECLASSIFIED

DECLASSIFIED DOD Dirs. 6 Jan. & 20 June 1974 By [illegible] NC, Date [illegible]

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
MILITARY INTELLIGENCE DIVISION G-2
WASHINGTON

January 19, 1942

MEMORANDUM FOR CHIEF, INTELLIGENCE BRANCH:

Subject: German and Italian Commercial Airplanes.

With reference to your memorandum of January 19, 1942, the following information is submitted:

Brazil.

Planes:

LATI: 6 at Recife (one in bad condition)
Condor: 10 at Rio de Janeiro (3 under overhaul)
3 at Fortaleza
2 at Sao Luiz
1 at Rio Branco
1 at Corumba
1 at Teresina (out of commission)
Note: 5 at Buenos Aires, Argentina, of which 2 are being overhauled.

Pilots:

LATI: Number unknown. Not believed confined.
Condor: 15

Supervision:

Guards were placed around the grounded Condor planes at Rio on December 12. State Department urged guarding of all on December 22. Strict surveillance, if not actual guarding, is maintained by Brazilian government. The radio stations of the companies have been taken over. Three of the large LATI planes at Recife were ordered to Natal to be placed under guard of General Gomes on January 10, 1942.

A-2 Check this & see what action is necessary by us

Colombia.

German or Italian commercial planes: None.

Pilots:

About 50 ex-Scadta pilots have been interned, but there is some question as to the degree of restraint.

CONFIDENTIAL DECLASSIFIED

A-2 1/19/42

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

DECLASSIFIED

Supervision:

For the past two months special police have been guarding the airdromes of Avianca, local air transport company in Colombia. This precaution was taken to guard against sabotage.

General:

There are probably not over half a dozen privately owned planes in Colombia.

Ninety percent of the Palanquero Military Air Base officers are considered pro-Nazi by the Military Attache. Danger lies in the possibility of a plane being flown in from Brazil or elsewhere to be serviced and loaded at Palanquero for an attack on the Panama Canal.

Venezuela.

Planes: None.

Pilots: None.

General:

There is no great danger of an attack from Venezuela.

Ecuador.

Planes:

Sedta was operating two JU-52 transport planes when its contract was cancelled in 1941. Disposition of these planes is unknown. These two ships seen at Quito airport under Ecuador army guard by Col. Heard in September.

Pilots:

In September, 1941, there were two pilots and 19 Sedta employees.

Supervision:

It is not known what degree of supervision the Government is exercising over former Sedta employees.

Peru.

Planes:

The two Junker transport planes of Lufthansa, German air line in Peru, have been taken over by the National Airlines (Peruvian) and are now being overhauled.

Pilots:

Nothing is known of the disposition of Lufthansa personnel.

DECLASSIFIED

CONFIDENTIAL

11/9/42

CONFIDENTIAL

Chile.

Planes: None.

Pilots:

It is believed that some pilots are in Santiago.

General:

Nothing is known of what disposition was made of any personnel or equipment which Condor may have had in Chile.

Argentina.

Planes:

Condor: 2 tri-motored, 17 passenger Junkers JU-52, 650 h.p. at Buenos Aires.

LATI: None.

Air France: 1 Potez, 4 Dewoitines, 1 Dpuglas C-3. Present location of these planes is unknown.

Pilots:

No information available on number, location, or status of personnel, of either LATI or Condor.

Bolivia.

Planes: None.

Pilots:

Former pilots of LAB (Lloyd Aereo Boliviano) have remained in Bolivia; three German pilots recently left for Argentina.

Supervision:

No information available as to supervision of personnel of German and Italian companies.

Townsend Heard
TOWNSEND HEARD,
Colonel, G. S. C.
Chief, Latin American Section.

DECLASSIFIED

CONFIDENTIAL

-3-

11/9/42

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DOD 5200.1-R
By [illegible] NLT 9/15/76

WAR DEPARTMENT
THE ADJUTANT GENERAL'S OFFICE
WASHINGTON

IN REPLY REFER TO AG 381 (12-18-41)MSC-B

MNE/fdp-1705

DECLASSIFIED
~~SECRET~~

January 17, 1942.

Auth: T.A.G.
Initials: GRC
Date: JAN 17 1942

SUBJECT: Assignment of Additional Assistant Military Attaches, Observers, Pilots and Planes in Latin America.

TO: Chief of the Army Air Forces.

1. It is desired that you assign:

a. One (1) two-motored plane to Colombia, in addition to the O-47 believed to be available from General Andrews.

b. Two (2) amphibian planes with two pilots, crews and parts for use in patrolling the Amazon Region.

c. Ten (10) twin-engine planes and pilots with necessary crews to cover localities listed in Inclosure No. 2.

2. It is desired further that highest priority be given to the assignment of officers to posts listed in Inclosure No. 1.

By order of the Secretary of War:

Joseph R. Clark.
Adjutant General.

3 Incls.
#1 - List of Additional Officers Needed.
#2 - List of Planes on Hand and Wanted.
#3 - Paraphrase Extract from Military Attache, Bogota to MID, 1-2-42.

452.1 So. Amer. (7)

JAN 1942

DECLASSIFIED
~~SECRET~~

A-21/v1
Air WM 452.1 26. (7)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

TAB A

DECLASSIFIED
mw/Ad 11/14/75

ADDITIONAL OFFICERS NEEDED

Location	Additions to M/A Office. Army	A.C.	Nos.	Observers Location.
Colombia	(1)	1	(3)	Cali, Medellin, & Turbo.
Venezuela	(1)	1	(3)	Maracaibo, Ciudad Bolivar, & Barcelona.
French Guiana			(1)	Cayenne. (Awaiting approval by State Dept.)
Brazil	1	2	(8)	Manaos, Curityba, Fortaleza, Recife, Sao Salvador, Sau Paulo, Porto Alegre, & Corumba.
Paraguay	1			
Uruguay	(2)			
Argentina	(2)	1	2	Cordoba, Bahia Blanca.
Bolivia		1	1	[redacted].
Chile	(1)	1	2	[redacted] Montt, Valdivia.
Peru	1		1	Iquitos.
Ecuador	1	1		
Costa Rica	1			
Nicaragua	1			
Guatemala	1	1		
Mexico		1	3	Aguacaliente, Oaxaca, Merida.
Haiti	(1)	1		
TOTAL	15	11	24	

○ Indicates action already under way. See par 2 of Memo.

DECLASSIFIED

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

TAB B

DECLASSIFIED
DOD DIR 5200.9
4/14/75

*PLANES ON HAND AND WANTED

Country	On Hand	Needed
Colombia	1 C-45A	1 Twin Engine
Venezuela	1 C-45A	1 Twin Engine
Brazil (Amazon		2 Amphibians
(Rio		1 Twin Engine
Argentina (Paraguay		1 Twin Engine
(Uruguay		
Bolivia		1 Twin Engine
Chile		1 Twin Engine
Peru	1 Vultee	
Ecuador		1 Twin Engine
Mexico	1 C-45A	1 Twin Engine
Guatemala) Salvador) Nicaragua) Costa Rica)		1 Twin Engine
Cuba) Haiti) Dominican Republic)		1 Twin Engine
TOTAL	4	10 Twin Engines 2 Amphibians

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD IBs
E.O. 12356 & 20 June 1974
By MU/RT NCD Date 11/14/75

~~SECRET~~

DECLASSIFIED

PARAPHRASE EXTRACT

January 2, 1942

From: Military Attache, Bogota

To: Military Intelligence Division

* * * * * * * * * * *

As recommended by General Miles, I urge that three additional air attaches be assigned to Bogota with three planes for surveillance of Colombia.

The Ambassador is opposed to this, but I recommend you take it up with the State Department.

General Andrews says that an O-47 plane can be made available in a few days and I understand that Kelly has been assigned.

* * * * * * * * * * *

DECLASSIFIED

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL DECLASSIFIED

AAF/A-2

AIR

(Wtm 1/8/42) JAN 13 1947 DECLASSIFIED DOD Dir. 5 Jan. & 20 June 1974 By: [illegible] NARS, Date: 8/15/75

AAF/A-2/7

MEMORANDUM FOR THE CHIEF OF STAFF:

SUBJECT: Airplanes for use of Assistant Military Attaches for Air and Air Observers in South and Central America.

I. Discussion.

1. Twin-engine airplanes of the C-45 or C-45A type are urgently needed for the use of Assistant Military Attaches for Air and Air Observers in South and Central America.

2. Conditions of weather and terrain as well as the scarcity of airport facilities render the operation of single engine aircraft hazardous and undesirable in these areas.

3. Without airplanes of this type the scope of action and opportunity for reconnaissance of these observers is negligible at a time when information from such areas is of vital importance.

4. As of December 28, 1942, the Air Corps had 21 C-45 or C-45A airplanes. Of these ten (10) are now assigned to foreign stations. Of the others, two (2) are assigned to Commanding Generals, Second and Third Armies, three (3) to Commanding Generals of the 7th, 8th, and 9th Corps Areas, and nine (9) to Air Forces for use of fifteen Commanding Generals of nine Army Corps and six Corps Areas. One (1) is assigned to Commanding Officer, Air Corps Ferrying Command, two (2) to Air Service Command, one (1) to Air Vice Marshal Harris, one (1) to Armored Force Commanders, one (1) to Army GHQ, and one (1) to Air Force Combat Command.

II. Action Recommended.

The Secretary of War directs:

1. That the Chief of the Army Air Forces be directed to provide suitable military or commercial type aircraft, single-engine, if necessary, to substitute for the C-45 or C-45A airplanes now assigned for use of Corps Area or Army Corps commanders or such other stations within the United States where such substitution may be temporarily possible.

2. As released, it is directed that such C-45 or C-45A airplanes be made immediately available for assignment to South and Central American countries for use of Assistant Military Attaches for Air or Air Observers now or about to be stationed there.

452.1 Mo (5)

ghf

DECLASSIFIED CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED CONFIDENTIAL

3. Attention is invited to the request made by the Chief of the Latin American Section, G-2, through Office Chief of the Air Corps, Intelligence Division, on January 1, 1942, that suitable aircraft be immediately provided for this purpose.

III. Concurrences.
A. C. of S., G-2 (R.E. Sec /s/

For the Chief of the Air Staff:

1 Incl.
Memo for Chf,A-2
fm A.C. of S., A-2,
12/22/41.

HARRIS F. SCANLON,
Brigadier General, U. S. Army,
Assistant Chief of the Air Staff, A-2.

Dispatched to Sec of S
JAN 14 1942
AAG

DECLASSIFIED CONFIDENTIAL

- 8 -

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

DECLASSIFIED DOD Ltr 9 Jan. & 20 June 1979 By NNAA/NARS Date 11/17/95

December 23, 1941

DECLASSIFIED

MEMORANDUM FOR O & E, A-3

Subject: Allocation of C-45 and C-45A Airplanes.

1. Since the writing of the memorandum under this subject dated December 18, 1941, the following changes have been made in the allocation of C-45 and C-45A airplanes:

a. December 19, 1941, C-45 airplane (Serial No. 40-183) transferred from Bolling Field pool to Military Attache, Mexico. See R&R "Transfer of C-45 airplane", AAF/C/AS to OCAC Air Ser. Com. Lia. dated December 19, 1941.

b. December 22, 1941, C-45A airplane (Serial No. 41-1875) transferred from Bolling Field pool to General Wheeler, Depot, Basra, See R&R " Transfer of C-45A", AAF/C/AS to OCAC, dated December 23, 1941.

2. As of December 23, all C-45 and C-45A airplanes were assigned and located as follows:

Assignment	Location	Serial No.*
1 Military Attache, Mexico	Bolling	40-183
1 General Wheeler, Depot, Basra	Bolling	41-1875
1 Vice Air Marshal Harris	Bolling	40-182
1 Commanding Officer, Ferrying Command	Bolling	40-181
1 Commanding Officer, AFCC	Bolling	41-1872
1 Armored Force Commander	Gedman	40-190
1 Military Mission, Ecuador	Panama	40-186
1 Military Mission, Argentina	Panama	41-1877
1 Commanding General, Second Army	Memphis	40-187
1 Commanding General, Third Army	Brooks	41-1873
1 Army GHQ	Bolling	40-184
1 Philippines	S.A.D.	41-1876
2 Air Service Command	Columbus	40-189
	Hamilton	41-1874
1 Military Mission, Colombia	Colombia	41-1871
1 Military Mission, Colombia	Colombia	41-1865
1 Military Attache, Venezuala	Venezuela	41-1869
1 Military Mission, Brazil	Brazil	41-1866
1 Military Attache, Peru,	Peru	41-1880
1 Commanding General, 7th Corps Area	Offutt	40-188
1 Commanding General, 8th Corps Area	Stinson	40-180
1 Commanding General, 9th Corps Area	Oakland	40-185

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

Assignment	Location	Serial No.*
9 to Air Forces for use of fifteen Commanding Generals of nine Army Corps and six Corps Areas:		
CG IX Army Corps	Gray	41-1861
CG 11 Army Corps	Ft.Dix	41-1862
CG 1st Corps Area	Hillsgrove	41-1863
CG V11 Army Corps	Birmingham	41-1864
CG 1V Army Corps	Jacksonville	41-1867
CG V Army Corps	Beauregard	41-1868
CG V111 Army Corps	Brownwood	41-1870
CG 5th Corps Area	Godman	41-1878
CG 111 Army Corps	Salinas	41-1879

* Note Airplanes in '40 series are C-45's; airplanes in '41 series are C-45A's.

TAL
A-3

CONFIDENTIAL
DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(Wth AI/7/42)

DECLASSIFIED
DOD Dir. 5200.9 as Amd. & 30 June 1974
By AAF/AF HQ, Date 11/15/74

JAN 13 1942

AAF/A-2/7

DECLASSIFIED

Airplanes for use of Assistant Military Attaches for Air and Air Observers in South and Central America.

TO: G-2

FOR: Comment or Concurrence.

AAF/A-2
ALR-ghf

1 Incl.
Memo for C/S frm A.C. of S., A-2, 1/8/42, w/memo for OCE,A-3 frm AC/S,A-3, 12/23/41.

For the Chief of the Air Staff:

MARTIN F. SCANLON,
Brigadier General, U. S. Army,
Assistant Chief of the Air Staff, A-2.

CONFIDENTIAL
DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED (Wtn 1/7/42)

AAF/A-2/

Airplanes for use of Assistant Military Attaches for Air and Air Observers in South and Central America.

TO: G-2

FOR: Comment or Concurrence.

AAF/A-2
AlR-ghf

1 Incl.
Memo for C/S frm A.C. of S., A-2, 1/8/42, w/memo for O&E,A-3 frm AC/S,A-3, 12/23/41.

For the Chief of the Air Staff:

MARTIN F. SCANLON,
Brigadier General, U. S. Army,
Assistant Chief of the Air Staff, A-2.

452.1 South Amer. (5)

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Dep Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-M&D	A. Insp.	Budget	Statistics	

AAF-39

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

AAF/A-2
ALR
(Wtn 1/8/42)
JAN 13 1942

AAF/A-2/7

MEMORANDUM FOR THE CHIEF OF STAFF:

SUBJECT: Airplanes for use of Assistant Military Attaches for Air and Air Observers in South and Central America.

I. Discussion.

1. Twin-engine airplanes of the C-45 or C-45A type are urgently needed for the use of Assistant Military Attaches for Air and Air Observers in South and Central America.

2. Conditions of weather and terrain as well as the security of airport facilities render the operation of single engine aircraft hazardous and undesirable in these areas.

3. Without airplanes of this type the scope of action and opportunity for reconnaissance of these observers is negligible at a time when information from such areas is of vital importance.

4. As of December 29, 1941, the Air Corps had 81 C-45 or C-45A airplanes. Of these ten (10) are now assigned to foreign stations. Of the others, two (2) are assigned to Commanding Generals, Second and Third Armies, three (3) to Commanding Generals of the 7th, 9th, and 9th Corps Areas, and nine (9) to Air Forces for use of fifteen Commanding Generals of nine Army Corps and six Corps Areas. One (1) is assigned to Commanding Officer, Air Corps Ferrying Command, two (2) to Air Service Command, one (1) to Air Vice Marshal Harris, one (1) to Armored Force Commanders, one (1) to Army GHQ, and one (1) to Air Force Combat Command.

II. Action Recommended.

The Secretary of War directs:

1. That the Chief of the Army Air Forces be directed to provide suitable military or commercial type aircraft, single-engine, if necessary, to substitute for the C-45 or C-45A airplanes now assigned for use of Corps Area or Army Corps commanders or such other stations within the United States where such substitution may be temporarily possible.

2. As released, it is directed that such C-45 or C-45A airplanes be made immediately available for assignment to South and Central American [illegible] for use of Assistant Military Attaches for Air or Air Observers now or about to be stationed there.

Chief of Staff	Asst. Chiefs of Staff	A.C.	A-1	A-2	A-3	A-4	A WPD	A. Insp.	Budget	Statistics	
	ghf										

DECLASSIFIED

AAF-39

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

3. Attention is invited to the request made by the Chief of the Latin American Section, G-2, through Office Chief of the Air Corps, Intelligence Division, on January 1, 1941, that suitable aircraft be immediately provided for this purpose.

III. Concurrences.
I. C. of S., G-2 (R.E. Sec 10)

For the Chief of the Air Staff:

1 Incl.
Memo for Chf,A-2
from A.C. of S., A-2,
12/28/41.

MARTIN F. SCANLAN,
Brigadier General, U. S. Army,
Assistant Chief of the Air Staff, A-2.

to Sec U.S.

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Dep Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-M&D	A. Insp.	Budget	Statistics	
	[illegible]			[illegible]			1/14				
				[illegible]							

AAF-39

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

CONFIDENTIAL

DECLASSIFIED

December 23, 1941

DECLASSIFIED
DOD dirs.
8 Jan. & 20 June 1947
By MW/RH NC Date 9/14/77

MEMORANDUM FOR O & E, A-3

Subject: Allocation of C-45 and C-45A Airplanes.

1. Since the writing of the memorandum under this subject dated December 18, 1941, the following changes have been made in the allocation of C-45 and C-45A airplanes:

a. December 19, 1941, C-45 airplane (Serial No. 40-183) transferred from Bolling Field pool to Military Attache, Mexico. See M&R "Transfer of C-45 airplane", AAF/C/AS to OCAC Air Ser. Com. Lia. dated December 19, 1941.

b. December 22, 1941, C-45A airplane (Serial No. 41-1875) transferred from Bolling Field pool to General Wheeler, Depot, Basra, See M&R " Transfer of C-45A", AAF/C/AS to OCAC, dated December 23, 1941.

2. As of December 23, all C-45 and C-45A airplanes were assigned and located as follows:

Assignment	Location	Serial No.*
1 Military Attache, Mexico	Bolling	40-183
1 General Wheeler, Depot, Basra	Bolling	41-1875
1 Vice Air Marshal Harris	Bolling	40-182
1 Commanding Officer, Ferrying Command	Bolling	40-181
1 Commanding Officer, AFCC	Bolling	41-1872
1 Armored Force Commander	Godman	40-190
1 Military Mission, Ecuador	Panama	40-186
1 Military Mission, Argentina	Panama	41-1877
1 Commanding General, Second Army	Memphis	40-187
1 Commanding General, Third Army	Brooks	41-1873
1 Army GHQ	Bolling	40-184
1 Philippines	S.A.D.	41-1876
2 Air Service Command	Columbus	40-189
	Hamilton	41-1874
1 Military Mission, Colombia	Colombus	41-1871
1 Military Mission, Colombia	Colombia	41-1865
1 Military Attache, Venezuala	Venezuela	41-1869
1 Military Mission, Brazil	Brazil	41-1866
1 Military Attache, Peru,	Peru	41-1880
1 Commanding General, 7th Corps Area	Offutt	40-188
1 Commanding General, 8th Corps Area	Stinson	40-180
1 Commanding General, 9th Corps Area	Oakland	40-185

CONFIDENTIAL DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

Assignment	Location	Serial No.*
9 to Air Forces for use of fifteen Commanding Generals of nine Army Corps and six Corps Areas:		
CG IX Army Corps	Gray	41-1861
CG 11 Army Corps	Ft.Dix	41-1862
CG 1st Corps Area	Hillsgrove	41-1863
CG VII Army Corps	Birmingham	41-1864
CG IV Army Corps	Jacksonville	41-1867
CG V Army Corps	Beauregard	41-1868
CG VIII Army Corps	Brownwood	41-1870
CG 5th Corps Area	Godman	41-1878
CG III Army Corps	Salinas	41-1879

* Note Airplanes in '40 series are C-45's; airplanes in '41 series are C-45A's.

TAL
A-3

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CONFIDENTIAL~~ DECLASSIFIED

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED DOD Ltr. 8 Jan. & 20 June 1972 By NNAM/RT NC. Date 11/6/75

File No. . . . . .

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

Tally No. AAF . . . .

SUBJECT: Airplanes for Assistant Military Attaches for Air.

NO.	FROM	TO	DATE	COMMENTS
1	AAF A-3	AAF A-2	1942 1/12	AAF/A-3 OSP-ds 1. This Division cannot concur in the attached memorandum for the Chief of Staff, since no "suitable military or commercial type aircraft, single-engine, if necessary" are available to substitute for the C-45 type you desire to secure. 2. For your information, the assignment of C-45's to the Corps Commanders and Corps Area Commanders was approved by General Arnold. ELN C/A-3 1 Incl. D/F for G-2 subj Airpls for use of Asst Military Attaches for Air & Air Observers in South and Central America w/memo for C/S frm A.C. of S., A-2, 1/8/42, w/memo for OCE, A-3 frm AC/S, A-3, 12/23/41.

(Do not use reverse side) W-4071, AC, Rev. 8-14-41

~~CONFIDENTIAL~~ DECLASSIFIED

A-2 1/13

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
DISPOSITION FORM

CONFIDENTIAL

DECLASSIFIED JAN 13 1942

Date .....

AG

AAF/A-2/7

DECLASSIFIED
DOD Dir
By NWRP 6/11/76

SUBJECT: **Airplanes for use of Assistant Military Attaches for Air and Air Observers in South and Central America.**

	USW	ASW	ASWA	B-LP	BOWD	BPR
	C/S	G-1	G-2	G-3	G-4	WPD
	Sec.G/S	NGB	JAG	1G	QMG	SG
TO:	OCAC	CSO	Fin.	Ord.	Ex.R.A.	ENGR
	AFCC	Inf	FA	Cav	CAC	CWS
	TAG					

FOR:	SW directs	Comment or concurrence	Information for reply
	Draft of reply attached	Direct reply made	Ind. approved
	Approved	Inviting attention to	Primary interest
	Disapproved	See notation of	Notation and return
	File	Information	Noted

1 Incl.
Memo for C/S frm
A.C. of S., A-2,
1/8/42, w/memo for
O&E,A-3 frm AC/S,A-3,
12/23/41.

For the Chief of the Air Staff:

Martin F. Scanlon

MARTIN F. SCANLON,
Brigadier General, U. S. Army,
Assistant Chief of the Air Staff, A-2.

carried over by hand
by Maj. Richmond-
Sec.

CONFIDENTIAL
DECLASSIFIED

W-4689, A.C.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

AAF/A-2
ALR-ghf

(1/13/42)

JAN 14 1942

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, G-2:

SUBJECT: Assignment of Additional Assistant Military Attaches, Observers, Pilots and Planes in Latin America.

1. This Division concurs with the action recommended in II of the memorandum for the Chief of Staff from the Acting Assistant Chief of Staff, G-2.

2. Attention is invited to the fact that this Division has consistently endeavored to procure twin engined airplanes for assignment to Central and South American points, but such aircraft have not not been available. A memorandum for the Chief of Staff suggesting a source from which such airplanes might be obtained was prepared by this Division on January 7, 1942, inviting concurrence of the Assistant Chief of Staff, G-2.

3. With reference to I, 4 a, of basic memorandum, it is now understood that Major Joe N. Kelly is not to be relieved from the Chilean Air Mission.

4. With reference to I, 4 b, and II, 3, the amphibian planes have been made available, and one officer, Captain Winser Marlow, Air Corps, has been assigned to A-2 to organize and equip the air echelon.

For the Chief of the Air Staff:

1 Incl.
Memo frm A.C./S,G-2
to C/S, 1/7/42 w/incls.
as listed.

MARTIN F. SCANLON,
Brigadier General, U. S. Army,
Assistant Chief of the Air Staff, A-2.

452.1 South America (7)

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Dep Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A. Insp.	Budget	Statistics	
					DECLASSIFIED						

AAF-39

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MID 210.68 Latin America

COPY

SECRET

DECLASSIFIED

DECLASSIFIED
DOD Dir. 5 Jan. & 30 June 1979
By DW/AP NARS, Date 11/4/05

WAR DEPARTMENT

WAR DEPARTMENT GENERAL STAFF

Military Intelligence Division G-2

WASHINGTON

January 7, 1942

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Assignment of Additional Assistant Military Attaches, Observers, Pilots and Planes in Latin America.

1. Discussion.

I. In accordance with the attached memorandum from the Chief of Staff to General Miles, dated December 18th, directing increased surveillance of Colombia and other regions bearing on the security of the Panama Canal, and in accordance with recommendations by General Miles, the following steps have already been taken to assign suitable ground officers to these sections.

2. Tab A shows the total additional officers needed. Action towards filling those posts circled in red has been taken as follows:

a. The attache needed for Colombia is en route. Orders have been requested for three observers for the same country.

b. The attache needed for Venezuela is in the War Department preparing to depart. Orders have been requested for the Venezuelan observers.

c. The observer for French Guiana is in the War Department preparing to depart.

d. Orders have been issued for two of the Brazilian observers, one of whom is in the War Department preparing to depart. G-2 is waiting to hear from General Miller before requesting orders on the others. These steps were taken first as the countries mentioned above are the most vital to the defense of the Canal.

3. With regard to the rest of Tab A, one of the officers needed for Argentina is in the War Department preparing to depart. One of the officers required for Chile has already reported for duty. Orders have been requested for one of the officers for Uruguay, and the officer for Haiti is already in the War Department preparing to depart.

SECRET DECLASSIFIED

4. a. One Assistant Military Attache for Air is now stationed in Colombia and one more (Major Joe W. Kelly) has been ordered transferred from the Chilean Air Mission for this purpose. No plane has been provided for Major Kelly despite repeated requests to the Chief of Army Air Forces.

b. Two amphibians with two pilots and crews have been requested from the Chief of Army Air Forces to patrol the Amazon region. To date no planes or pilots have been assigned.

5. Planes, necessary for adequate surveillance as listed under Tab B, have been repeatedly requested from the Chief of Army Air Forces without any success. Attention is directed to a letter from the office of the Chief of Army Air Corps, Tab C, first paragraph on the last page, indicating that no suitable planes are available or will immediately be available.

6. The Colombian Government is reluctant to allow us facilities for surveillance, and the American Ambassador is unsympathetic to the proposal of increasing our Assistant Military Attaches for Air by three as recommended in cable number 52 from the Military Attache in Colombia, Tab D.

II. Action Recommended.

The Secretary of War directs:

1. That the attached letter be sent to the Secretary of State.

2. That the Chief of Army Air Forces immediately assign one two-motored plane to Colombia, in addition to the C-47 allegedly available from General Andrews.

3. That the Chief of Army Air Forces assign two amphibian planes with two pilots, crews and parts for use in patrolling the Amazon Region.

4. That the Chief of Army Air Forces assign ten twin-engine planes and pilots with necessary crews to cover localities listed under Tab. B.

5. That the highest priority be given for the assignment of officers to posts listed under Tab A.

Encl:
Memo to G-2 from C/S, dated Dec. 18,1941
Memo to G-2 from GHQ, dated Jan. 2, 1942
Paraphrase of secret cable No. 52 from Bogota, dated Jan. 2,1942
Paraphrase of secret cable No. 53 from Bogota, dated Jan. 2,1942
Letter to Sec. of State from Sec. of War.

/s/ Raymond E. Lee

RAYMOND E. LEE,
Brigadier General, U.S. Army,
Acting Assistant Chief of Staff, G-2.

SECRET DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

DECLASSIFIED

DECLASSIFIED
DOD Dir 5200.9
by CSW/MP 11/21/75

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

SUBJECT: Acquisition of German Commercial Aircraft in South America.

JAN 15 1942

TO: Headquarters Army Air Forces,
Air War Plans Division.

1. The Chief of the Army Air Forces has been requested to forward a cablegram substantially as follows to the Chief of the United States Army Aviation Mission, Lima, Peru:

"You are requested to contact Mr. Parker Van Zandt of Defense Supplies, Inc., in care of the American Embassy, Lima, Peru, and to make arrangements for the inspection and evaluation by the appropriate Chief of Air Mission or Air Attache in Quito, Ecuador and La Paz, Bolivia, of the JU-52 and the JU-86 airplanes which are being acquired by Defense Supplies, Inc. These should be inspected and evaluated as to their airworthiness for possible use by the United States Army Air Corps. Then you will either ferry, or make arrangements for these airplanes to be ferried, to the depot at Panama for further inspection to determine whether these airplanes are suitable for Army use or should be salvaged. You will forward your report direct to this office as expeditiously as possible."

For the Chief of the Air Corps

F. I. ORDWAY, JR.,
Major, Air Corps,
Asst. Exec., Mat. Div.

Air Corps
1542 7pm
Date - Initials

Incl.
1-R&R, 2 Comments, 12/24 & 1/6.
2-R&R, 1 Comment, 12/16
3-Ltr. 1/10 fr. Defense Supplies Corp.
4-Ltr. 12/1 fr. D.S.C. w/ list of spare equip.
5-R&R, 2 Comments, 12/11 & 12/13
6-Memo for CAAF, 11/22
7-Cy ltr frm EFGillespie to Wm. Burden, 11/10.

All Incls returned to Mat. Div. (4-5-4) JAN 17 42 PM
Capt Bradbury 1/24/42

RECEIVED
AIR WAR PLANS DIV.

SECRET DECLASSIFIED

Air AG 452.1 South America (3)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET DECLASSIFIED

DECLASSIFIED DOD Rts. 6 Jan. & 30 June 1974 By: [illegible] NC, Date: 11/19/75

Acquisition of German Commercial Aircraft in South America.

AAF/A-WPD
EFG/el

3.	AAF AWPD	OCAC Mat.Div. (E-E-4)	1942 1/6	1. The C/AAF desires that Materiel Division OCAC contact Mr. William A.M. Burden, Vice President, Defense Supplies Corp. and make arrangements to purchase any and all JU-52 and JU-86 airplanes and necessary accessories which may be acquired by Defense Supplies Corp. in connection with the de-Germanization of commercial aviation in Latin America. 2. It is understood that the Chief Materiel Division will request the Chiefs of the U.S. Army Aviation Missions or attaches for Air in the respective Latin American countries to inspect and evaluate the aircraft and spares, and then have the airplanes delivered to the depot at Panama for further inspection, from which point disposition will be made.

H.L.G.
C/AWPD

Incls. n/c

SECRET DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DECLASSIFIED
NW/AP 4/17/96

Acquisition of German Commercial Aircraft in South America.

1 Mat. Div. (4-E-4) AAF/ AMPD THRU C/AS 12/24

1. Attached hereto are two Record and Routing Sheets pertaining to the acquisition of German commercial aircraft in South America.

2. In the Recordsand Routing Sheet of December 11, 1941, paragraph 3 of comment 1, we are directed to buy all of the airplanes listed in the attached correspondence, which compose the following:

2 JU-52's in Ecuador
2 JU-52's in Bolivia
1 JU-86 in Bolivia.

This office has been advised by Mr. William A. M. Burden, Vice President, Defense Supplies Corporation, by telephone that it will be possible to immediately acquire one JU-52 in Quito, Ecuador and that in a reasonably short time we should be able to acquire an additional JU-52 and a JU-86 in Bolivia.

3. It is requested that the Army Air Forces advise this Division as to exactly which airplanes they desire to have purchased and as to the quantity of spares to be purchased.

4. When this directive is received the following procedure, if acceptable to the Army Air Forces, will be followed: The Materiel Division will request the Chiefs of the United States Army Aviation Missions or Attaches for Air in the respective countries to inspect and evaluate said aircraft and then to have the airplanes delivered to the depot at Panama for further inspection to determine whether the airplanes are suitable for Army use or should be salvaged. Then, if satisfactory for Army use, to be ferried to Alaska in accordance with General Arnold's directive.

5. This action is believed advisable by the Materiel Division before sending these airplanes to outlying bases.

RAR, 12/11 w/encls, n/c
RAR, 12/16 w/encls, n/c

O. P. E.
Chief, Mat. Div.

Ai-908 ai-172

SECRET DECLASSIFIED NN 03 452. Interoffice (3)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED

DECLASSIFIED
DOD Dir. 5200.9
By Kline/NPT 11/14/75
(To be filed with correspondence)

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

RECEIVED
DEC 22 1941
PROD. ENGR. BR.,
O. C. A. C.

SUBJECT: Acquisition of German Commercial Aircraft in South America.

NO.	FROM	TO	DATE	DATA
1	AAF AWPD	OCAC Mat.Div.	1941 12/16	Forwarded as a matter pertaining to your Division. H. H.L.G. C/AWPD Incls. Ltr. 12/10 fr. Defense Supplies Corp. to EPG Ltr. 12/1 fr. D.S.C. w/ list of spare equip.

DEC 19 1941

(Do not use reverse side)

CLASSIFIED

W-4664, AC

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Headquarters, Army Air Force
COORDINATION

The attached will be given immediate attention and forwarded as indicated.

Chief of Air Staff.....
Sec. of Air Staff.....
Air A.G. ✓ (2) mail
A-1.....
A-2.....
A-3. ✓ D
A-4.....
A-WPD.....
Air Insp.....
Budget.....
Statistics.....
When released these aircraft are to be assigned to Alaska. (Gineal As instructions)

TO _____ FOR SIGNATURE
RETURN TO _____ DIVISION

1126

AAF-33

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

EFG-aca

November 28, 1941

Mr. William A. M. Burden, Vice President,
Defense Supplies Corporation,
Washington, D. C.

Dear Bill:

Thank you for your letter of November 25, 1941 which conveyed the assurance of Defense Supplies Corporation of complete agreement on previously determined prices for transfer of German commercial air transports to War Department, and the desire of the War Department to acquire this equipment as promptly as possible.

One of the original purposes of de-Germanization of commercial aviation in Latin America was the complete elimination of all German flight equipment from Latin America and replacement with equipment of American manufacture.

The necessity of retaining one JU-52 in Bolivia and one in Ecuador for freight and other local services, is recognized and approved. It may be desirable that you retain title to these planes and charter them to Panagra or LAB. This is commended to your consideration as against a sale with repurchase option.

Your letter indicates that two JU-52's and one JU-86 will be available to the Army Air Forces promptly the Bolivian and Ecuadorian evaluation boards reach a decision. Upon advice from you of the availability of these planes, Army Air Forces pilots will transport them to their intended destination.

Sincerely,

E. F. GILLESPIE,
Major, Air Corps.

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	
							Melton for H.L.G.				

AAF 39

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DEFENSE SUPPLIES CORPORATION
WASHINGTON

November 25, 1941

Major Eugene F. Gillespie
War Department
Room 2211 - Munitions Building
Washington, D. C.

Dear Gene:

Many thanks for your reply to my letter of October 30 which requested the War Department's opinion on the offer by Panagra to purchase from DSC, when available, a Junkers JU-52 to be acquired from SEDTA -- the airplane to be used for local freight operations in Ecuador. Your letter raises several points which should be clarified before DSC begins to actually acquire German aircraft as a result of its degermanization activities.

First, let me assure you that the DSC is in complete agreement with you as to the prices at which it will sell German equipment to the War Department -- namely, $10,000for JU-52's and $20,000 for JU-86's. The fact that Panagra has offered $20,000 for the JU-52 in question is not a factor in our inquiry as to whether the War Department would approve the sale.

Second, we are fully aware that the War Department is anxious to acquire some German transports as soon as possible and that such airplanes will be of relatively little use to the Department after March. It was with this need in mind that I forwarded you a report on October 14 (copy attached) showing the status of our negotiations for the acquisition of German equipment. The status at present is thatthe Bolivian and Ecuadorean evaluating commissions have not completed their work and the DSC has not yet acquired any German aircraft. Our West Coast representative is making every effort to accelerate the work of these commissions and we are hopeful that they will reach a decision in the next two or three weeks. However, the commissions are entirely composed of Latin Americans and we have no direct control over their actions.

Five multi-motored aircraft are involved, as follows:

	JU-52	JU-86	Total
Bolivia	2	1	3
Ecuador	2	-	2
Total	4	1	5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

It is our belief that it will be necessary to retain one JU-52 in Bolivia if the freight and other local services of LAB are not to be crippled with consequent unfortunate repercussions on the United States. Minister Dawson concurs in this opinion. Our technical expert, Thomas Hardin, who supervised the LAB degermanization, discussed this matter with you over the telephone, and a copy of a memorandum from him on the subject is attached. The facts of the matter are that Lodestars or DC-3's are not suitable for the freight service that LAB carries out and simply cannot operate safely out of some of the airports on the company's routes. We have promised Bolivia better and not worse transport service and our program will be seriously endangered if the service offered under U. S. auspices is less effective than that given by the old company.

I was pleased to hear from you over the telephone that you approve the retention of this ship. We similarly feel that it would be desirable to leave one JU-52 in Ecuador for freight carrying operations by Panagra, and Ambassador Long concurs. However, this is not absolutely essential if the War Department cannot spare this ship. If the retention of the two ships were approved by you two JU-52's and one JU-86 would still be available to the War Department as soon as released to DSC. We presume that Air Corps personnel would be available to ferry the ships to the points where the Department intends to use them.

We do not feel that the retention of these airplanes is inconsistent with the policy laid down by Colonel Bissell at the June 18 meeting referred to in your letter. At the time of the meeting there was no first hand information as to the real equipment needs of the lines to be degermanized. Moreover, the desire to remove all German equipment was motivated largely as I remember it by a fear that it might fall into undesirable hands. As discussed by you and Bill Harding, this objection can be overcome by DSC's selling only to purchasers approved by the War Department, DSC retaining an option to repurchase the equipment in the event the purchasers wish to resell. Both LAB and Panagra are prepared to grant such options.

I entirely agree with you and Colonel Bissell that it is desirable to leave as few German aircraft in South America as possible. We do feel, however, that there will be individual cases such as those outlined in this letter, where the leaving of a few aircraft will be highly desirable provided proper safeguards are adopted.

In this light, I would appreciate your writing me whether the War Department approves the retention of one JU-52 in Bolivia and one in Ecuador. I will continue to keep you informed as to the progress of the evaluation commissions and can assure you that we will make every effort to accelerate their work so that equipment can be available for War Department use.

Sincerely,

/s/ William A. M. Burden
Vice President

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

October 14, 1941

MEMORANDUM

TO: Major Eugene F. Gillespie

FROM: Wm. A. M. Burden

SUBJECT: German airplanes owned by companies with which Federal Loan Agency is concluding agreements.

Bolivia. Airplanes: 2 JU-52's (1 JU-52, 1937, 1 JU-52, 1934), 1 JU-86, 1940. The newer of the JU-52's (1937) will be retained by the new Lloyd Aereo Boliviano company for use in freight service until a suitable freight airplane becomes available from the United States. The other JU-52 (1934) and the JU-86 will be purchased by FLA from LAB once a price has been negotiated. The negotiation of this price has proved a lengthy business but we are making every effort to accelerate it. Once a price has been negotiated, these two airplanes are available for sale to other parties. The Aramayo Mining Company is anxious to buy the JU-52 and as soon as a definite proposition is received from them it will be submitted to the Army for approval. It is our understanding, however, that the Army approves the sale of this JU-52 to Aramayo Mining Company in principle. The JU-86 will be available for purchase by the Army as soon as the price has been negotiated. We will inform you as to the progress of the negotiations.

Ecuador. SEDTA in Ecuador owns 2 JU-52's (1935 models). The Federal Loan Agency has an option to purchase these airplanes and will do so subject to evaluation. The value is being set by a commission of three, and it is the estimate of our representative that they will complete their work in four to five weeks. We are trying to accelerate this date if possible. It is our understanding that once we have purchased these airplanes Panagra is anxious to purchase them from us for local operation within Ecuador. We have requested Panagra to submit a definite bid, and as soon as it is received we will inform the Army.

Peru. Lufthansa of Peru owns 2 JU-52's. These were taken over by the Peruvian Army when the company was expropriated, and Hardin informs me that one has been completely destroyed. He doubts if the army will be willing to release the other one. We have wired VanZandt, our representative in Peru, to investigate the possibility of purchasing the other airplane, however.

Other Countries. In Brazil Condor owns 8 JU-52's and VASP owns 5. Some of these airplanes, particularly the VASP ones, may be available in a few months.

A number of JU-52's are owned by small local companies in the Argentine, but it is unlikely that we will obtain any of these airplanes in the near future.

/s/ Wm. A. M. Burden

WAMB:pp

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DEFENSE SUPPLIES CORPORATION
WASHINGTON, D. C.

November 19, 1941

MEMORANDUM

TO: Mr. Burden

FROM: Tom Hardin

Pursuant to our conversation relative to the use by LAB of one of the JU-52's, I wish to advise the following.

1. After a careful survey of LAB requirements, particularly with respect to the movement of freight over its lines, both Mr. Harold R. Harris, Vice President of Panagra, and I agreed that the Lockheed Lodestar would not handle the volume ofthis class of traffic. As you of course know, Panagra is responsible under a contract executed with this agency for the successful operation of LAB.

2. Owing to the field conditions at Valle Grande and Sucre (both located on the Sawtooth) it is impossible to operate DC-3's or Lodestars to either place. It was, therefore, necessary for Panagra to make a working agreement with LAB to service these two important points with the JU-52 until the airport situation is vastly improved in each case.

It is my opinion that the retention of the JU-52 is essential to an efficient operation and to meet the political necessity of giving continued service to the points mentioned above. I would like to further point out that due to the terrain in the immediate vicinity of these two cities, particularly Valle Grande, it is unlikely that any great improvement in the airport situation can be expected in the near future and that the use of the JU-52 will be necessary for an indefinite period.

/s/ Thos. O. Hardin

TH/mem

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

DEFENSE SUPPLIES CORPORATION
WASHINGTON

Division of
American Republics Aviation

October 30, 1941

Major Eugene F. Gillespie
Room 2211
Munitions Building
Washington, D. C.

Dear Gene:

I am enclosing a copy of a letter just received from Pan American-Grace Airways, Inc. making a firm offer to purchase one Junkers JU-52 owned by SEDTA, seven American Hornet engines owned by L.A.B. and requesting a first refusal of an additional Junkers JU-52 plus a reasonable quantity of spare parts and engines. You will note that Panagra agrees to give Defense Supplies Corporation first refusal on the repurchase of such equipment in the event Panagra later desires to dispose of it. Panagra states that it intends to use these aircraft in question in freight service for American firms in Ecuador.

You will remember that the Ecuadorean government has requisitioned the property of SEDTA and has agreed to sell the same to the Defense Supplies Corporation. The actual transfer of title to the aircraft in question to Defense Supplies Corporation cannot be carried out until the Ecuadorean government committee evaluating SEDTA's property has completed its work. SEDTA is using every legal device to delay the work of this committee and it may be some time before it is completed and the airplanes available for disposal.

However, in view of the firm offer received by Defense Supplies Corporation from Panagra we would like to obtain the opinion of the War Department as to whether the War Department would approve the sale of one JU-52 to Panagra; also whether the War Department would approve our giving a first refusal to Panagra to purchase an additfonal JU-52 at any time prior to March 1, 1942. We consider the June 1 date requested by them to be too long.

Sincerely,

/s/ BILL

Wm. A. M. Burden
Vice President

452.1 Latin American (1) D

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
GDO 1975
By DNAF NARS, Date 11/14/75

(To be filed with correspondence)

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

SUBJECT: De-Germanization of Commercial Aviation in Latin America.

NO.	FROM	TO	DATE	DATA
1	AAF C/AS	C/AAF	1941 11/17	For your information. C. S. C/AS Incl. Cy. of ltr. to Wm.A.M. Burden, Defense Supplies Corp. 11/10 fr. Maj. Gillespie.

AAF/AWPD
EFG—sep

DECLASSIFIED
SECRET

(Do not use reverse side)

W-4664, AC

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

COPY

DECLASSIFIED

November 10, 1941

Mr. Wm. A. M. Burden, Vice President,
Defense Supplies Corporation,
Washington, D. C.

Dear Bill:

May we acknowledge receipt of your letter of October 30, in which mention was made of the offer of Pan American-Grace Airways, Inc. to purchase certain flying equipment which Defense Supplies Corporation contemplates acquiring in the program of de-Germanization of commercial aviation in Latin America.

You will recall that a conference was held June 18, 1941, pursuant to the suggestion of Mr. Robert A. Lovett, Assistant Secretary of War for Air, to Mr. Clayton. At that time there was a discussion of disposition of German equipment which might be acquired by Defense Supplies Corporation in the various subsequent arrangements in Latin America and prices the War Department would be willing to pay therefor.

At that time Colonel Bissell stated that it was essential, from the War Department point of view, that German equipment, including all spares, be physically removed from South America and that such equipment as was not deemed worthy of being removed should be destroyed. There was discussion concerning the Army's taking over German planes at some reasonable fixed valuation to be agreed upon and Mr. Harding and the undersigned had conversations on this subject. As of June 27, 1941, Mr. Harding indicated by letter that $10,000 was a reasonable price for the Junkers JU-52's, $20,000 for the Junkers JU-86's, and with respect to the Focke-Wulf FW-200's, a price could be determined when, as and if any of these planes were acquired.

The War Department recently ascertained that nine Lodestars have either been sent to Latin America or are enroute in connection with the de-Germanization program, that 10 Army cadets have been released to Panagra Bolivian service, and that no aircraft of German origin have been returned to the United States.

The Army Air Forces could presently use these transport planes of German manufacture and believes that the price previously determined is adequate in the premises and has no desire to compete with commercial companies for acquisition of the same. It seems superfluous to mention that the program for the elimination of the Axis

DECLASSIFIED
SECRET

COPY FOR GENERAL ARNOLD

DECLASSIFIED

influence in South America was initiated with the active support of the War Department. The War Department could have done the job and borne the inevitable loss out of its own funds. However, the Defense Supplies Corporation was chosen to accomplish the program and that agency, therefore, must bear the loss. May we request that you advise us concerning the availability of aircraft under the de-Germanization program in order that we may acquire the same for War Department purposes at prices originally stipulated. It must be mentioned in this connection that the value of these planes to the War Department decreases with the passing of time.

Sincerely,

E. F. GILLESPIE,
Major, Air Corps.

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

11/17/41

De-Germanization of Commercial Aviation in Latin America.

x USWA

x Information.

AAF/AWPD
RFG-aen

Incl.
Cy. of ltr. to Wm.A.M.Burden,
Defense Supplies Corp. 11/10
fr. Maj. Gillespie.

For the Chief of the Army Air Forces:

EDWARD [illegible] CURTIS,
Major, Air Corps,
Secretary of The Air Staff

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

DECLASSIFIED

AAF-39

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD ltrs
6 Jan. & 20 June 1974
By MLC/RH SC. Date 11/21/74

~~SECRET~~

DECLASSIFIED

AAF/Aerpd
EFG-aem
November 10, 1941

Mr. Wm. A. M. Burden, Vice President,
Defense Supplies Corporation,
Washington, D. C.

Dear Bill:

May we acknowledge receipt of your letter of October 30, in which mention was made of the offer of Pan American-Grace Airways, Inc. to purchase certain flying equipment which Defense Supplies Corporation contemplates acquiring in the program of de-Germanization of commercial aviation in Latin America.

You will recall that a conference was held June 18, 1941, pursuant to the suggestion of Mr. Robert A. Lovett, Assistant Secretary of War for Air, to Mr. Clayton. At that time there was a discussion of disposition of German equipment which might be acquired by Defense Supplies Corporation in the various subsequent arrangements in Latin America and prices the War Department would be willing to pay therefor.

At that time Colonel Bissell stated that it was essential, from the War Department point of view, that German equipment, including all spares, be physically removed from South America and that such equipment as was not deemed worthy of being removed should be destroyed. There was discussion concerning the Army's taking over German planes at some reasonable fixed valuation to be agreed upon and Mr. Harding and the undersigned had conversations on this subject. As of June 27, 1941, Mr. Harding indicated by letter that $10,000 was a reasonable price for the Junkers JU-52's, $20,000 for the Junkers JU-86's, and with respect to the Focke-Wulf FW-200's, a price could be determined when, as and if any of these planes were acquired.

The War Department recently ascertained that nine Lodestars have either been sent to Latin America or are enroute in connection with the de-Germanization program, that 10 Army cadets have been released to Panagra Bolivian service, and that no aircraft of German origin have been returned to the United States.

The Army Air Forces could presently use these transport planes of German manufacture and believes the [illegible] previously determined is adequate in the premises and has no desire to compete with commercial companies for acquisition of the same. Suggest that it be remembered that the program for the elimination of the Axis

457.1 Lovett Robert (1)

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A- WPD	A.-in-p.	Judrct	Stat-istical	

AAF-39

DECLASSIFIED

DECLASSIFIED

influence in South America was initiated with the active support of the War Department. The War Department could have done the job and borne the inevitable loss out of its own funds. However, the Defense Supplies Corporation was chosen to accomplish the program and that agency, therefore, must bear the loss. May we request that you advise us concerning the availability of aircraft under the de-Germanization program in order that we may acquire the same for War Department purposes at prices originally stipulated. It must be mentioned in this connection that the value of these planes to the War Department decreases with the passing of time.

Sincerely,

R. F. GILLESPIE,
Major, Air Corps.

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A- WPD	A.-in-p.	Judrct	Stat-istical	
							WPD for AAG				

AAF-39

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HENRY HARLEY ARNOLD
Box 127 Folder 7

MILITARY

DECIMAL

JAS 452.1 South Pacific
through
452.1 Switzerland

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED
DOD Dir. 5
8 Jan. & 29 June 1978
By [illegible] NC, Date 11/16/78

General MacArthur's B-17

AC/AS - 4

8 August 1945

1

Chief of the Air Staff

COC/is/5265

1. General MacArthur's B-17, which I understand has been in the Pacific for the past 2½ years, is being delivered by General MacArthur's crew to Bolling Field today, and the new B-17 which has been prepared for him will be picked up there.

2. It is requested that the old plane be inspected with a view to its suitability for return to the Pacific Theater. If found to be economically feasible, such airplane should be repaired and sent back to the Pacific; otherwise, usual disposal.

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

9 Aug 1945

DECLASSIFIED

SECRET

AAB 452.1 80 Pac (9-9)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Secret by authority of CG AAF

AFOCR 9/4/45

Lt Col Hall/hn/2487 tials

3 Aug 45

4 A

General George C. Kenney
Commanding General, Far East Air Forces
APO 501, c/o Postmaster
San Francisco, California

Dear George:

We have only recently been able to stabilize the fighter program for the Pacific on a basis which we can implement and which we feel will be satisfactory from your standpoint.

The new program will avoid all theater conversions between December 1945 and June 1946 (which is as close as we can come to avoiding them entirely as you requested) and will permit the arrival of your redeployed units on the schedule you have requested. The program by month and model will be as follows:

	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
P-38	8	8	8	4	3	3	3	3	3	3
P-47D	1	4	4	5	5	5	5	5	5	5
P-47N	0	1	1	1	1	1	1	1	1	1
P-51D	2	2	2	3	4	4	6	6	6	6
P-51H	0	0	0	0	0	0	0	2	2	2
P-80	0	0	0	0	0	1	1	1	1	1
	8	15	15	14	14	15	16	22	22	22

You will notice the above schedule provides for the conversion of two (2) P-38 groups to P-51's in October and November. This action is taken to guarantee that enough P-38's will be on hand to maintain the remaining three (3) groups through May 1946 and is necessary since P-38 production terminates in October 1945.

You will also note that the plan provides for the 412th Fighter Group to arrive in January as the first P-80 unit committed to combat, and two (2) additional P-80 groups to arrive in February. That will provide only three (3) P-80 groups by March 1946 rather than five (5) as we had originally planned. We have withheld two (2) P-80 groups in accordance with your request that we hold two (2) of your total of 24 groups here in this country awaiting theater call. Two (2) groups earmarked for P-80 conversion were the logical ones to hold back, because by withholding them we may be able to convert them to P-80's in this country as you requested, rather than in the theater. Our ability to convert these groups to P-80's in the U.S. will depend upon when the groups are required by the theater and upon aircraft availability.

COPY FOR OFFICE OF SIGNATURE

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Assuming you call for the two (2) groups we withheld, you will ultimately have a total of ten (10) P-80 groups. This will mean the theater conversion of five (5) groups to P-80 aircraft sometime after the middle of 1946.

Sincerely yours,

Signed

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

DECLASSIFIED
4 AUG 1977

AAF 452.1 So Pac (89)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED
DOD Dir. 5200.9 dtd June 1974
By NARS Date 11/1/05
CG AAF

Assignment of C-54's to VHB Wings

Date Initials

Chief of Air Staff

30 July 45

1

AC/AS-3

Transmitted herewith is a Memorandum to Deputy Commander, Army Air Forces, concerning the assignment of C-54's to VHB Wings. This study was prepared as a result of a verbal directive to this Office by General Eaker.

1 Incl
Memo for Dep Com, AAF
26 Jul 1945

H. M. McCLELLAND,
Major General, U. S. A.
Acting Asst Chief of Air Staff-3

CG 452.1-300A (7-30-45)

File

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

SECRET

AFHRM:L
Lt.Col.Young/rah/74361
Room AD-1051
Extn 26 July 1945

MEMORANDUM TO DEPUTY COMMANDER, AAF:

SUBJECT: Assignment of C-54's to VIP Wings

30 JUL 1945

DISCUSSION:

1. If C-54's were assigned on the basis of four (4) aircraft to each VIP Wing, aircraft would be required as follows:

Aug	Sep	Oct	Nov	Dec	Jan	Total
28	-	4	-	4	4	40

2. At this time all C-54's becoming available to AAF are being allocated to the Air Transport Command and any diversion of aircraft for other purposes would detract from the lift potential of that Command on Atlantic, Pacific, or India-China routes. For your information, a comparison is shown of availabilities with ATC requirements for C-54's to meet tonnage commitments:

Month	Req	Available	Over or Short	Cumulative Shortage
July	103	91	-12	-12
Aug	105	94	-11	-23
Sep	110	73	-37	-60
Oct	110	100	-10	-70
Nov	110	100	-10	-80
Dec	110	109	-1	-81
Jan	60	89	+29	-52

3. If C-54 aircraft were diverted from ATC, the necessary crews and the minimum number of maintenance personnel should be similarly diverted from that Command.

4. Spare parts and spare engines for C-54's are critically short. If C-54's are used by agencies other than the ATC, it would be necessary to further spread the limited stock of spares, resulting in reduced maintenance efficiency for all aircraft of this type.

5. A cabled request has been received from the Commanding General, USASTAF Administrative, for four (4) stripped B-17's, without personnel, for administrative use by Headquarters, USASTAF. These four (4) aircraft have been allocated.

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

6. Conclusions:

a. In view of the distances involved, it is believed that four-engine aircraft should be made available for transportation of USASTAF personnel.

b. The AAF has a critical shortage of four-engine transport aircraft and, therefore, these available must be employed with utmost efficiency.

c. Organic assignment of C-54's to VRS units would not permit maximum utilization of C-54 aircraft.

d. If the decision is made to give C-54's to the VRS Wings, assignments for this purpose preferably should not be made until January 1946.

RECOMMENDATIONS:

1. It is recommended that:

a. All AAF C-54's continue to be allocated to ATC.

b. USASTAF requirements for four-engine administrative aircraft be filled with heavy bombers (B-17's or B-24's).

H. M. McCLELLAND,
Major General, U. S. A.
Acting Asst. Chief of Air Staff-3

31 July 1945

TO: AC/AS - 3

The present allocation of C-54's to Air Transport Command will continue until 1 January 1946; however, five (5) C-54's per VRS Wing will be set up at once as a requirement.

Signed

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

1 AUG 1945

AFROM-L AFROM - 2 - AC/AS-3

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED
DOD Dirs. 5 Nov. & 20 June 1974
By ALA/Ret UC, Date 11/6/15

~~DECLASSIFIED~~

Plan for Early Use of P-80's in Combat

Chief of Air Staff

JUN 16 1945

AC/AS, Plans

3
Col Hanna/mc/4152

Concur in Comment No. 2.

LAURIS NORSTAD
Brig General, U.S. Army
Asst Chief of Air Staff, Plans

1 Incl.
m/e

SAS 452.1 So Pac (5-15-45)

TO: ACAS, Operations, Commitments and Requirements — Comment No. 4

FROM: Chief of Air Staff — Date: 6/20/45

Your recommendation as set forth in paragraph 10 of comment No. 2 has been approved by the Acting Chief of Air Staff.

It is desired that the Air Technical Service Command be so informed.

Signed

M. A. LIBBY
Colonel, G. S. C.
Executive, Chief of Air Staff

1 Incl m/c

20 JUN
AFSA

~~DECLASSIFIED~~
~~SECRET~~
3

SAS 452.1 So Pac (5-15)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DECLASSIFIED

TO: AG/AS, Plans

DATE 14 JUN 1945
COMMENT NO. 2
Lt Col Holbrook/jml/71665

FROM: AG/AS, Operations, Commitments and Requirements

1. This office has consistently resisted all efforts to commit the P-80 to combat before it could be employed in sufficient numbers to be decisive. The desperate, and consequently abortive, efforts of the Germans to save the prestige and very existence of the Luftwaffe by premature commitment of their jet and rocket type aircraft proved the wisdom of this policy.

2. There is nothing at present to indicate that the Japanese have any fighter or will produce one in the next six or eight months that can match late models of the P-51 and P-47 in performance. If they should produce and commit to combat higher performance fighter aircraft or V-weapons that require a fighter of the P-80 class as a counter measure, a minimum of one (1) squadron should be available to make a project of this kind worthwhile. If we continue to parcel out our P-80's in small increments and a real need for aircraft of this type should develop in the Fall, we would not be able to meet this requirement.

3. The capabilities of the P-80 have been widely publicized, yet it is acknowledged by all concerned that the airplane still has many bugs to be worked out. If the six (6) P-80's were committed to combat as proposed, and then were continually grounded or restricted by maintenance difficulties, spare parts shortages or unforeseen mechanical trouble, they would become the laughing stock of the Pacific and efforts to give this airplane a realistic combat test with a trained group, such as the 412th, would be jeopardized. It would take a considerable period to overcome the lack of confidence among our higher commanders resulting from initial failure.

4. In addition to the critical spare parts and maintenance problems cited in the basic proposal, it would be against all principles of AAF and War Department policy to gather a group of individual specialists (many of whom are without combat experience) and ship them, without unit training, to the most active area of air combat that has yet been encountered in the Pacific.

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~
DECLASSIFIED

Plan for Early Use of P-80's in Combat

AC/AS, Plans

AC/AS, Operations, Commitments and Requirements

14 JUN 1945
2 (cont'd)

5. The endurance of the P-80 precludes its use on air alerts at the low altitudes required, particularly when it is considered that not more than four (4) out of the six (6) aircraft could be expected to be operational on any one day under the most favorable maintenance conditions. Successful interception from ground alert would require dependable long range early warning, which, when available, will enable our conventional fighters to intercept and destroy the mother ship before the parasite "Baka" is launched. Every effort is being made to improve the warning and control system in the Okinawa area, and it is expected that this will be accomplished by the time the P-80's could be operational in that area.

6. From past experience, Naval AA fire will not be withheld when planes are under suicide attacks whether or not pursuing fighters are recognized as friendly. At the speeds attained, most of the AA fire intended for the enemy aircraft will find its mark in the pursuing fighter. It is believed that the pursuer as well as the pursued would be truly suicide aircraft.

7. The proposed recognition device (colored smoke) would be too easily duplicated by the enemy to be a reliable means of identification.

8. The basic letter proposes that the initial aircraft of this project should be diverted from allocations previously made for test projects. This proposal is not understood inasmuch as the present allocations of early production P-80A aircraft for test projects were stated to this office by AC/AS, Material & Services and AFDC to be the minimum acceptable number to meet test requirements, at a time when the commitment of jet fighters to Europe for combat against German jet aircraft was of far greater urgency than the present requirements in the Pacific.

9. It is concluded that the doubtful advantages to be gained by commitment of a few P-80's at this time are far outweighed by (a) the possibility of serious setback of the entire jet program resulting from initial failure, (b) the fact that no requirement has as yet been expressed in the Pacific for a fighter capable of superior speeds and (c) the undesirability of committing an untrained unit to combat with an entirely new and relatively untested weapon.

10. It is recommended that no change be made in the P-80 program outlined in memorandum from this office dated 8 June 1945, subject: "Program for the Employment of the P-80 and P-14" as approved by the Chief of Air Staff on the same date.

Incl n/c

AFRAB_____

AFREQ_____

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

DECLASSIFIED

~~SECRET~~ 2

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DOD dirs
by Allen/hr

Plan for Early Use of P-80's in Combat

AC/AS, Operations, Commitments and Requirements
Plans

11 June 45

IN TURN

1

Chief of Air Staff

Col. FitzPatrick/bgn/5789

For comment or concurrence. Please expedite.

1 Incl - Memo for CAS fr AC/AS, Ops
dtd 9 June 45, subj as above

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

DISPATCHED
11 JUN 1945
AFSAS

AFSAS COPY FOR OFFICE OF SIGNATURE

DECLASSIFIED

~~SECRET~~

File

Sas 452.1 Sr Pac (85)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dirs
E.O. 12356, Sec. 3.3 & 20 June 1974
By NLN/NAF NLC, Date 11/14/25

SECRET

Subject: Organizing, Equipping and Training B-32 Organizations

To: General Wilson
General Echols
General Welsh

Date: 31 March 1945

Comment No. 1

From: Deputy Commander, Army Air Forces

MAL/hd/3373

1. At the Special Staff Meeting 29 March, General Arnold directed that Generals Echols, Wilson and Welsh get together at once to work out a program for getting the maximum number of B-32 units to the Southwest Pacific Area in the minimum amount of time. He mentioned specifically

a. The B-32 must replace the B-29 in order to bring the maximum striking force against Japan.

b. The production of B-32 aircraft must be increased as much as possible and the B-29 gradually cut out of the program.

c. Personnel must be trained on this new type of aircraft as quickly as possible along operations, maintenance, etc.

d. This program must not interfere with the B-29 program in any respect.

2. General Giles desires to be kept fully informed of your deliberations and actions taken to carry out this directive.

/s/
MILLARD A. LIBBY
Colonel, G. S. C.
Executive, Deputy Commander, AAF

DISPATCHED
2 APR 1945
AFSAS

AFSAS

SECRET

sas452/1 Sopac (82)

DECLASSIFIED
DOD Dirs
E.O. 12356, Sec. 3.3 & 20 June 1974
By NLN/NAF NLC, Date 11/14/25

SECRET

B-32s

Chief of Air Staff

3/24/45

General Beebe

1

This morning the Commanding General issued instructions to General Echols to buy B-32 airplanes with a view of re-equipping the B-24 Groups in the Southwest Pacific with B-32s. He directed that I prepare a memorandum for the record confirming these instructions. This paper is the directive.

E. H. B.

TO: General Wilson
General Welsh
General Echols
General Kuter
General Harmon

DATE: 24 March 1945

COMMENT NO. 2

FROM: Deputy Commander, Army Air Forces

1. To note the foregoing confirmation of instructions issued this date by General Arnold.

2. The Deputy Commander, Army Air Forces directs that you take the necessary action in connection therewith.

Signed
MILLARD A. LIBBY
Colonel, G. S. C.
Executive, Deputy Commander, AAF

DISPATCHED
24 MAR 1945
AFSAS

SECRET

sas452-1 Sopac (1)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD 5200
By RHW NARA Date 9/16/75

~~SECRET~~

Request for B-17 with Remote Control

AC/AS, Operations, Commitments and Requirements — 17 March 1945

General Giles — 1

General Kenney requested that he be given permission to fix up a B-17 with remote control (Orphan Millie) to be used on suitable targets in Formosa or Japan. Suggest you contact him before he leaves. As far as I know the project should be approved.

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

(OB) 452.1 S 1.7.3 1/2 S45

~~SECRET~~

SHS, 452.1 So Pac (80)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir. 5 200 June 1972
By AirHq (C) Date 11/17/75

DECLASSIFIED

Advance A-26 Squadron for General Kenney

AC/AS, Operations, Commitments and Requirements — 23 February 1945

1

Chief of the Air Staff

1. For necessary action to implement the recommendation contained in paragraph 1a of the attached memorandum.

2. The proposed cable to General Kenney has been dispatched.

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

1 Incl.
Memo same subj
2-22-45 from OCR

24 FEB 1945
AAG

SAS 452.1 SoPac (79)

DECLASSIFIED
SECRET

SAS 452.1 So Pac (79)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CONFIDENTIAL~~ DECLASSIFIED

AFDAS
PWT/eva/5265

27 January 1945

DECLASSIFIED
DOD Dirs.
5 Jan. & 20 June 1979
By AIAVAC JAC Date 9/10/75

MEMORANDUM FOR GENERAL NORSTAD:

SUBJECT: Airplane for General Harmon

Please send the following message from General Giles to General Harmon reference C-54 for his headquarters:

IN SPITE OF ANY TENTATIVE AGREEMENTS THAT MIGHT HAVE BEEN MADE BY GEORGE OR ME, A C-54 CANNOT BE SET UP FOR ASSIGNMENT TO YOUR COMMAND AT THIS TIME. DUE TO FAILURE OF MANUFACTURER TO MEET PLANNED PRODUCTION, THE PICTURE HAS CHANGED COMPLETELY.

Sgd

1 Incl
Telecon 26-E
dtd 26 Jan 45
this subj

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

COORDINATED BY:

Col. McKee, OCAR

1/27/45

Cy SAS

~~CONFIDENTIAL~~ DECLASSIFIED SAS 452.1 Sa Pac (78)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS PROHIBITED

COPY NO. 8

CONFIDENTIAL

RESTRICTED

X CONFIDENTIAL

SECRET
By Authority of Commanding General Twentieth Air Force
DATE | INITIALS

EXTRACT OF TELETYPE CONFERENCE BETWEEN WASHINGTON AND HONOLULU

DATE: 26 January 1945

WASHINGTON PARTIES: Lt. Col. Hewitt

TERMINAL PARTIES: Colonel Ankenbrandt

DECLASSIFIED
DOD ltrs
6 Jan. & 20 June 1974
By: AFHRA LC, Date 11/8/75

TELECON MESSAGE NO. 28-E

SUBJECT: UTILIZATION OF STAFF AIRPLANES

(From: DEPCOMAF 20 POA To: COMAF 20 for Giles)

Please look at your telecon H-24-1 reference assignment of C-54 to COMGENAAFPOA. Statement contained therein is somewhat inconsistent with assurance given me by both you and George last June and verified by George on his recent trip to this area. George assured me definitely that there was a C-54 set up for assignment to this Command from January production. Will you please advise me.

Harmon personal for Giles.

File mat 1/27/45

DISTRIBUTION

ACTION: A-3 CC&R (2 cys)

INFORMATION: C/S; DC/S Opr; A-

CONFIDENTIAL

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS PROHIBITED

S-33, AF (REV 14 OCT 44)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

11/29/2013

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS PROHIBITED

COPY NO. 6

RESTRICTED

X CONFIDENTIAL

HEADQUARTERS TWENTIETH AIR FORCE
OFFICE OF THE COMMANDING GENERAL

~~CONFIDENTIAL~~ CLASSIFIED

SECRET
By Authority of Commanding General Twentieth Air Force
DATE 27 Jan 45 | INITIALS

EXTRACT OF TELETYPE CONFERENCE BETWEEN WASHINGTON AND HONOLULU

DATE 27 January 1945

WASHINGTON PARTIES	TERMINAL PARTIES
Lt.Col. Hewitt	Colonel Ashworth

DECLASSIFIED
DOD Dirs 5 Jan. & 20 June 1974
By: AUL/RC DC, Date: 11/19/13

TELECON MESSAGE NO.	SUBJECT
W-8703	UTILIZATION OF STAFF AIRPLANES

(To: DEPCOMAF 20 FOA From: COMAF 20)

Personal from Giles to Eaton

Reference your telecon 20-2, dated 26 January 1945. In spite of any tentative agreements that might have been made by George or me, A C-54 cannot be set up for assignment to your command at this time. Due to failure of manufacturer to meet planned production, the picture has changed completely.

File mail
1/29/45

~~CONFIDENTIAL~~ CLASSIFIED

Originator: DC/AS (General Timberlake)

DISTRIBUTION		
	ACTION	None
	INFORMATION	C/S 3 DC/S Opr; A-2; A-3 COMAF (2 cys); Gen. Giles.

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS PROHIBITED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CONFIDENTIAL~~
~~SECRET~~

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

1 FEB 1945

Lt General George C. Kenney
APO 925, c/o Postmaster
San Francisco, California

AFRAL/GWY/rbj
Ext 74381
Rm 3D 1036
Wrtn 25 Jan 45

DECLASSIFIED
DOD ltrs
8 Jan 5 20 June 1974
By ALNAV
DC. Date 4/16/79

Dear George:

General Arnold has shown me your letter of 26 December and we are gratified with your understanding of the critical nature of the aircraft situation, particular with respect to the heavies and fighters. Since this problem is becoming more acute every day, I want to re-emphasize the necessity of conservation and maximum utilization of aircraft. Although we don't intend that our combat crews use obsolete and sub-standard aircraft, I believe that it will be necessary to carry out our conservation policy far more than we have in the past. In this connection, reports from your Air Forces continue to show a disproportionately large number of aircraft dropped due to accidents and for reasons other than combat losses. This is an indication to me that perhaps every effort is not being made to return partially damaged aircraft to combat use.

I was pleased to notice on one of your recent reports that approximately twenty (20) B-24's had been reclaimed from second line. Since I had not seen that happen before and because the Air Forces recently have been short of heavy bombers, the thought occurred to me that maybe the only way to enforce maximum utilization of aircraft is to keep the theaters below authorized strength. Although we hope such a course of action will not be necessary, there may come a time and in the not too distant future when we just won't have enough airplanes to go around. As you know, we recently scheduled about two hundred (200) fighters for you over and above your normal flow which were intended to provide a reserve for future operations, but with your recent heavy fighter losses it now appears that these extra fighters may not even bring you up to your authorized reserve. I want to emphasize again that these airplanes are being diverted from other urgent requirements and that we cannot afford to do this if it results in throwing away other equipment which still could be used for combat.

With further reference to your fighters, I am still not convinced that there is actually a requirement for a 70% reserve. In the near future you will have facilities for unloading and erecting fighters on Luzon which should eliminate the need for a long intra-theater pipeline as well as the requirement for the extra 20% reserve; I would appreciate your comments on this.

~~SECRET~~
~~CONFIDENTIAL~~

COPY FOR CHIEF OF AIR STAFF

SAS USJ. 1 Sep Rec (7)

SAS USJ. 1 Sep Rec (7)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Closely allied to this necessity for conservation of equipment, is the acute manpower situation which now prevails all along the line from the factory to specialist SSNs.

I hope you understand that we don't want to limit the pressure you are putting on the "Hips," but that increased conservation of manpower and material will be necessary if we are to continue our activities on all fronts.

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

1 FEB 1940

SECRET

SAS 452.1 80 Rec'd

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Lt Col McElroy/slj/5692
Rm 4E 1086
Prtn 23 Jan 45

24 JAN 1945

AFRDB
DECLASSIFIED
By AIN/AF Date 8/6/75

Lt General George C. Kenney
Far Eastern Air Forces
APO 501, c/o Postmaster
San Francisco, California

Dear George:

For the past year much pressure has been expended on the B-24 program in an effort to develop a really combat worthy airplane, both for the European war and for the war in the Pacific. The results are now becoming apparent. The XB-24N received its initial flight recently and is now at Wright Field undergoing performance tests. Upon completion of the work at Wright Field, it goes to Eglin Field for operational suitability test, and we plan thereafter to fly this airplane to the theaters for inspection and comments.

B-24 modification facilities have recently been greatly curtailed by the accelerated B-29 program, and, due to the fact that the B-24 has so many diversified functions, those modification centers still available are completely overloaded. At the present time the airplane is being used for cargo transport, as a tanker, for photo reconnaissance, weather reconnaissance, for MPX and LAB as well as standard bombing. The bomber version must further be modified to suit the requirements of the various Air Forces. These requirements can no longer be met. General Arnold has stated that the only modifications to be made on the B-24s will be those essential from the life and death point of view, and from the "must, in order to carry out their mission" point of view. It is his belief that the B-24 is approaching the obsolescent stage, and he has directed that necessary steps be taken to review modifications being made on B-24s, to cut out all which are not of a "must" character, and standardize all B-24s for every theater. As a result of General Arnold's directive a study has been made which proposes that B-24 airplanes for the FEAF be modified as outlined below:

a. Standard Bomber Changes:

(1) Hand held belly guns for Fifth Air Force deleted. All B-24s to be equipped with lower ball turret.

(2) SCR-729 (short range navigational aid) not installed.

(3) SCR-718 (high altitude altimeter) deleted. All heavy bombardment squadrons are now being equipped with

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

three (3) pathfinder aircraft, each of which is capable of determining altitude over unmapped terrain for the entire formation.

(4) AE/ARN-1 (homing adapter for Navy beacons) not installed.

(5) Installation or stowage of BC-459A transmitter for SCR-27[illegible] deleted.

b. H2X - LAB: No change.

We can give you the modification suggested above, or a modification worked out by your people, but we must have a standard *FIAT* B-24 modification without appreciable delay. Dan Nilsen, now heading OCAR, is prepared to discuss this matter with you during his forthcoming visit.

Sincerely,

Signed

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

[illegible]
24 JAN 1945

SECRET

-2-

SAS 452.1 Bo Bc (76)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

DECLASSIFIED
DOD Dirs. 5 Jan. & 30 June 1974
By RHW/RP NC, Date 11/14/75

14 January 1945

Dear George,

I have read your letter of 28 December with great interest particularly with reference to your aircraft situation. I do not believe that we should reopen Australian repair facilities unless it is absolutely necessary; but I do hope you will be able to bring your service units as near the forward areas as possible. I feel that this latter action should expedite your repair and overhaul work to a great extent.

With reference to the heavy bombers, your estimates of losses are higher than those we are using in planning production and allocations. We now use a rate of 16% of unit equipment per month. However, I believe that the B-24 flow now set up for you should meet your needs without resorting to help from Australia. Sixty-six (66) were in the pipeline 1 January, twenty-three (23) are estimated to become available here during January, forty-nine (49) in February and eighty-three (83) in March. Presently planned allocations for April, May and June are 77, 54 and 44 respectively.

I noticed that you included pipeline as a required use for your B-24's. We figure the pipeline as a requirement over and above your authorized strength of four hundred fifty (450). However, I do not believe that training needs should be charged against first line airplane strength. I am informed that you have on hand over a hundred second line B-24's that could and should be used for training purposes.

Regarding your requirements for fighter aircraft, the heavy losses which you have experienced in recent months have been considerably in excess of the replacement flow planned for you. We have been attempting to make available to you sufficient additional aircraft to re-establish your full strength and now believe that we have enough set up to accomplish this. Enroute or waiting shipment to you as of 1 January were seventy-nine (79) P-38's and two hundred fourteen (214) P-51's. Now planned for shipment to you from January fighter production are ninety-two (92) P-38's and seventy-five (75) P-51's, and from February production two hundred thirty-nine (239) P-38's and seventy-four (74) P-51's. We would like to make available to you the additional P-47's you indicate you may need, but recent production of this model has fallen off very badly due to conversion to the N series, so we are unable to do so. However, the accelerated flow of P-51's should enable you to convert before your P-47's become critically short.

SAS 452.1 So Pac (75)

DECLASSIFIED

SAS 452.1 So Pac (75)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

We believe that the allocations of P-38's and P-51's outlined above should be sufficient to re-establish your five (5) P-38 groups at full strength by late March, and should enable you to have two (2) three-squadron groups, plus the commandos, fully equipped with P-51's by late February. In addition, provided your losses are not too much in excess of our planning factor of twelve (12) per group per month, we hope to provide you with approximately two hundred (200) fighters over your authorized 70% reserve by the end of April. These are intended to provide a little extra strength to support your present operations.

We are making every effort to accelerate the movement of these aircraft to you, but have been experiencing some trouble with shipping space. Present indications are that shipping will be available to clean up the backlog at the port by early February. Thereafter, it is believed shipping space will be adequate to handle the flow to your theater without unusual delay.

We are all proud of the job you and your air forces are doing and I am counting on you to keep up the good work.

Cordially,

Lt. General George C. Kenney
APO #925, c/o Postmaster
San Francisco, California

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

COPY

DECLASSIFIED

SAS HQ 18 Dec. (75)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

HEADQUARTERS
ALLIED AIR FORCES, SOUTHWEST PACIFIC AREA
OFFICE OF THE COMMANDER

DECLASSIFIED
DOD IBS
By [illegible] NLC, Date 11/8/79

28th December, 1944

Dear General Arnold,

One of your recent radios warned me that fighter and bomber production was insufficient to take care of the increased attrition from all the theatres and said to conserve our aircraft as much as practicable. I immediately issued instructions to that effect and except in cases where repair and overhaul is beyond our capacity our depots are conducting such work. With the changed situation in Europe and its possible influence on deliveries to this theater I am wondering how far I should be prepared to go on aircraft repairs. Will you please let me know how the general situation looks to you, especially for the next six months?

At the present time, while I'm getting by in all categories, I'm running a little close to the danger line - particularly in fighters and heavy bombers. If deliveries are to be cut I'll have to repair and overhaul a lot of stuff to keep going, which will involve putting Australian aircraft factories back into business as I cannot carry the additional load myself. My operational losses have gone up considerably since the beginning of the Philippine campaign due to the greatly increased air activity of the Japs, coupled with the necessity of operating from hurried, improvised and crowded field, with insufficient service facilities and spares. In some cases where even parking space has been at a premium it has been necessary to salvage aircraft that under different circumstances could have been repaired. This condition, of course, changes rapidly as airdrome construction progresses but the rapidity of our movement forward causes the same thing to happen each time we occupy another piece of ground.

Briefly, here is my present picture as far as the primary types are concerned:-

P-38's .. Shortage on December 18th . . 156
Shortage forecase on January 18th 140
Forecase on February 18th...1 'plane to the good.

These figures assume the fulfilling of the schedule as now set up, a monthly loss rate of 100 and that I repair all models beginning with the P-38J, the first of the series with long range internal wing tanks. I have a few of the older models in the war weary class which I'll use at my combat training centre at Nadzab. Until February my P-38

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

squadrons will be operating at about three-quarter strength, but thanks to your response to my appeal a few weeks ago I'll be OK from then on.

P-47's. The P-47 situation is the really serious one. The substitution of the P-51 happens to come at a time when our operational losses are running high due to the same factors mentioned above. On December 18th I am short 145. On January 18th the shortage will be 202 and on February 18th 275. To offset these figures by substituting P-51's, I have 175 coming in during the next sixty days. I estimate that I will lose 25 by February 18th, leaving 150 to balance against the P-47 shortage on that date, or a net shortage of 125 in the single engined fighter class. This would not be too serious except for the approximate two week delay in putting the units into action during conversion. I have just ordered one squadron of the 348th P-47 Group converted to P-51's as I need their P-47's to keep the other squadrons of the group going. If possible I would like an advance allotment of 125 P-51's during January to take care of conversion. You can cut me down afterward to make up for it. If you can't give me an advance on the P-51's, how about another 125 P-47's over the present January allotment to keep me going until the P-51's arrive in sufficient quantity to make the change? The present schedule cuts off P-47 deliveries a little too fast, considering the rate that the P-51's are coming in as replacements. I am overhauling all P-47's beginning with the D-28 model - the first with the extra gas in the main tanks. The older models are of little use to me as my bomber escort missions and cover for shipping all require the long range tanks plus all they can carry in the wing tanks besides. As in the case of the old P-38 model, I am using the models of the P-47 earlier than the D-28 for combat training.

B-25 and A-20. The situation on these is OK.

B-24. I am authorized 450 B-24's. As of December 18th I had on hand 411. Up to February 18th I am scheduled to get 105, but my estimated losses from all causes during that time are 133, so that by February 18th I will be 67 short of my authorized number. As it takes 300 for the combat squadrons alone, this leaves me only 83 for repair, overhaul, combat training and to fill the pipe line from you to me. If I have to put my war weary B-24's back into shape, this is where my man-hours troubles start. I'll have to call on the Australians to help out. I hate to do this, as I have closed out all contracts back there. Information on the B-24 heavy bomber situation and your forecast is something I particularly want.

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

The show out here is clearing up rapidly. Yamashita decided to fight in Leyte and he has lost the battle. A few scattered hundreds of Nips are still to be hunted down in the mountainous jungle in the interior but Leyte and Samar are ours. The Jap admits losing 162,000 men. Nearly half of these went down with the 150,000 tons of shipping that my gang has sunk since the 1st of November. The Jap lost the 16th Division which was here originally and also the 26th, 1st, 30th and 102nd which were all crack units he brought in or tried to bring in from the north, and which will not argue with us in Luzon. I am glad we got rid of them here, as that Luzon job would have been a lot tougher otherwise.

While Leyte has been a terrible disappointment as far as airdromes are concerned, Mindoro looks like a gold mine. The cut in shipping is the only obstacle to putting the whole Fifth Air Force in there right away. I'm moving Whitehead in there with all of the Fifth I can shove in and bringing Streett to Tacloban with the Thirteenth, leaving the fields from Morotai south to the RAAF and the New Zealanders. I have moved part of the Marine Wing from the Solomons/Admiralties area up here already and will pull the rest forward as fast as I get airdromes ready for them.

Yesterday the Nip tried a reinforcement of Mindoro. It looks like he has lost three DD, three transports and a CL. There are still a lot of boats roaming around that Yamashita may throw in for a battle for Mindoro, as he did at Leyte. He sent nine convoys to Leyte and lost them. If he puts on the same piecemeal act at Mindoro he won't have much left when we go into Luzon. The show may go easy and it may be tough. I think that the main element in that campaign will be how fast I can get my air into the Lingayen area. The escort carriers can stay only six days at the most and by that time I must have fighters at Lingayen or a lot of shipping will be exposed to the suicide boys from Formosa. Also the airdrome build up must be pretty fast so that I can get some more fighters and straffers in to help push the ground troops south to Manila. If the going is good and we are lucky we should be in Manila in a month after the landing. If we don't get airdromes quickly and the Nip gets wind of our plans early enough, we might be until the end of March getting Osmena established in the capital.

Anyhow, I have received a lot of messages wishing me luck for the New Year. If I have it we will keep rolling.

Sincerely,

GEORGE C. KENNEY
Lieutenant General, U.S.A.
Commander.

General H. H. Arnold,
Commanding General,
Army Air Forces,
WASHINGTON, D.C.

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

~~CLASSIFIED~~

P.S. Harold Lee George told me you were mystified when MacArthur announced on October 28th that Naval Air units would not hit Philippine targets, particularly when about ten days later Halsey was asked to work on a Jap convoy coming from Manila to the west coast of Leyte. Here is the dope.

After the engagement of October 26th, Kinkaid's Seventh Fleet escort carriers were out of action and Halsey's fast carriers had to go back for refuelling and some rest after several tough strikes. On October 27th I ordered a couple of squadrons of P-38's into Tacloban in spite of the fact that I had to park them wing tip to wing tip on each side of 2800 feet of steel mat with 1000 feet of soft coral and sand overrun at each end. The GHQ directive stated that the Navy would control air operations until the Army could take over air cover of the Leyte area and furnish air support to the ground forces. The Navy had nothing to do it with, but a lot of conversation and messages began to appear to the effect that the Navy would take control of the P-38's as soon as they landed. The General decided that as long as the Navy had no air of their own to do the job, the Army Air would assume the responsibilities laid down in the original GHQ directive, so I took over. Later on, when my fighters could not carry bombs far enough to reach the Nip convoy I asked GHQ to request Halsey to take a shot at them. He did so and did a swell job. We cleaned up the remnants with the fighters when they came close enough. After that I got enough stuff to take the other eight convoys myself as they tried to run the air blockade.

There was no mystery out here about the whole thing and no-one worried about it. The business of the Navy using the wording of the GHQ directive to take over the P-38's was on a lower plane and the General acted to forestall such a situation. Cooperation out here between Admiral Nimitz and General MacArthur and with me is excellent. Within the limitations of time between operations, Jap air attacks, typhoons, etc., Halsey has also come through and we have worked with him without trouble. George seemed to have the idea and I gathered that a lot of other people thought that there had been a big row over the matter, but actually there was nothing of the kind.

A single department of National Defense with sub-departments for Air, Ground and Sea forces will settle a lot of these problems and stop the inter-service rivalries that promote friction and rumours of friction.

Hope this clears up the mystery for you.

C.C.K.

~~CLASSIFIED~~

~~SECRET~~

~~CLASSIFIED~~

TO

DECLASSIFIED
DOD Dir
By Bisyat Date 10/6/72

DEC 2 1944

Zero Rail Rocket Installations on A-26 Aircraft for POA

Asst C/AS, MMS, Materiel Division (AFMSA-2B)

Asst C/AS, OCR, Requirements Division 1

Lt Col Puckett-ac-72936

1. A cable has been received from POA giving their requirement for rocket firing installations on all of their A-26 aircraft. For your information, this cable is #RJ44798 dated 27 December 1944.

2. A certain medium bombardment group is being converted to the A-26 airplane here in this country, and the flight echelon will be sent to POA on 15 April 1945. The aircraft to effect this conversion are being furnished out of February production availabilities. The 96 A-26 airplanes needed to effect this conversion will represent the first A-26 aircraft to be sent to this theatre.

3. In accordance with conversations with Major Biays of your office, it is understood that the Army type Zero rail installation, plus all GFE parts necessary, will be available during the month of February, and that the subject modification will be accomplished if at all possible in the production line on aircraft for this converted group. Should there be any unforeseen delay in the availability of the subject equipment, the Asst Chief of Air Staff, OCAR, AFRAD, has agreed to relinquish first priority on up to 30 sets of GFE so that modification of these 96 A-26s may be completed on schedule and in time to meet the readiness date of 15 April.

4. It is requested that your office take the necessary action to accomplish the installation of the above mentioned equipment in all A-26 aircraft destined for POA, starting with those 96 aircraft being furnished the medium bomb group for conversion here in this country.

5. As this is a theatre request, priority 1A is assigned to the modification of the first 96 aircraft.

Bomb. Br. _____

A/C Sec. _____

AFMSG/M _____

AFRAD _____

AFRAL _____

D. J. COUNTRYMAN
Lt. Colonel, A.C.
S. F. GILFILLAN
Colonel, G.S.C.

~~CLASSIFIED~~
~~SECRET~~

SAS 452.1 Sec Pac 74

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED
DECLASSIFIED
30 Dec 46
Date
Initials
DECLASSIFIED
DOD Dir.
AFHDR
30 DEC 1944

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Cable No. AL-96124 from Leyte, Dated 25 December 1944

1. Reference is made to Message No. AL-96124 in which General Kenney referred to AN/APS-15 aircraft and radar supplies. Your remark with respect to the above cable was, "General Wilson, what is the status of this project?"

2. Subject cable was sent to ATSC, Patterson Field, Ohio, for necessary action. ATSC replied by cable informing General Kenney that 70% of the equipment outlined in letter referred to in AL-96124 has been shipped so that the supply of equipment in the theatre will increase substantially in the very near future.

3. The letter referred to in subject cable outlined the FEAF H2X program and contained the following statement:

"Materiel Command has been directed to modify H2X aircraft for FEAF in accordance with the following schedule --

	5th Air Force	13th Air Force
September	12	6
October	12	6
November	12	6
December	12	6"

The above schedule apparently has been interpreted by FEAF to mean delivery dates to the theatre. In reality the schedule represents aircraft entering modification center. The time required for work in the modification center, plus the time consumed in staging and actual time for ferrying, can very easily approach two months. A time lage of this extent between establishment of project and delivery to the theatre may therefore be expected.

4. The FEAF was informed by this office on 11 December 1944, that 18 H2X aircraft were enroute. Serial numbers and project number were given them.

SAS 452.1 South Pacific (2)

SECRET
DECLASSIFIED
452.1 So Pac (2)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

UNCLASSIFIED

5. It is felt that the unfortunate misunderstanding of the schedule on the part of the theatre prompted its complaint. It is further believed that H2X and H2X-LAB airplanes for FEAF are progressing satisfactorily and that ATSC is taking all possible action both for modification of the aircraft and delivery of spare parts and test equipment.

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

File
1/21/45

 UNCLASSIFIED

SAS 452.1 50 Pac (71)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DEC 28 1944

~~SECRET~~

DECLASSIFIED
DOD Dir. 5 Jan. & 20 June 1974
By: ALW/AP NC, Date: 11/4/75

28 DEC 1944

MEMORANDUM FOR CHIEF OF THE AIR STAFF

Subject: Cable Number A-86907 from Leyte, Dated 25 December 1944

1. Reference is made to Message Number A-86907, dated 25 December 1944, in which General Kenney referred to LAB type aircraft (Low Altitude Bombsight - Radar). Your remark in respect to the above cable was "General Wilson for action."

2. The message in question has been answered by outlining projects established in both H2X and LAB aircraft to be assigned to FEAF. Further, General Kenney was informed that six (6) LAB aircraft are enroute and six (6) more are scheduled to enter staging area within the next ten (10) days and six (6) additional LAB aircraft are due to go into staging during the third week of January.

3. Present plans contemplate that after January 1945, General Kenney will receive H2X-LAB equipped B-24's. These aircraft will make it possible to bomb during overcast conditions from either high, low or medium altitudes. Such flexibility is impossible with LAB aircraft which are restricted to low altitude radar bombing.

SAS 452.1 So Pac (70)

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

Orig. Carried to Gen Smith's Office 28 Dec. '44

12/29/44

~~SECRET~~

DECLASSIFIED

SAS 452.1 So Pac (70)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DECLASSIFIED
DOD Dir 5
8 June & 20 June 1974
By ALM/AF NLC, Date 11/10/25

Letter to General Kenney re Additional Fighters.

14 Dec 1944

Chief of Air Staff

1

AC/AS OC&R

1. Submitted herewith is a letter concerning additional allocation of fighters to the Far East Air Forces for signature by General Arnold.

1 Incl.

Signed

DONALD WILSON
Brigadier General, U. S. Army
Asst. [illegible] Staff
Operations, Commitments & Requirements

SAS 452.1 Sec 1 (69)

Title

DECLASSIFIED

SAS. AS-2, 150 Pac (69)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CLASSIFIED~~

AFROA
RCB:de 71079
Wrtn 27 Nov 1944

28 NOV 1944

Lt. General H. F. Harmon
Commanding General
Army Air Forces, Pacific Ocean Areas
APO 953, c/o Postmaster
San Francisco, California

Dear Miff:

I am entirely sympathetic with your position regarding the two transports for General Jarman and General Gilbreath as expressed in your letter of the 13th. What happened here with respect to the assignments will help you understand my position in the matter.

General Richardson sent me a personal memorandum on 31 October requesting that the Air Forces make available two command airplanes to the Pacific Ocean Areas for use of General Jarman and General Gilbreath. The memorandum supplied information in detail as to their needs for transportation. Before I replied to the memorandum, the subject was discussed personally with General Arnold by General Richardson. Under the circumstances, there was no opportunity for consultation with you and a decision was made then to supply the C-87's.

I did not know until receipt of your letter that you had planned to supply an airplane for General Gilbreath's use. Had we known of your plans, perhaps the decision could have been delayed long enough to make you a party to the arrangement to supply the two C-87's or some other arrangement suitable to everyone involved. Regretably, this was not done and a commitment was made which would be embarrassing to change now. I hope you will understand the position we were in and condone my not presenting the problem to you.

The assignment to the Seventh Air Force as stated in our WAR 59690, as you point out, was an error which is being corrected by cable. C-87A, serial number 41-24159 for General Gilbreath, referred to in our WARX 63844 addressed to General Richardson and yourself, is an older airplane released by Air Transport Command. The airplane earmarked for General Jarman, C-87B, serial number 42-6985, is a B-24 which the Ford people converted to a personnel carrier sometime ago.

My preference in this matter, as you know, would have left the responsibility for the supply of transportation in your hands in the beginning and even now to assign the two C-87's to you for utilization as you direct. However, as I believe you will agree, this is not the time to adopt the recommendations made in summary at the end of your letter, such as I would like to follow them.

Sincerely

DECLASSIFIED
DOD Dirs.
8 Jan 1974
By: [illegible]

Signed
28 NOV 1944

B. M. GILES
Lieutenant General, USA

~~CONFIDENTIAL~~

Will [illegible] that the [illegible] will not [illegible]

[illegible] 805521 Sec 66

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

13 November 1944

Lieutenant General B. M. Giles
Chief of the Air Staff
Headquarters, Army Air Forces
Washington, 25, D. C.

Dear Barney:

General Arnold's WAR 59690-38th to Richardson is quoted

"SCHEDULED FOR ASSIGNMENT TO THE 7TH AIR FORCE ARE 2C-87 AIRCRAFT FOR USE OF MAJOR GENERAL JARMAN AND MAJOR GENERAL GILBREATH. IT IS ESTIMATED THAT ONE OF THESE C-87 AIRCRAFT WILL BE AVAILABLE FOR DELIVERY WITHIN 2 WEEKS AND THE OTHER WITHIN APPROXIMATELY 6 WEEKS TIME"

I had already made plans to take care of an airplane for General Gilbreath and had so informed General Richardson, advising him that an airplane of the same type and equivalent as those available to me, that is either a C-87 or a converted B-24, would be made available. As for General Jarman, no specific request that he be provided with such an airplane had been received. General Jarman is an island commander (Comgen Saipan). As such he has no possible use for a C-87. I understand that Richardson proposes to make him responsible for Army administrative matters in the Forward Area. Even in this capacity his needs for such transportation through the area can well be met by those already set up without setting aside and immobilizing crew and aircraft of this nature for his use. However, the matter seems to have been decided without reference to me and I am certainly not going to buck it. I do wish that in the future, before such assignments are made, you would get an expression of opinion from me.

The above quoted radio states that these aircraft will be assigned to the Seventh Air Force. I can see no advantage in this and do not understand why such assignment is planned. I recommend that these aircraft be assigned to Army Air Forces Pacific Ocean Areas. The Seventh Air Force is not interested.

-1-

DECLASSIFIED
DOD Dirs
8 Jan [illegible] 1974
By [illegible] Date 11/20/74

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

Lieutenant General B. M. Giles (Cont'd) 13 November 1944

I strongly recommend that subject radio be amended by instructions to me on assignment of these aircraft eliminating the provision that these specific airplanes be assigned for use of Generals Jarman and Gilbreath; that the designation of the specific airplanes to be assigned these officers be left to me; and that the subject airplanes simply be assigned as I have above recommended to Army Air Forces Pacific Ocean Areas. This recommendation is made because of the fact that my staff and subordinate commanders will use airplanes of this character about ten times as much as they will be used by area and island commanders and I want to place airplanes where maximum utilization of their capacity can be had.

In this connection, the C-87 recently furnished me has had a long life of banging about the globe. It had several long tours in various depots trying to get it in proper shape before coming over here and since arrival in this area over 6,000 depot man hours have been devoted to its conditioning. The other two airplanes I have available are of about the same vintage and are in constant use by personnel of my staff or other activities in this area. One of them was recently made available to some of General Richardson's staff officers for an extended tour through the South Pacific. My own airplane I recently made available to the staff of the Tenth Army for a similar tour in the Forward Area through the Marianas.

In summary, I recommend:

1. That subject airplanes be made available and assigned to Army Air Forces, Pacific Ocean Areas.

2. That the assignment of specific airplanes to Generals Jarman and Gilbreath be my responsibility.

Sincerely,

H. F. HARMON
Lieutenant General, U.S.A.

P.S. The 6,000 depot man hours were not devoted to any furbishing of this airplane - they were devoted entirely and completely to its mechanical conditioning. It's just old and worn out and practically everything inside, wiring etc., had to be replaced.

DECLASSIFIED
DOD Ltrs.
8 Jan. & 20 June 1974
By: [illegible] Date: 11-10-75

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

COPY

AFRAL/Maj Young/74381
16 Nov 44

DECLASSIFIED
DOD Dir. 5 200.10 & 30 June 1964
By AUL/AF NC, Date 4/10/78

20 November 1944

Lt. General George C. Kenney
APO 925, c/o Postmaster
San Francisco, California

Dear George:

Barney showed me your letter of 28 October, and I was somewhat concerned to read that the average flying time of some of your war-weary bombers was only three hundred fifty-five hours. Although we consider three hundred fifty hours as the minimum life-time of an engine, our aircraft are built to fly much longer. The discarding of aircraft which still have a useful life places an unjustifiable burden on personnel and material in our factories, as well as denying these resources to other industries and other phases of the war effort.

Another statement in your letter which causes me some concern is where you state that it is not worthwhile to perform depot repair on your war-weary aircraft because of shortage of manpower and the "new model replacements coming in." It is realized that the situation in your theater is different from any others in that you are constantly moving forward and operating from new bases. I fully understand that it is impossible to bring your depot facilities along with your tactical groups, which makes your maintenance much more difficult. However, this does not permit you to throw airplanes away because "new model replacements are coming in." While I heartily concur that your pilots, and all pilots, should be furnished the best planes we can provide, yet such provision can be carried to so great an extent that it is out of reason with production.

Our aircraft procurement is based on an estimated attrition of 12% of unit equipment per month for your bombers and fighters. While production is sufficient to replace losses at this rate, it will be exceedingly difficult to replace losses at a rate greater than this. If you are to maintain your operations, and we shall make every effort to supply the necessary aircraft to accomplish this, it is evident that you cannot classify airplanes as second-line or war-weary after three hundred fifty-five hours. In this connection, I have been informed that you have been dropping aircraft to second-line at a rate four times as great as the average in other active theaters.

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
CONFIDENTIAL

The importance of keeping our aircraft production within reasonable limits cannot be over emphasised. Military manpower is now so scarce that G-3 has proposed the transfer of one hundred thousand (100,000) men from the Air Forces to the Ground Forces. I am sure that if we could raise the ceiling on strength of the Army and release some men from aircraft factories, this transfer would not be under consideration.

As to your 70% reserve for fighter groups, this reserve was authorized to fill the long pipeline between your moving tactical units and the repair facilities which they leave behind. It was not authorized so you could retire aircraft requiring such repair.

I know that you have a problem all your own. The operations of your air forces have always been an example to shoot at, and you are justified in being proud of your accomplishments. It is not my intention unduly to restrict your operations. We have, however, a responsibility in the conservation of resources and manpower which we must all face. Furthermore, all-out production cannot meet sudden demands beyond presently planned attrition and requirements for new units.

/s/ H. H. Arnold

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

File
12/22/44

CONFIDENTIAL

DECLASSIFIED
DECLASSIFIED
DOD Dir 5
By Alia M NARA Date 8/6/96

Return of Aircraft from Overseas Theaters

AC/AS, Operations, Commitments and Requirements — 26 October 44
Chief of the Air Staff — 1

Recommendations contained in the basic memorandum regarding the return of aircraft from overseas theatres are approved.

1 Incl.
Memo same subj 10-26-44

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

OK as to 4 groups
in Oct 30

File
AP

DECLASSIFIED

SAS 452.1 Sec I (4)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

AFRAL/OWY/rah/74381
Rewrtn AFRAL/Col McKee/br

DECLASSIFIED
DOD Dirs
By AUTHAT

26 October 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Return of Aircraft from Overseas Theaters.

I. Discussion.

1. The Air Staff has been operating upon a policy that no aircraft are to be returned to the United States from overseas theaters. However, an exception has recently been made to this policy when authorization was given to General Kenney to return B-25H's, P-47's and C-47's.

2. It is believed that an exception should also be made in authorizing the return of certain fighters from the Central Pacific. Action is now being taken to reequip one P-38 and one or possibly two P-47 groups with P-51's for long range escort which will render the P-38's and P-47's excess to the requirements of the Seventh Air Force. Of the 225 P-47's in the Central Pacific, none have been in the theater more than one year, most of them less than six months. Of the 135 P-38's, all have arrived in the Seventh Air Force in the past five months. There is an urgent requirement for these airplanes in the U.S. training establishments where it now is necessary to use many old and obsolete aircraft which are no longer economical to operate. There will be ample boat space for the transportation of these aircraft back to the U.S.

3. The Army Air Forces' requirements for new production aircraft are calculated on the assumption that maximum utilization will be made of our available resources. If aircraft are to be discarded while they still have a useful life, it will be necessary to increase production accordingly.

II. Recommendations:

1. That fighter aircraft from the Central Pacific as indicated in paragraph 2 above be returned.

DECLASSIFIED
SECRET

DECLASSIFIED

2. That other aircraft operationally fit for training be returned from theaters as requirements may demand and on approval of the Chief of Air Staff.

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

SECRET
DECLASSIFIED
SAS 452.1 SO Pac (4)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD DIR. 5200.9
By ALN/AP

DECLASSIFIED

Return of Aircraft from Overseas Theaters

AC/AS, Operations, Commitments and Requirements — 28 October 44

Chief of the Air Staff — 1

Recommendations contained in the basic memorandum regarding the return of aircraft from overseas theatres are approved.

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

1 Incl.
Memo same subj 10-26-44

28 OCT 1944
AAG

SAS 452.1 Sec 1 (64)

SECRET

DECLASSIFIED

SAS 452.1 Sec 1 (64)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES DECLASSIFIED

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

DECLASSIFIED

SUBJECT: Return of Aircraft

TO: Chief of Air Staff

DATE 20 Oct 1944

COMMENT No. 1

FROM: AC/AS OC&R

1. Request that the attached cable be forwarded to General Kenney.

2. The C-47 picture is that General Kenney has fifty (50) C-47's, second-line, that can be used by activities in this country, which will make available the release of fifty (50) C-49's and C-53's back to the airlines. This has been discussed with General Echols and he is in favor of the return of these aircraft.

3. The P-47 picture is that General Kenney has a considerable number of P-47D's with very little time, and some of them even in crates. He is taking the P-47D with water injection in preference to the earlier models. We sorely need fighters that are in good shape in our training establishment.

1 Incl.
Cable

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

DECLASSIFIED

PAGE

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

CONFIDENTIAL

DECLASSIFIED

Letter to General Kenney.

Secretary of the Air Staff

AC/AS, Operations, Commitments & Requirements

17 OCT 1944

1

Attached herewith is letter to General Kenney for signature.

Signed

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

1 Attach.
Ltr to Gen Kenney.

AFROM _____

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

CFRAI/GWY/lm
Ext 74381
Rm 3D 1040
Wrtn 29 Sept 44

DECLASSIFIED
DOD Dir.
By Auth/AF

8 OCT 1944

Lt. General George C. Kenney,
APO 925, c/o Postmaster,
San Francisco, California.

Dear George:

General Wood has recently arrived at this Headquarters and states that war-weary airplanes of all kinds, especially fighters, are stacked up in every field from Biak to Brisbane.

In the case of the fighters, I believe that this excess is due in part to the 70% reserve which you demanded about a year ago. It appears to me that if you had difficulty maintaining aircraft when you had only 50% reserve, the situation would not be improved by increasing your reserve to 70%. I am sure that, to a large extent, your "drops to second line" and accumulation of surplus have been the result of this increased reserve. If you agree, therefore, we propose to reduce your fighter reserve from 70% to 50%.

I know your surplus aircraft are becoming more of a problem to you every day, and we are trying to help you in this matter. New regulations are now being published which will be delivered to you as soon as possible, and I hope they will assist you in getting these surpluses off your hands.

P.S. As you remember I found a large reserve of Combat planes at Townsville especially the P-47's. Please make a check of this and let me have your comments. I do not propose to reduce your reserve from 70 to 50% if you need this larger reserve.

Dont forget I want to be your hatchet man when you go into Tokyo.

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

CONFIDENTIAL
DECLASSIFIED
3 OCT 1944
SAS 452.1 5 Jan (62)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~
DECLASSIFIED

AFAEP LP
WMB/hhm/74955
2 Oct 1944
(Rewritten 6 Oct 1944
Maj. Mitchell AFSWA)

6 October 1944

DECLASSIFIED
DOD ltr
8 Jan. & 30 June 1972
By ALM/AP NSC Date 11/6/03

The Honorable Harry L. Hopkins,

The White House.

My dear Mr. Hopkins:

In Mr. Lovett's absence from the City, I am answering your memorandum dated September 28th, concerning planning aircraft requirements.

J.C.S. 1079, the J.C.S. 521 and C.C.S. 495 series are in large measure the basis on which the Army Air Forces compute the future requirements for aircraft coming under Army Air Forces cognizance.

J.C.S. 1079 sets forth the requirement in squadrons and unit equipment aircraft for the Tactical Air Forces (Army, Navy and Marine) required to accomplish the earliest possible defeat of Japan. This is currently being considered by the Joint Chiefs of Staff. The J.C.S. 521 series is the redeployment of forces reoriented from Europe against Japan. This of course includes the redeployment of the Army Air Forces to the Pacific theaters, to a Strategic Reserve in the United States and is the directive for setting up the Occupational Forces in Europe. This latter series will be revised to conform to J.C.S. 1079 when J.C.S. approval has been obtained. The C.C.S. 495 series and the Russian Protocol set forth future Land-Lease and U. S. Navy requirements on the basis of a continuing war against Germany.

At the Quebec Conference the British were invited to submit their plan for future air operations against the Japanese. To date they have submitted one proposal for the employment of strategic Air Forces. These forces will not require U. S. production in their support. To date no tactical air requirements have been submitted by the British for the war against Japan at the conclusion of hostilities in Europe.

The Aircraft Requirements Board of the Army Air Forces in computing the specific number of aircraft required from future production take cognizance of and are governed by the requirement to support the forces in the currently approved deployment plan together with the requirements for Land-Lease and the U. S. Navy. The Aircraft Requirements Board directs the future production of airplanes after considering attrition rates in the various theaters,

521 Doctrine (61)

~~SECRET~~
DECLASSIFIED

Cy for Sec. AAF

OAS 452.3 Sec. 61

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

aircraft on hand, U. S. Navy's stated requirements and Lend-Lease requirements. These requirements are reviewed each month and are set up on two bases:

a. A continuing war against Germany and the requirements to support the forces deployed at attrition rates ruling in the war against the Germans and the Japs.

b. On the basis of the termination of the war with Germany on the first of the next succeeding month and the requirement to support forces redeployed, in reserve and those forces that constitute the occupational forces. Each requirement is computed on its own bases of attrition and reserve rates taking cognizance of the time required for redeployment, aircraft on hand, enroute, etc. The requirement for Lend-Lease is admittedly an estimate; however, it is a relatively small requirement and is under constant review.

The method used by the Navy in computing the number of aircraft to implement their program is not known to the War Department.

Respectfully yours,

[redacted]
WILLIAM MITCHELL
Major, Air Corps
Assistant Executive

INCL.
Memo to Hon. H.L.Hopkins,
Sept/28/44 fm P.M.Appleby
w/Intra-Office Memo, Sept/22/44.

DISPATCHED
OCT 7 1944
ASSISTANT SECRETARY OF WAR
FOR AIR

SECRET
DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

AFAEP LP
WHB/hhm/71955
2 Oct. 44

DECLASSIFIED
Authority NND 760033 By NARA, Date 11/16/07

The Honorable Harry L. Hopkins,

The White House.

Dear Harry:

This is in reference to your memorandum dated September 28th, concerning planning aircraft requirements.

J.C.S. 1079, the J.C.S. 521 and C.C.S. 495 series are in large measure the basis on which the Army Air Forces compute the future requirements for aircraft coming under Army Air Forces cognisance.

J.C.S. 1079 sets forth the requirement in squadrons and unit equipment aircraft for the Tactical Air Forces (Army, Navy and Marine) required to accomplish the earliest possible defeat of Japan. This is currently being considered by the Joint Chiefs of Staff. The J.C.S. 521 series is the redeployment of forces reoriented from Europe against Japan. This of course includes the redeployment of the Army Air Forces to the Pacific theaters, to a Strategic Reserve in the United States and is the directive for setting up the Occupational Forces in Europe. This latter series will be revised to conform to J.C.S. 1079 when J.C.S. approval has been obtained. The C.C.S. 495 series and the Russian Protocol set forth future Lend Lease and U. S. Navy requirements on the basis of a continuing war against Germany.

At the Quebec Conference the British were invited to submit their plan for future air operations against the Japanese. To date they have submitted one proposal for the employment of Strategic Air Forces. These forces will not require U. S. production in their support. To date no tactical air requirements have been submitted by the British for the war against Japan at the conclusion of hostilities in Europe.

The Aircraft Requirements Board of the Army Air Forces in computing the specific number of aircraft required from future production take cognizance of and are governed by the requirement to support the forces in the currently approved deployment plan together with the requirements for Lend Lease and the U. S. Navy. The Aircraft Requirements Board directs the future production of airplanes after considering attrition rates in the various theaters, aircraft on hand, U. S. Navy's stated requirements and Lend Lease requirements. These requirements are reviewed each month and are set up on two bases:

a. A continuing war against Germany and the requirements to support the forces deployed at attrition rates ruling in the war against the Germans and the Japs.

Cy. for Sec. A. S.

SECRET DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

b. On the basis of the termination of the war with Germany on the first of the next succeeding month and the requirement to support forces redeployed, in reserve and those forces that constitute the occupational forces. Each requirement is computed on its own bases of attrition and reserve rates taking cognisance of the time required for redeployment, aircraft on hand, enroute, etc. The requirement for Land Lease is admittedly an estimate however it is a relatively small requirement and is under constant review.

The method used by the Navy in computing the number of aircraft to implement their program is not known to me.

Sincerely yours,

ROBERT A. LOVETT,
Assistant Secretary of War for Air.

Incl.
Memo. to Hon. Hopkins, dtd
Sept. 28, 44, w/incl.

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

172

MANUSCRIPT DIVISION

CLASSIFIED ITEMS REMOVED

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

Series: 452.1 S. Reilly

Folder Title:

Item(s) and Security Classification:

1a. Letter, Paul Appleby to Harry Hopkins, 9/28/44, 1p. S.
Originating Agency: White House

b. Memo., Ramsey to Appleby, 9/22/44, 1p. S.
Originating Agency: White House

c. Memo., Hopkins to Lovett, 9/28/44, 1p. S.
Originating Agency: White House

PK /PKW 1994 10/PKW

Reviewer Date

85-57 (rev 4/90

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MANUSCRIPT DIVISION

MANUSCRIPT DIVISION

CLASSIFIED ITEMS REMOVED

CLASSIFIED ITEMS REMOVED

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

Series: Foreign Policy File

Series: Foreign Policy File

Folder Title: Africa: Angola: Chron. File

Folder Title: Africa: Angola: Chron. File

Item(s) and Security Classification:

Item(s) and Security Classification:

1. a. Memo: Saunders to Sisco, undated, 3p. TS-SCI
   b. Memo re. Background Security Assistance undated, 1p. TS-SCI
   b. "Soviet & Cuban Aid to the MPLA ... Jan. '76" Feb.

PK — Mar. 94

Reviewer — Date

PK — Mar. 94

Reviewer — Date

86-57 (rev 4/90)

86-57 (rev 4/90)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET DECLASSIFIED

DECLASSIFIED
DOD Rtr.
By ALD/ISP NLC, Date 11/16/75

Letter for Mr. Lovett's Signature on Planning Aircraft Requirements.

Chief of the Air Staff 3 Oct 44

ACAS Plans 1

WMB/hhm/74055

Attached hereto is a draft of letter prepared for Mr. Lovett's signature addressed to Mr. Hopkins in answer to a memorandum from Mr. Ramsey to Mr. Appleby of the Bureau of the Budget at the Executive Office of the White House on the subject of planning aircraft requirements.

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

Incl:
Dft ltr to Mr. Hopkins for
Mr. Lovett's signature w/
incl.

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DECLASSIFIED
DOD Dir. 5200.9
6 Jan. & 22 June 1979
By ALNAC

P-51 Aircraft for Australia

AC/AS, Plans 9-29-44

Chief of the Air Staff 1

General Smith concurs in recommendation contained in paragraph 4 of the attached memorandum.

1 Incl.
Memo same subj 9-26-44

Signed
J. M. CARR,
Lt. Colonel, A. C.,
Executive,
Deputy Chief of Air Staff

UNCLASSIFIED
30 SEP 1944
AGO

452.1 Aust Pac (60)

SECRET
DECLASSIFIED

SAS 452.1 Aust Pac (60)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Copy

SECRET

DECLASSIFIED DOD 7/5 6 Jan. & 30 June 1976 By AWNP NC, Date 11/6/75

Headquarters
Allied Air Forces
Southwest Pacific Area
Office of the Commanding General

12th September 1944

Dear Barney:

Since you left this area several people coming through from the States have told me that the A.20 is to go out of production this month; that the B-25 is to stay in production but that the majority of the 'planes turned out will be equipped with the cannon nose and that the B.25 itself is scheduled to disappear along in February; also that the A.26 is to replace both the A.20 and the B.25. Today I got a wire from you stating that due to delays in modification the six A.26's you were going to send out to me will not be ready untill some time in early 1945. As a matter of fact I was rather glad to hear the news, as we are pretty busy for service testing anything these days.

But the information in regard to the A.20 disturbs me considerably. I am wondering what I will equip my three A.20 groups with. I think you will understand that I have no desire to equip them with the A.26 and if the B.25 is to go out of production the first of the year another complication is raised that I am not enthusiastic about. I certainly believe it would be to the best interests of everyone concerned and particularly to the Fifth and Thirteenth Air Forces if sufficient A.20's and B.25's were to continue in production to keep us going until the end of this war. As I told you during your visit here, I am satisfied they are plenty good enough to take care of anything we are going to run into for another year or so and, as far as this war is concerned, I am fairly confident it will be finished up by mid-summer at the latest.

I would appreciate it if you would give me the dope by radio on the plans for both the A.20 and the B.25 and whether or not I am going to be forced to take A.26's, as this information is vital to me in connection with planning for future operations.

Come on out and see me the next chance you get - and bring plenty of folding money with you.

Sincerely,

/Gen. Kenney
GEORGE C. KENNEY
Lieutenant General, U. S. A.
Commander

Lt. General Barney M. Giles,
Army Air Forces,
Washington, D. C.

452.1 Misc (59)

DECLASSIFIED
SECRET

SAS 452.1 Misc (59)

DECLASSIFIED

DECLASSIFIED DOD 7/5 6 Jan. & 30 June 1976 By AWNP NC, Date 11/6/75

B-25's in the Far East Air Forces.

AC/AS OC&R Sept 6, 1944

1

Chief of Air Staff

1. General Kenney told me in Brisbane that by September he would have 200 B-25J's with the b mbardier nose which he could not use. He asked me to do all he could to speed up the flow of B-25J's with the gun nose and to stop immediately the flow of the bombardier nose B-25.

2. Take action immediately and let me know what you have done.

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

6 SEP 1944

452.1 Misc Pac (56)

DECLASSIFIED

SAS 452.1 Misc (59)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DECLASSIFIED
DOD Dir. 5 200 June 1974
By AWHQ NO, Date 10/10/12

P-51's for the Southwest Pacific.

AC/AS OCAR

Chief of Air Staff

2 SEP 1944

1

1. General Kenney is very anxious to get a P-51 group as early as possible in order to acquaint his people with the possibilities of the airplane, maintenance problems, tactics and techniques, and in order that they will be prepared to use P-51 units effectively on redeployment. He stated he would like very much to start by converting a squadron at a time in a selected group.

2. What can be done on this? Prepare your answer in a form suitable for incorporation into a letter to General Kenney.

Signed

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

DISPATCHED
2 SEP 1944
AAG

DECLASSIFIED

1st USAF to Pac

SAS

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL DECLASSIFIED DOD Dir 5200.9 By CLN, NARS, Date 11/6/75

B-25's in the Far East Air Forces

Chief of Air Staff

SEP 8 1944

Asst C/AS, OCR

2

Maj Puckett/alj/72936

1. The strafer nose for B-25 type airplanes which contains eight caliber .50 guns started to come out of production around the middle of August this year. As of the 29th of August 42 nose kits had been completed.

2. On 26 July 1944 this Headquarters received a cable from FEAF stating a requirement for 100% strafer nose B-25Js, and authorizing delay in this country of all current projects for FEAF until the strafer nose could be installed on all airplanes.

3. This office took action on the same date in compliance with the forementioned cable to stop the flow of bombardier nose B-25Js to FEAF. In addition, action was taken on 27 July by MAR to AC/AS, MRS, Material Division, Production Branch, to furnish kits to FEAF for the field installation of this strafer nose on the bombardier nose B-25Js already in the theater and then enroute.

4. Present production of these strafer noses is now being utilized to modify all B-25J airplanes in the delayed projects for FEAF. Production of the strafer nose is running according to schedule, and by 23 September sufficient noses will be produced to complete this modification on all B-25J airplanes currently in this country that are allocated to the 5th and 13th Air Forces through October 1944. After 23 September, production will be sufficient to equip all B-25Js for FEAF without delaying any further projects.

5. Therefore, it is possible to start sending kits to General Kenney starting approximately the 1st of October for field installation of these strafer noses in his bombardier nose B-25Js already in the theater. The total production of strafer noses, which is 35 noses per week, will be shipped as kits to FEAF until their requirement is satisfied. However, sufficient kits will be deducted from total production to insure the prompt modification of November allocations of B-25Js for FEAF.

6. In addition, one sample airplane incorporating this nose is presently enroute to the theater. By 20 September, 32 airplanes from the current projects which total 93 airplanes will be out of the factory and on their way. Also two complete nose kits are being sent to General Kenney in compliance with a request from his Headquarters.

7. By the middle of November this year, enough strafer nose kits will be on their way to FEAF to convert all of General Kenney's bombardier noses B-25Js in his Air Forces.

Signed

WILLIAM F. McKEE

Major General, Air Corps

Deputy, Asst. Chief of Air Staff, Operations, Commitments & Requirements

Bomb Br _____

A/C Sec _____

AFREQ _____

AFDMR _____

AFDMO _____

DECLASSIFIED CONFIDENTIAL

AFRAL SAS 452-1 Ltr Rec

452.1 (4 Dec) (56)

(66)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1974
By A&N/NF NC, Date 8/16/05

B-25's in the Far East Air Forces.

Reply attached

AG/AS OCAR

Chief of Air Staff 1

1. General Kenney told me in Brisbane that by September he would have 200 B-25J's with the b mbardier nose which he could not use. He asked me to do all he could to speed up the flow of B-25J's with the gun nose and to stop immediately the flow of the bombardier nose B-25.

2. Take action immediately and let me know what you have done.

Signed

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

DECLASSIFIED

File a

SAS 452.1 Sol Pac (52)

DECLASSIFIED
DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1974
By A&N/NF NC, Date 8/16/05

P-51's for the Southwest Pacific.

Chief of Air Staff 8 SEP 1944

AC/AS, OCAR 2

INFILE/72556

1. In compliance with Comment No. 1, recommended the following answer be incorporated in a letter to General Kenney:

a. Regarding P-51's, the situation is still a bit tight due to the continuing high loss rates in the European theatres. However, present estimates of availability indicate we will be able to allocate sufficient from November and December production to reequip a 3-squadron figh er group. In the even. our loss rates decline in Europe, we may be able to expedite these shipments.

2. To preserve continuity of thought this paragraph was included in our answer to your R&R dated 1 September 1944 subject: "Questions Pertaining to South West Pacific Area Airplane Situation", and is repeated here for your convenience.

AFRAL_____

AFROM_____

Signed
WILLIAM F. McKEE
Colonel, A.C.,
Deputy Asst. Chief of Air Staff,
Operations, Commitments & Requirements

452.1 Sol Pac (52)

File a

DECLASSIFIED

-2- SAS

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DECLASSIFIED
DOD 5200

P-51's for the Southwest Pacific.

AC/AS OCAR

Chief of Air Staff

2 SEP 44

1

1. General Kenney is very anxious to get a P-51 group as early as possible in order to acquaint his people with the possibilities of the airplane, maintenance problems, tactics and techniques, and in order that they will be prepared to use P-51 units effectively on redeployment. He stated he would like very much to start by converting a squadron at a time in a selected group.

2. What can be done on this? Prepare your answer in a form suitable for incorporation into a letter to General Kenney.

Signed

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

DECLASSIFIED

NN 452.1 to Pac (35)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
SECRET

By Authority of The Commanding General
DECLASSIFIED
Date Initials

4 JUL 1944 AAG/AP

Lt. General George C. Kenney, USA
HQ Allied Air Forces
Southwest Pacific Area

Dear George:

Your letter of 6 June arrived in good time and I am investigating the possibilities of having the two (2) P-40 squadrons which you spoke of assigned to your area; however, the Light Bomber Squadron is not equipped with A-20's but with B-34's (Vega-Ventura).

I heartily approve of General MacArthur's and your desires to have the Canadians assist us, even though on a small scale. It is going to be a problem in properly presenting the matter to the Combined Chiefs of Staff inasmuch as the information has come to me in a round-about way. In this respect, I recommend that Colonel Moore-Cosgrave, the Canadian Military Attache, make the same proposal to his home office, which will be in harmony with the action I propose to take here.

Since the Medium Bomb Squadron which you spoke of is not equipped with A-20's, it would be difficult for us to re-equip such a squadron due to the fact that we are stopping the production of A-20's in the near future and are only storing sufficient aircraft to take care of attrition until we can convert A-20's into A-26's. While the Canadians are using the B-34's in "sea-search" missions, they would not serve for the same purpose that you want the A-20's for.

As you are well aware, one of the major problems in getting these units to you is that of shipping. Provided that the CCS decided to deploy these units in your theater, General MacArthur would have to designate the units to be deleted from his shipping schedule in favor of these squadrons and their supporting elements. I do not have the total number of tons that would be involved but will investigate and let you know more

SAS 452.1 Ltr. to Kenney (54) COPY FOR S/AS

DECLASSIFIED
SECRET

CM 9733
SAS 452.1 Ltr. to (54)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

on this subject as the plan develops. You may expect a letter from me in the near future on this matter after I have had an opportunity to investigate more thoroughly all of the relative possibilities.

Sincerely,

Sgd. H. H. Arnold

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

Dispatched
4 JUL 1944
AAG

File
and
7-5-44

DECLASSIFIED

SAS 452.1 6. Pac (5C)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

Letter to Gen. Kenney re Australian aircraft production

Chief of the Air Staff — 8 July 1944

ACAS Plans — 1

HVB:mec 71127

Attached hereto draft of letter to Lt. Gen. G. C. Kenney prepared for General Arnold's signature.

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

Incl -
drft ltr to Kenney for
Gen Arnold's sign.; orig
ltr 15 Jun 44 frm Kenney

SAS 452.1 to Pac (6-2)

DECLASSIFIED
SECRET

AAG 452.1 to Pac (58)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

DECLASSIFIED
DOD DIR
E.O. 12958, as amended
By ASD/NII Date 3/14/05

AFAEP
GCJ:mae
71127
wtm: 19 Jul 44

21 July 1944

Lieut. General George C. Kenney
Commanding General, Fifth Air Force
A.P.O. No. 923, c/o Postmaster
San Francisco, California

References: Your letter 15 June 1944

Dear George:

I have received the letter of 9 June 1944 from Air Vice Marshal Jones with your indorsement and that of CNO, SWPA. The Royal Australian Air Force representative here in Washington has also received a copy.

The Royal Australian Air Force representative filed a request for the following aircraft:

1. 187 B-25's to equip 4 squadrons in the period July-December 1944, 39 of which were to be transferred from the Dutch to the Royal Australian Air Force. The Dutch formally agreed to release 39 now in their possession in Australia. Attrition requirements were stated as 69 for the period January-June 1945.

2. As an alternate bid in case B-25's were not available over and above the 39 mentioned above, a request was made for 120 A-20's in the period July-December 1944 and for attrition in the period January-June 1945, 9 B-25's and 52 A-20's were requested.

3. 308 P-40's for the period July-December 1944 were requested to support 8 existing squadrons and an O.T.U.

4. 323 P-51's for the period January-June 1945 were requested to re-equip five of the 8 P-40 squadrons and an O.T.U.

The Munitions Assignments Board this date approved the following assignments to the Royal Australian Air Force:

1. 202 P-40's in the period July-December 1944 from Army Air Forces expectancies. While this quantity does not meet the Australian bid, it is the best we can do at this time and should provide sufficient attrition replacements for 8 squadrons.

COPY TO: S/AS

DECLASSIFIED
SAS 452 to Packet

SAS 452 to Packet (53)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

2. 39 B-25's from the Dutch to the Royal Australian Air Force immediately. This assignment will re-equip one of the four squadrons of Beauforts. There are neither B-25's nor A-20's available for the remaining three squadrons. Production of A-20's stops entirely in September and all B-25's have been allocated.

The Combined Chiefs of Staff are now considering a paper containing the aircraft allocations to all nations for the period July 1944 to June 1945 and the Royal Australian Air Force is set up for 152 P-51's in the period January-June 1945 in that paper. Presently scheduled production of P-51's does not permit allocating the full 323 requested. However, the possibility of increasing P-51 production here to off-set your deficiency in Australian production is being examined by ACAS MMAD and Kindleberger so that it may be possible to increase the Royal Australian Air Force allocation later on.

Sincerely,

Signed

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

DECLASSIFIED

- 2 -

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

COPY

HEADQUARTERS
ALLIED AIR FORCES
SOUTHWEST PACIFIC AREA

Office of the Commanding General

15th June, 1944.

Dear General Arnold,

I have just finished an inspection of Australian Aircraft production of the Mosquito, the Mustang (P-51D) and the Beaufighter. As I am afraid that you expect the fairly early equipment of combat squadrons of the RAAF with aircraft produced in Australia, I want to give you my analysis and forecast of the rates of production of these three types.

BEAUFIGHTER: The Beaufighter is being produced at two factories under control of Department of Aircraft Production; one at Melbourne and the other at Sydney. By November 1st of this year the Melbourne factory should be up to between fifteen and twenty a month and possibly as many as ten a month should be coming out of the factory at Sydney. These airplanes then go to RAAF depots, where they are equipped with their radio, armament, bomb racks, oxygen and so forth, which means another month to six weeks before they are ready for operations. In other words, it will be nearly January 1st, 1945, before one full strength squadron is operational, and with the equipment for four other squadrons available by July 1945. The total production is set for thirty a month, which is barely sufficient to keep five squadrons going. These two plants are fairly well organized and, as they are under Government supervision, they have first call on skilled manpower. Sub-contractors are fairly well organized and the supply of engines, propellers and tyres, which comes from England, is assured. I believe they will meet the schedule I have given without any question.

MOSQUITO: The Mosquito is being built by the de Havilland Aircraft Company at the new factory just outside of Sydney. Four pilot models have been delivered and tooling should be sufficiently proven to turn out about twenty a month by January 1945, if a seven hundred man increase is allowed by the Manpower Commission. The Air Minister, Mr. Drakeford, assures me the allowance will be made.

The present schedule calls for production of eighty five for 1944, but the labour in the assembly plant is unskilled and needs a lot of training. Proving of tooling is coming along but there is still a lot of filing and re-working being done on the sheet metal [redacted] which needs much better standardisation and control. The production manager told me during my visit that the greater portion of his labour would be in the ranks of the unemployed in peacetime. He spoke of a production goal of thirty a month but the floor space is barely sufficient to turn out twenty airplanes a month after the labour gets educated and the tooling is proven. This rate could be increased if another shift

SECRET
DECLASSIFIED

SECRET

DECLASSIFIED

were put to work, but the manpower situation will hardly permit the assignment of the necessary additional personnel. Wing construction is considerably behind all other parts production. There is no shortage of materials, engines or propellers, the latter two of which come from England. With the diversion of several of the early productions for remodelling into photographic airplanes, I do not expect the equipment of an RAAF operating squadron with Mosquito type aircraft before January 1945.

MUSTANG: The Mustang is being produced by the Commonwealth Aircraft organisation in Melbourne. One hundred complete sets of parts have been purchased from North American, of which seventy percent have arrived and are now being segregated, catalogued and stocked. About sixty percent of the information required for tooling and setting up a production line has arrived. Mr. Wackett, the general manager, expects to be completely tooled some time in January 1945 and to reach a production rate of thirty five a month by the end of that year. He expects to reach a rate of twenty five airplanes a month by June, 1945. These estimates I believe to be somewhat optimistic. Wackett is duplicating Kindelberger's production set-up, which is capable of turning out well over five hundred airplanes a month, in order to reach a production schedule of thirty five a month. In other words, he is heavily overtooled and will have to pay a time penalty before he is ready for production as well as pl and a heavy penalty on proving his tooling, as well as placing himself in a position where it will be an exceedingly difficult business to make any changes or modifications over the 1943 model of the North American P-51D. Our experience has shown that it is almost impossible to keep from making some changes in the airplane on account of the continuous demands from the operating squadrons. The lightest change is bound to interfere with his production and cause interminable delays. The only thing in his favour is that he does have a fairly competent organisation and is doing the whole job himself - almost none of the parts are sub-contracted. My estimate is that the RAAF will be able to equip one squadron of airplanes made from Kindelberger's parts by July 1945. It will probably be three or four months after that before a second squadron can be equipped.

Following the inspections of these factories, I had a number of conferences with Air-Vice-Marshal Jones, Chief of the Air Staff, RAAF, and Mr. Drakeford, the Air Minister. In view of slowness of getting into production on these three types of aircraft, which are to be the backbone of the equipment of Australian fighter and light bomber squadrons, I advised them to put in for some more P-40's, or Mustangs, and either A-20's or B-25's to be allocated from the United States in order to keep their operating squadrons going. There are eight Kittyhawk squadrons now operating which will require a steady flow of five airplanes a month each to keep them going. This rate should be maintained until July 1st, 1945, and with the replacements for the three P-40 squadrons of the 49th Fighter Group which I am now maintaining, amounts to the same total of fifty five a month to this theatre that I asked you for in my last letter. As I have mentioned several times, the P-40 is still the best airplane out here for any combat below fifteen thousand feet and I am especially desirous that Curtiss be kept going at a sufficient rate to allow the eight RAAF squadrons and three from the

SECRET
DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

Fifth Air Force to continue with the P-40. If you have definitely decided to stop P-40 production, and Kindelberger's output will allow the substitution of the Mustang, I would be perfectly willing to see the eight RAAF squadrons and the three Fifth Air Force squadrons so equipped. The Australian requisition on the United States is accordingly written that way.

In regard to the light bomber situation, No. 22 Squadron of the RAAF is now equipped with A-20's which are all cast-offs or overhaul jobs with a few A-20G's supplied them from the Fifth Air Force to keep the squadron going. Two other light bomber squadrons now equipped with the unsatisfactory Beaufort are in need of re-equipping. I cannot lend them any A-20's or B-25's for this purpose as I have not enough to spare of either type. At a pinch I can keep No. 22 Squadron going by letting the Australians repair and overhaul some of my older A.20's. On account of the delay in production of the Mosquito and the Beaufighter with which these squadrons were to be equipped, I advised the RAAF to ask for enough A-20's or B-25's to equip and maintain three light squadrons for the balance of 1944. Either the A-20 or the B-25 will be satisfactory. I do not know whether or not these two types are scheduled to go out of production but it is essential that these three squadrons be kept going with something. That something will have to come from the United States. As the Australians are taking over the allotment of B-25's from the Dutch for one squadron, it would be preferable to equip these three squadrons with B-25's, but if they are not available the A-20 is satisfactory.

The RAAF squadron organization calls for eighteen airplanes in the squadron and nine in reserve. I told them to ask for eighty one airplanes for initial equipment and for fifteen a month wastage requirements. This is consistent with our experience, which indicates that about five a month per squadron is sufficient to keep the organization going at full strength.

Letter from Air-Vice-Marshal Jones, Chief of the Air Staff, RAAF, addressed to Headquarters Allied Air Forces and dated 9th June, 1944, is on its way to Washington now, requesting the allocation of aircraft to the RAAF for 1944 and 1945 along the lines that I have already covered. This letter has an endorsement by me and by GHQ, SWPA, recommending approval of the request. A copy of this letter has already been forwarded to the RAAF representative in Washington.

Sincerely,

(S)

GEORGE C. KENNEY
Lieutenant General, U.S.A.
Commander

DECLASSIFIED

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

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 1974
By AIN/AP HQ; Date 11/18/75

TO: Chief of the Air Staff

DATE: 15 Jul 44

FROM: ACAS Plans

Comment No. 2
HVB:mcd 71127

In compliance with Comment No. 1 above, attached re-draft letter to Gen Kenney presented for further consideration of Gen Wilson.

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

Incl -
Draft ltr to Kenney for
Gen Arnold's sig; orig
ltr frm Kenney 15 Jun 44;
R&R fl to C/AS w/bk slps
and orig drft ltr to Kenney

SECRET
DECLASSIFIED

452.1 to Pac - (53)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~
DECLASSIFIED

Proposed letter to General Kenney

Assistant Chief of Air Staff, Plans
Attn: General Jamison
Chief of the Air Staff

13 July 1944

1

RHH/hd/3373

1. Your attention is invited to the comments of General Wilson concerning the attached proposed letter to General George C. Kenney.

2. If you will have it redrafted and returned I shall promptly present it to General Wilson for further consideration.

ROBERT H. HARPER
Lt. Colonel, Air Corps
Executive, Chief of Air Staff

Dispatched
13 JUL 1944
AGO

SPA 452.1 to Pacific (53)

DECLASSIFIED
~~SECRET~~

File

452.1 to Pac (53)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AFROA

SECRET
DECLASSIFIED

DECLASSIFIED
13 MAY XX
Date Initials

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

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

By Hand with ltr

13 May 1944

DECLASSIFIED
DOD ltrs.
9 Jan. & 20 June 1974
By AIA/AP HC, Date 11 MAY

Deputy Chief of Air Staff (Gen Timberlake)

MEMORANDUM FOR ~~ASSISTANT CHIEF OF AIR STAFF, OCAR~~
~~Attention: Colonel McKee~~ WFM

SUBJECT: 16 Specially equipped B-25H Airplanes for Fifth Air Force

1. Eleven of the 16 specially equipped B-25H airplanes (Project 96479R) for the Fifth Air Force departed the United States prior to 6 May. Of the remaining 5, Headquarters, Air Transport Command, advised that 3 are expected to depart tonight (13 May), and the remaining 2 by 15 May.

2. One of the 5 yet to depart actually left on 12 May and was forced to return because of icing conditions that had continued for several days in the Pacific. Two others had considerable difficulty with carburator adjustment and corrections to satisfactory fuel consumption have just been completed. The remaining 2 arrived at POAE from Sacramento Air Depot this date.

3. While this project was known to be of importance, no directive fixing a deadline date for departure from the United States has been received by Commitments Division at any time. Headquarters, Air Transport Command has indicated subject aircraft have been expeditiously handled and such information as is available in this Headquarters confirms that position.

T. L. MOSLEY
Colonel, Air Corps

Noted

FOR VICTORY
BUY UNITED STATES DEFENSE BONDS AND STAMPS

DECLASSIFIED

SAS 452.1 to Plan (SL) ✓

SAS 452.1 Solomon (5)

THIS PAGE IS DECLASSIFIED IAW EO 13526

AGE IS DECLASSIFIED IAW E

WAR DEPARTMENT
COMMANDING GENERAL, ARM[redacted] FORCES

DATE 5/12/44

MEMORANDUM FOR: GENERAL ARNOLD

Attached are figures giving location and allocation of B-25's equipped with cannon and data on radar sights.

F. M. D.

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

3-7900, AF

AGE IS DECLASSIFIED IAW E

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~ DECLASSIFIED

DECLASSIFIED
DOD Dir. 5200.9
by AFHRC MO, Date 4/4/07

B-25's Equipped with Cannon

	5AF	6AF	7AF	10AF	11AF	12AF	13AF	14AF	Totals
On Hand 5/11/44	125	17	75	88	4	41	43	22	125
Enroute	16*			3			2	2*	26
	141	17	75	104	4	41	45	24	451
Allocated:									
May (remainder)				13			16	19	
June				11			3	13	
July				10			3	20	
Aug				10			3	20	
Sep				12			4	12	
Oct				12			2	14	
Nov				12			2	7	
Dec				12			2	14	
Jan				12			2	14	
Total Allocations				104			37	138	279
TOTALS	141	17	75	208	4	41	82	162	730

* Equipped with radar sights.

Note: 5th AF has removed cannon from some of their aircraft.

DECLASSIFIED

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED
DECLASSIFIED
DOD Dirs
6 Jan. & 20 June 1974
By HLW/AC NC. Date 11/14/75

50 Radar sights produced

20 to Navy (Marine)
30 to AAF

16 enroute to 5th (installed in a/c)

11 at Hickam
3 at Fairfield
2 at McClelland

2 enroute to 14th (installed in a/c) left W.Palm Beach 9 May.
11 spares

9 to 5th enroute (not installed)
2 to 14th enroute (not installed)

1 in A-26, mock-up with 105 mm.

2620 to be manufactured

520 to Navy
2100 to AAF

1000 for installation in A-26's and B-25's
1000 for spares
100 for training

Approximated factory delivery

July 105
Aug 145
Sept 245
Oct 420
Nov 525
Dec 525
Jan remainder

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

Col. Roberts/ek/72435
Wtn 22 Mar 1944

AFRIB

Secret by authority of
CG AAF
DECLASSIFIED
Date Initials

25 MAR 1944
DECLASSIFIED
By AAFAT

Major General Claire Chennault
Commanding General, Fourteenth Air Force
APO 627, c/o Postmaster
San Francisco, California

Dear Claire:

Receipt of your letter dated 21 February 1944, is acknowledged. Reference ARO (radar range finding equipment for 75 mm cannon), this equipment is still in the experimental stage and limited in use and quantity. Because of the promising results obtained on tests at Eglin Field, arrangements were made some time ago to send a project of 16 ARO equipped B-25H's (unit equipment for a complete squadron) to General Kenney for combat test. Your enthusiasm for this equipment has caused me to decide to outfit two airplanes and send them to you. I have taken this action for several reasons. First, you favor the use of the 75 mm cannon and will give this ARO a very thorough trial. Second, ARO is limited primarily to water targets, although it has some possibilities for limited use on selected land targets, and you have a wide selection of ocean, river, and land targets upon which to test suitability of the equipment. Since there are currently only 20 sets available, the four sets required to equip your two airplanes (two installed and two spares) must be taken from those which previously had been contemplated as spares for the Southwest Pacific.

I want to stress the fact that we are diverting to you these sets from a project already established, in order that we can get quick returns concerning the tactical suitability of this equipment on various types of targets in your theater. Use them as you see fit, and let us know as soon as possible what you think of the equipment. This is important because we have gone lightly on procurement of this equipment, until we are confident that it is worthwhile, in order not to let this procurement unduly interfere with the manufacture of other high priority radar equipment. This project, as outlined to you by cable this date, will consist of two B-25H's with trained crews plus necessary maintenance personnel and a project officer who will be on temporary duty for two to three months. It should depart here shortly after 1 May 1944.

With reference to your desire for an accoustically detonating mine, the use of the Mark 13, Model 5, as converted with the A-3 accoustic mechanism, has been approved by the Navy for use on or after

SECRET
DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED SECRET

20 April 1944. Approximately 5,000 pounds of equipment and one officer is currently ready to leave the United States. It is suggested that you request the Theater Commander to assign highest air priority for movement of this equipment. In this connection attention is invited to radio from the Commander-in-Chief, U. S. Fleet to Aluench, Chungking, dated 14 March 1944.

For use against wooden hull shipping of shallow draft, in rivers and harbors of either shallow or great depth, which preclude the use of magnetic or acoustic mines, the Mark 19 mine is suggested. This is because this contact mine floats free at any predetermined and pre-set depth between two and 60 feet. One hundred of these mines are scheduled for shipment to your Command by 15 April 1944, together with tools, test equipment, and trained maintenance personnel.

The project of 14 LAB equipped B-24 aircraft is progressing according to schedule and should depart here before 15 April 1944. As you probably know, the low altitude bombsight has paid dividends to Kenney and Harmon on shipping attacks. Your LAB equipment will be considerably more flexible because of a slight modification which will enable you to do area bombing in darkness or above clouds up to 15,000 feet. While this is not the primary function of the equipment, and it is not nearly so accurate at medium as at low altitudes, you may be able to accomplish something with it in that respect, if you insist upon a fine state of training for the crews and select proper targets.

This project also will come to you with trained combat crews, maintenance personnel, and a project officer. One of our greatest problems here now is the procurement of trained and experienced radar technicians. In view of this you must consider that the crews which reach you are capable of far better results if you continue to improve their training.

Since these projects constitute an introduction of airborne radar to your theater I suggest that you give them more than average attention in order that all of your operations, combat, and supply people become radar minded as soon as possible. If you do this it should eliminate many problems which you will have when you begin to deal with radar in a big way.

Dispatched
25 MAR 1944
AAG

Gen. H. H. Arnold

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

DECLASSIFIED

-2-

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

3/24/44. Gen Craig Please Reply for me AHA

HEADQUARTERS, FOURTEENTH AIR FORCE
Office of the Commanding General

21st February, 1944.

DECLASSIFIED
DOD Ltr.
8 Jan. & 20 June 1974
By ALAFAT UC. Date 11/10/75

General H. H. Arnold,
Commanding General,
Army Air Forces,
WASHINGTON, D.C.

Dear General Arnold:

Receipt of your letter dated 2nd February is acknowledged. The information contained in the letter was read with much interest.

Colonel Winslow C. Morse, commanding the Chinese-American Composite Wing, has informed me that Radar Computing sights have been manufactured for use with the B-25 type planes equipped with the 75 mm cannon. Colonel Morse reports that these sights were tested by the Proving Ground Command located at Eglin Field, Florida. The results of these tests were reported as encouraging and successful.

Our medium crews operating the B-25 equipped with the 75 mm. cannon are not having the success they should have with this gun. Our accuracy has been faulty chiefly because the pilots do not make an accurate estimate of the range. Muchoof this inaccuracy is attributed to the sighting arrangement installed in the B-25.

It is my considered opinion that our B-25's could achieve even greater successes than they are at present, if we could increase the accuracy of the personnel operating the 75 mm. cannon. With a view toward making the most out of the 75 mm. equipped B-25's, I would like very much to service test one of the cannon equipped B-25 using the Radar computing sights. The ship, of course, to be brought to the 14th Air Force by a crew trained in the operation of this radar computing sight and both the plane and crew to operate it to be charged against the allotments set up for the 14th Air Force.

If it is not possible for you to send me a B-25 equipped with the 75 mm. cannon and the radar computing sight along with the crew to operate this plane, could you send me the radar computing sight with all of the necessary equipment for its installation and the trained personnel to operate it? We would make the installation here.

The use of this radar computing sight under actual combat conditions will permit us to determine its suitability for use in this theatre and also make available to you and the Air Force additional information on the sight.

a-2585

~~SECRET~~ DECLASSIFIED

~~SECRET~~ DECLASSIFIED

The shipment of this equipment and personnel by highest air priority is desired and requested.

We have been having considerable success with magnetic mines. We have photographs showing three Japanese ships badly damaged just outside the entrance to Takao Harbor and have other reports of ships sunk by mines in the approaches to Hong Kong harbor and of Haiphong. However, the Japs seem to have gotten on to handling the magnetic mines and I am extremely anxious to get mines with sonic detonators. These mines would also be especially useful in reaches of the Yangtsze River where the magnetic mine has little usefulness. Due to the swift current and relatively shallow water, ships passing thru these reaches usually proceed at slow speed and the magnetic detonator does not function. I have asked the Navy to supply me with the necessary modifications to change the Mark 13 magnetic mine to the Mark 13-5 sonic mine, but so far they have not approved my request. I believe that our mining operations will be much more effective if we can plant both types of mines or one type in localities which are not particularly suitable for the other type. If you could do anything to assist me in getting the sonic modification, I would appreciate it very much.

Teh 308th Heavy Bomber Group is operating under almost prohibitive conditions now, due to the POL situation in Assam. You will recall that you told me to have this Group ferry its own supplies until such time as ATC could deliver sufficient tonnage to take care of the Group and of the remaining units of the 14th Air Force. Due to the peculiar distribution of POL in Assam, the Group is no longer able to obtain its supplies at Chabua, but must go back to Misamari or Tezpur for fuel. The net load which can be carried from these fields to the Kunming area is about 5,000 lbs. Instead of running two and one half ferry trips per combat sortie, the Group now must run four to four and one half trips per combat sortie. Since we are short of combat crews this situation places such a burden on the Group that not more than two or three combat missions can be run per month. However, I am maintaining one Squadron of the Group in the Eastern area at all times for long distance sea search and they have done some very fine work. The Squadrons are rotated on this duty at intervals of ten to fourteen days, thus giving all personnel an opportunity to engage in both ferrying and sea search.

All indications point to a vigorous and sustained Japanese effort to destroy our units in the East China area as soon as the weather breaks. I have endeavored to force the Japanese into this position for a long time because I am confident we can destroy 2 of their planes for each of ours and that they cannot sustain this ratio of loss very long.

With kindest personal regards, I am,

Most sincerely yours,

~~SECRET~~ DECLASSIFIED

C. L. CHENNAULT
Major General, U.S.A.
Commanding.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir 5
By ALW/AM

DECLASSIFIED

2 March 1944

Lieut. General H. F. Harmon,
Commanding General, U. S. Army Air Forces,
South Pacific,
APO #502,
Postmaster, San Francisco, Calif.

Dear Hiff:

I have gone over your letter of the 14th and find that the orders for John W. Meyers of Northrup are being processed and he should arrive at your Headquarters before the first P-61. Our embargo of messages covered your other personnel requirements and this will confirm that both Colonel Wolfinbarger and Colonel Musgrave should be able to get away from here early in March.

With reference to the P-61 turrets, the priority situation on these turrets is such at the present time that none of these turrets will be available for P-61's before December 1944 at the earliest. Removal of these turrets does not appreciably increase performance.

The shipment of P-61's to your theater is scheduled as follows:

February:	4	with turrets and glossy black camouflage.
March	8	with turrets and mat camouflage.
April	4	with turrets and mat camouflage and 4 without turrets.

Shipments of P-63's are scheduled to provide, in addition to the 10 now available, 10 by 9 March and 5 by 15 March, or a total of 25. It is possible that the shipment of these aircraft could be stepped up if given priority over all aircraft for your theater; however, even if you do consider this desirable it is not probable that all deliveries could be made to your theater in time to meet the target date indicated.

We were glad to hear of your safe arrival back in the theater, and are always pleased to have the benefit of your opinions.

Sincerely,

BARNEY M. GILES,
Maj. General, AC
Chief, Air Staff

Dispatched
4 [illegible]
AAG

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DECLASSIFIED
DOD dirs.
8 Jan. & 20 June 1974
By AUL/AD LC, Date 11/6/75

San Francisco, California
14 February 1944

Major General B.M. Giles
Chief of Air Staff - War Department
Washington, D.C.

Dear Barney:

In a separate letter to General Arnold, I tried to give him the pisture of why I would like to have Bill Street. He will, no doubt, show it to you.

The rest of this letter is more or less a recording of the conversation I had with you and Colonel Libby of your office.

1. a. P-61, John W. Meyers, Northrup Engr. Test Pilot, to be sent to SoPac by air to coach our pilots on this airplane. This will, no doubt, save a lot of time in getting optimum performance.

b. Turret to be put back in this ship unless it demonstrates an appreciable increase in performance without the turret. Fire power - a heavy, quick burst of fire - is of great importance in a night fighter and should not be sacrificed unless the gain in performance is appreciable. Also contemplate the use of this airplane as a night barge hunter where fire power will be most acceptable and for night cover of naval task forces, convoys, etc.

2. P-63. Push them to us as rapidly as possible, for we will want them badly during and in preparation for next operation - the target date for which is April 1. With fast shipment and good luck, we might be able to get a reasonable number into the show and operate them from Bougainville and Green Island.

3. Personnel.

a. If Street not made available, would like the names of several superior brigadiers from which to select one.

b. Deputy Fighter Commander. Will take any of following in order of preference as listed.

(1) Col. Gabriel Dissosway. Asked for him sometime ago and about December 19, Twining was told he would be made available but no action has been taken.

(2) Jeff, John A.

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED
DECLASSIFIED
DOD 5200
By ALM/NARA Date 3/10/75

1. The following information is furnished as the basis for reply to letter from Lt. General H. P. Harmon:

a. Re P-61:

(1) Mr. John V. Meyers, Northrup engineer and test pilot, agrees to a detail in the South Pacific Area. Both the Materiel Command and the Northrup Company concur in the desirability of sending Mr. Meyers to that area. His absence will not affect other Northrup projects adversely. The Air Service Command is processing Mr. Meyers' orders at the present time, and it is hoped that he will arrive at General Harmon's Headquarters prior to the arrival of the first P-61.

(2) The removal of the turret from the P-61 does not appreciably increase the performance of the airplane but is necessitated by requirement of a more urgent program; namely, the B-29. OCAR have stated that the turret is not required for this airplane, but have asked that provisions be retained for possible reinstallation at a later date. The requirement for P-61 turrets for the B-29 program is such that with the present priority of the latter, no turrets will be available for P-61's until December 1944 at the earliest.

(3) There are now thirty-six (36) P-61's available in the United States. These airplanes are at Sacramento Air Depot being prepared for shipment overseas. Twenty-nine (29) are equipped with turrets and these will be the last of the model so equipped this year. These airplanes are now undergoing technical order changes and, on the first sixteen (16), glossy black camouflage. All thirty-six (36) are expected to be shipped by boat before 1 March 1944.

(4) The following is the approved schedule of available P-61 airplanes:

February - 6 to South Pacific Area
4 to Central Pacific Area
4 to Southwest Pacific Area
March - 8 to South Pacific Area
4 to Central Pacific Area
8 to Southwest Pacific Area

SECRET
DECLASSIFIED

DECLASSIFIED
SECRET

April - 4 to Southwest Pacific Area
19 to United Kingdom
4 to Southwest Pacific Area
1 to South Pacific Area
2 to Central Pacific Area

The above list is in order of priority. It will be noted that the February, March, and the first two April airplanes are to be sent out on this first shipment.

(5) The following is for your information and may not be suitable for transmission to General Harmon:

(a) The Materiel Command is studying the installation of four fixed guns to be provided in a package which will fit in the present turret well. There is a possibility that the turrets themselves will be available before these package guns.

(b) The Materiel Command is studying the possibility of providing additional fuel in the present turret location. For the moment this project will not go beyond the design study stage since OCAR has made a definite statement that additional fuel is not required in this airplane.

b. Re P-63:

(1) From present indications, the twenty-five (25) P-63 airplanes on Project 96437 will be available at the factory as follows:

At present	1
By 23 February	5
By 27 February	4
By 9 March	10
By 15 March	5
Total	25

(2) Traffic Division advises that these airplanes could be shipped promptly if this were given priority over all other airplanes for that theatre, but that arrival dates in the theatre would be at least 25 days after date of shipment.

(3) On the basis of the above information it would appear

SECRET
DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

P-61 and P-63 Airplanes for the Southwest Pacific.

Chief of the Air Staff — 25 Feb 1944

AG/AS, MMAD — 2 (Cont.)

APF/ah/71888

improbable that all of these airplanes could be delivered to the theatre in time to meet the stated target date.

Signed J Stevens

C. P. NICHOLS,
Major General, U.S.A.,
AC/AS, M. M. & D.

AAG 452.1 So. Pac. (42) B

DECLASSIFIED
SECRET

air AG 452.1 So Pac. (42) B

DECLASSIFIED

DECLASSIFIED
DOD Dirs
By ALM/AFF NC, Date 11/10/75

Maj.Gen.B.M. Giles (Cont'd) — 14 Feb. 1944

(3) Underhill, Edward H.
(4) Anderson, Charles
(5) Grover, Orrin L.
(6) Puryear, Romulus W.

c. Deputy Bomber Commander.

(1) Brig. Gen. Frank Armstrong
(2) Col. Edward W. Suarez
(3) Col. George B. Dany
(4) Col. T.C. Musgrave

d. Deputy C/S, 13th A.F.

(1) Col. O.E. Ford. It is understood he is available for release from Training Command.

(2) Col. Oscar Senter

(3) Or, any one of the officers listed under b and c above.

e. An officer to be prepared to take command of Air Stations in Kavieng or Admiralty area.

(1) Any one of the officers listed in b, c, and d above - or other officer with corresponding qualifications.

Immediate action and dispatch of officers under b, c, and d, by highest priority air transportation is essential. This due to fact that Army takes over operational control forward Solomon-Bismarck area early in March and these officers are essential to organization. Urge that this be given priority handling.

Dispatch of officer under e. is not so urgent as to time.

Please give this your approval and pass to Bevans to expedite.

Many thanks, Barney, for all your help.

Always sincerely,

MFH:m

M.F. Harmon
Lt. Gen., U.S.A.

DECLASSIFIED

Gen AG 452.1 So Pac. (42)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED
DOD Dirs
By ALN/AF NARA Date 4/14/05

P-61 and P-63 airplanes for the Southwest Pacific

Assistant Chief of Air Staff, MMRD — 18 Feb 1944

Chief of the Air Staff — 1

1. The following is an extract from a letter received by General Giles from Lt. General H. F. Harmon:

"1. a. P-61, John W. Meyers, Northrup Engr. Test Pilot, to be sent to SoPac by air to coach our pilots on this airplane. This will, no doubt, save a lot of time in getting optimum performance.

b. Turret to be put back in this ship unless it demonstrates an appreciable increase in performance without the turret. Fire power - a heavy, quick burst of fire - is of great importance in a night fighter and should not be sacrificed unless the gain in performance is appreciable. Also contemplate the use of this airplane as a night barge hunter where fire power will be most acceptable and for night cover of naval task forces, convoys, etc.

"2. P-63. Push them to us as rapidly as possible, for we will want them badly during and in preparation for next operation - the target date for which is April 1. With fast shipment and good luck, we might be able to get a reasonable number into the show and operate them from Bougainville and Green Island."

2. Please furnish information on which a reply to General Harmon may be based.

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

Dispatched
18 Feb 1944
AAG

Air Ltr 452.1 SoPac. (47)B

DECLASSIFIED
~~SECRET~~

Air Ltr 452.1 SPacif. (47) B

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

DECLASSIFIED
DOD ltr's
E.O. 12356, 30 June 1982
By ALM/AF NC, Date 11/16/95

Shipment of Fighter Type Aircraft to Australia.

TO: Deputy Chief of Air Staff (Gen Vandenberg)

date: FEB 15 1944

FROM: ACAS, Plans

Comment No. 3
JDC/jn/72259

Forwarded for your information.

JOI L. LOUTZENHEISER
Colonel, GSC
Chief, Operational Plans Division

TO: AC/AS - Plans
FROM: Deputy Chief of the Air Staff (General Vandenberg)

DATE 18 Feb 1944
COMMENT NO. 4
WPB/is/5458

1. Noted.

2. It will take some help from Plans to assure that WW&D gets proper orientation on when, where and how many carriers to ask for. Your joint planners can gauge, for the AAF, other demands on naval carrier resources.

HOYT S. VANDENBERG
Brigadier General, U. S. A.
Deputy Chief of the Air Staff

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

AFRDB

DECLASSIFIED

Roberts/ek/72435
Wtn. 22 Mar 1944

DECLASSIFIED

Mar 23, 1944

Major General Claire Chennault
Commanding General, Fourteenth Air Force
APO 627, c/o Postmaster
San Francisco, California

Dear Claire:

Receipt of your letter dated 21 February 1944, is acknowledged. Reference ARO (radar range finding equipment for 75 mm cannon), this equipment is still in the experimental stage and limited in use and quantity. Because of the promising results obtained on tests at Eglin Field, arrangements were made some time ago to send a project of 16 ARO equipped B-25H's (unit equipment for a complete squadron)to General Kenney for combat test. Your enthusiasm for this equipment has caused me to decide to outfit two airplanes and send them to you. I have taken this action for several reasons. First, you favor the use of the 75 mm cannon and will give this ARO a very thorough trial. Second, ARO is limited primarily to water targets, although it has some possibilities for limited use on selected land targets, and you have a wide selection of ocean, river, and land targets upon which to test suitability of the equipment. Since there are currently only 30 sets available, the four sets required to equip your two airplanes (two installed and two spares) must be taken from those which previously had been contemplated as spares for the Southwest Pacific.

I want to stress the fact that we are diverting to you these sets from a project already established, in order that we can get quick returns concerning the tactical suitability of this equipment on various types of targets in your theater. Use them as you see fit, and let us know as soon as possible what you think of the equipment. This is important because we have gone lightly on procurement of this equipment, until we are confident that it is worthwhile, in order not to let this procurement unduly interfere with the manufacture of other high priority radar equipment. This project, as outlined to you by cable this date, will consist of two B-25H's with trained crews plus necessary maintenance personnel and a project officer who will be on temporary duty for two to three months. It should depart here shortly after 1 May 1944.

With reference to your desire for an acoustically detonating mine, the use of the Mark 13, Model 5, as converted with the A-3 acoustic mechanism, has been approved by the Navy for use on or after

DECLASSIFIED
~~SECRET~~

~~SECRET~~

DECLASSIFIED

20 April 1944. Approximately 5,000 pounds of equipment and one officer is currently ready to leave the United States. It is suggested that you request the Theater Commander to assign highest air priority for movement of this equipment. In this connection attention is invited to radio from the Commander-in-Chief, U.S. Fleet to Alusnob, Chungking, dated 14 March 1944.

For use against wooden hull shipping of shallow draft, in rivers and harbors of either shallow or great depth, which preclude the use of magnetic or acoustic mines, the Mark 19 mine is suggested. This is because this contact mine floats free at any predetermined and pre-set depth between two and 60 feet. One hundred of these mines are scheduled for shipment to your Command by 15 April 1944, together with tools, test equipment, and trained maintenance personnel.

The project of 14 LAB equipped B-24 aircraft is progressing according to schedule and should depart here before 15 April 1944. As you probably know, the low altitude bombsight has paid dividends to Kenney and Harmon on shipping attacks. Your LAB equipment will be considerably more flexible because of a slight modification which will enable you to do area bombing in darkness or above clouds up to 15,000 feet. While this is not the primary function of the equipment, and it is not nearly so accurate at medium as at low altitudes, you may be able to accomplish something with it in that respect, if you insist upon a fine state of training for the crews and select proper targets.

This project also will come to you with trained combat crews, maintenance personnel, and a project officer.. One of our greatest problems here now is the procurement of trained and experienced radar technicians. In view of this you must consider that the crews which reach you are capable of far better results if you continue to improve their training.

Since these projects constitute an introduction of airborne radar to your theater I suggest that you give them more than average attention in order that all of your operations, combat, and supply people become radar minded as soon as possible. If you do this it should eliminate many problems which you will have when you begin to deal with radar in a big way.

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

Dispatched
25 MAR 1944
AAG

DECLASSIFIED
~~SECRET~~

- 2 -

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

[redacted]

DECLASSIFIED
DOD DIR 5200.9
By A1w/Bf NLJ/NARS Date 11/30/77

HEADQUARTERS, FOURTEENTH AIR FORCE
Office of the Commanding General

21 February 1944

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

Dear General Arnold:

Receipt of your letter dated 2nd February is acknowledged. The information contained in the letter was read with much interest.

Colonel Winslow C. Morse, commanding the Chinese-American Composite Wing, has informed me that Radar Computing sights have been manufactured for use with the B-25 type planes equipped with the 75 mm cannon. Colonel Morse reports that these sights were tested by the Proving Ground Command located at Eglin Field, Florida. The results of these tests were reported as encouraging and successful.

Our medium crews operating the B-25 equipped with the 75 mm cannon are not having the success they should have with this gun. Our accuracy has been faulty chiefly because the pilots do not make an accurate estimate of the range. Much of this inaccuracy is attributed to the sighting arrangement installed in the B-25.

It is my considered opinion that our B-25's could achieve even greater successes than they are at present, if we could increase the accuracy of the personnel operating the 75 mm cannon. With a view toward making the most out of the 75 mm equipped B-25's, I would like very much to service test one of the cannon equipped B-25 using the Radar computing sights. The ship, of course, to be brought to the 14th Air Force by a crew trained in the operation of this radar computing sight and both the plane and crew to operate it to be charged against the allotments set up for the 14th Air Force.

If it is not possible for you to send me a B-25 equipped with the 75 mm cannon and the radar computing sight along with the crew to operate this plane, could you send me the radar computing sight with all of the necessary equipment for its installation and the trained personnel to operate it? We would make the installation here.

The use of this radar computing sight under actual combat conditions will permit us to determine its suitability for use in this theater and also make available to you and the Air Force additional information on the sight.

[redacted]

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

The shipment of this equipment and personnel by highest air priority is desired and requested.

We have been having considerable success with magnetic mines. We have photographs showing three Japanese ships badly damaged just outside the entrance to Takao Harbor and have other reports of ships sunk by mines in the approaches to Hong Kong harbor and off Haiphong. However, the Japs seem to have gotten on to handling the magnetic mines and I am extremely anxious to get mines with sonic detonators. These mines would also be especially useful in reaches of the Yangtsze River where the magnetic mine has little usefulness. Due to the swift current and relatively shallow water, ships passing thru these reaches usually proceed at slow speed and the magnetic detonator does not function. I have asked the Navy supply me with the necessary modifications to change the Mark 13 magnetic mine to the Mark 13-5 sonic mine, but so far they have not approved my request. I believe that our mining operations will be much more effective if we can plant both types of mines or one type in localities which are not particularly suitable for the other type. If you could do anything to assist me in getting the sonic modification, I would appreciate it very much.

The 308th Heavy Bomber Group is operating under almost prohibitive conditions now, due to the POL situation in Assam. You will recall that you told me to have this Group ferry its own supplies until such time as ATC could deliver sufficient tonnage to take care of the Group and of the remaining units of the 14th Air Force. Due to the peculiar distribution of POL in Assam, the Group is no longer able to obtain its supplies at Chabua, but must go back to Missmari or Tezpur for fuel. The net load which can be carried from these fields to the Kunming area is about 5,000 lbs. Instead of running two and one half ferry trips per combat sortie, the group now must run four to four and one half trips per combat sortie. Since we are short of combat crews this situation places such a burden on the Group that now more than two or three combat missions can be run per month. However, I am maintaining one Squadron of the Group in the Eastern area at all times for long distance seasearch and they have done some very fine work. The Squadrons are rotated on this duty at intervals of ten to fourteen days, thus giving all personnel an opportunity to engage in both ferrying and sea search.

All indications point to a vigorous and sustained Japanese effort to destroy our units in the East China area as soon as the weather breaks. I have endeavored to force the Japanese into this position for a long time because I am confident we can destroy 8 of their planes for each of ours and that they cannot sustain this ratio of loss very long.

With kindest personal regards, I am,

Most sincerely yours,

C.L. CHENNAULT
Major General, U.S.A.
Commanding

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

AFRDB

Mar. 18, 1944

MEMORANDUM TO CHIEF OF AIR STAFF:

Subject: B-25 Project with Radar Rangefinder for 75 mm Cannon

1. Situation

a. Sixteen (16) B-25 aircraft equipped with ARO (radar rangefinder) are scheduled to depart about 1 April for the Fifth Air Force.

b. In letter to General Arnold strong request was made by General Chennault for one ARO equipped B-25.

c. Only sixteen (16) ARO sets for airplanes plus fourteen (14) spares are available.

2. Problem - To determine whether any or all of the sixteen (16) planes scheduled for Fifth Air Force should go to Fourteenth Air Force.

3. Discussion

a. Reasons for sending planes to Fifth Air Force

1. General Kenney has agreed by cable to accept these planes.

2. General Kenney, who has not been consistently favorable towards the 75 mm cannon, may view the 75 mm cannon with more favor if it is equipped with ARO.

3. There should be ample targets in the Sourthewst Pacific for ARO, which functions best on water targets.

4. Since General Kenney was informed by cable early in February that he would receive these specially equipped airplanes it might interfere with his plans to deny him all sixteen (16) airplanes.

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

b. Reasons for sending airplanes to Fourteenth Air Force

1. General Chennault's enthusiasm for ARO planes will probably insure a thorough trial for the equipment.

2. Sufficient water targets and probably some suitable land targets are available in the China Theater.

c. Reasons against dividing project

1. Radar maintenance equipment and personnel are available in such limited quantities that it will be a strain to provide two self sustaining projects.

c. Reasons for dividing project

1. Testing equipment under two different commanders will preclude any one commander becoming prejudiced against the equipment and not giving it a proper trial.

2. Testing of equipment in two different theaters should insure availability of suitable targets of various sorts.

4. Recommendations - To insure best possible trial for this equipment and in spite of difficulties involved, recommend that eight (8) aircraft be sent to the Fifth Air Force and eight (8) to the Fourteenth Air Force.

WILLIAM F. McKEE
Colonel, A.C.,
Deputy Asst. Chief of Air Staff,
Operations, Commitments & Requirements

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DECLASSIFIED
DOD Ltr
E.O. 12958, as amended 30 June 1954
By: [illegible] NLC, Date: 11/20/96

Shipment of Fighter Type Aircraft to Australia

Air Ag 45-2.1 So Pacific (46)

TO: AC/AS - Plans
FROM: Deputy Chief of the Air Staff (General Vandenberg)

DATE 18 Feb 1944
COMMENT NO. 4
WHB/ls/5458

1. Noted.

2. It will take some help from Plans to assure that WD&D gets proper orientation on when, where and how many carriers to ask for. Your joint planners can gauge, for the AAF, other demands on naval carrier resources.

HOYT S. VANDENBERG
Brigadier General, U. S. A.
Deputy Chief of the Air Staff

Dispatched
18 FEB 1944
AAG

DECLASSIFIED

Air Ag 45-2.1 So Pac (46)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~ DECLASSIFIED

DECLASS. ED 27
wtn: 7 Feb 44

AFAEP
GCJ:mec

FEB 10 1944

Air Marshal R. Williams
Royal Australian Air Force Representative
Munitions Building
Constitution Avenue
Washington 25, D. C.

DECLASSIFIED
DOD Dir 5200.9
By Airhart 8/10/75

Dear Air Marshal:

Your letter of 3rd February on the subject of Australia's 1944 aircraft allocations indicates your desire to prevent the subject from getting into political channels. Naturally, that should be avoided and I see no necessity for it.

I had presumed that the plan for equipping heavy bomber squadrons, which was prepared by General Giles and Air Marshal Jones in London, was entirely satisfactory to the Australian Government since Air Marshal Jones accepted the plan. I am informed that, due to manpower considerations, the original Royal Australian Air Force plan for 71 squadrons in 1944 was revised downward to 53 squadrons. It was determined in London that 6 heavy bomber squadrons were within the manpower capabilities of the Royal Australian Air Force to maintain and operate and therefore I do not propose to exceed that figure in 1944.

In regard to the question of providing additional B-24's for operational training, you make no mention in your 3rd February letter of 6 used B-24's which are to be provided by General Kenney in the first six months of 1944. The total of 12 in the first half of the year for training of crews is all that I can make available in that period.

The C-47 situation is most critical and I must stress the point that to build two additional transport squadrons in Australia would be at the expense of equipping troop carrier squadrons essential for first priority operations. An allocation of 24 C-47 transports in the first six months and 12 in the second six months of 1944 has been made to Australia for the support of 4 existing squadrons.

In May the tentative allocations now made for the second six months will be reviewed and it is hoped that the progress of the war at that time will permit an increase in the Royal Australian Air Force allocations.

Yours sincerely,

DECLASSIFIED

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

COPY TO: GEN ARNOLD'S OFFC

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

SECRET

DECLASSIFIED
DOD IIFS
E.O. 12958 & 20 June 1974
By A-Lin/AF LC, Date 4/16/96

Letter to Air Marshal R. Williams, RAAF

Chief of the Air Staff

7 Feb 44

ACAS Plans - Logistical Plans

1
OCMmec 71127

Attached draft of letter in reply to 3rd February letter from Air Marshal R. Williams prepared for General Arnold's signature.

Incl - drft ltr for Gen Arnold signature, as described abv.

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

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

February 10, 1944

Receipt is acknowledged of a SECRET letter to Air Marshal Williams 2/10/44 from Gen. Arnold

NAME _____

RANK _____

Please accomplish and return to:

General H. H. Arnold
Room 3 E 1012, Pentagon Building
Washington, DC

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
SECRET

AFAEP
GCJ:mec
71127
wtn: 7 Feb 44

FEB 10 1944

DECLASSIFIED
By AFHRA

Air Marshal R. Williams
Royal Australian Air Force Representative
Munitions Building
Constitution Avenue
Washington 25, D. C.

Dear Air Marshal:

Your letter of 3rd February on the subject of Australia's 1944 aircraft allocations indicates your desire to prevent the subject from getting into political channels. Naturally, that should be avoided and I see no necessity for it.

I had presumed that the plan for equipping heavy bomber squadrons, which was prepared by General Giles and Air Marshal Jones in London, was entirely satisfactory to the Australian Government since Air Marshal Jones accepted the plan. I am informed that, due to manpower considerations, the original Royal Australian Air Force plan for 71 squadrons in 1944 was revised downward to 53 squadrons. It was determined in London that 6 heavy bomber squadrons were within the manpower capabilities of the Royal Australian Air Force to maintain and operate and therefore I do not propose to exceed that figure in 1944.

In regard to the question of providing additional B-24's for operational training, you make no mention in your 3rd February letter of 6 used B-24's which are to be provided by General Kenney in the first six months of 1944. The total of 12 in the first half of the year for training of crews is all that I can make available in that period.

The C-47 situation is most critical and I must stress the point that to build two additional transport squadrons in Australia would be at the expense of equipping troop carrier squadrons essential for first priority operations. An allocation of 24 C-47 transports in the first six months and 12 in the second six months of 1944 has been made to Australia for the support of 4 existing squadrons.

In May the tentative allocations now made for the second six months will be reviewed and it is hoped that the progress of the war at that time will permit an increase in the Royal Australian Air Force allocations.

Yours sincerely,

Dispatched by officer courier
on Feb. 10, 1944

DECLASSIFIED
SECRET

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

COPY TO: AIR AG

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
Authority [illegible]
BY [illegible] NARS, Date 3/3/04

P Y

COMMONWEALTH OF AUSTRALIA

Royal Australian Air Force Representative
Munitions Building
Constitution Avenue
Washington 25, D. C.

In reply quote 2/Air

3rd February, 1944.

wtn: Gen Kuter - Williams is coming to see me re this at a later date - Look it over and tell me what you think. HHA.

Dear General,

As intimated to you last evening, there are indications in questions now being asked me from Australia, of the possibility of the question of aircraft allocations for 1944 getting into political channels.

Australia's attitude appears to be indicated in the statement:-"We have an undertaking from the President to supply to us from U. S. production in 1944 a certain number of aircraft, with specific reference to heavy bombers. Although we now request only about half the number promised (due to reduction in our programme) even these are not forthcoming under present proposed allotments".

Australia's concern arises from failure of the proposed allotments to meet the bid in three aspects confined to heavy bombers and transports:-

(1) The provision of aircraft for 6 heavy bomber squadrons instead of 7;
(11) Inadequate provision for the Operational Training of HB crews;
(111) No provision for two transport squadrons.

The present US direct allotments provide in the first half of 1944 only 6 heavy bombers and no transport aircraft - the United Kingdom however has made twice that number available from its allotment, to assist in operational training.

After studying the programme it is clear that the great bulk of Australia's needs can be met by allotments in the second half of the year and, consequently, I set out below details of the distribution of the present proposed allotments (in black figures) and have added (in red figures) an additional allotment that would meet Australia's case:

	1st Half						2nd Half						
	J	F	M	A	M	J	J	A	S	O	N	D	TOTAL
B-24	-	-	2	2	2	*	20	20	20	30	30	30	156
						3	5	6	6	6	7	7	47
C-47							5	5	5	5			20

* An additional 12 aircraft will be provided from U.K. allotment between April and June.

NOTE:- The heavy bombers asked for would provide 26 aircraft between May and September for operational training and 21 between October and December for the seventh squadron.

The Transport aircraft would enable the two existing squadrons to be re-equipped in August and November respectively.

All allotments I understand will come up for review again in May, when, if the situation demands it, they may have to be altered.

In the meantime, however, such an allotment, which asks only for 8 heavy bombers in May and June, would, I feel sure, keep the whole question in Service and out of political channels.

I seek your sympathetic considerations of this proposal.

Kindest regards,

Yours sincerely,

(S) R.WILLIAMS

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

COMMONWEALTH OF AUSTRALIA

TELEPHONE, REPUBLIC 6700
EXTENSION:-
TELEGRAPHIC ADDRESS,
"AUSTRAIR WASHINGTON"

ROYAL AUSTRALIAN AIR FORCE REPRESENTATIVE,
MUNITIONS BUILDING
CONSTITUTION AVENUE
WASHINGTON 25, D. C.

IN REPLY QUOTE 2/Air

3rd February, 1944.

Gen. Kuter - Williams is coming to see me re this - as soon as a date - I'll let you know - Please see that your check [illegible] HHA

Dear General,

As intimated to you last evening, there are indications in questions now being asked me from Australia, of the possibility of the question of aircraft allocations for 1944 getting into political channels.

Australia's attitude appears to be indicated in the statement:-"We have an undertaking from the President to supply to us from U.S. production in 1944 a certain number of aircraft, with specific reference to Heavy Bombers. Although we now request only about half the number promised (due to reduction in our programme) even these are not forthcoming under present proposed allotments".

Australia's concern arises from failure of the proposed allotments to meet the bid in three aspects confined to Heavy Bombers and Transports:-

(i) The provision of aircraft for 6 Heavy Bomber Squadrons instead of 7;

(ii) Inadequate provision for the Operational Training of Heavy Bomber crews;

(iii) No provision for two Transport Squadrons.

12 B-24s 24 C-47s

The present U. S. direct allotments provide in the first half of 1944 only 6 Heavy Bombers and no transport aircraft - the United Kingdom however has made twice that number available from its allotment, to assist in operational training.

After studying the programme it is clear that the great bulk of Australia's needs can be met by allotments in the second half of the year and, consequently, I set out below details of the distribution of the present proposed allotments (in black figures) and have added (in red figures) an additional allotment that would meet Australia's case:

	1st Half						2nd Half						
	J	F	M	A	M	J	J	A	S	O	N	D	TOTAL
B-24	-	-	2	2	2	*	20	20	20	30	30	30	156
USED FROM ITALY			(2)	(2)	(2)								
					3	5	6	6	6	7	7	7	47
C-47							5	5	5	5			20

* An additional 12 aircraft will be provided from U.K. allotment between April and June.

NOTE:- The heavy bombers asked for would provide 26 aircraft between May and September for operational training and 21 between October and December for the seventh squadron.

The Transport aircraft would enable the two existing squadrons to be re-equipped in August and November respectively.

All allotments I understand will come up for review again in May, when, if the situation demands it, they may have to be altered.

Central file only

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

3rd February, 1944.

In the meantime, however, such an allotment, which asks only for 8 Heavy Bombers in May and June, would, I feel sure, keep the whole question in Service and out of political channels.

I seek your sympathetic consideration of this proposal.

Kindest regards,

Yours sincerely,

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

Ans Obs 52 / 50. Rec. (44)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DECLASSIFIED
DOD Dirs
By AHA/RT NC, Date 11/10/75

Torpedo Planes for Southwest Pacific

Deputy Chief of Air Staff

31 Jan 1944

Asst C/AS, OC&R (Requirements Division)

3
Lt Col Younger/raj - 71676

1. A cable has been sent to General Kenney outlining the plan set forth in Comment #1, which proposes to send twenty five (25) trained crews and trained torpedo maintenance personnel to the Fifth Air Force. General Kenney has been asked to utilize this personnel in accomplishing tactical torpedo missions and to make recommendations upon which a decision will be made to determine what the torpedo program will be.

2. An all covering study has been prepared to the Chief of Air Staff requesting a decision as to the future program in this regard.

3. General Vandenberg and General Craig have directed that the study be held up until recommendations are received from General Kenney.

NORMAN D. SILLIN
Colonel, Air Corps

Bombardment Br._____

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DECLASSIFIED
DOD ltr
By ... NLR Date 10/6/14

WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY FOR AIR
WASHINGTON, D. C.

January 27, 1944

Personal and Secret

MEMORANDUM FOR GENERAL ARNOLD

This is merely a reminder of the suggestion I made that you consider the allocation of one squadron of A-26's (there should be about 25 planes by the end of March) or one squadron of B-25's, or both, as torpedo planes to be used as shipping killers in the Pacific either under Hale, Kenney or Chennault.

The good results obtained by the Navy TBF's are in part due to the increased explosive charge now in the aerial torpedo and in order to round out our specialized weapons it would seem to me that we ought to have this very valuable addition to our Air Forces.

You will recall that provision was made for their use as early as 1941 but the project was fumbled in Australia.

ROBERT A. LOVETT
Assistant Secretary of War for Air

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DOD dir.
By Air Hist Date 8/14/75

Torpedo Planes for Southwest Pacific

AC/AS - Operations, Commitments & Requirements — 29 Jan 1944

Deputy Chief of the Air Staff — 1
WRB/is/5458

1. Under consideration in this office is the feasibility of reequipping one squadron of B-25's (possibly later A-26's) as torpedo planes to be employed as "shipping killers" in the 5th Air Force.

2. Study should consider the following: "The good results obtained by the Navy TBF's are in part due to the increased explosive charge now in the aerial torpedo and in order to round out our specialized weapons it would seem that we ought to have this very valuable addition to our Air Forces".

3. Report is desired covering availability, method, and training (within existing troop basis) along with recommendations as to desirability.

4. Should be accompanied by any necessary cables to General Kenney (not to be sentuntil study is approved) and coordinated with Plans Division.

WILLIAM R. BURT
Lt. Colonel, G. S. C.
Asst Secretary, Air Staff

452.1 So Pac (141)

COPY FOR AIR A. G.

DECLASSIFIED
SECRET

Air AG 452.1 So Pac (141)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

Aircraft Service Study

AC/AS, MMaD
Attn: Air Services Division & Traffic Division
Deputy Chief of Air Staff

31 Jan 44

1
WMK/eva/72487

For your information and any follow-up action deemed necessary.

1 Incl
SECRET cy memo to A-3, Fifth AF frm Lt.Col.V.H.Albertson, Adj.Gen. dtd 23 Dec 43 this subj.

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

Dispatched
31 JAN 1944
AAG

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

Increased LAB Aircraft in 5th Air Force.

AC/AS, Operations, Commitments and Requirements. 28 Jan 1944

Deputy Chief of Air Staff. (General Vandenberg). 3
HSV/gwd/5265

1. The general action recommended is approved. It is suggested that the beginning of this cable set forth the requests from Kenney indicating the increase and then the decrease, and tying it in with Kenney's expressed desires to General Arnold when General Kenney was here.

HOYT S. VANDENBERG,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

SAS 452.1 So. Pacific (39)

DECLASSIFIED

~~SECRET~~

3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~ DECLASSIFIED

DECLASSIFIED
DOD Dirs
By Auth/Ltr Date 11/24/75

Increased LAB Aircraft in Fifth Air Force

TO: Chief of Air Staff

DATE 27 Jan 1944

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

COMMENT NO. 2
Maj Hill/hm/73378

1. The Fifth Air Force now has two LAB flights (8 HB aircraft) assigned to them. Some months ago, they requested, and this Headquarters approved, the assignment of 29 additional LAB aircraft as replacement aircraft. A short time ago, they requested that only 10 of the 29 originally requested be dispatched to them. This Headquarters concurred. As the situation now stands, LAB modification of 29 B-24J aircraft set up at the request of the Fifth Air Force will shortly be completed, but present plans call for dispatching only 10 to the Fifth Air Force.

2. There is, therefore, no problem in increasing the number of LAB aircraft and crews assigned to the Fifth Air Force. The only problem is one of increasing ground personnel in the Fifth Air Force qualified to maintain LAB aircraft. An increase in LAB ground maintenance personnel within the Fifth Air Force could be effected by:

a. Giving certain radar personnel now maintaining obsolete radar equipment in the theater an on-the-ground indoctrination course in the maintenance of LAB equipment, using as instructors experienced LAB mechanics and factory representatives now assigned to the Fifth Air Force.

DECLASSIFIED

COPY FOR: GEN. VANDENBERG

1 ~~SECRET~~

~~SECRET~~ DECLASSIFIED

Increased LAB Aircraft in Fifth Air Force

Chief of Air Staff

27 Jan 1944

Asst C/AS, Operations, Commitments, and Requirements

2 Cont'd
Maj Hill/hm/73378

b. Withdrawing from the Fifth Air Force certain radar personnel originally provided to maintain equipment which is now obsolete and replacing them with experienced LAB ground maintenance personnel.

3. It is believed that proper maintenance of 37 LAB-equipped aircraft (the 8 now in the theater plus the 29 originally set up for the Fifth Air Force) would require an increase of 24 LAB ground maintenance personnel in the Fifth Air Force. This personnel could be made available within two weeks from classes now graduating from Boca Raton.

4. An increase in LAB-equipped aircraft and crews and in the ground personnel necessary to maintain such aircraft can, therefore, be effected within the present troop basis of the Fifth Air Force and without withdrawing any forces from the Caribbean and Panama areas. The function of the 4 Heavy Bombardment and 1 Medium Bombardment Squadrons remaining in the Caribbean and Panama areas is to act as a striking force and a patrol unit. It is not believed that this force should be further reduced at this time.

5. ACTION RECOMMENDED. It is recommended that a cable substantially as follows be dispatched to the Commanding General, Fifth Air Force:

"Success of LAB equipped aircraft indicates reconsideration should be given to an increase of such aircraft in your theater. Recommend you accept 29 LAB modified B-24J's originally set up as replacement aircraft for your theater. These aircraft would come to you manned with LAB trained crews. In order not to exceed troop basis, recommend further that a total of 24 radar mechanics from 380th Medium Bomb Group and 90th Heavy Bomb Group be returned to United States in exchange for 24 LAB trained ground maintenance personnel who can be dispatched to you without delay. With LAB trained personnel already available to you, it is believed that this will provide adequate maintenance for a total of 37 LAB aircraft, namely, the 8 you now have plus the 29 above referred to. An alternative to the above plan would be for you to give on-the-job LAB maintenance training to 24 radar mechanics from above-mentioned bomb groups, using experienced LAB ground maintenance personnel and factory representatives now in your theater. If you concur in basic plan, specify which procedure you prefer with respect to LAB ground maintenance personnel."

Cys to: Plans Div.
Gen. Vandenberg
Gen. Perrin

WILLIAM F. McKEE
Colonel, Air Corps

DECLASSIFIED

2 ~~SECRET~~ Auth 452.1 to Pacific (39)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DOD
A-Lm/Ref 4/6/75

Increased LAB Aircraft in 5th Air Force.

AC/AS, Operations, Commitments and Requirements. 28 Jan 1944

Deputy Chief of Air Staff. (General Vandenberg). 3
HSV/gwd/5265

1. The general action recommended is approved. It is suggested that the beginning of this cable set forth the requests from Kenney indicating the increase and then the decrease, and tying it in with Kenney's expressed desires to General Arnold when General Kenney was here.

HOYT S. VANDENBERG,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Dispatched
29 JAN 1944

AAG 452.1 So Pac (39)

DECLASSIFIED

~~SECRET~~ 3

Air AG 452.1 So Pac (39)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

DECLASSIFIED
DOD Itrs
By AHA/RP Loc. Date 11/6/75

Increased LAB Aircraft in Fifth Air Force

TO: Chief of Air Staff

DATE 27 Jan 1944

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

COMMENT NO. 2
Maj Hill/hm/78378

1. The Fifth Air Force now has two LAB flights (8 HB aircraft) assigned to them. Some months ago, they requested, and this Headquarters approved, the assignment of 29 additional LAB aircraft as replacement aircraft. A short time ago, they requested that only 10 of the 29 originally requested be dispatched to them. This Headquarters concurred. As the situation now stands, LAB modification of 29 B-24J aircraft set up at the request of the Fifth Air Force will shortly be completed, but present plans call for dispatching only 10 to the Fifth Air Force.

2. There is, therefore, no problem in increasing the number of LAB aircraft and crews assigned to the Fifth Air Force. The only problem is one of increasing ground personnel in the Fifth Air Force qualified to maintain LAB aircraft. An increase in LAB ground maintenance personnel within the Fifth Air Force could be effected by:

a. Giving certain radar personnel now maintaining obsolete radar equipment in the theater an on-the-ground indoctrination course in the maintenance of LAB equipment, using as instructors experienced LAB mechanics and factory representatives now assigned to the Fifth Air Force.

DECLASSIFIED
SECRET
1

DECLASSIFIED
SECRET

Increased LAB Aircraft in Fifth Air Force

Chief of Air Staff

27 Jan 1944

Asst C/AS, Operations, Commitments, and Requirements

2 Cont'd
Maj Hill/hm/78378

b. Withdrawing from the Fifth Air Force certain radar personnel originally provided to maintain equipment which is now obsolete and replacing them with experienced LAB ground maintenance personnel.

3. It is believed that proper maintenance of 37 LAB-equipped aircraft (the 8 now in the theater plus the 29 originally set up for the Fifth Air Force) would require an increase of 24 LAB ground maintenance personnel in the Fifth Air Force. This personnel could be made available within two weeks from classes now graduating from Boca Raton.

4. An increase in LAB-equipped aircraft and crews and in the ground personnel necessary to maintain such aircraft can, therefore, be effected within the present troop basis of the Fifth Air Force and without withdrawing any forces from the Caribbean and Panama areas. The function of the 4 Heavy Bombardment and 1 Medium Bombardment Squadrons remaining in the Caribbean and Panama areas is to act as a striking force and a patrol unit. It is not believed that this force should be further reduced at this time.

5. ACTION RECOMMENDED. It is recommended that a cable substantially as follows be dispatched to the Commanding General, Fifth Air Force:

"Success of LAB equipped aircraft indicates reconsideration should be given to an increase of such aircraft in your theater. Recommend you accept 29 LAB modified B-24J's originally set up as replacement aircraft for your theater. These aircraft would come to you manned with LAB trained crews. In order not to exceed troop basis, recommend further that a total of 24 radar mechanics from 380th Medium Bomb Group and 90th Heavy Bomb Group be returned to United States in exchange for 24 LAB trained ground maintenance personnel who can be dispatched to you without delay. With LAB trained personnel already available to you, it is believed that this will provide adequate maintenance for a total of 37 LAB aircraft, namely, the 8 you now have plus the 29 above referred to. An alternative to the above plan would be for you to give on-the-job LAB maintenance training to 24 radar mechanics from above-mentioned bomb groups, using experienced LAB ground maintenance personnel and factory representatives now in your theater. If you concur in basic plan, specify which procedure you prefer with respect to LAB ground maintenance personnel."

WILLIAM F. McKEE
Colonel, Air Corps

Cys to: Plans Div.
Gen. Vandenberg
Gen. Perrin

DECLASSIFIED
SECRET
2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

Gen Vandenberg
Info. C

19 January 1944

MEMORANDUM FOR ASST CHIEF OF AIR STAFF, OPERATIONS, COMMITMENTS AND REQUIREMENTS:

Subject: LAB (AN/APQ-5)

1. The following information covers the LAB program for theaters using this equipment:

Theater	Type A/C	Total in Theater	Being Modified in Mod Centers	Being Modified in Theater	Future Requirements
5th AF	B-24	8	29	0	After Feb.- 3 per mo.
6th AF	B-24	10	17	20	100%
7th AF	B-24	0	0	0	0
11th AF	B-24	2	1	11	100%
13th AF	B-24	8	18	0	After Feb.- 3 per mo.

2. Sufficient AN/APQ-5 equipment is on hand to accomplish two hundred (200) additional installations for any Air Force requiring such equipment.

3. It should be noted that the Fifth Air Force recently sent a cable to this Headquarters requesting that only thirteen (13) of the twenty-nine (29) set up for them be sent to the theater. The remaining sixteen (16) would consist of seven (7) B-24J aircraft and nine (9) B-24D aircraft which could be made available elsewhere providing no change of requirements are made.

4. In the event that installations for the Seventh Air Force are to be considered, the Assistant Chief of Air Staff, Material, Maintenance and Distribution has informed this office that they can reasonably expect to accomplish the following B-24J installations providing the proper priorities are established. In order to get a more accurate schedule, the Tucson Modification Center is forwarding their best and latest estimate for delivery of LAB aircraft.

452.1 Sp Pac (36) B

DECLASSIFIED
SECRET

DECLASSIFIED

DECLASSIFIED
DOD 5200.1-R
By ALM/NH

LAB Aircraft for the 7th Air Force

R&R 1 to AC/AS - OC&R, from Acting Chief of Air Staff, dtd 18 Jan 44
Copy to Gen. Vandenberg

TO: Acting Chief of Air Staff DATE 21 Jan 1944

FROM: Asst C/AS, Operations, Commitments, and Requirements COMMENT NO. 2
Col McKee/hm/6765

Radio dispatched to Commanding General, Fifth Air Force, on 20 January requesting that he send an LAB-equipped B-24 manned by competent personnel to the Central Pacific for 30 days' temporary duty. On report from General Hale, this office will take action as may be indicated.

WILLIAM F. McKEE
Colonel, Air Corps

Cpy to Plans
Gen. Perrin
Gen. Vandenberg
Gen. Hall

452.1 Sp Pac (36)

DECLASSIFIED

COPY FOR GEN. VANDENBERG

1 SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

File here
Central Pac
Vari

DECLASSIFIED
DOD Dir. 5200.9 & AR 380-5 June 1974
By AUTH
NC, Date 8/21/75

Gen Van

GCM approves satisfied

DECLASSIFIED January 1944

MEMORANDUM FOR THE RECORD:

1. As of 21 January there were on hand in the Seventh Air Force 110 B-24's and 102 crews. Based on UE of 35 plus 50% reserve of crews and airplanes this represents an overage of 5 airplanes and a shortage of 3 crews. The shortage of 3 crews will be more than made up by the 5 additional airplanes and crews at the Air Transport Command departure point on the West Coast (Fairfield-Suisun) which have been there for 3 days awaiting proper weather conditions. These will put the Seventh Air Force over by 2 crews and 10 aircraft. Enroute to the departure point are 4 additional aircraft and crews which should be in Hawaii within the week. This will then make the Seventh Air Force 6 crews and 14 aircraft over.

2. In addition action has been taken to send 10 airplanes and 10 crews at the earliest practicable date. The 10 crews going by Air Transport Command will arrive in Hawaii on or before 1 February. The 10 airplanes, to be ferried by the Air Transport Command, should be ready for departure from the United States by the first week of February. This will put the Seventh Air Force over their unit equipment crews and 50% reserve by 24 aircraft and 16 crews. This should adequately provide for expected combat losses.

DECLASSIFIED

S-139

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
SECRET

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

DECLASSIFIED
DOD Dirs
§ 301, A 20 June 1974
By NARS, Date 10/6/75

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

26 January 1944.

MEMORANDUM FOR GENERAL ARNOLD:

1. General George and I have discussed the question of the C-54's for the 7th Air Force. The following is a resume of the various actions taken:

a. General Ryan advised General George that these five (5) C-54's were averaging approximately two (2) hours per day per airplane. Ryan requested that the airplanes be removed from full control of the 7th Air Force in order that the Air Transport Command could accomplish greater operational utilization, but that they be available to General Hale, on call, for his projected operations. This was coordinated with OPD, and they concurred. A cable was then sent to Richardson and Ryan signed Marshall, telling them that the C-54's were to revert immediately to full control of General Ryan. General Ryan was directed to advise General Richardson that four (4) of these airplanes (The fifth one had to be returned to the U.S. for certain work,) would be utilized in the following order of priority:

1. Any needs of the theater for hospital service.
2. Any 7th Air Force demands for movement of freight and passengers between Hickam Field and any forward base.
3. Any other transport service, especially within an area where they would be readily available to carry out 1 and 2 above.

Based on the above, Richardson wired that he concurred in the C-54's being under full control of Ryan, provided written policy, covering their use, was issued. Following this, a directive was sent to Ryan which stated the priorities indicated in 1, 2, and 3 above.

b. In the cable attached to the communication from Admiral King it states: "The Commanding General, Central Pacific, advises these C-54's cannot be placed under operational control of the 7th Air Force for duty in Task Force 57 as requested by me."

DECLASSIFIED
SECRET

Copy filed under Air Transport Command in Air Forces in Continental Limits of U.S.

DECLASSIFIED
SECRET

2. There is apparently complete confusion in Admiral Nimitz's understanding of the instructions issued, concerning these C-54's. These instructions very definitely contemplated that they would be on call and under the complete operational control of Hale when needed for any purposes in connection with operations of Task Force 57. When not needed in connection with Task Force 57, as agreed upon by Hale and Ryan, they will be available for utilization in air transportation within an area mutually agreed upon and still available for quick call by Hale. It is suggested that the attached note for Admiral King be signed by you, and that I send messages to Richardson, Hale and Ryan, clarifying this situation.

HOYT S. VANDENBERG,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD dirs
By AirAff DoD Date 9/12/75

MONTH	A/C ALLOCATED TO SEVENTH AIR FORCE	ESTIMATED LAB INSTALLATIONS
February	31	20
March	29	20
April	29	20
May	31	20
June	31	20
July	19	20
August	19	20
September	19	20
October	19	20
November	19	20
December	19	20

If the Hamilton Air Depot desires to make the above installations in the field, sufficient equipment can be sent immediately.

5. The Tucson Modification Depot now has a line going at top speed to modify B-24J aircraft as LAB airplanes. This line will have to be shut down very soon due to the decrease of this type aircraft for the Fifth and Thirteenth Air Forces.

6. Aircraft being modified at Tucson lose the use of the belly turret which is replaced by the Radar dome. If the urgency of any new project is not too great, it is highly desirable that time be allowed to investigate drawings now in possession of Air Service Command, Patterson Field, Ohio, which made it possible to install the LAB in a B-24 without sacrificing the lower gun turret. This is accomplished by the use of a portion of one side of the bomb bay. Information in the office states that the theaters would gladly accept the loss of some bomb load to retain the gun turret. In the event a bomb bay installation is used, it would seem that a mock-up would have to be accomplished and that it would take at least forty-five (45) days to build production line up to a point where it could equal Tucson's present output.

JACK ROBERTS
Colonel, Air Corps
Acting Chief, Bombardment Branch

DECLASSIFIED
SECRET

Air AS 452.1 So. Pac. (30) 13

DECLASSIFIED

DECLASSIFIED
DOD dirs
By AirAff DoD Date 9/12/75

LAB Aircraft for the 7th Air Force

Air AS 452.1 So. Pac. (30)

TO: Acting Chief of Air Staff DATE 21 Jan 1944

FROM: Asst C/AS, Operations, Commitments, and Requirements COMMENT NO. 2
Col McKee/hn/6765

Radio dispatched to Commanding General, Fifth Air Force, on 20 January requesting that he send an LAB-equipped B-24 manned by competent personnel to the Central Pacific for 30 days' temporary duty. On report from General Hale, this office will take action as may be indicated.

Cpy to Plans
Gen. Perrin
Gen. Vandenberg
Gen. Hall

WILLIAM F. McKEE
Colonel, Air Corps

DECLASSIFIED
1 SECRET

Air AS 452.1 So. Pac. (30)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED
DOD Dirs
By ALM/NP NC, Date 8/16/95

Carrier Shipment of P-38's to General Kenney.

Deputy Chief of Air Staff (General Vandenberg) 2 February 1944

AC/AS, Plans

JDG:jrl 72259

1. A plane load could be provided for a carrier in March but it would not be a plane load composed solely of P-38's. Project No. 96470-R calls for the shipment of 39 P-38's to the Fifth Air Force on or about March 15 - 20. The carrier load would have to be filled out with P-47's which are destined for the same theater at about the same time.

2. In order to determine whether a carrier could be made available we would have to request one of the Navy.

3. This office concurs with Par. 2 of Comment No. 1 that the Navy should not be requested to provide a carrier for this purpose. The shipment of the P-38's on Project No. 96470-R, above referred to, is routine--that is, although the airplanes are, of course, needed and needed badly by General Kenney, they are not needed any more than any other airplanes he receives and there is no factors involved which places this Project in an emergency classification. The carrier Copahee has already reported in Alameda for a February Army trip. The Navy has been advised that the planes to be carried to General Kenney on this carrier will not be ready until 17 February. The Copahee is being used for carrier training in San Francisco pending the availability of the aireraft she is to carry. These facts support the viewpoint that we should not ask the Navy for an additional carrier in March for what amounts to a routine shipment.

JOE L. LOUTZENHEISER,
Colonel, GSC
Chief, Operational Plans Division

TO: AC/AS - Operations, Commitments & Requirements DATE 9 Feb 1944

FROM: Deputy Chief of the Air Staff (General Vandenberg) COMMENT NO. 4
HSV/is/5265

1. In view of General Arnold's comments, the original Comment No. 4 has been withdrawn and this comment substituted.

2. I concur with the last sentence in paragraph 3, Comment No. 3.

HOYT S. VANDENBERG
Brigadier General, U. S. A.
Deputy Chief of the Air Staff

DECLASSIFIED
SECRET

Asst Adj 452.1 So Pac (3-13)

Sig Asst 452.1 So Pac

Asst Adj 452.1 to Pacific (3-13)

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
DOD Dirs
By ALM/NP NC, Date 8/16/95

TO: AC/AS - Operations, Commitments & Requirements DATE 9 Feb 1944

FROM: Deputy Chief of the Air Staff (General Vandenberg) COMMENT NO. 4
HSV/is/5265

1. In view of General Arnold's comments, the original Comment No. 4 has been withdrawn and this comment substituted.

2. I concur with the last sentence in paragraph 3, Comment No. 3.

Dispatched
10 [illegible]
AAG

HOYT S. VANDENBERG
Brigadier General, U. S. A.
Deputy Chief of the Air Staff

DECLASSIFIED

Asst Adj 452.1 to Pac (3-13)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DOD Dir 5 20 June 1974
By A Lu/NH NC, Date 3/16/75

Carrier Shipment of P-38's to General Kenney.

AC/AS - Operations, Commitments & Requirements — 7 Feb 1944

Deputy Chief of the Air Staff

4
WPB/ls/5458

1. It does not appear that due consideration has been given to the reasons for the constantly recurring requests from Australia to have aircraft deliveries effected by carrier:

a. As of this date over 55% of the fighter aircraft in Australia are not available for operations, of which 23% are under erection, etc.

b. Service facilities, including off loading in the harbors, are severely taxed and cannot be augmented by additional civilian labor.

c. Deckloads on freighters are delivered anywhere up and down the coasts of Australia and New Guinea whereas carrier loads are directed intact to Townsville.

d. Up to this time, the 58th Group (per Colonel Murtha) has been entirely without aircraft which means a new operational training period for the group when aircraft do become available.

2. In view of the above, it is desired that every effort be made to secure carrier deliveries.

Dispatched
8 FEB 1944
AAG

HOYT S. VANDENBERG
Brigadier General, U.S.A.
Deputy Chief of Air Staff

Air Ag 452.1 to Pac. (3-4-43)

DECLASSIFIED
SECRET

AAG Air Ag 452.1 to Pac. (3-4) B

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

AFAEP LP
WKH/hmh/74055
Wtn 8-11-44

DECLASSIFIED
DOD Dir
E.O. 11652 20 June 1974
By ALNA NARA, Date 6/16/75

5/16/44

Air Chief Marshal Sir Charles F. A. Portal, G.C.B., D.S.O., M.C.
Chief, Air Staff,
Air Ministry
Whitehall, London, S. W. 1

My dear Portal:

I have your letter of 15 January 1944 and presume you are now in possession of information covering the tentative allocations of heavy bombers for the last six months of 1944 to the Royal Australian Air Force.

Preliminary action has been taken to provide the Royal Australian Air Force with a heavy bomber striking force in the second six months of the year. After having considered the availability of manpower in Australia and the ability of the training squadron to produce crews, a schedule for furnishing aircraft from production beginning in July was evolved. This schedule will be adequate to equip one squadron a month with a unit equipment of twelve airplanes plus a 50% reserve and to provide attrition beginning in the next succeeding month for the maintenance of each of the squadrons so formed. The total aircraft to be provided for the second six months is tentatively set at 180 B-24's. This will be sufficient to equip six squadrons with aircraft from 1944's production. The seventh squadron will have to be equipped in 1945 and it will be discussed when our allocations for 1945 are considered.

Sincerely yours,

/s/ Hap Arnold

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

Declassified
16 [illegible]
AAG

DECLASSIFIED
~~SECRET~~

COPY FOR GENERAL GILES

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~
DECLASSIFIED

AIR MINISTRY
KING CHARLES STREET
WHITEHALL, S. W. 1

DECLASSIFIED
JCS Memo
1 Jan. 1975
By [illegible] JC; Date 11-10-75

15 January 1944.

My dear Arnold:

Thank you very much for your letter of 5th January about the supply of heavy bombers to the R.A.A.F. I am now told that as a result of his discussions here, Giles has been able to add six more Liberators to the six used aircraft which General Kenney has been authorized to provide. The R. A.F. are also going to contribute 12, so that the R.A.A.F. will have a total of 24 aircraft on which to begin their operational training in the first half of this year.

I note that no final commitment has yet been made to equip in the second half of the year the seven heavy bomber squadrons that the R.A.A.F. wish to form. I very much hope, however, that when the appropriate time comes you will find it possible to provide the aircraft needed.

Yours ever,

/s/ C. Portal

General Henry H. Arnold,
U. S. Army Air Forces,
War Dept., Washington DC, U.S.A.

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

AFARP LP
WEH/hmh/74085
Wsn 2-11-44

DECLASSIFIED
DOD Dir.
By Army Nav. Date 10/16/75

2/1612

Air Chief Marshal Sir Charles F. A. Portal, G.C.B., D.S.O., M.C.
Chief, Air Staff,
Air Ministry
Whitehall, London, S. W. 1

My dear Portal:

I have your letter of 15 January 1944 and presume you are now in possession of information covering the tentative allocations of heavy bombers for the last six months of 1944 to the Royal Australian Air Force.

Preliminary action has been taken to provide the Royal Australian Air Force with a heavy bomber striking force in the second six months of the year. After having considered the availability of manpower in Australia and the ability of the training squadron to produce crews, a schedule for furnishing aircraft from production beginning in July was evolved. This schedule will be adequate to equip one squadron a month with a unit equipment of twelve airplanes plus a 50% reserve and to provide attrition beginning in the next succeeding month for the maintenance of each of the squadrons so formed. The total aircraft to be provided for the second six months is tentatively set at 180 B-24's. This will be sufficient to equip six squadrons with aircraft from 1944's production. The seventh squadron will have to be equipped in 1945 and it will be discussed when our allocations for 1945 are considered.

Sincerely yours,

/s/ Gen. Dale

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

DECLASSIFIED
SECRET

COPY FOR AIR AG

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET DECLASSIFIED

AIR MINISTRY

KING CHARLES STREET

WHITEHALL, S. W. 1

DECLASSIFIED
JCS Memo
8 Jan. 1975
By ALOGC; Date 11-10-75

15 January 1944.

My dear Arnold:

Thank you very much for your letter of 5th January about the supply of heavy bombers to the R.A.A.F. I am now told that as a result of his discussions here, Giles has been able to add six more Liberators to the six used aircraft which General Kenney has been authorized to provide. The R. A.F. are also going to contribute 12, so that the R.A.A.F. will have a total of 24 aircraft on which to begin their operational training in the first half of this year.

I note that no final commitment has yet been made to equip in the second half of the year the seven heavy bomber squadrons that the R.A.A.F. wish to form. I very much hope, however, that when the appropriate time comes you will find it possible to provide the aircraft needed.

Yours ever,

/s/ C. Portal

General Henry H. Arnold,
U. S. Army Air Forces,
War Dept., Washington DC, U.S.A.

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~
DECLASSIFIED

~~SECRET~~
DECLASSIFIED
AFAKP BY AUTHORITY OF THE
GCJ:mcf
71127
wtns 5 Jan 44
DATE INITIALS

DECLASSIFIED
DOD DIR

AUN/AP

Air Chief Marshal Sir Charles F.A. Portal, G.C.B., D.S.O., M.C.
Chief, Air Staff,
Air Ministry,
Whitehall, London, S.W. 1

My dear Portal:

A meeting with Australian representatives, Air Marshals Jones and Williams, was held 4 January, at which time the subject of equipping Australian squadrons with heavy bombers was discussed. Air Marshal Welsh was present and presented your position in the matter.

The question of Australia's ability to man seven (7) heavy bomber squadrons without disturbing their crew commitments to the Royal Air Force was discussed at length. Air Marshal Jones stated without qualification that the Royal Australian Air Force could man seven (7) heavy bomber squadrons this year with personnel which otherwise would not go to Royal Air Force squadrons and that these squadrons could be maintained without jeopardising Australia's commitments to the United Kingdom.

There has been no commitment made to supply Australia with heavy bombers from 1944 production. General Kenny has been authorised to make six (6) used B-24 airplanes available to the Royal Australian Air Force for operational training during the first half of 1944 so that crews will be ready for combat if it is decided to supply B-24's from production in the second half of the year.

General Giles will arrive in England shortly and will discuss this matter with you.

Sincerely yours,

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

COPY TO: AIR AG

~~SECRET~~
DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

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

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
By ALN/RP NC. Date 4/6/75

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

31 December 1943.

MEMORANDUM FOR GENERAL GILES:

Subject: Radio from General Marshall to General MacArthur Concerning Additional P-38's.

1. The radio from General Marshall to General MacArthur which appeared on page 175 of the out log, dated 31 December, states quite plainly that the 50 P-38's which we are setting up to be transported by carrier are in addition to those which we now have set up for the Fifth Air Force. If 50 additional P-38's are given to the Fifth Air Force over and above what they are now supposed to have, it will necessitate taking these airplanes from UK commitments. As you well know this would be most serious at this time.

2. Request that you discuss this matter with General Kenney in an effort to wash out the implied commitment made in General Marshall's radio and make clear that we are only trying to expedite the flow of P-38's to bring his units up to strength and to provide attrition replacements.

/H.A.Craig

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

AAG 452.1 Ln. Pac. (32)

This has approval of Gen Kenney - Ic

Thot 50 P-38 was for overseas

Allison

File Mak

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

SECRET DECLASSIFIED

AAG 452.1 Ln. Pac (32)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
SECRET
DEC 31 1943
DECLASSIFIED
DOD Dir. 5 Jan. & 20 June 1974
By AUWAF NCI Date 11/10/75

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Establishment of 70% Reserve of Fighter Aircraft for 8th Air Force.

1. Present status of fighter aircraft in 8th Air Force is as follows:

Type	Groups	Authorized* UE	Authorized* Res*	Authorized* Total	12/27/43 On Hand	Over or Short	Remarks
P-38	2	150	105	255	189	-66	1
P-39	1	75	52	127	38	-89	-
P-40	1	75	53	128	141	+13	-
P-47	2	150	105	255	320	+65	100
Total	6	450	315	765	708	-57	101

* Authorized reserve of 70% shown.

2. Estimated flow showing status of reserve until replacement of P-39's and P-40's is completed and a 70% reserve of P-47's and P-38's is established is as follows:

		January			February			March		
Type	Gps	Flow	Est. O.H.Xlst	% Res.	Flow	Est. O.H.Xlst	% Res.	Flow	Est. O.H.Xlst	% Res.
P-38	2	12	183	15	54	219	46	53	264	70
P-39	-	-	49	-	-	40	-	-	31	-
P-40	-	-	132	-	-	128	-	-	114	-
P-47	4	135	437	46(a)	131	541	80(a)	39	544	81(a)
Total	6	147	801	78(b)	185	928	116(b)	92	943	120(b)

(a) % Reserve computed on basis of requirement for four (4) groups.

(b) Total % Reserve computed on basis of total on hand including P-39's and P-40's as compared to total fighter UE requirement of 450 aircraft.

SECRET
DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

3. It will be noted that the table in paragraph 2 includes the number of P-39's and P-40's expected to be on hand in the 8th Air Force during January, February and March if normal attrition continues and assuming they are used tactically. It is assumed that after March, these aircraft will be declared non-operational and returned to continental United States for use in training. In February, it will be noted there are enough P-47's on hand to completely equip all four (4) of the groups which are to have this type. The P-39's and P-40's are carried because we anticipate that conversion of all squadrons may not be completed until March 1944.

4. Allocations after March are tentatively set up at 18 P-38's and 36 P-47's monthly under the existing attrition replacement rate of 12%. In July this flow is scheduled to be increased to a rate of 20% or 30 P-38's and 60 P-47's. However, after authorized strength including reserve is attained, replacement flow is governed by loss rate and is planned only to maintain the full authorized strength.

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

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Lt.Col.Royal
Allocations
hl
72886
12/28/43

SECRET
DECLASSIFIED
DECLASSIFIED
DOD dirs
6 Jan. & 30 June 1974
by AIAG/AF GC, Date 4/14/75

DEC 31 1943

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Establishment of 70% Reserve of Fighter Aircraft for 5th Air Force.

1. Present status of fighter aircraft in 5th Air Force is as follows:

Type	Groups	Authorized* UE	Res*	Total	12/27/43 On Hand	Over or Short	Reserve
P-38	2	180	106	286	189	-66	1
P-39	1	75	52	127	53	-49	-
P-40	1	75	53	128	141	+13	-
P-47	2	180	106	286	329	+66	100
Total	6	480	316	768	708	-57	101

* Authorized reserve of 70% shown.

2. Estimated flow showing status of reserve until replacement of P-39's and P-40's is completed and a 70% reserve of P-47's and P-38's is established is as follows:

	January				February				March			
			Est.	%			Est.	%			Est.	%
Type	Grps	Flow	O.H.Stat	Res.	Flow	O.H.Stat	Res.		Flow	O.H.Stat	Res.	
P-38	2	12	183	15	54	219	46		83	284	70	
P-39	-	-	49	-	-	40	-		-	31	-	
P-40	-	-	122	-	-	128	-		-	114	-	
P-47	4	136	497	46(a)	131	541	82(a)		92	644	91(a)	
Total	6	147	801	78(b)	185	923	118(b)		92	943	120(b)	

(a) % Reserve computed on basis of requirement for four (4) groups.

(b) Total % Reserve computed on basis of total on hand including P-39's and P-40's as compared to total fighter UE requirement of 480 aircraft.

SECRET
DECLASSIFIED

Only 452.1 Ad. Pac (31)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

SECRET

3. It will be noted that the table in paragraph 2 includes the number of P-39's and P-40's expected to be on hand in the 8th Air Force during January, February and March if normal attrition continues and assuming they are used tactically. It is assumed that after March, these aircraft will be declared non-operational and returned to continental United States for use in training. In February, it will be noted there are enough P-47's on hand to completely equip all four (4) of the groups which are to have this type. The P-39's and P-40's are carried because we anticipate that conversion of all squadrons may not be completed until March 1944.

4. Allocations after March are tentatively set up at 18 P-38's and 36 P-47's monthly under the existing attrition replacement rate of 12%. In July this flow is scheduled to be increased to a rate of 20% or 30 P-38's and 60 P-47's. However, after authorized strength including reserve is attained, replacement flow is governed by loss rate and is planned only to maintain the full authorized strength.

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

DECLASSIFIED

-2-

Air Ag 45-2.1 58 Pac (31)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

SECRET
DECLASSIFIED

Noted by Gen Kenney 3 Jan 1944

File MAF

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

DEC 31 1943

DECLASSIFIED
DOD Ltr
8 Jan. & 20 June 1974
By ALN/AFC, LC, Date 11-10-75

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Establishment of 70% Reserve of Fighter Aircraft for 5th Air Force.

1. Present status of fighter aircraft in 5th Air Force is as follows:

Type	Groups	Authorized* UE	Res*	Total	12/27/43 On Hand	Over or Short	Enroute
P-38	2	150	105	255	189	-66	1
P-39	1	75	52	127	58	-69	-
P-40	1	75	53	128	141	+13	-
P-47	2	150	105	255	320	+65	100
Total	6	450	315	765	708	-57	101

* Authorized reserve of 70% shown.

2. Estimated flow showing status of reserve until replacement of P-39's and P-40's is completed and a 70% reserve of P-47's and P-38's is established is as follows:

		January			February			March		
Type	Grs	Flow	Est. O.H. 31st	% Res.	Flow	Est. O.H. 31st	% Res.	Flow	Est. O.H. 31st	% Res.
P-38	2	12	183	15	54	219	46	53	254	70
P-39	-	-	49	-	-	40	-	-	31	-
P-40	-	-	132	-	-	123	-	-	114	-
P-47	4	135	437	46(a)	131	541	80(a)	39	544	81(a)
Total	6	147	801	78(b)	185	923	116(b)	92	943	120(b)

(a) % Reserve computed on basis of requirement for four (4) groups.

(b) Total % Reserve computed on basis of total on hand including P-39's and P-40's as compared to total fighter UE requirement of 450 aircraft.

DECLASSIFIED
SECRET

Copy 450.1 AC/AS. (31)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

3. It will be noted that the table in paragraph 2 includes the number of P-39's and P-40's expected to be on hand in the 5th Air Force during January, February and March if normal attrition continues and assuming they are used tactically. It is assumed that after March, these aircraft will be declared non-operational and returned to continental United States for use in training. In February, it will be noted there are enough P-47's on hand to completely equip all four (4) of the groups which are to have this type. The P-39's and P-40's are carried because we anticipate that conversion of all squadrons may not be completed until March 1944.

4. Allocations after March are tentatively set up at 18 P-38's and 36 P-47's monthly under the existing attrition replacement rate of 12%. In July this flow is scheduled to be increased to a rate of 20% or 30 P-38's and 60 P-47's. However, after authorized strength including reserve is attained, replacement flow is governed by loss rate and is planned only to maintain the full authorized strength.

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

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DECLASSIFIED
DOD dirs
By AUL/NF NC, Date 11/14/75

Carrier Shipment of P-38's to General Kenney.

TO: AC/AS - Plans

DATE 29 Jan 44

FROM: Deputy Chief of the Air Staff

COMMENT NO. 2
WFB/ls/5458

1. It is desired that attached problem be examined on following bases:

(a) Can we provide a plane-load for a carrier in the months indicated?

(b) Can a carrier be made available?

2. It is believed the Navy carrier position is sufficiently strong to warrant AAF making requests wherever such action is sought by theater Air Commanders.

WILLIAM R. BURT
Lt. Colonel, G. S. C.
Asst Secretary, Air Staff

SECRET DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DECLASSIFIED
DOD Dir. 5 20 June 1974
By ALM/NARS Date 4/14/78

AFHAD/S

MRN:loh:71715

5 October 1943

MEMORANDUM FOR GENERAL ARNOLD:

Subject: Air Force Communications, Fifth Air Force.

1. Last July General Kenney expressed himself by cable and by letter to you as being opposed to the use of very high frequency equipment in his communication systems, primarily for ground-air control and command. You directed that a small board of officers proceed to the Southwest Pacific area to study the problem in detail and reach a solution which would meet General Kenney's approval.

2. Two radar officers, two communications officers and myself visited the Southwest Pacific area approximately three weeks in September. Approximately two weeks was spent in the South Pacific area and one week in Hawaii on the same subject. Secondarily, the operation of fighter combat units, aircraft warning and fighter control systems were observed.

3. Briefly, the communications systems of the Fifth Air Force involve the use of high frequencies in point-to-point and ground-to-air communications. The tremendous load on the available high frequency channels for command, aircraft warning and control systems requires that serious consideration be given to the incorporation of very high frequency systems in order that accurate, speedy and non-jammed communications can be provided for direction-finding, homing and multi-channel operations. Any increase of Air Force combat units in the New Guinea area will create an intolerable overload on available radio channels.

4. These points were discussed at length with appropriate staff officers and combat commanders of General Kenney's command and briefly with General Kenney. A requirement exists for better radio communications to be made available without interference with the present Air Force operations now being conducted in the New Guinea area. This requirement can be met. Detailed test of very high frequency operations with available equipment in the area is to be conducted by General Wurtsmith, Commanding General, V Fighter Command. Report of suitability with specific recommendations to this headquarters will be submitted on completion of these tests and appropriate action will be taken.

5. Other salient features noted on this trip affecting Air Force communications involved a general lack of radio discipline, non air-transportability of Air Force communications equipment, the insufficiency of spare parts and radio maintenance personnel and lack of technical information on radar and radio equipment. Corrective action in detail which can be taken by this headquarters is being initiated at once by this office.

File 9K 12/13/43

DECLASSIFIED
SECRET

MORRIS K. NELSON,
Colonel, Air Corps

Air Ops 452 / 1 Pac (25)

AAG 452.1 Pac (25)

Cy for AFHAD

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED Major Onthank/ls/71589
18 D[illegible]943

DECLASSIFIED
DOD Dir. 5200.9 and 27 June 1974
By AAF/AP NC, Date 11-18-76

21 DEC 1943

Lieutenant General M. F. Harmon
A.P.O. 502, c/o Postmaster
San Francisco, California

Dear Miff:

I have read with great interest your letter of 15 November and you may be sure that your progress is being carefully watched from here.

As Colonel Ritchie stated, we are concentrating on improving the production of long range fighters, especially P-38's and P-51's. However, the requirement for these types for long range escort in the strategic bombing of Germany now exceeds the production. Consequently, we can see no prospect of allocating P-51's to the 13th Air Force for some time.

The present program calls for P-63's to replace the P-39's and P-40's in the South Pacific. Production of this type has been slow but is now improving and recent information indicates that both production and the performance of this type may prove quite good. We now anticipate that the flow of P-63's to the 13th Air Force will begin in February and will have replaced all the P-39's and P-40's by the end of the second quarter of 1944.

Regarding the augmentation of the present three squadron groups by addition of the fourth squadron, present AAF policy states that no augmentation will take place in any theater until the first quarter of 1945. Due to the limitations of aircraft production and personnel training, it is felt no change in this policy will be made. Present allocations of crews and aircraft are planned to maintain one three squadron P-38 group and one three squadron P-39/63 group at authorized strength in the 13th Air Force.

With personal regards and best wishes for the holiday season.

Sincerely,

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

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

Note P

DECLASSIFIED DOD Dir. 5200.9 as amended 1974 NC Date 11-16-78

HEADQUARTERS USAFISPA
Office of the Commanding General
A.P.O. #502

MFH/jeg

November 15, 1943.

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

Dear General Arnold:

When Colonel Ritchie passed through some days ago he intimated that the proposed program of fighter production would concentrate on the P-38, P-47 and P-51; that the P-63 was probably not going into large scale production. It has been our understanding that we were to get P-63s as replacements for our P-40 and P-39.

Quite naturally we are extremely desirous of concentrating in this area on P-38 and P-51 so I am hopeful that there may be something in what Ritchie told me. We have always wanted these two types and started clamoring for them before I left Washington almost a year and a half ago. A pressing requirement exists for at least one four-squadron P-38 group. Assignment of P-51s to the second group would strengthen our hand considerably.

It is a little early to conjecture as to what will happen in Bougainville. The southern sector is a doubtful asset to the Jap even now. It is a poor place from which to mount an operation against our Empress Augusta Bay position. Indications are that his supply problem for that area is becoming serious. Kara, Kahili and Ballale are all useless to him as air fields. (See bombing mission reports of the Thirteenth AAF). He cannot make a profitable use of existing harbor facilities. Evacuation would appear to be the only sensible course open to him.

Bonis and Buka in North Bougainville can be kept partially neutralized from now on out but I anticipate he will continue for some time to plan on their use as staging fields and to maintain a strong garrison in the Buka Passage area. This, as his last outpost in front of Rabaul, is important as a staging area for barge traffic

DECLASSIFIED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

to maintain his forces in Central and South Bougainville and to provide for their eventual evacuation. It is equally important to deny the area to us since our air, if established there, would be within 290 miles of Kavieng and only 170 miles from Rabaul.

He will attack and harass our Empress Augusta Bay position but I doubt that he has the means to seriously threaten it by a concentrated sustained effort. Within less than a month we expect to have a fighter field at Torokina, about 4500 feet with dispersal positions for approximately 50 fighters. The plan contemplates two additional strips about 5000 yards inland but initiation of construction must depend upon access roads and establishment of perimeter defense. Consequently these strips will probably not be started before December. If the Jap evacuates the Buka area, which is improbable, it might render completion unnecessary.

In any event, from Torokina or other Bougainville air bases further north, we will require fighter cover over Rabaul and the P-38/P-51 combination presents a strong appeal.

Will you have someone write me in regard to:

a. Our prospects of getting P-51, and if yes - when?

b. When we may anticipate having two full 4 squadron groups - one of P-38s and one of P-63s or P-51s, if by this time that question can be answered.

The Thirteenth Air Force is preparing an estimate of troops required to June 1944. Completion has been somewhat delayed due to necessity for coordination. It will be submitted as a part of the overall theatre estimate.

The capture of Munda had far reaching effects as it not only gave us the Munda site but paved the way for construction of two strips on Ondonga and one at Baracoma, Vella Lavella. The Munda site is one of the best in the area, excellent coral, no need for a steel mat, excellent dispersal etc. As an indication of its present activity, on November 11 between dawn and dusk (13 hours) there were seven hundred take-offs and landings, including take-off of 47 B-24s in 39 minutes - (not based at Munda, just staging through). One thousand nine hundred and seven (1907) suppers were served to combat crews on the evening of November 10.

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

General H.H. Arnold, November 15, 1943.

The Vila strip on Kolombangara does not interest us. It is low and swampy and it would be a most difficult job to make it usable. For this and other reasons we have passed it up. It is gratifying to note, however, the great extent of the Jap effort in Kolombangara for the little he got out of it. The strip itself; about 100 laboriously constructed and sodded fighter bunkers, many hundreds of excellent and durable emplacements and pill boxes; a long series of dummy trenches; A.A. and seacoast gun emplacements (the guns are still there, together with many tons of ammunition of all descriptions and calibers); command posts; bivouac areas, etc.

Generally speaking for this area, with what we have and the conditions we are up against, I think we are doing alright. Nate Twining as Comairsols and his staff (Captain Charlie Coe, U.S.N., is his Chief of Staff, and a good one) have done a splendid job. Strother as Fighter Commander has turned in his customary excellent performance and "Dix" Barnes, acting as his assistant, is a top Fighter Commander in anyones show. Nate just told me he, Barnes, slipped from under control the other day and led a P-38 flight up Rabaul way. Metheney as Bomber Commander is also doing splendidly and I am very pleased that "Light Horse Harry" Wilson has proved himself a fine Group Commander and has brought the Medium Group to a high state of efficiency and effectiveness.

Enough for now, I must to work. Best regards to you, Generals Marshall, Handy and Barney.

Sincerely as always,

M.F.HARMON,
Lieutenant General, U.S.A.

SECRET
DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD 5200
1 Jan. & 30 June 1974
By AUL/RP NC, Date 8/16/96

Extracts from General Harmon's Letter of 15 Nov 1943

SECRET
DECLASSIFIED

TO: Secretary of the Air Staff DATE 14 DEC 1943

FROM: ACAS, Plans COMMENT NO. 2
JDC/jn/72259

1. There is no necessity of commenting on the activity of the landing at Bougainville.

2. The paragraph referring to P-38/P-51 fighter cover for missions over Rabaul indicates that General Harmon is expecting these aircraft. This office believes he should be notified that subsequent to the recent conference an overall study of fighter allocations will be made. The results of this study will be transmitted to the theaters concerned and will show what type fighter theaters will receive.

JOE L. LOUTZENHEISER
Colonel, G. S. C.
Chief, Operational Plans Division

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD dirs.
8 Jan. & 20 June 1974
By DLH/AF NC, Date 11/6/75

~~SECRET~~ DECLASSIFIED

Extracts from General Harmon's letter of 18 Nov 1943

Secretary of the Air Staff 14 Dec. 1943

AC/AS, Operations, Commitments & Requirements. 2
FRE/bl/90656

1. The information and inquiries contained in comment no. 1 are noted. General Harmon's preference for P-38s and P-51s is quite understandable, but the prospect for increase or alteration of his present AAF commitment seems most at this time in view of the priority placed on the requirements of other theaters.

2. The following information is forwarded to provide a basis for reply to that portion of General Harmon's letter which dealt with fighter aircraft.

a. As Colonel Ritchie stated, we are concentrating on improving the production of long range fighters, especially P-38s and P-51s. However, the requirement for these types for long range escort in the strategic bombing of Germany now exceeds the production. Consequently, we can see no prospect of allocating P-51s to the 13th Air Force for some time.

b. The present program calls for P-38s to replace the P-39s and P-40s in the South Pacific. Production of this type has been slow but is now improving and recent information indicates that both production and the performance of this type may prove quite good. We now anticipate that the flow of P-38s to the 13th Air Force will begin in February and will have replaced all the P-39s and P-40s by the end of the second quarter of 1944.

c. Regarding the augmentation of the present three squadron groups by addition of the fourth squadron, present AAF policy states that no augmentation will take place in any theater until the first quarter of 1945. Due to the limitations of aircraft production and personnel training, it is felt no change in this policy will be made. Present allocations of crews and aircraft are planned to maintain one three squadron P-38 group and one three squadron P-39/P-63 group at authorized strength in the 13th Air Force.

WILLIAM H. McKEE
Colonel, Air Corps
Deputy Assistant Chief of Air Staff
Operations, Commitments & Requirements.

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DOD Dirs
8 Jan. & 20 June 1974
By AUWAF LC: Date 11/8/78

Extracts from General Harmon's Letter of 15 Nov 1943

AC/AS - Operations, Commitments & Requirements — 10 Dec 1943

Secretary of the Air Staff — 1

MMD/1a/71589

1. The following excerpts from a letter from General Harmon to General Arnold are furnished for information and whatever action you consider necessary.

2. It is requested that your comments and information on which to base reply be returned to this office as early as possible.

"When Colonel Ritchie passed through some days ago he intimated that the proposed program of fighter production would concentrate on the P-38, P-47 and P-51; that the P-63 was probably not going into large scale production. It has been our understanding that we were to get P-63s as replacements for our P-40 and P-39.

Quite naturally we are extremely desirous of concentrating in this area on P-38 and P-51 so I am hopeful that there may be something in what Ritchie told me. We have always wanted these two types and started clamoring for them before I left Washington almost a year and a half ago. A pressing requirement exists for at least one four-squadron P-38 group. Assignment of P-51s to the second group would strengthen our hand considerably.

It is a little early to conjecture as to what will happen in Bougainville. The southern sector is a doubtful asset to the Jap even now. It is a poor place from which to mount an operation against our Empress Augusta Bay position. Indications are that his supply problem for that area is becoming serious. Kara, Kahili and Ballale are all useless to him as air fields. (See bombing mission reports of the Thirteenth AAF). He cannot make a profitable use of existing harbor facilities. Evacuation would appear to be the only sensible course open to him.

Bonis and Buka in North Bougainville can be kept partially neutralized from now on out but I anticipate he will continue for some time to plan on their use as staging fields and to maintain a strong garrison in the Buka Passage area. This, as his last outpost in front of Rabaul, is important as a staging area for barge traffic to maintain his forces in Central and South Bougainville and to provide for their eventual evacuation. It is equally important to deny the area to us since our air, if established there, would be within 290 miles of Kavieng and only 170 miles from Rabaul.

He will attack and harass our Empress Augusta Bay position but I doubt that he has the means to seriously threaten it by a concentrated sustained effort. Within less than a month we expect to have a fighter field at Torokina, about 4500 feet with dispersal positions for approximately 50 fighters. The plan contemplates two additional strips about 5000 yards inland but initiation of construction must depend upon access roads and establishment of perimeter defense. Consequently these strips will probably not be started before December. If the Jap evacuates the Buka area, which is improbable, it might render completion unnecessary.

DECLASSIFIED

AAG 452.1 Ir. Pac.

air ad 452.1 So Pac (24)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

"In any event, from Torokina or other Bougainville air bases further north, we will require fighter cover over Rabaul and the P-38/P-51 combination presents a strong appeal.

Will you have someone write me in regard to:

a. Our prospects of getting P-51, and if yes - when?

b. When we may anticipate having two full 4 squadron groups - one of P-38s and one of P-63s or P-51s, if by this time that question can be answered.

The Thirteenth Air Force is preparing an estimate of troops required to June 1944. Completion has been somewhat delayed due to necessity for coordination. It will be submitted as a part of the overall theatre estimate.

The capture of Munda had far reaching effects as it not only gave us the Munda site but paved the way for construction of two strips on Ondonga and one at Baracona, Vella Lavella. The Munda site is one of the best in the area, excellent coral, no need for a steel mat, excellent dispersal etc. As an indication of its present activity, on November 11 between dawn and dusk (13 hours) there were seven hundred take-offs and landings, including take-off of 47 B-24s in 39 minutes - (not based at Munda, just staging through). One thousand nine hundred and seven (1907) suppers were served to combat crews on the evening of November 10.

The Vila strip on Kolombangara does not interest us. It is low and swampy and it would be a most difficult job to make it usable. For this and other reasons we have passed it up. It is gratifying to note, however, the great extent of the Jap effort in Kolombangara for the little he got out of it. The strip itself; about 100 laboriously constructed and sodded fighter bunkers, many hundreds of excellent and durable emplacements and pill boxes; a long series of dummy trenches; A.A. and seacoast gun emplacements (the guns are still there, together with many tons of ammunition of all descriptions and calibers); command posts; bivouac areas, etc."

Dispatched
10 DEC 1943
AAG

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

DECLASSIFIED

auth 543211 Sec Par 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CONFIDENTIAL~~ DECLASSIFIED

DECLASSIFIED
DOD Dir. 5 200.9 & 30 June 1974
By ALN/AE NC, Date 11/10/75

Light Transports for General Kenney

AAG 452.1 (Pac.) (23)

TO: AC/AS, OC&R

DATE 13 Dec 43

FROM: Deputy Chief of Air Staff

COMMENT NO. 3
ESP/eva/6371

For comment.

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

Dispatched
13 DEC 1943
AAG

file 12/13/43

DECLASSIFIED
CONFIDENTIAL

Air AG 452.1 Sec. No. (23) Air A.G.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CONFIDENTIAL~~
DECLASSIFIED

DECLASSIFIED
000 ltrs
E Sec. 6 20 June 1974
By AUS/RP NC, Date 11/10/75

Light Transports for General Kenney

AC/AS, Plans
Attn: General Jamison
Deputy Chief of Air Staff

7 Dec 43

1

WMK/eva/6371

1. Colonel W. L. Ritchie, OPD (Southwest Pacific Theater) has just returned from Australia and indicated that General Kenney would like ten 2-engine transport planes similar to AT-21's or C-45's.

2. Information from Allocations Division indicates possibility of two C-45's per month starting in February.

3. Is there anything we can do to boost this along and help General Kenney get these planes sooner?

Dispatched
8 Dec 1943
AAG

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

OPD 452.1 Air Pac. (3)

Tyler 12/8/43

DECLASSIFIED
CONFIDENTIAL

Air AG 452.1 Air Pac (3) Air AG.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DOD ltrs
E.O. 20 June 1974
By ALN/NC NLC, Date 8/20/74

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

AFDMA-1

2 DEC 1943

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF: (Attention: Gen. Perrin)

Subject: Modification of B-17 Airplanes (XC-108 and XC-108A).

1. Status of XC-108 (Transport for General MacArthur) Airplane is as follows:

a. All of the 22 items in "Work to be Accomplished" program have been completed. The remaining work includes the balance of inspection, functional testing, replacing loose equipment, and general clean-up.

b. This airplane should be ready for delivery within a day or so.

2. Status of XC-108A (Cargo) is as follows:

a. It is estimated that this airplane will be ready for flight delivery to Washington for inspection on 3 December. A shake-down flight has just been completed and several minor changes are now being made. It is understood that General Arnold is to make the decision for the final destination of this airplane.

3. #2 XC-108 (Transport for General Spaatz):

a. B-17F, No. 42-6036, has been picked to be modified into an XC-108 similar to #1 ship. It will be thoroughly checked as to its condition prior to modification in order that a minimum number of man-hours may be expended on this project. A periodic report will be submitted to your office on this airplane.

O. P. ECHOLS,
Major General, U.S.A.,
Asst. Chief of the Air Staff,
Materiel, Maintenance & Distribution.

Authority for Secret Correspondence, dated 12/3/43 O.D.

DECLASSIFIED
~~SECRET~~

AirCds 452.1 S. Par (2)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AFROA

SECRET
DECLASSIFIED
By AUTHORITY of The Commanding General Army Air Forces AFROA
Date 6.6.47 Initials LOC.

DECLASSIFIED
DECLASSIFIED
DOD Dir
By ALNAV

1 November 1943

MEMORANDUM FOR GENERAL CRAIG

SUBJECT: Delivery of 150 P-47's to General Kenny in November

1. General Arnold has directed that General Kenny will receive 150 P-47's in November.

2. Forty P-47's are now waterborne. In addition, more than 60 P-47's have now been completed at the factory but have not yet been shipped. A large additional number are currently being delivered out of the factories.

3. The normal delivery time for cargo vessels and tankers on which P-47's can be shipped, crated or deck loaded, is approximately one month. The approximate time for a trip by an AGV from the United States to Australia is approximately 18 days.

4. An AGV is now scheduled at a date early enough in November to permit its arrival during the calendar month. With the informal concurrence of Operations Division, War Department General Staff, the Traffic Division of Assistant Chief of the Air Staff, MSRD, has been requested to load this vessel with P-47's. It is estimated that this will accomplish movement of approximately 60.

5. The above arrangements should permit the receipt by General Kenny of at least 100 P-47's in November. In order to have an additional 50 arrive, it will be necessary to secure another AGV or CV. It is believed that it is unlikely that the latter can be secured. It is intended that a request for an AGV will be made by the Traffic Division of MSRD to the Navy as soon as the date sufficient P-47's will be available at dockside is established.

O. P. WEYLAND,
Brigadier General, U. S. A.,
Chief, Commitments Division,
Office, Assistant Chief of Air Staff,
Operations, Commitments & Requirements.

Copy for Lt. Col. Hartman
AFRAL - Attn:
Col. Bergquist

File C 11/1/43

SECRET
DECLASSIFIED
Air AG 452-1 So Pac (18)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

AFDAS
HAC/gwd
Ext.72052

DECLASSIFIED
DOD Dirs
by ALN/AP NC. Date 6/26/75

29 October 1943.

MEMORANDUM FOR THE ASST. CHIEF OF AIR STAFF, O. C. & R.:
(Attention: General Gross)

Subject: P-47's for the 5th Air Force.

General Arnold directed this morning that General Kenney would be supplied with at least one hundred (100) P-47's in November, and one hundred and fifty (150) in December. This directive meant that the airplanes are to be in General Kenney's hands, and not allocated, on the docks, or enroute.

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

Carried by hand

DECLASSIFIED

~~SECRET~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

AFAEP
RDH/3e/71055
Wm 9/25/43

DECLASSIFIED
DOD Dir. 5200.9 20 June 1924
By AWM NC, Date 8/18/75

30 SEP 1943

Air Marshal R. Williams
R.A.A.F. Representative
Commonwealth of Australia
Munitions Building
Washington 25, D. C.

Dear Air Marshal Williams:

In reply to your letter of 18 September 1943, subject: Allocation of Aircraft to Australia in 1944, a copy has been forwarded to the Combined Chiefs of Staff, Secretariat, for note and inclusion in CCS papers 265, 265/1 and 277/2.

I have recommended that no action be taken regarding an immediate adjustment of allocation of aircraft to Australia in 1944. In November 1943 the Australian requirements will be reviewed at which time every effort will be made to satisfy your program within the limits of our production and other requirements.

Sincerely yours,

Barney M. Giles

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

Dispatched
30 SEP 1943
AAG

453.1 to Pac (15)

DECLASSIFIED

COPY FOR GENERAL ARNOLD
COPY FOR MAJOR SMITH
COPY FOR PLANS
COMEBACK COPY FOR PLANS

air ab 450.1 to Pac (15)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~
DECLASSIFIED

AFAEP
RMB/3c/74055
Wtn 9/25/43

DECLASSIFIED
DOD dirs
E.O. 12356, § 3(b) June 1974
By ALN/NP NLC, Date 4/16/82

30 SEP 1943

MEMORANDUM FOR THE SECRETARIAT, COMBINED CHIEFS OF STAFF

SUBJECT: Allocation of Aircraft to Australia in 1944.

1. Inclosed is copy of a letter, subject as above, under date of 18 September 1943 to be noted and included in CCS papers 283, 283/1 and 271/2.

2. It is recommended that no immediate action be taken regarding allocation of aircraft to Australia in 1944, pending review by the CCS in November 1943.

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

1 Incl.
Cy of ltr from Air Marshal R. Williams, 9/18/43

Dispatched
30 Sept 1943
AMG

COPY FOR GEN. ARNOLD
COPY FOR PLANS
COPY FOR MAJOR SMITH
COMEBACK COPY FOR PLANS

~~SECRET~~
DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

SECRET

COMMONWEALTH OF AUSTRALIA

DECLASSIFIED
DOD Dirs. 5 200.9 & 20 June 1974
By [illegible] NARS Date 11/15/82

Royal Australian Air Force Representative,
Munitions Building
Constitution Avenue
Washington 25, D. C.

18th September, 1943

Dear General,

ALLOCATION OF AIRCRAFT TO AUSTRALIA IN 1944

Reference C.C.S. 104th Meeting of 30th July and C.C.S. Papers 283, 283/1 and 277/2.

You will remember that at its 104th Meeting on 30th July, the Combined Chiefs of Staff took note:-

* * * * * *

(2) that the question of giving immediate reconsideration to the allocation of aircraft to Australia for 1944 would be taken up by the Combined Chiefs of Staff upon the conclusion of a conference to be held by Air Marshal Welsh, Air Marshal Williams, and General Arnold.

(3) that the Australian Representative was asked to approach the authorities concerned in Australia with a view to the substitution of two Australian heavy bomber squadrons for the equivalent in U.S. units at the time most suited operationally."

At the discussion which Sir William Welsh and I had with you early in August it was decided that I should obtain Australia's views on the question of proposed allotments for 1944 as well as on the suggestion of substitution of certain Australian for U. S. units.

I have now to advise having done this and am directed to say that

(a) Australia requests that its allotment of aircraft for 1944 be deferred and reconsidered at the November review, it being desirous of obtaining aircraft of the type necessary to form units which are necessary to make the R.A.A.F. a balanced force.

(b) Australia does not wish to substitute Australian Heavy Bomber Squadrons for existing U.S. units of this type, as this would be no contribution to build-

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

ing up the Air Forces in the South West Pacific Area to the total advised to it by the Supreme Commander as necessary, and to which Australia has undertaken to contribute by additions to the R.A.A.F. which its advisers (including the Supreme Commander) have recommended.

Consequently, I have to recommend that the Combined Chiefs of Staff be informed in these terms and formal approval given for deferring Australia's allotment for 1944 for reconsideration in November.

Kindest regards,

Yours sincerely,

/s/ R. Williams

Air Marshal
R.A.A.F. Representative.

RW/CM

General H. H. Arnold,
Commanding General, U. S. Army Air Forces,
Room 5A-1077, Pentagon Bldg.,
Washington, D.C.

SECRET
DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD dirs.
9 Jan. & 20 June 1974
By: [illegible] AG, Date 10/16/75

DECLASSIFIED

Allocation of Aircraft to Australia in 1944

Commanding General, Army Air Forces
AC/AS, Plans

28 SEP 1943

1

RMS/jm/71855

1. Enclosed drafts, subject as above, have been prepared for your signature.

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

3 Incls.
Ltr fm Air Marshal R. Williams, 9/18/43
Draft ltr to CCS, abv subject
Draft ltr to Air Marshal Williams

452.1 to Par (15)

DECLASSIFIED

1. air 08 452.1 to Par (15)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
SECRET
DECLASSIFIED

Extracts from Letter to General Arnold from General Kenney.

AC/AS, Operations, Commitments & Requirements. 25 Sept. 1943

Deputy Chief of the Air Staff. 1.
ESP/cmc/6371

The following extract from a letter to General Arnold from Lieutenant General Kenney, dated 7 September 1943, is quoted below for your comment and action:

"* * I have just received a rather disturbing rumour about the B.25H which I understand is to come to me during the next couple of months. The B.25C's come out equipped with the 75 mm. cannon and two .50 calibre machine guns in the nose. To give us sufficient fire power we installed pairs of blister guns on each side of the fuselage, back outside of the rear bomb bay. In order to preserve a decent c.g. location. Someone from the 8th Air Force expressed a desire to representatives of your office or the Air Service Command who were visiting here that we would like these blister guns installed back in the States. The rumour that I now have is that in the B.25H one blister installation of two .50 calibre guns has been made on the right hand side just outside the old navigator's compartment and that in order to preserve balance two of the four .50 calibre guns that were supposed to be installed in the nose have been removed, so that the fire power of the airplane forward has not been increased at all.' The reason for not installing another pair of guns in a blister on the left side is supposed to be because of interference with the heater. We don't use heaters out here on any airplane that is liable to fly under 15,000 ft., as they are excess baggage in this climate. The B.25 seldom gets over a thousand feet except when crossing the mountains, so our heaters have been removed and thereby the interference with the pair of blister guns on that side of the airplane has been obviated. If it is not too late, I wish that you would send me either B.25C's which I will fix up myself with blister guns on the sides or the H's with the four .50's and the new light 75 mm. gun in the nose. I will then install the other four blister guns on the sides in the region of the rear bomb bay or wherever is necessary to preserve balance. * * "

Dispatched 25 Sept 43

ERWIN C. PERRY,
Brigadier General, U. S. A.
Deputy Chief of the Air Staff.

DECLASSIFIED
SECRET
NARS 83453 Auth. Par. 6(b)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DOD Dir.
By RNM/NARS Date 8/1/97

Letter to Gen. Arnold frm Gen. Kenney, 7 Sept. 1943.

AC/AS, Materiel, Maintenance and Distribution. 25 Sept. 1943

Deputy Chief of the Air Staff. 1

KSP/cmc/6371

The following extracts from a letter to General Arnold from Lieutenant General Kenney, dated 7 September 1943, are quoted below for your comment and action:

" • • I have just received a rather disturbing rumour about the B.25H which I understand is to come to me during the next couple of months. The B.25G's came out equipped with the 75 mm. cannon and two .50 calibre machine guns in the nose. To give us sufficient fire power we installed pairs of blister guns on each side of the fuselage, back outside of the rear bomb bay. In order to preserve a decent c.g. location. Someone from the 5th Air Force expressed a desire to representatives of your office or the Air Service Command who were visiting here that we would like these blister guns installed back in the States. The rumour that I now have is that in the B.25H one blister installation of two .50 calibre guns has been made on the right hand side just outside the old navigator's compartment and that in order to preserve balance two of the four .50 calibre guns that were supposed to be installed in the nose have been removed, so that the fire power of the airplane forward has not been increased at all. The reason for not installing another pair of guns in a blister on the left side is supposed to be because of interference with the heater. We don't use heaters out here on any airplane that is liable to fly under 15,000 ft., as they are excess baggage in this climate. The B.25 seldom gets over a thousand feet except when crossing the mountains, so our heaters have been removed and thereby the interference with the pair of blister guns on that side of the airplane has been obviated. If it is not too late, I wish that you would send me either B.25G's which I will fix up myself with blister guns on the sides or the H's with the four .50's and the new light 75 mm. gun in the nose. I will then install the other four blister guns on the sides in the region of the rear bomb bay or wherever is necessary to preserve balance.

"Recently we have been extremely gratified to see the B.25's come in without complete winterization. As a matter of fact the only thing now coming out to us completely winterized is the C.47 and it is not too much of a job to remove this surplus equipment. Some day when we get time I will load up a boat going back to the States with a lot of heating systems and winterization equipment which is all surplus, as far as I can see, for the duration of the war.

"• • • •

"One point that I stressed in conversation with Knudsen was the need for stopping model changes. The P-38 is an example. I have E's, F's, G's

DECLASSIFIED

-1- (CONTINUED)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~
DECLASSIFIED

Letter to Gen. Arnold fm Gen. Kenney, 7 Sept. 1943. (Cont'd)

AC/AS, MM&D — 23 Sept. 1943

Deputy Chief of Air Staff — 1 Cont'd

"H's and a couple of other models. Any one of them can lick the Nips for the next two years. What I want Lockheed to do is to keep on building the present model - J, K, Q or whatever it is - and shoot anyone who even tries to make a change. Each shipment that comes out seems to be a different model from the preceding shipment and then our troubles start. The literature is always late and the spares catch up about the time that the next model arrives. The result is definitely reflected in a low percentage of airplanes in combat condition in the squadrons and an additional heavy burden is placed on the service squadrons and the depots. Every new model seems to have a bolt or a gadget somewhere in it that is bigger or smaller or a different shape than its predecessor. That is the gadget that always breaks, and having no spares the airplane is on the ground until we hog one out of metal in some Australian tool shop. About that time a radio arrives telling us to ground that particular model until we have inspected this particular part and we are instructed to requisition on A.S.C. for replacements of defective gadgets. Naturally I cannot take 'planes out of combat for a Tech Order, so I have to order as many of this gadget as there are 'planes of that model here and request air shipment. When the shipment arrives we inspect for defects and replace the part as soon as we can spare the airplane from operations. A lot of this grief would be stopped if we could just run off a year's production frozen to one model, no matter how many bright ideas anyone had to improve them. If there is any modification to be done to take care of special needs of this theatre I would rather do it myself.

". . . . . .

"We have recently received some shipments of aircraft carried as deck load on tankers. If that is the only method of getting them out here on time, I have no objection, but whenever possible I would prefer that they come on some boat other than a tanker. The tanker deck is so low that deck loaded aircraft arrive in pretty bad shape from seawater corrosion. Many of them require at least a week's work on arrival here and the average will probably run at least two days. The structure has to be carefully inspected and bulkhead joints, cables and engines thoroughly cleaned of corrosion before we dare go far ahead on assembly. On some shipments the engines have been so badly corroded that they had to be removed. If it is necessary to ship aircraft out here on tankers I believe that a little more attention to protecting them against the effects of salt spray would pay dividends."

Dispatched
25 SEP 1943
AAG

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

DECLASSIFIED
~~SECRET~~ AFSAS 452.1 to Mar (4)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES

SECRET

ROUTING AND RECORD SHEET

DECLASSIFIED

TALLY NO.	
FILE NO.	

SUBJECT: Replacing B-17's in 5th Air Force with B-24's.

TO: AC/AS, Operations, Commitments and Requirements.

DATE 16 Sept. 1943

FROM: Deputy Chief of Air Staff.

COMMENT NO. 1
HSV/gwd/72062

1. It is desired that aplan be formulated for replacing the B-17's, now with General Kenney, with B-24's. When this has been done, I would like to see it.

H. S. VANDENBERG,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

TO: Deputy Chief of Air Staff
(Attn: Brig. Gen. Vandenberg)

DATE: 18 Sept 1943

FROM: AC/AS, Operations, Commitments and Requirements

COMMENT NO. 2
JJO'S/jit/71173

1. Attached hereto is a cablegram to General Kenney, initiated by Allocations and Programs Division, AC/AS, OC&R, as a first step in implementing the plan requested in Comment No. 1, above.

2. The attached cablegram has been coordinated with OPD, WDGS, and Aircraft Branch of the AC/AS, OC&R.

1 Attach
Cable to Gen. Kenney
dtd 18 Sept 1943.

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

Air A. Sq.

File per Col. Bunt.

R. V. Bunt
Capt. WAC
22 Sep. 1943

DECLASSIFIED

PAGE ____

Air AG 452.1 (9-18-43) Pt 1

3-1109 A.F.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

WAR DEPARTMENT—OFFICIAL BUSINESS

DECLASSIFIED
DOD 5200.1-R
E.O. 12356, 6 Jan. & 20 June 1974
By ALM/NARA, Date 8/16/96

OUTGOING CLASSIFIED MESSAGE

Office of origin: HQ AAF, AC/AS/OCR, ALLOCATIONS & PROGRAMS (Division, branch, section, and symbol) DIVISION, ALLOCATIONS BRANCH (AFRAL)

Date: 18 SEPTEMBER 1943

Telephone: LT.COL.O'SHEA 72173 (Originating officer)

Classification: SECRET (Restricted—Confidential—Secret)

Precedence: ROUTINE (Deferred—Routine—Priority—Urgent)

To: COMMANDER IN CHIEF, SOUTHWEST PACIFIC AREA, BRISBANE, AUSTRALIA

SUFFICIENT B DASH TWO FOUR AIRCRAFT ENROUTE AND BEING PREPARED TO MAINTAIN YOUR THEATER AT ONE NINE SEVEN B DASH TWO FOUR AIRCRAFT PAREN MACARTHUR FOR KENNEY SIGNED ARNOLD PAREN PD PROPOSE THAT AS THE TOTAL NUMBER OF HEAVY BOMBERS IN YOUR THEATER EXCEED ONE NINE SEVEN YOU HAVE ATC CREWS THAT DELIVER B DASH TWO FOURS RETURN TO UNITED STATES WITH B DASH ONE SEVENS PERIOD RETURN OF ALL B DASH ONE SEVENS FROM YOUR THEATER WILL REDUCE MAINTENANCE PROBLEM AND ARE URGENTLY REQUIRED AS TRANSITION AIRCRAFT IN OUR TRAINING ESTABLISHMENTS PD REQUEST YOUR COMMENT

DISTRIBUTION:
OPD
AFROA
AFRDB
AFATC

Content and classification authenticated by:
O. P. WEYLAND
COLONEL, AIR CORPS

W. D., A. G. O. Form No. 500
September 1, 1942

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DECLASSIFIED
DOD ltr's
By ALNAD NC, Date 8 Jan & 30 June 1974

SUBJECT: Replacing B-17's in 5th Air Force with B-24's.

TO: AC/AS, Operations, Commitments and Requirements. DATE 16 Sept 1943

FROM: Deputy Chief of Air Staff. COMMENT NO. 1
HSV/gwd/72052

1. It is desired that a plan be formulatedfor replacing the B-17's, now with General Kenney, with B-24's. When this has been done, I would like to see it.

/s/ Van
H. S. VANDENBERG,
Brigadier General, U. S. A.,
Deputy Chief of Air Staff.

TO: Deputy Chief of Air Staff (Attn: Brig. Gen. Vandenberg) DATE: 18 Sept 1943

FROM: AC/AS, Operations, Commitments and Requirements COMMENT NO. 2
JJO'S/jit/71173

1. Attached hereto is a cablegram to General Kenney, initiated by Allocations and Programs Division, AC/AS, OC&R, as a first step in implementing the plan requested in Comment No. 1, above.

2. The attached cablegram has been coordinated with OPD, WDGS, and Aircraft Branch of the AC/AS, OC&R.

1 Attach
Cable to Gen. Kenney
dtd 18 Sept 1943.

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

452.1 Ky. Rec. (13)

Tile 20 Sept 43

DECLASSIFIED

452.1 Ky Pa (13)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DOD Dir 5
By Air/Re NC Date 8/4/71

Replacing B-17's in 5th Air Force with B-24's.

AC/AS, Operations, Commitments and Requirements. 16 Sept. 1943

Deputy Chief of Air Staff. 1
HSV/gwd/72052

1. It is desired that aplan be formulated for replacing the B-17's, now with General Kenney, with B-24's. When this has been done, I would like to see it.

Dispatched
16 SEP 1943
AAG

H. S. VANDENBERG,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Air AG 452.1 So. Pac. (13)

DECLASSIFIED
~~SECRET~~

Copy for Mission Ingram
Air AG 452.1 So Pac (13)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

SECRET

DECLASSIFIED DOD Rpt. By ... AUTH: ... Date ...

TALLY NO.

FILE NO.

SUBJECT: Request for Speed-up of Modification on Airplanes Going to the Fifth Air Force.

TO: General Vandenberg

DATE 9/4/43

FROM: General Giles

COMMENT NO. 1

General Marshall directed this date that I inform him when the last of the 62 bombers scheduled for General Kenney's Command leaves the States.

General Marshall also directed that a good strong radiogram be sent to Hawaii to speed-up all modification on airplanes going through to the South and Southwest Pacific, especially those for the Fifth Air Force. Make this radiogram strong and send it today.

B.M.G.

Gen Marshall ... Rapid - par. ... Cable has been sent (CM-OUT-5656 of 12 Sept 43)

File

Copy 453.1 to Pac. (13)

File 12 Sept 43

SECRET

DECLASSIFIED

Cus AS #621 to Pac (2)

PAGE ____

3-1109 A.F.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES

DECLASSIFIED

ROUTING AND RECORD SHEET

TALLY NO.

FILE NO.

SUBJECT: Speed-up of Modification on Airplanes Going to the Fifth Air Force.

TO: AC/AS, Operations, Commitments and Requirements. DATE 9 Sept. 1943

FROM: Secretary, Air Staff. COMMENT NO. 1
WRB/gwd/72052

Reference attached copy of R&R, paragraph 2, from General Giles to General Vandenberg, dated 4 September 1943, subject: "Request for Speed-up of Modification on Airplanes Going to the Fifth Air Force", it is requested that your Division draft an appropriate cable, in conjunction with the AC/AS, Materiel, Maintenance and Distribution, to comply with the directive from the Chief of the Air Staff.

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

Incl:
Cy.R&R,Comment 1,dtd.9/4/43,
frm.Gen.Giles to Gen.Vandenberg.

TO: ~~Secretary, Air Staff~~ ~~AC/AS, Operations, Commitments & Distribution~~ DATE 14 Sep 43

FROM: Asst C/AS, OCR, Requirements Division COMMENT NO. 2
Lt.Col.Funk/ls/5692

Cable has been prepared ~~and copy is an inclosure~~ for dispatch.

for MERVIN E. GROSS
Colonel, Air Corps

M & E Section

Bombardment Br

AC/AS OCR

Incls No change

~~Incls 2 - Cable as above~~

40877

DECLASSIFIED
SECRET

AG AS 452.1 (9-14-43) (12)

423

PAGE ____

3-1109 A.F.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED
DOD ltr 6 Jan & 20 June 1974
By ALN/AFE JC, Date 11/14/75

Speed-up of Modification on Airplanes Going to the Fifth Air Force

TO: Asst C/AS, Materiel, Maintenance & Distribution

DATE 14 Sep 43

FROM: Asst C/AS, OCR, Requirements Division

COMMENT NO. 2
Lt.Col.Funk/ls/5692

Cable has been prepared ~~and sent as an inclosure~~ as directed.

M & E Section _____

Bombardment Br _____

MERVIN E. GROSS
Colonel, Air Corps

1 Incls No charge
~~Incl 2 - Cable as above.~~

DECLASSIFIED

Air Ag 4:2.1 to Par (12)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
DOD ltr
By ALM/AP NC, Date 11/14/05

Request for Speed-up of Modification on Airplanes Going to the Fifth Air Force.

General Vandenberg

9/4/43

General Giles

1

General Marshall directed this date that I inform him when the last of the 62 bombers scheduled for General Kenney's Command leaves the States.

General Marshall also directed that a good strong radiogram be sent to Hawaii to speed-up all modification on airplanes going through to the South and Southwest Pacific, especially those for the Fifth Air Force. Make this radiogram strong and send it today.

B.M.G.

vc

Rec'd 9/4/43

DECLASSIFIED

~~SECRET~~

Incl #1

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
DOD ltr
By ALM/AP NC, Date 11/14/05

Speed-up of Modification on Airplanes Going to the Fifth Air Force.

AC/AS, Operations, Commitments and Requirements. 9 Sept. 1943

Secretary, Air Staff. 1

WRB/gwd/72052

Reference attached copy of R&R, paragraph 2, from General Giles to General Vandenberg, dated 4 September 1943, subject: "Request for Speed-up of Modification on Airplanes Going to the Fifth Air Force", it is requested that your Division draft an appropriate cable, in conjunction with the AC/AS, Materiel, Maintenance and Distribution, to comply with the directive from the Chief of the Air Staff.

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

Incl:
Cy.R&R,Comment 1,dtd.9/4/43,
frm.Gen.Giles to Gen.Vandenberg.

Dispatched
10 Sept 1943
AAG

AAG 452.1 (9-2-43) (1) No. 1

File in 10/4/43

DECLASSIFIED

~~SECRET~~

Copy for Mind Agency

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
SECRET

DECLASSIFIED
DOD dir.
By AUS NARA Date 11/16/05

Request for Speed-up of Modification on Airplanes Going to the Fifth Air Force.

General Vandenberg

9/4/43

General Giles

1

General Marshall directed this date that I inform him when the last of the 62 bombers scheduled for General Kenney's Command leaves the States.

General Marshall also directed that a good strong radiogram be sent to Hawaii to speed-up all modification on airplanes going through to the South and Southwest Pacific, especially those for the Fifth Air Force. Make this radiogram strong and send it today.

B.M.G.

DECLASSIFIED
SECRET

Ans AG 452.1 to Rec (12)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

AFHDB LtCol Coffield rej
rewrtn AFMSG WDG:JB 5789

DECLASSIFIED
DOD Dirs.
6 Jan. & 20 June 1974
(AFHDB) By: Aiel/AF MC. Date 8/10/95

27 August 1943

Lieutenant General George C. Kenney,
Commanding General, Allied Air Forces,
Southwest Pacific Area,
c/o Postmaster, San Francisco, California.

Dear George:

As you probably have heard by now, General Stratemeyer has gone to the India-China theater and I have taken his job. Because he was leaving quite suddenly he asked me to answer your letter of 15 July 1943.

You certainly have the right to be proud of Colonel Ralph Koon and his 90th Group. It is easy to understand your interest in his future assignments. You may rest assured that he will be well taken care of.

Colonel Koon has been assigned to the Second Air Force. We have found it necessary for morale purposes and desirable for the benefits in training we receive from such officers with combat experience to keep them longer than you have suggested. The actual selection of Group Commanders is left up to the Second Air Force but I know General Johnson will give Colonel Koon full consideration.

B-29 production has not been whatthe had expected and the whole program is lagging so that General Arnold has not yet made any commitments of these groups to theaters. We are getting some very capable people with combat experience back from the various theaters for this project.

With the picture in Europe beginning to look brighter we are hoping that it won't be too long before you will be able to write that letter to us without "beefing for more airplanes" as you put it. Until then I hope you will bear with us.

Sincerely yours,

DISPATCHED
27 AUG 1943
AAG

Signed

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

AAG 452.1 to Pac (10)

DECLASSIFIED
SECRET

452.1 to Pac (10)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

DECLASSIFIED
DOD Dir. 5 200.10 & 20 June 1974
By AHQ/AF NC, Date 4/16/75

SUBJECT: Letter from General Kenney to General Stratemeyer

TO: Chief of the Air Staff 23 Aug 1943
THRU: Asst C/AS, Operations, Commitments and Requirements
FROM: Asst C/AS, OCR (Requirements Division) COMMENT NO. 3
Col.Sears/mlb-73045

1. Noted and forwarded for the signature of General Giles.

2 Incls. n/c

KELVIN B. GROSS
Colonel, Air Corps

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

AFHDB LtCol Coffield rmj
rewrtn AFMAC WDC:JB 5789

DECLASSIFIED
DOD 5200.
By ALM/AF NARS, Date 6 Jun 1974

(AFHDB)

27 August 1943

Lieutenant General George C. Kenney,
Commanding General, Allied Air Forces,
Southwest Pacific Area,
c/o Postmaster, San Francisco, California.

Dear George:

As you probably have heard by now, General Stratemeyer has gone to the India-China theater and I have taken his job. Because he was leaving quite suddenly he asked me to answer your letter of 15 July 1943.

You certainly have the right to be proud of Colonel Ralph Koon and his 90th Group. It is easy to understand your interest in his future assignments. You may rest assured that he will be well taken care of.

Colonel Koon has been assigned to the Second Air Force. We have found it necessary for morale purposes and desirable for the benefits in training we receive from such officers with combat experience to keep them longer than you have suggested. The actual selection of Group Commanders is left up to the Second Air Force but I know General Johnson will give Colonel Koon full consideration.

B-29 production has not been whatwe had expected and the whole program is lagging so that General Arnold has not yet made any commitments of these groups to theaters. We are getting some very capable people with combat experience back from the various theaters for this project.

With the picture in Europe beginning to look brighter we are hoping that it won't be too long before you will be able to write that letter to us without "beefing for more airplanes" as you put it. Until then I hope you will bear with us.

Sincerely yours,

Dispatched
27 AUG 1943
AAG

Signed

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

DECLASSIFIED

AAG 452.1 Lt. Pac. (10)
452.1 Lt Pac (10)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
ALLIED AIR FORCES
SOUTHWEST PACIFIC AREA
OFFICE OF THE COMMANDING GENERAL

15th July, 1943.

Dear Strat,

I am sending home Colonel Ralph E. Koon, O-17197, who has been C.O. of the 90th Bombardment Group since last October when Art Meehan was lost. Koon did a remarkable job picking up an outfit that had lost five 'planes and three crews on their first two missions and which I then pulled out of combat and put back on training status for two months. He whipped the outfit into shape and today they have a record of shooting down Nips and sinking ships that is something to be proud of. The strain, however, has worn him down to the point where I find it advisable to send him home to save him. The same thing is true of a lot of other excellent big ship crewmen that I have sent home during the past two or three months.

The reason for this letter is to recommend that this whole crowd, or as many of them as can be spared, be assembled under Koon's leadership if you haven't already picked the man, and form the B.29 show that I am to get - not only have had combat experience in this theatre but plenty of it in big ships.

If no B.29 outfit is going to be ready before next spring, then I'd like to see Koon given the next B.24 group you send me. The way the things are coming off the line I figure I should get another one by Christmas anyhow.

The heavies are the things that count out here where the targets are all so far away. Anything that can't reach out and strike from five hundred to a thousand miles away from the airdrome does not pay very vig dividends. I was supposed to have 197 heavies here by July 1st. Now the promise is August 15th. I'd like to remind everyone again that my B.17's are on their last legs. None of them go out any more without reporting instruments and generators going bad, props not governing properly and so on. They have all

/got to be....

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

got to be replaced soon. I seem to have a hell of a time convincing people that these 'planes wear out as well as get shot down. The Bell and Curtiss men out here have told me that most of the P.400's, P.39's and P.40E's need complete overhaul before they are really fit for combat. I can't pull them out of combat until I get some replacements and a complete overhaul takes a lot of time. Many of these 'planes have already been overhauled and assembled from wrecks. A big percentage should be pulled out of New Guinea, overhauled and then used back on the mainland for training and local defence. These old crocks call for a lot of maintenance and it is getting harder all the time to keep a respectable number of 'planes in commission in the various units.

Some day I'll write you a letter without beefing about more airplanes but it will have to be when I get enough so that my squadrons are up to strength. In the meantime think over my recommendation about the B.29 group. I think it is not only good but that you should start out with experienced big ship crews, preferably with combat experience as well.

Sincerely,

GEORGE C. KENNEY
Lieutenant General, U.S.A.,
Commander.

Major General G. E. Stratemeyer,
Chief of the Air Staff,
Army Air Forces,
WASHINGTON, D.C.

~~SECRET~~

DECLASSIFIED
000 ltrs
& Jan & 30 June 1974
By AAG/AF DC Dec 11 Jan 75

Extract from Gen. Kenney's letter of 28 Jul 1943 in re to B-29 Unit

AC/AS, Plans 26 Aug 1943

Chief of the Air Staff 1

LVB/is/71589

1. I am quoting an extract from a letter to General Arnold from General Kenney, and it is requested that your Division prepare a reply to this comment which can be incorporated in a reply from General Arnold to General Kenney:

"I hear that the B-29 is flying again. I assume that I am still to get the first B-29 unit. I would like to emphasize again that if I have got to go to concrete strips I must know it soon so that we can plan the movement of equipment and supplies. Right now everything is being scheduled for the coming six months and if I don't get my estimates on the shipping list soon I will be in trouble. As soon as even one B-29 can fly out here, I would like to have it try out our fields to see what we have got to do. I don't want it to drop bombs on Tokyo with, I just want to get it here so that I can see what preparations have to be made. I have got to find out where it will be based and arrange for storage, supply and repair facilities that must be taken care of well ahead of time. I cannot get this information out of a book. Weather, humidity, hot gasoline, dust, rates of climb out of valley or out of our airdromes are a few of many problems that can only be solved on the spot. Some of these conditions will undoubtedly dictate where the base, as well as where the operating or advance fields will be located."

2. Please expedite.

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

Taken by hand by Capt Burgh

File G1 8/26/43

AAG 452.1 (10) Ltr. to Pac.

DECLASSIFIED

~~SECRET~~ Air AG 452.1 to Pacific (11)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DECLASSIFIED
DOD Dir.
5 Jan. & 30 June 1976
AFAEP-LP By Auchy DOD, Dec. 5/6/78
NND/10/71172
Fwd 8/28/43

20 AUG 1943

Dr. H. V. Evatt, K.C., M.P.
Minister for External Affairs
Canberra, Australia

Dear Dr. Evatt:

In the absence of General Arnold, your letter of 25 July 1943 has been referred to me for answer.

At the 104th meeting of the Combined Chiefs of Staff, on 30 July 1943, Air Marshal Williams presented the desires of the Government of the Commonwealth of Australia for aircraft by type. A copy of the minutes of that meeting containing the decisions reached on this subject has been forwarded to Air Marshal Williams. Subsequently, General Arnold, Air Marshal Williams, and Air Vice Marshal Welsh had a conference concerning a possible adjustment in the allocation schedule and it was decided that the question of substituting Royal Australian Air Force units for certain Army Air Force squadrons in Australia would first be taken up with your Government and the Theater Commander. This question has been submitted and when their desires in this regard have been determined, the matter will be presented to the Combined Chiefs of Staff for decision.

At the time of the November review of the present tentative aircraft allocations for the first half of 1944, the Commonwealth's requirements as stated by Air Marshal Williams and recorded in C.C.S. 283/1 will again be considered. Final allocations for 1944 which will be decided in general at that time, will most certainly be given the considered judgment of the Combined Chiefs of Staff and will reflect their decisions as to the most effective distribution of our combined air effort.

Yours sincerely,

H. H. ARNOLD
General, U. S. Army
Chief of the Air Staff

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
Authority JCS Memo May 4
By [illegible] NARS, Date 1-13-06

HOTEL MARK HOPKINS
NOB HILL
San Francisco

July 25th., 1943.

CONFIDENTIAL

Dear General Arnold,

I have received your unofficial and confidential letter dated July 22nd. on the eve of my departure from this country.

First of all, let me say this. Owing to your unavoidable absence from Washington, I spoke to General Stratemeyer not in relation to aircraft allocation generally, but only in relation to the special contribution to Australia directed by the President to be made following representations by myself.

As you know, the President, as Commander-in-Chief, had given a decision directing that airplanes be provided for the Royal Australian Air Force in addition to all existing commitments to Australia. While the working out of details was a matter for the Staffs, it is obvious that one object of the President's decision was to make the R.A.A.F. in the Southwest Pacific a more balanced and more effective striking force. Therefore, the question of heavy bombers provided for in Air Marshal Williams' specification was of importance.

On my recent return to Washington from London, I saw your Deputy who told me that I should in the first instance discuss any question of types with Mr. Hopkins. Accordingly I did so.

I subsequently saw the President and furnished him with an aide memoire following his intimation that the gift to Australia should not be interpreted in a narrow, but in a broad and liberal spirit.

I have no intention of embarking upon any discussion of strategy with yourself. I must say, however, that your letter invites the comment that, at the recent Washington Conferences, it was decided that unremitting pressure against Japan should be maintained and extended. Accordingly Mr. Churchill announced to the Press in the presence of the President that the war against Japan was to be pursued with the same vigor as the war in Europe. The President's decision to make a special contribution to Australia was in strict accordance with the strategic decisions reached in Washington which are well known to me.

The practical suggestion I now make is that Australia's representative-Air Marshal Williams-should be fully consulted before determining allocations of planes in accordance with the President's special decision.

COPY

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

Up to now he has not been consulted by you at all. You can take it that for the purpose of working out the details of your Commander-in-Chief's special contribution, Air Marshal Courtney did not represent Australia, and I am sure that he made no attempt to do so. Further, I am aware of Air Marshal Portal's representations to you that some heavy bombers should be provided for the R.A.A.F.

I accept your assurance as to your interest in the R.A.A.F. and in the very difficult operations in the Southwest Pacific area. This is surely an opportunity for you to do something tangible and of value. I hope, therefore, that you will consult Air Marshal Williams well in advance and work out a satisfactory allocation in accordance with the spirit of the President's special contribution to Australia.

I greatly regret having missed you, and would suggest that you might see Hopkins and subsequently the President before the matter is finalized.

With best wishes,

Yours sincerely,

/s/

H. V. Evatt
Minister for External Affairs.

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

COPY

DECLASSIFIED
CONFIDENTIAL

AFAEP-LP
WMB/jc/71172
Wtn 8/18/43

DECLASSIFIED
DOD Rts
E.O. 12958
By NARA, Date 11/16/98

20 AUG 1943

Dr. H. V. Evatt, K.C., M.P.
Minister for External Affairs
Canberra, Australia

Dear Dr. Evatt:

In the absence of General Arnold, your letter of 25 July 1943 has been referred to me for answer.

At the 104th meeting of the Combined Chiefs of Staff, on 30 July 1943, Air Marshal Williams presented the desires of the Government of the Commonwealth of Australia for aircraft by type. A copy of the minutes of that meeting containing the decisions reached on this subject have been forwarded to Air Marshal Williams. Subsequently, General Arnold, Air Marshal Williams, and Air Vice Marshal Welsh had a conference concerning a possible adjustment in the allocation schedule and it was decided that the question of substituting Royal Australian Air Force units for certain Army Air Force squadrons in Australia would first be taken up with your Government and the Theater Commander. This question has been submitted and when their desires in this regard have been determined, the matter will be presented to the Combined Chiefs of Staff for decision.

At the time of the November review of the present tentative aircraft allocations for the first half of 1944, the Commonwealth's requirements as stated by Air Marshal Williams and recorded in C.C.S. 283/1 will again be considered. Final allocations for 1944 which will be decided in general at that time, will most certainly be given the considered judgment of the Combined Chiefs of Staff and will reflect their decisions as to the most effective distribution of our combined air effort.

Yours sincerely,

Signed

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

DISPATCHED
20 AUG 1943
AAF

DECLASSIFIED
CONFIDENTIAL

Arnold

COPY FOR GEN. GILES

Ans ABC 52/1 So. Pac. (8)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

CONFIDENTIAL DECLASSIFIED

TALLY NO.

FILE NO.

SUBJECT: Transforming B-17 (early model) into Transport Plane for Gen. MacArthur

TO: General Echols DATE 7/29/43

FROM: General Arnold COMMENT NO. 1.

From time to time the question has arisen as to what, if any, peacetime use can be made of our bombing airplanes after the war is over. Many suggestions have been received that they be changed into transport planes.

At this writing, it is impossible to furnish the various people throughout the world with the cargo planes and transports that they desire, notably of the C-54 type. For instance, General MacArthur recently asked for C-54's and his request had to be disapproved.

With the above in mind, I had as you know North American rebuild one of the early B-25's into a light transport for me. Outside of the inconvenience of getting in and out, it works very satisfactorily. Quite recently I asked someone at Dayton, I don't remember who it was, to take one of the earlier models of the B-17's and see what they could do towards transforming it into a transport plane to send to General MacArthur.

Will you look into this matter and carry the B-17 modification through for me; also, take one of the early B-17's, strip all of the guts out of it and see what we can do towards making a cargo carrying plane?

H.H.A.

File

To: General Arnold

From: General Echols

Date 12 August 1943

Comment No. 2
OPE/jj/2128

With reference to Comment No. 1 above:

1. The Materiel Command has been directed to proceed immediately with an experimental modification of a B-17 into a cargo airplane.

2. The Air Service Command is now in process of modifying a B-17 as a transport for General MacArthur. Estimate received from the Air Service Command is that this modification will be completed by the 15th of September.

13 Aug 1943
Memo for record:
Col. Shelmire directed to notify Gen. Arnold re. this

O P E Echols

DECLASSIFIED CONFIDENTIAL

O. P. ECHOLS
Maj. General, U. S. A.
Asst. Chief of Air Staff, M.M. & D.

MAR 3/AS

PAGE ____

3-1109 A.F.

AG 452.1 - Ba (8-12-43)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD 5200
By AFHRA/RA

~~CONFIDENTIAL~~

To: General Arnold

From: General Echols

Date 12 August 1943

Comment No. 2
OPE/33/2128

With reference to Comment No. 1 above:

1. The Materiel Command has been directed to proceed immediately with an experimental modification of a B-17 into a cargo airplane.

2. The Air Service Command is now in process of modifying a B-17 as a transport for General MacArthur. Estimate received from the Air Service Command is that this modification will be completed by the 15th of September.

DECLASSIFIED
CONFIDENTIAL

O. P. ECHOLS
Maj. General, U. S. A.
Asst. Chief of Air Staff, M.M. & D.

Ans AS 452.1 to Par 2

DECLASSIFIED
DOD 5200
By AFHRA/RA

~~SECRET~~
DECLASSIFIED

Alteration of P-47 Equipment Priorities.

AC/AS, Materiel, Maintenance & Distribution, 12 Aug. 1943
(Attention: Supply & Services Division, Major Krieker).
Deputy Chief of Air Staff. 1
EHP/gwd/6571

452.1 to Par 2

Confirming conversation this morning, authority is granted to alter P-47 equipment priorities sufficiently to prevent the grounding of airplanes in Australia, due to lack of parts, tires, etc.

Dispatched
12 AUG 1943
AAG

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

File 13 Aer 0 43

DECLASSIFIED
~~SECRET~~

Copy for Miss Ingram
ans AS 452.1 to Par 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

DECLASSIFIED
DOD Dir. 5200.9
8 Jan. & 20 June 1974
By AUWAF UC: Date 11/8/74

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

31 July 1943

MEMORANDUM FOR GENERAL ARNOLD:

Subject: Conference with Air Marshal Williams, RAAF.

1. With reference to the Arnold-Williams-Welsh allocation conference set up by the Combined Chiefs of Staff yesterday, the following advantages and disadvantages will accrue if you remain positively firm on the U.S. allocation to Australia:

a. ADVANTAGES.

(1) More bombers for the Combined Bomber Offensive against Germany.

(2) Support to General Marshall's strong statement that Australia's allocations cannot be changed without restudy of the entire deployment program.

(3) Maintenance of unassailable authority of the Arnold-Courtney-McCain-R.N. Portal Committee. (This is very important. If we admit the authority of any person, other than the President, to review their decisions we will be in a hopeless tangle.)

b. DISADVANTAGES.

(1) Dr. Evatt will bombard the White House and General Marshall.

(2) The Royal Australian Air Force will not have a trained cadre to absorb heavy bombers which might possibly be available late in 1944 (same applies to all other Allies).

2. Source of heavy bombers for the Royal Australian Air Force.

Unless we are willing to accept a reduction in the bomber offensive against Germany, Kenney's heavy bombers must be diverted to the Royal Australian Air Force. There is a remote possibility that that Theatre might agree to such a procedure on a very gradual basis and without material reduction in the employment of bombers in that theatre against the enemy.

8/2/43
To: Gen Lutes
Read ill
Noted by me
HHA

SECRET
DECLASSIFIED

a-7067

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
SECRET

3. Recommended Action:

a. That the Assistant Chief of Air Staff, Plans assemble Air Marshal Welsh and Air Marshal Williams for an allocation conference.

b. That the Assistant Chief of Air Staff, Plans be instructed to increase no single allocation and change no type in the existing paper.

c. Consideration be given in November 1943 to the assignment of B-25 medium bombers to the Royal Australian Air Force in 1944 providing Australia will accept the medium bomber in lieu of heavy bombers for their striking force squadrons.

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

DECLASSIFIED
SECRET

Air AS 452.1 Sec (6)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

DECLASSIFIED
DOD Dir. 5
6 Jan. & 30 June 1974
By A1A/AF ...UC Date 4/10/75

TO: Deputy Chief of the Air Staff. Date 31 July 1943

FROM: Asst C/AS, OCR (Requirements Bombardment Branch) Comment No. 2
Lt. Col. Reynolds:da 71676

1. Reference is made to Paragraph #2, Comment #1. At the present time we are taking bomb shackles, large bomb racks, torpedo racks and similar accessories for the B-26s and making them into kits for water shipment to the theaters. Even with this off-loading (which does not include armor or armament), it is necessary to send all B-26s with a crew of four (4). The remainder of the crew is transported by Air Transport Command. The above procedure applies to airplanes destined for Africa. The necessity for taking an extra large gas load in effecting airplane delivery over the northern route has caused a requirement for off-loading some items of airplane equipment to bring the airplane within the gross take-off weight allowance. The system involved in both U.K. and the African theaters have improved to such an extent that repercussions from the theaters concerning last items of equipment have become less intense in the last month or so.

2. Reference is made to Paragraph #2, Comment #1. Currently there is no definite plan, so far as is known in this Branch, for equipping depots in the theaters with stocks of individual equipment in quantities sufficient to take care of replacement crews coming into the theaters. It is definitely believed that a great deal of trouble and confusion could be eliminated by

AAG 452.1 Mo. Rec. (5) A.

DECLASSIFIED
SECRET

AAG 452.1 Mo Rec (5) A

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
SECRET

B-25s Destined for Pacific Area.

Deputy Chief of the Air Staff.

31 July 1943

Asst C/AS, OCR (Requirements Bombardment Branch)

2 (cont'd)

Lt. Col. Reynolds:de 71676

taking the combat airplane out of the cargo carrying business. There are very few additional places left in the world today that we could establish an additional front. All of our heavy and medium bombardment airplanes have been definitely allocated by types to theaters. Likewise, all theaters are now supplied by Air Service Command depots. These depots should stock items of airplane equipment generally termed "useful load items", such as bomb shackles, bomb racks, torpedo racks and similar accessories. This would, in general, remove up to, and in some cases over, 1,000 lbs of equipment that could be replaced by additional personnel. It would not only conserve space, but it would permit us to curtail some items that are now being manufactured in excess. These useful load items of equipment could be stocked in the theaters and issued to units as they require their use.

3. We have run weight and balance tests on B-17s and B-24s over the northern and southern routes, and it has been determined possible to carry fourteen (14) men in these type airplanes. This is being done in the case of airplanes being ferried by the Air Transport Command, but airplanes being flown by combat crew members are not required to carry additional loads of either cargo or personnel unless they so desire. The reason in the case of combat crews is the generally low level of experience.

Incl
n/c

ALFRED R. MAXWELL,
Colonel, Air Corps.

File
8/2 1/43

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dir.
6 Jan. & 20 June 1974
By AUG/AF NC, Date 10/6/75

DECLASSIFIED

B-25's Destined for Pacific Area. 21 July 1943

1

AC/AS, OCAR (Att: Lt.Col.Reynolds, Bombardment Branch)

Deputy Chief of the Air Staff.

1. This sounds OK.

2. Is the same thing necessary for airplanes going to UK or Africa?

3. Reference paragraph 4, of the attached memorandum, what action is being taken for individual equipment depots in other theaters so that we can move more personnel by combat aircraft, (i.e., carry more than just crew members).

Dispatched
22 JUL 1943
AAG

Incl: Memorandum to Gen.Perrin
frm Lt.Col.Reynolds, OCAR,
dtd 7-21-43, subject as above.

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

file
ca 22 July 43

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

AFRDB
Lt.Col.Reynolds/is
71676
R. 4E 134

DECLASSIFIED
DOD Dir. 5 Jan. & 31 June 1978
By AUN/AH NLC, Date 11/14/75

21 July 1943

MEMORANDUM TO BRIGADIER GENERAL E. S. PERRIN

Subject: B-25's Destined for Pacific Area.

1. In an attempt to analyze the existing situation at the west coast, departure point for B-25's and subsequently recommending a workable solution, a number of points must be given consideration.

a. The Air Transport Command requires that the airplane be manned with a minimum crew of four (4), pilot, co-pilot, celestial navigator (this navigator is furnished by the Air Transport Command) and Radio Operator.

b. A normal B-25 crew is composed of six members:

Pilot	Radio Operator
Co-pilot	Top Gunner
Bombardier-Navigator	Side Gunner

Twenty-five per cent of the bombardier-navigators are qualified celestial navigators. The remaining seventy-five per cent are bombardiers that have been given a course in dead reckoning navigation while undergoing operational training in the Third Air Force.

c. To stay within the gross weight figure not to exceed 33,600 lbs. it has in the past been necessary to off-load crew members in excess of four (4), plus other additional items of airplane individual equipment in making the initial flight to Hawaii. The requirement placed by Air Transport Command that each airplane be manned with a celestial navigator has necessitated the off-loading of three (3) combat crew members in seventy-five per cent of the airplanes, and two (2) crew members in the remaining twenty-five per cent.

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
SECRET

d. In order to transport all members of the combat crew, in accordance with the desires of Asst. C/S,OPD, and to make available to the airplane sufficient gasoline to permit a safe flight to Hawaii, it is necessary to off-load a major portion of useful load items, the lower turret when installed, the upper turret and bulkhead armor plate aft of the lower turret position.

e. A survey of the equipment on hand at the Sacramento Air Depot has indicated that with proper authorization this area could supply sufficient items of equipment to Hawaiian Air Depot to maintain a stock level of items sufficient to equip from seventy-five to one hundred B-25s. This stock level is to include those useful load items that are now currently being off-loaded at Sacramento for subsequent shipment to Hawaii. Necessary action to accomplish this plan has been put into effect (see inclosure 1)

f. In accomplishing the plan to move all combat personnel in their assigned airplanes and to expedite the delivery of aircraft to the theaters of operation, it would be necessary to maintain a stock level at the Hawaiian Air Depot of all items removed from the airplane. This stock level should include the upper turret and aft bulkhead armor plate. At the present time, the availability of these two (2) items is fairly critical.

2. The following action is being accomplished in order to transport all B-25 crew members to destination in their assigned aircraft:

a. The Air Service Command, Sacramento Air Depot and Assistant Chief of Air Staff, Materiel, Maintenance and Distrubution have been directed to remove upper turret and bulkhead armor plate for shipment to Hawaii.

b. The Air Transport Command has been notified that all B-25 combat crew members will be flown from Hamilton Field to destination in their assigned airplanes. In the future, off-loading of personnel will not be authorized.

c. The necessary action has been initiated to immediately remove twenty-five (25) upper turrets and twenty-five (25) pieces of bulkhead armor plate from B-25s in the Flying Training Command located at Mather Field. These items are currently being removed by the Sacramento Air Depot for subsequent shipment to Hawaiian Air Depot toward maintaining a stock level in that depot. In addition to the above, the removal of twenty-five (25) upper turrets and twenty-five (25) pieces of bulkhead armor plate from airplanes in the Third Air Force will be accomplished at the Warner-Robins Depot for immediate shipment to Hawaiian Air Depot toward maintaining a stock level of these items.

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED SECRET

3. Until such time as the stock level of the items mentioned in the foregoing paragraphs is obtained at the Hawaiian Air Depot, it will be necessary that the airplanes be delayed approximately two (2) weeks in Hawaii awaiting arrival of parts shipped by water.

4. Movements and operations in conjunction with the Requirements Division of Operations, Commitments and Requirements, are reviewing the current movement orders to determine where best to accomplish the issue of individual equipment. The plan under consideration is to stock all items of individual issue at the Hawaiian Air Depot and make individual issues at that station. It is expected that the revision of movement orders and equipment lists codes will be accomplished within ten (10) days.

E. D. REYNOLDS,
Lt. Colonel, Air Corps
Bombardment Branch, OCAR

DECLASSIFIED SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

DECLASSIFIED
SECRET

DECLASSIFIED
DOD ltrs.
6 Jan. & 20 June 1974
By AIA/AE LC, Date 11/10/75

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

To - Pierce

8 July 1943

MEMORANDUM FOR GENERAL STRATEMEYER:

1. Air Marshal Williams is quite insistent that he be advised of the detail allocations of aircraft which are contemplated for Australia under the commitment made by the President to Dr. Evatt.

2. I have been equally insistent that no proposals which have been prepared in the Office of the Commanding General, Army Air Forces, can be presented to the Australians for their criticism prior to the submission of those proposals to the Combined Chiefs of Staff. Air Marshal Williams indicated that he would appeal to General Arnold. I recommended to him that he see you before making his appeal to General Arnold.

3. The chief point of disagreement between Air Marshal Williams and myself hinges on an interpretation of the intent of the President's letter to Dr. Evatt which is quoted in part as follows:

"No commitment can be made at this time as to the type of the balance of the planes that are to be delivered to you ....."

I claim that under the terms of the commitment we are not obliged to provide the number of heavy bombers called for in the bid. Air Marshal Williams claims that the Air Forces has a choice of selecting the type (B-17 or B-24) but does have no prerogative to substitute a different class of airplane for heavy bombers.

4. It has come to my attention before that the British use the word "class" where we use "type." I feel certain that the President intended to allow the Army Air Forces the privilege of providing dive bombers to Australia, in lieu of the heavy bombers included in the bid, if our analysis of the strategic situation and production prospects warranted such action. Air Marshal Williams was quite insistent on the prerogative of his Government to submit its requirements for airplanes to the highest political level. He felt that when it had done so the military authorities had no choice but to comply with the agreements reached in the highest political level. I could not agree with his point of view on this matter.

5. In view of the misunderstanding which exists on this matter between Air Marshal Williams and myself, and in view of the awkward situation which has developed as a result of the placement of the bid

DECLASSIFIED
SECRET

WDGAS 452.1 Ltr. Pur. (8-8-43)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

with the President, rather than with the Combined Chiefs of Staff, it may be expedient in this instance to refer the whole matter to the Combined Chiefs of Staff for study by the Combined Staff Planners.

6. In presenting this matter to General Arnold I have prepared two covering sheets:

a. One which considers the matter closed, and proposes that the data worked up by the Army Air Forces and the United States Navy be presented to the Munitions Assignments Board for its guidance;

b. One which considers the matter still open for discussion and which recommends that the Combined Chiefs of Staff refer the problem to the Combined Staff Planners.

I will advise you when General Arnold decides which way he elects for sending the Australian case forward.

EC Landmead
E. C. LANDMEAD
Colonel, G.S.C.

P.S. Gen. Arnold has made his selection. He considers the matter closed as far as the CCS are concerned. He is going to send his decision to the MAB for necessary assignment action.
E.A.L.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

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

July 9, 1943.

MEMORANDUM FOR GENERAL PERRIN:

Subject: Information for Air Marshal Williams, of Australia.

1. Air Marshal Williams has been pressing General Arnold to secure advance information on the detail of aircraft allocations which we have proposed to the C.C.S. to satisfy the commitment made, in very general terms, by the President to Dr. Evatt. General Arnold has indicated that he does not feel privileged to release the detailed information to Air Marshal Williams until the C.C.S. have formally indicated their approval of our proposal by transmitting the proposal to the Munitions Assignments Board for necessary action. He has therefore directed that this data be not furnished to Air Marshal Williams until the C.C.S. have handed the data down to the Munitions Assignments Board. Colonel York, of the Munitions Assignments Board Secretariat, has promised to call me immediately upon receipt of the data from the C.C.S. It will then be your privilege to hand this paper to Air Marshal Williams and convince him that we have done for Australia allthat can be expected under the circumstances.

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

Au AG 452.1 So Pac (7-8)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

U. S. SECRET
BRITISH EYES ONLY

COMBINED CHIEFS OF STAFF

DECLASSIFIED
JCS Memo
9 Jan. 1976
By ALM, NARS, C; Date 11-10-75

COMBINED ALLOCATION OF AIRCRAFT FOR 1943 AND 1944

Presentation of Decision

1. By informal action the President has constituted a special committee to determine the detail of the aircraft allocations required to satisfy the commitments made to the Government of Australia. The special subcommittee was composed of the Commanding General, Army Air Forces, and the Chief, Bureau of Aeronautics, United States Navy.

2. The requirement of Australia for aircraft during 1943 and 1944 was considered collaterally with the discussions held by the Arnold-Bottomley-Portal-Towers-R.N. Portal Committee on the subject of the requirements of the United Kingdom Royal Air Force and Royal Navy.

3. There is attached hereto as Tab A a copy of the bid as set forth by Dr. Evatt in his conference with the President.

4. There is also attached hereto as Tab B a copy of a memorandum statement by the Commander in Chief of the Army and Navy under date of June 11, 1943, to Dr. Evatt. This memorandum places upon the United States the obligation to meet the Australian bid to the extent of 573 additional airplanes for organizational equipment by the end of 1944. It does not obligate the United States to meet the bid with the types specifically requested in the bid. Nor does the memorandum of June 11, 1943 to Dr. Evatt obligate the United States to meet the bid, with respect to 1943 deliveries requested by Australia.

5. In Tabs C, D, E, and F are developed the data of the monthly deliveries required to satisfy all outstanding commitments to Australia for airplane deliveries.

6. The use of this data for planning purposes has been approved by the Commander in Chief of the Army and Navy subject to the understanding that the United States reserves the right to modify the schedule if military considerations indicate the necessity of such action.

7. It is requested that the detailed data attached hereto be forwarded to the Munitions Assignments Board (Washington) for its guidance.

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

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

DECLASSIFIED

U. S. SECRET
BRITISH EYES ONLY

COPY NO. _____

TAB "A"

ASSUMED REQUIRED FOR THE DEVELOPMENT OF THE ROYAL AUSTRALIAN AIR FORCE TO 72 SQUADRONS

DECLASSIFIED
JCS Memo
9 Jan. 1975
By ALM, NARS, C; Date 11-10-75

	1943 Squadrons	1943 Unit Equipment	1944 Squadrons	1944 Unit Equipment	Total Squadrons	Total Unit Equipment
H. Bombers	2	(36)	7	(126)	9	(162)
Lgh. Lov Bombers	2		3	(108)	5	(108)
S.E. Fighters	1	(24)			1	(24)
Dive Bombers	2	(48)	2	(48)	4	(96)
Troop (Lockpin)	1	(9)	5	(45)	6	(54)
Navy C&R Bombs	1	(9)			1	(9)
Troop (Seagl)	1	(9)			1	(9)

EXPLANATORY NOTES

1. Heavy Bombers

The Royal Australian Air Force now includes no unit equal with aircraft's heavier than a "Hudson," and as a Force is quite unbalanced, the striking power, especially at long range, being almost negligible.

The 72 Squadron Programme calls for 9 such Squadrons, and for this development two Squadrons should be supplied this year.

Experienced Heavy Bomber Crews are now available, having completed an operational tour with the Royal Air Force in the United Kingdom or Middle East.

2. Single Seater Fighters

Only one of the total number of Squadrons of this type remains to be provided. It is suggested that it would be preferable to form this Squadron this year, with aircraft similar to that with which other Single-Seater Fighter Squadrons in the area are now equal, rather than leaving it until next year when it may have to be equal with an old type of aircraft.

3. Dive Bombers

Dive Bomber Squadrons in the R.A.A.F. are now equal with A-24 (Vengeance) Aircraft. The main disadvantage of this aircraft is its comparatively short range, poor performance, and light armament.

Squadrons of operations in the Australian Theatre will primarily be multi-engined aircraft, but whilst this is not a characteristic of the A-24, an aircraft with a greater performance would be an practical contribution to the operational requirements of the area.

ATTACHED
TAB "A"

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

U. S. [redacted]
[redacted] [redacted] DECLASSIFIED

4. [redacted]

[redacted] of the [redacted] of the country in which operations are being conducted, as well as the long distance at sea and height to be covered, the transport aircraft are the most important needed. Six of these squadrons have yet to be provided, and it is considered that one should be supplied this year.

5. [redacted]

Coastal Reconnaissance squadrons armed with Catalina aircraft are the only units in the R.A.A.F. possessing more than medium range. They are called upon to cover a large area and they are doing excellent work. Only one of this type of squadron remains to be provided to complete the Programme. It is considered that production of the type in good and the provision of this Squadron this year would be a valuable contribution to the operational demands of the immediate future.

6. [redacted]

The R.A.A.F. maintains one Transport Squadron equipped with Dakota Aircraft. This was formed originally by taking Dakota Aircraft from Training Units altogether. This squadron is composed of personnel of Army organisations, the loss from which would be severely felt. Other squadrons, however, have now been formed to the best ship. This unit should be re-equipped as early as possible. The establishment of the above additional squadrons, particularly the use of this type, especially during operations.

DECLASSIFIED

U. S. [redacted]
[redacted] [redacted]

DECLASSIFIED
JCS Memo
2 Jan. 1975
By: [redacted]; Date 11-10-75

CAFE NO. _____

SUB "B"

June 11, 1943

My dear Dr. Evatt:

I am now prepared to reply to Mr. Curtin's request, as submitted by you, for tactical aircraft.

This Government, under Lend-Lease arrangements, is prepared to give Australia approximately 675 planes prior to the end of 1944. This is in addition to any previous commitments made by us to your government. Some of these planes, in all probability dive bombers and fighters, will be sent at once.

No commitments can be made at this time as to the type of the balance of the planes that are to be delivered to you but that will be commenced immediately.

It is impossible, furthermore, at this time, to give the exact dates when the planes can be delivered to you but you can be sure that this will be done early as the strategic requirements permit.

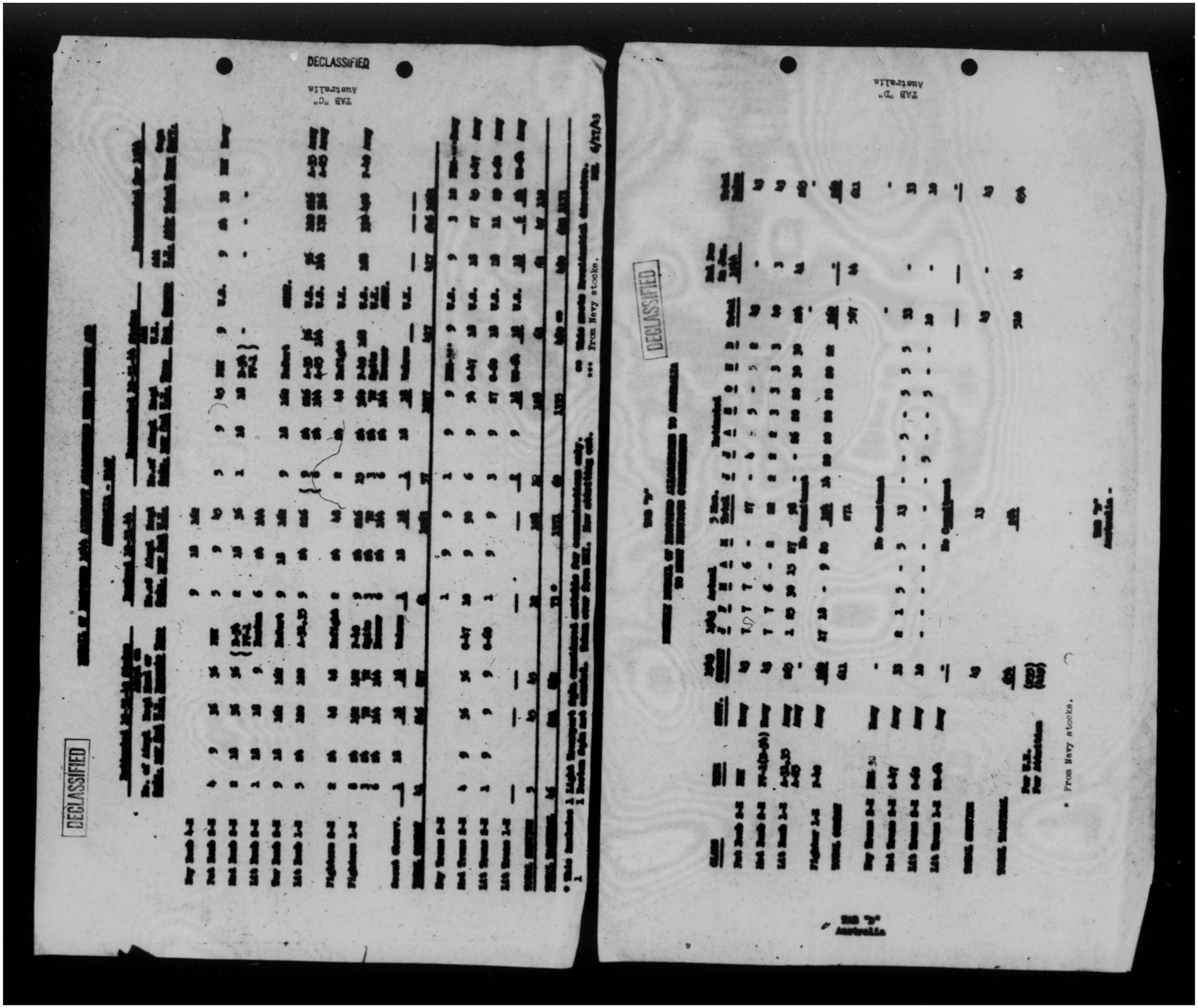
SINCERELY YOURS,

(s) F. D. R.

Dr. H. V. Evatt,
Australia Legation,
Washington, D. C.

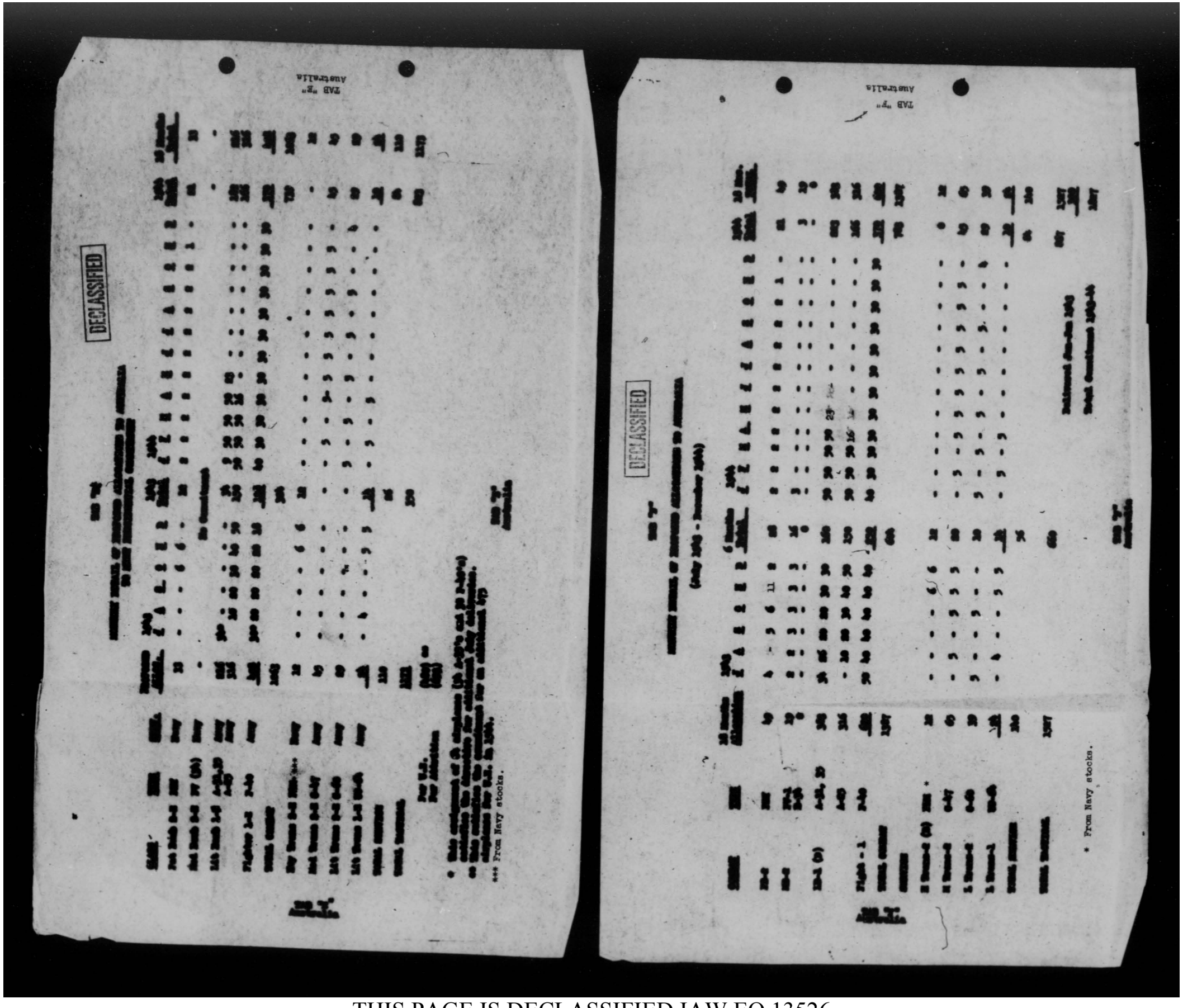
THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

C
O
P
Y

DECLASSIFIED
DOD Dirs.
6 Jan. & 20 June 1974
By Alexander NARA, Date 11/10/75

~~SECRET~~ DECLASSIFIED

MESSAGE TO GENERAL H. H. ARNOLD FROM SIR CHARLES PORTAL.

Dr. Evatt tells me that under the President's recent decision approving the 71 squadrons plan for the R.A.A.F. he is asking for two heavy bomber squadrons this year. In view of the great Australian contribution to the Bomber Offensive in this country, not only by Australian squadrons but also by large numbers of Australian air crews in R.A.F. squadrons and their big contribution to the R.A.F. in other ways, I feel a strong obligation on both moral and service grounds to ask you to consider favourably this Australian request. You will appreciate their need for laying the foundations of the four-engined daylight bombing technique in the R.A.A.F. in order that they may have a balanced force for the war against Japan, and if you can see your way to giving them the two squadrons this year I shall be extremely grateful.

PORTAL.

Disp'ch. from Gen. Arnold's Office

"6/26/43 -
Gen. Kuter:
Prepare reply in
accordance with our
agreement with the Pres.

H.H.A."

Folder 2 July '43

DECLASSIFIED
~~SECRET~~

Cas Ab 452.1 S. Pac (1)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
SECRET

DECLASSIFIED
DOD Hrs.
5 Jan. & 30 June 1974
By: AUL/IMP LC, Date 4/16/75

MESSAGE TO SIR CHARLES PORTAL FROM GENERAL H. H. ARNOLD

The commitments made to Dr. Evatt for airplanes from United States production were for an additional 475 airplanes for unit equipment. Attrition allowances thereon will be provided. No specific commitment was made to provide for 71 squadrons in the RAAF, nor was a specific commitment made to provide for two heavy bomber squadrons for the RAAF.

I cannot accept, for the United States Army Air Forces, the responsibility of manning the coastal defenses of Australia, nor can I justify the diversion of striking force aircraft from the forward areas to the coastal defense of Australia.

These two factors lead me to the conclusion that defense of the rear areas must be manned by Australians and equipped with short range aircraft of the types not required in the forward areas.

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD Dirs. 5200.9 & 5200.10 June 1974
By AFHRA WC, Date 11/10/75

~~SECRET~~

Cable for Lt. General George C. Kenney 3373
GES:ml

Ass't. Ch. of Air Staff, PLANS, June 27, 1943
Atten: General Kuter

1.

General Stratemeyer

1. This is to confirm General Arnold's directive this morning, that a cable will be sent to Lt. General George C. Kenney, Commanding General, Allied Air Forces, Southwest Pacific telling him that the fighter group scheduled for him in October will be a P-47 group and not a P-38 group.

GEORGE E. STRATEMEYER
MAJOR GENERAL, U.S.A.
Chief of the Air Staff

Carried by Maj. Harper

DECLASSIFIED

File
cc 28 June 43

Hen Dr Jaws
Air AB 452. 1 Sp. Pac (3)

DECLASSIFIED
DOD Dirs. 5200.9 & 5200.10 June 1974
By AFHRA WC, Date 11/10/75

~~CONFIDENTIAL~~

Letter to General Stratemeyer from General George C. Kenney.

AC/AS - Operations, Commitments & Requirements. 9 June 1943
Attn: Bombardment Division.
Secretary of Air Staff. 1
HHR/ls/71589

Please have a suitable reply prepared for General Stratemeyer's signature to the enclosed letter from General Kenney.

Incl.-
Ltr dtd 5/26/43
to Gen. Strat. frm
Gen. Kenney.

Dispatched
10 JUN 1943
AAG

R. H. HARPER
Major, G. S. C.
Asst. Sec'y of Air Staff.

File
cc 10 June 43

DECLASSIFIED
CONFIDENTIAL

Air AB 452 1 Sp. Pac. (1)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

DECLASSIFIED
DOD Dir. 5 Jan. & 30 June 1978
By AFAG/AP Ltr; Date 8/6/75

25 June 1943

Lt. General George C. Kenney
United States Army Air Forces
A. P. O. 925 c/o Postmaster
San Francisco, California

Dear George:

It seems to take some time to answer your letter of May 26th regarding Major Scott, Lt. Blair and Colonel Pitchford, but after my extended trip I am just beginning to get on top of the heap again.

Both Major Scott and Lt. Blair have gone to Langley Field where they have flown with and operated the radar blind bombing equipment. From the first information received, they both seem to have been quite well pleased with it and have stated that they believe this equipment will fit in well with operations in your theatre.

We are proceeding with the plans for the introduction of this equipment to your theatre as arranged by cable. According to these, it is our understanding that Major Scott will be Project Officer and Commanding Officer of a unit of twelve (12) aircraft with this equipment to move to your theatre in September. It is considered quite important by us to send all twelve (12) aircraft together so that we can provide special maintenance and operational training in this country under the guidance of the people who developed the equipment. In addition, with a complete unit we can send a special engineer from the manufacturer as well as a large quantity of spares.

In this manner, we hope to make the maintenance of the special equipment independent of normal base facilities since some time will probably elapse before maintenance facilities are fully set up for the new equipment. Prior to the establishment of normal base facilities and to the completion of new training programs, it will be very important, for maintenance reasons, that the aircraft with this equipment be kept together.

I was not here at the time Lt. Colonel Pitchford returned, but he is at present assigned to the First Air Force at Mitchel Field. In the near

DECLASSIFIED
CONFIDENTIAL

AHG 452.1 So Pac (1)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL
DECLASSIFIED

future, he will in all probability be assigned, at least for temporary duty, to the School of Applied Tactics at Orlando. You may rest assured that Colonel Pitchford's abilities and capabilities will be put to the best possible use.

It has been a great help to have all three of these officers here with the first hand information and experiences they have had.

We are doing our best to get airplanes and all the other things you need so badly to you as quickly as possible, and you may be sure we aren't letting up any in our efforts.

Sincerely,

(Sgd)

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

Dispatched
26 JUN 1943
AAG

1 Ltr 27 June 43

DECLASSIFIED
CONFIDENTIAL

air ES 452.1 So Pac. ©

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DECLASSIFIED
DOD Dir.
By ALA/CRD Date 12/16/75

Reassignment of Lt. Colonel Pitchford

Secretary of Air Staff,
Attention: Major Harper

June 24, 1943

1

AC/AS, Personnel, Mil. Pers. Div., Theater Branch

AFPMP-SB-MEG-jd 72379

1. In compliance with your telephone request the present status of Lt. Colonel John C. Pitchford, O-21210, has been investigated by this office.

2. Upon return to the United States, Lt. Colonel Pitchford was assigned to the First Air Force and is now with that Command at Mitchel Field, New York. It is revealed that correspondence is now in process with the First Air Force for the possible reassignment, at least on a temporary duty basis, of Lt. Colonel Pitchford to AFSAT at Orlando.

3. The recommendations made by General Kenney are being passed on to the Officers' Branch, Military Personnel Division, Office of the Assistant Chief of Air Staff, Personnel, to follow in so far as it is practicable to do so.

4. If it is your desire that Lt. Colonel Pitchford be brought to Washington, D.C. to see General Arnold, orders can be issued by this Headquarters to effect such temporary duty.

LLOYD P. HOPWOOD
Lt. Colonel, Air Corps

DECLASSIFIED

1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DECLASSIFIED
DOD Ltr, 4.30 June 1974
By [illegible] NARS, Date 10/16/75

TO: Secretary of the Air Staff.

DATE: June 22, 1943
Lt.Turney/cpe/72485
Comment No. 2

From: Asst C/AS, OCAR, Requirements Division, Bombardment Branch.

1. Subsequent to the preparation of comment No. one, Major Harper of your office stated that what he wished was information to be included in a letter to be prepared elsewhere.

2. The following information will be useful:

a. Major E. W. Scott and Lt. F. O. Blair have arrived in Washington, and have already gone to Langley Field where they have flown with and operated the radar blind bombing equipment about which we cabled you. They seem to have been quite well pleased with it and have stated that they believe this equipment will fit in well with operations in your theater.

b. We are proceeding with plans for the introduction of this equipment to your theater as arranged in your cables A954, A992, A1027 and our cables 4195 and 4377. According to these Major Scott will be project officer and commanding officer of a unit of twelve aircraft with this equipment to move to your theater in September. These plans differ somewhat from the plan suggested in your letter, but your letter was written prior to the cables. The chief difference is that it is planned to send all twelve aircraft at once rather than one at a time. This, by us, is considered quite important in that sending all the aircraft together we can provide special maintenance and operational training in this country under the guidance of the people who developed the equipment. In addition with the complete unit we can send a special engineer from the manufacturing company and a large quantity of spares.

TWI DECLASSIFIED

air ab 158.1 So Pac

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL
DECLASSIFIED

Letter to General Stratemeyer from General George C. Kenney.

Secretary of the Air Staff.

June 22, 1943
Lt.Turney/cpw/72485
2 cont.

Asst C/AS, OC&R, Requirements Division, Bombardment Branch.

c. In this way we hope to make the maintenance of the special equipment independent of normal base facilities since some months will probably elapse before these are fully established for the new equipments. Prior to the establishment of normal base facilities and to the completion of new training programs, it will be important that the aircraft with this equipment be kept together in a compact unit for maintenance reasons.

d. It has been a great help having Major Scott and Lt. Blair here, since they have given us much valuable information about your problems and have helped in planning the best use of this new equipment.

MAE Sec.
Incl: n/c.

ALFRED R. MAXWELL,
Colonel, Air Corps.

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DECLASSIFIED
DOD Dirs.
5 Sec. & 30 June 1954
By [illegible] NC, Date [illegible]

AFDIR-3/dmj Secy/71044
White 5 Sept 45

The Honorable

The Secretary of State

Dear Mr. Secretary:

Reference is made to the State Department communication of August 29, 1945 (AT 811.2381), inclosing a copy of telegram No. 2220, dated August 21, from the American Minister at Stockholm.

On July 6 and 16, 1945, the Commanding General, U. S. Strategic Air Forces in Europe was advised of the Swedish policy concerning landings by United States military aircraft in Sweden and requested to comply therewith. As regards the specific complaint stated in the telegram from the Minister, steps have been taken to advise all concerning officers concerned that the same policy applies to aircraft which transit Sweden without landing.

Sincerely yours,

Secretary of War

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED

1 Chief of Staff 2 Secy of War	1 Approval 2 Signature 3 Concurrence	A-3, Flight Operations Division Maj Furay/hw/71064	

Military Aircraft Flying Over Sweden — 5 Sept 45

SUMMARY

1. Letter from Secretary of State dated 29 August 1945 to Secretary of War inclosing copy of telegram from American Minister at Stockholm transmitting complaints of Swedish Foreign Office that American aircraft transit Sweden without authority and requesting advice of corrective action taken.

2. Proposed letter from Secretary of War to Secretary of State advising that commanding officers concerned have been informed of Swedish policy and requested to comply.

COORDINATION

3. Proposed action has been coordinated with the Assistant Secretary of War for Air.

FOR THE COMMANDING GENERAL, AAF:

Incl
Proposed letter to Sec of State

Signed
HOYT S. VANDENBERG
Lt. General, U.S.A.
Assistant Chief of Air Staff - 3

6 SEP 1945

Copy for: AFAAG

SECRET DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DEPARTMENT OF STATE
WASHINGTON

In reply refer to
AW 811.2348/

August 29, 1945

SECRET

My dear Mr. Secretary:

Reference is made to the Department's communication of July 6, 1945 enclosing a paraphrase of telegram no. 2399 dated July 7 from the American Minister at Stockholm regarding the need for foreign aircraft to obtain permission from the Swedish Government to land in and leave Sweden. In this connection there are enclosed a copy of despatch no. 5811 dated July 12, 1945 from the American Legation at Stockholm on the same subject and a copy of telegram no. 2035 of August 21 from the American Minister at Stockholm.

It would be appreciated if the War Department would take such action as may be necessary to insure that United States military aircraft observe the regulations United States military aircraft observe the regulations of the Swedish Government with respect to flights into or over Swedish territory. Please advise the Department of the action taken in this connection in order that it may reply appropriately to the Swedish Government.

Sincerely yours,

For the Secretary of State

Assistant Secretary

Enclosures:

1. Despatch no. 5811, July 12, 1945, from Stockholm, Sweden, with 2 enclosures.
2. Telegram no. 2035, August 21, 1945, from Stockholm, Sweden.

The Honorable
Henry L. Stimson,
Secretary of War.

DECLASSIFIED
Per State Dept
By: JLC; Date 11-11-75

DECLASSIFIED
SECRET

SECRET
DECLASSIFIED

LEGATION OF THE
UNITED STATES OF AMERICA

No. 5811

Stockholm, July 12, 1945.

Subject: Landing of Foreign Aircraft in Sweden.

SECRET

DECLASSIFIED
Per State Dept
By: JLC; Date 11-11-75

The Honorable
The Secretary of State,
Washington.

Sir:

Referring to the Legation's telegrams No. 2344 of July 3 and No. 2399 of July 7, I have the honor to transmit herewith a copy of a circular note, and a translation thereof from the French, sent to Chiefs of Missions in Stockholm by the Royal Ministry of Foreign Affairs. As stated in the note, there has been since the armistice in Europe, a number of cases of foreign aircraft flying over and landing on Swedish territory without having received prior authorization from the competent Swedish authorities. Cases have also been reported of planes which, although they had obtained the necessary authorization, nevertheless, have not observed the Swedish regulation that a plane before its departure from a foreign airport for Sweden must inform the airport of destination in Sweden concerning its estimated time of arrival. Another regulation, which has not been observed, is that requiring foreign aircraft leaving Sweden to inform the Swedish airport of departure of their arrival at the first airport outside of Sweden.

The enclosed note was received shortly after the announcement made in the press that foreign aircraft making unauthorized landings in Sweden would be taken over by the police, as reported in the Legation's telegram No. 2344 of July 3. As stated in the same telegram, there have been recent cases of American military aircraft from European countries under SHAEF control flying over and landing in Sweden without having first obtained Swedish authorization to do so. This telegram was repeated to Copenhagen and Oslo and the Legation's telegram No. 2399 of July 7 containing the gist of the enclosed note was also repeated to these two missions as well as to Ambassador Murphy in Paris and to the American Embassy in London.

Respectfully yours,

/s/ HERSCHEL V. JOHNSON

Enclosures:
1. Cy of Circular Note
2. Translation of encl 1
Orig & enclid cy to Dept
Cy to American Embassy, London
File No. 879.6
HVJohnson/hj

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MANUSCRIPT DIVISION

CLASSIFIED ITEMS REMOVED

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

Series: Declined

Folder Title: H52.1 Sweden

Item(s) and Security Classification:

1. Circular Note, Royal Ministry of Foreign Affairs to Chiefs of Mission, 7/12/45, 1p. S.
FGI: Sweden

PK /ACN — 1994 11.11.25

Reviewer — Date

85-57 (rev 4/90

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

INCOMING TELEGRAM

Stockholm

Dated August 21, 1945

Rec'd 5:57 p.m.

Secretary of State

Washington

2835, August 21, 7 p.m.

DECLASSIFIED
By State Dept Per ltr, LC; Date 11-11-75

Following communication has been received from the Foreign Office:

"During the last few months a considerable American and British aircraft have flown over the western coast of Sweden, apparently on their way between Oslo and Copenhagen. These flights have not been authorized by the Swedish authorities and the aircraft concerned have not taken up radio communication with Swedish stations.

The Royal Ministry of Foreign Affairs have the honor to invite the American Legation's attention to these flights which constitute, according to the opinion of the competent Swedish authorities, serious risks for the legal air traffic in the said area. The Ministry would be grateful, if measures could be taken with a view to avoiding American aircraft flying over Swedish territory without due authorization."

I am acknowledging foregoing to the effect that the matter has been referred to my Government for investigation and that remedial steps will be taken if investigation indicates aircraft in question were American.

Department's instruction would be appreciated. Text by pouch to Copenhagen and Oslo.

DECLASSIFIED
SECRET JOHNSON

SECRET
DECLASSIFIED
By Authority of The Commanding General
1 APR 1948
AFDRD-4 Initials

1 OPD
2 C/S

2 2 approval
1 concurrence

Maj Hammond 71864
Room 1n AFSAS:TAF:JB 5709

DECLASSIFIED
DOD Dir. 5 Jan. & 30 June 1954
By AGWAR LC, Date 4-10-75

Sale of P-51 Airplanes to Sweden

SUMMARY:

1. The attached proposed letter has been prepared for the signature of The Adjutant General to Commanding General, USSTAF, attention: United Kingdom Base Section Headquarters AFHQ (Rear), London, England (Houghton), for the purpose of expediting completion of contractual arrangements for sale to U.S. Commercial Company, subsidiary of Foreign Economic Administration, of 90 P-51 airplanes to be resold to Sweden.

2. Under existing rules and regulations governing War Department property disposal of the type and character herein described, the sale thereof must be effected by the Chief of Staff, U.S. Army. Consequently an authorization from the Chief of Staff to The Adjutant General, to consummate the sale of P-51 airplanes to the Government of Sweden is requested.

3. The proposed sale, fully described in the attached letter, represents a transaction incidental to the mission of the Commanding General, European Theater of Operations and, as such, derives its legality, not from any specific statutory authority, but from long recognized principles of military law, firmly entrenched in the common law of the United States. Under such circumstances, a Theater Commander may acquire, sell or otherwise dispose of any property whatsoever which he deems necessary for the fulfillment of his mission of war.

4. The Chief of Staff, U.S. Army, being the overall theater commander may likewise exercise these same powers with respect to property located in any theater of operations, if determination is made that it is in furtherance of the particular theater's mission. The mere fact that the Chief of Staff is represented on the Munitions Assignment Committee (Air) through the Deputy Assistant Chief of Staff, G-4, and is fully acquainted with all allocations made by the Committee, does not constitute such transactions as sales by the Chief of Staff. After all, the Munitions Assignment Committee (Air) is representative of the Secretary of War, rather than the Chief of Staff. It is therefore believed that the specific approval of the Chief of Staff will be necessary in order to permit the consummation of the within transaction by the Army Air Forces contracting officer.

5. W.D. Procurement Regulations No. 7, do not apply to property located outside the United States, or to sales to foreign powers; therefore the approval of the Readjustment Division, ASF, is not required.

DECLASSIFIED
SECRET

Secretary Air Staff

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

4. It is recommended that approval of the transaction contemplated be given by your office so that necessary action may be taken to bring the negotiations to a satisfactory conclusion as soon as practicable.

COORDINATION:

5. The above recommendation has been coordinated with the Assistant Secretary of War for Air.

For the Commanding General, Army Air Forces:

1 Incl.
Draft of letter

/s/ Signed
L S Kuter
Maj. Gen., USA
Acting Chief of Air Staff

DISPATCHED
1 APR 1944
AFSAS

DECLASSIFIED
SECRET

File
C

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WAR DEPARTMENT

SUMMARY SHEET

DECLASSIFIED SECRET

(FOR ACTIONS BY OFFICE, CHIEF OF STAFF OR OFFICE, SECRETARY OF WAR)

FOLD OVER PAPERS AND CLIP

TO		FOR		FROM	
G-1	1. G-4 OPD	2.	APPROVAL		OFFICE SYMBOL: AFDRE-4
G-2	2. CHIEF OF STAFF	1.	SIGNATURE		GRADE-SURNAME-PHONE:
G-3	SECRETARY OF WAR		Concurrence		

FILE NO.

SUBJECT: Sale of P-51 Airplanes to Sweden

DATE

DECLASSIFIED
OUD HQ
8 Jan. & 20 June 1974
By AIA/AF LC, Date 11/4/74

SUMMARY:

1. The attached ~~correspondence~~ proposed letter has been prepared for signature of The Adjutant General to Commanding General, USSTAF, attention: United Kingdom Base Section Headquarters ATSCE (Rear), London, England (Houghton), for the purpose of expediting completion of contractural arrangements for sale to U. S. Commercial Company, subsidiary of Foreign Economic Administration, of 50 P-51 airplanes to be resold to Sweden.

2. Under existing rules and regulations governing War Department property disposal of the type and character herein described, the sale thereof must be effected by the Chief of Staff, U. S. Army. Consequently an authorization from the Chief of Staff to The Adjutant General, to consummate the sale of P-51 airplanes to the Government of Sweden is requested.

3. The proposed sale, fully described in the attached ~~correspondence~~ letter, represents a transaction incidental to the mission of the Commanding General European Theater of Operations and, as such, derives its legality, not from any specific statutory authority, but from long recognized principles of military law, firmly entrenched in the common law of the United States. Under such circumstances, a Theater Commander may acquire, sell or otherwise dispose of any property whatsoever which he deems necessary for the fulfillment of his mission of war.

4. The Chief of Staff, U. S. Army, being the overall theater commander may likewise exercise these same powers with respect to property located in any theater of operations, if ~~he~~ a determination is made that the furtherance of the particular theater's mission. The mere fact that the Chief of Staff is represented on the Munitions Assignment Committee (Air) through the Deputy Assistant Chief of Staff G-4, and is fully acquainted with all allocations made by the Committee, does not constitute such transactions as sales by the Chief of Staff. After all, the Munitions Assignment Committee (Air) is representative of the Secretary of War, rather than the Chief of Staff. It is therefore believed that the specific approval of the Chief of Staff will be necessary in order to permit the consummation of the within transaction by the Army Air Forces contracting officer.

5. W. D. Procurement Regulations No. 7, do not apply to property located outside the United States, or to sales to foreign powers; therefore the approval of the Readjustment Division, ASF, is not required.

6. It is recommended that approval of the transaction contemplated be given by your office so that necessary action may be taken to bring the negotiations to a satisfactory conclusion as soon as practicable.

DECLASSIFIED SECRET

-1.-

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

INSTRUCTIONS

1. PURPOSE. Summary Sheet functions as means of furnishing Office, Chief of Staff and Office, Secretary of War with brief or summary and necessary background information on matters for action or signature in these offices.

2. USE. In general, use of Summary Sheet is limited to following:

a. As brief for long Memorandum for Chief of Staff (three pages or more). This brief should be short enough to be contained on face of Summary Sheet. Carbon copies of Sheet are not necessary.

b. As brief or summary for letter to be signed in Office, Chief of Staff or Office, Secretary of War. Although this brief should include necessary background information, it also should be short enough to be contained on face of Summary Sheet. Carbon copy of Sheet is prepared for Office, Chief of Staff.

c. In place of short Memorandum for Chief of Staff (2 pages or less). Second page (if any) of Summary Sheet used for this purpose is typed on plain bond, and same number of carbon copies of Sheet are made as for Memorandum for Chief of Staff.

3. ROUTING. Routing information and action requested are indicated by "x," check (√), or number in appropriate box. As Summary Sheet clears each office, abbreviation of that office in routing box is lined out, and papers are forwarded to next office indicated on Sheet.

4. IDENTIFICATION. Summary Sheet is filled out in Major Command or General Staff Division office where recommended action or paper for signature is prepared. Symbol or abbreviation of this office and grade, surname, and telephone number of dictator are typed in appropriate boxes. File number and subject should be as brief as possible consistent with clarity.

5. COMPOSITION. Brief and background of recommended action or paper for signature are prepared in body of Summary Sheet under heading SUMMARY. Second part of body is filled out under heading COORDINATION and contains names of organizations and individual officers with whom coordination has been effected by office of preparation and from whom concurrences or nonconcurrences have been obtained. In event of unresolved nonconcurrences, consideration is given them in this section.

6. INCLOSURES. Inclosures are listed according to military practice and begin not more than three or four line spaces below last line of COORDINATION section.

7. APPROVAL. When prepared in Major Command, Summary Sheet requires approval of commanding general of Command or authorized representative; when prepared in General Staff Division, that of head of Division or authorized representative. Such approval is indicated on face of Sheet by initials of approving officer above stamped signature or approval stamp.

84-7811048 -AV

SUMMARY SHEET.
Page #2.

DECLASSIFIED SECRET

COORDINATION:
The above recommendation has been coordinated with the
~~AFDRB-4, AFDRB-1, AEP, AFMA-5, AFAMS-2A, AFDPR, AFAMS,~~
Asst. Sec. of War for Air.

For the Commanding General, Army Air Forces:

1 Incl.
Draft of letter

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DECLASSIFIED
DOD Dirs.
6 Jan. & 30 June 1974
By AAG/AP LC; Date 11-18-75

Use of Loaned Fortress to Sweden on Stockholm-Moscow Route

Chief of Air Staff

AC/AS, Plans, Operational Plans Division

JAN 27 1945 1

BJG/mar/5834

Forwarded herewith for signature is Disposition Form, this subject, to WDGS, OPD, containing recommendations as to a reply to be made by the Secretary of War to the Secretary of State in answer to the latter's letter of 22 January, 1945.

Incls.
1 - DF to WDGS, OPD
2 - DF to CG/AAF fm OPD
dtd 1/25/44 w/incl.

JOE L. LOUTZENHEISER
Brigadier General, USA
Chief, Operational Plans Division

SAS 45-2.1 Sweden (11)

DECLASSIFIED
SECRET

SAS 45-2.1 Sweden (11)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
DOD dirs.
8 Jan. & 30 June 1974
By ALN/AP UC; Date 11/6/75

4527/ Sweden (6)

To: Chief of Air Staff

Date: 18 NOV 1944

From: AC/AS, Intelligence

Comment No. 2
RCL:bje 6548

Munitions Assignment Committee (Air) has case pending on the allocation of 50 P-47s. The case of the 20 P-5s will be presented if and when the Swedes indicate their desire for them. Military Air Attache has been requested to ascertain the Swedish desires in this matter.

incl: n/c

Signed

JAMES P. HODGES
Major General, U. S. Army
Assistant Chief of Air Staff,
Intelligence

DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
~~SECRET~~
By Authority of
The Commanding General
Army Air Forces
8 NOV 1944 KOL
Date Initials

8 NOV 1944

DECLASSIFIED
DOD Dir 5
By AAG/AF Date 11-14-75

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Request for Aircraft.

1. Formal request for seventy P-47s or P-51s has been received from the Swedish government.

2. Military Air Attache, Sweden, has informed us that the Swedes desire twenty of these aircraft equipped for photographic reconnaissance. It is impossible to equip P-47s and for this reason the Swedes included P-51s in their formal application.

3. M.A.C. (Air) is being requested to take immediate action in allocating fifty P-47s in line with decisions already made. Allocations only are being made at present and delivery is not to be made unless and until all internees are released from Sweden.

4. Recommend the Swedes be offered twenty Lockheed F-5s for photographic reconnaissance operations.

5. Ten F-5s can be made available in December and ten in February.

Signed
W. M. BURGESS
Colonel, G. S. C.
~~Deputy~~ Acting Assistant Chief of
Air Staff, Intelligence

DECLASSIFIED
~~SECRET~~

452.1 Sweden (6)

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DOD Dir 5
By AAG/AF Date 11-14-75

Request for Aircraft

AC/AS, Intelligence 11 Nov 44

Chief of the Air Staff 1

JRB/ee/72141

1. Recommendation contained in paragraph 4 basic memorandum approved.

2. It is my understanding that the Munitions Assignment Committee (Air) has a case pending on this subject presented by AC/AS, Plans.

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

Incl: 1

13 NOV 1944

452.1 Sweden (6)

DECLASSIFIED
~~SECRET~~ 452.1 Sweden (6)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

DECLASSIFIED
DoD Dir
By AWAP

29 July 1943

MEMORANDUM FOR GENERAL GEORGE:

1. While in conference with the President on the afternoon of July 28th, he stated that he thought it would be advisable to give three or four of our obsolescent type of aircraft to Sweden for operation between London and Sweden on the regular airlines. He was told that the matter would be looked into and he would be kept informed as to action taken.

2. General Arnold directed that you or General Smith check in with the Swedish Ambassador or his representative to determine the exact need for such aircraft, the distances involved, etc. Under no circumstances make any commitments or obligate the Air Forces to turn over to this airline three or four aircraft of any type.

3. Submit your recommendations at the conclusion of this conference. Expedite reply.

By command of General ARNOLD:

Signed

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

Dispatched
29 JUL 1943
AAG

SECRET
DECLASSIFIED

Air AG 452.1 Sweden (1)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED SECRET

ACAS-5/ Maj Schoolfield/emp/
72538
Refer to: AFDAS/PCH/ls/6371

DECLASSIFIED
DOD Dirs
6 Jan. & 30 June 1974
By AAF/AP LC, Date 10/1/78

10 SEP 1945

Brigadier General B. R. Legge
Military Attache
American Legation
Bern, Switzerland

Dear General Legge:

I would like to give you a summary of the situation in regard to the five (5) P-51's for the Swiss. The War Department is not authorized to give any government property, and we have exhausted every possibility of delivering them to the Swiss free.

If it would not embarrass your position, it is suggested that we gracefully withdraw from this commitment due to the changed status since V-J Day. If such is not the case, then the best possible means of obtaining these aircraft is to have the Swiss include the cost of five (5) P-51's, as established by Foreign Economic Administration, in their reparation statement. These aircraft can then be processed through the Army-Navy Liquidation Committee, filling our commitment to the Swiss, and at the same time stay within War Department authority. It is considered that this is the only manner that this can be handled and at the same time eliminate any possibility of other countries accusing us of discrimination. For your information, we here, which includes General Arnold, are completely neutral on the subject.

I would like your views on this subject as soon as possible.

Sincerely,

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

DISPATCHED
10 SEP 1945
AFAAG

DECLASSIFIED SECRET

Cy for the Adjutant General.

DECLASSIFIED

JUN 30 1945

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

DECLASSIFIED
DOD Dirs
6 Jan. & 30 June 1974
By AAF/AP LC, Date 10/1/78

MEMORANDUM FOR DEPUTY CHIEF OF THE AIR STAFF:

Subject: Swiss Request for 10 P-51's

1. Gen. Spaats in a letter dated 11 March 1945 to Gen. Arnold stated that the Swiss had "indicated very strongly their desire to obtain 10 P-51's for the Swiss Air Force, and suggested that the matter of payment be settled by discounting our current indemnity to that effect." He also stated that he believed the sale of these aircraft would benefit us by narrowing the breach between the Swiss Government and ourselves. Gen. Spaats indicated 10 P-51's possibly could be made available by the latter part of April and, that if this Headquarters concurred he would take steps from his end to have these aircraft delivered when available, assuming the political and financial aspects will be accomplished in the U. S.

2. Gen. Giles answered Gen. Spaats on 26 May 1945 and stated that the P-51 situation continued critical in all theaters throughout 1945 or for as long as the two front war continues, and that he did not concur in the diversion of P-51's to the Swiss. It was suggested that there was no objection to the Swiss making arrangements through the State Department and Foreign Economic Administration for those P-51's force-landed in Switzerland.

3. No further developments are available in this office.

LAURIS NORSTAD,
Major General, U. S. A.,
Asst Chief of Air Staff, Plans.

DECLASSIFIED SECRET

452-1 Swiss (5)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

SEC OF AIRS TAFF

AFAEP-40
WHS:hmf/71178
wtn 23 March 45

26 MAR 1945

DECLASSIFIED
DOD Dir. 5 200.9 and AFR 205-1
By AUL/AF NC, Date 4/6/78

Lieutenant General Carl Spaatz
Commanding General
US Strategic Air Forces in Europe
APO 633, c/o Postmaster
New York, New York

Dear Tooey,

The P-51 supply situation continues critical in all the theaters throughout the year 1945 or for as long as the two front war continues. For this reason I cannot concur in your plan for diverting P-51's to the Swiss Air Forces. There are other reasons, of course, such as the requirement for aviation gasoline, which would, in turn, lead to their requirement for some sort of transportation, etc. All in all, these factors coupled with the fact that there is no military justification whatsoever, political considerations notwithstanding, dictates this conclusion. You should take prompt steps to advise the Swiss authorities that as long as the war with Germany continues we will not be in a position to give favorable consideration to a request for P-51's as it would result in a diversion of airplanes from our forces.

With reference to those P-51's that have force landed or may in the future force land in Switzerland, there is nothing to prevent the Swiss from making arrangements through State Department and ATA channels to obtain these aircraft for their use. I see no objection that could be raised on our part to such transfers.

Yours,

Signed

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

DISPATCHED
26 MAR 1945
AFBAS

Returned to AF-AG
SE-1047

File

DECLASSIFIED

SAS 452.1 Switzerland

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

Headquarters
United States Strategic Air Forces in Europe
Office of the Commanding General
APO 633

C
O
P
Y

11 March 1945

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

Dear Hap:

While on my recent trip to Switzerland, the Swiss indicated very strongly their desire to obtain ten P-51's for the Swiss Air Force, and suggested that the matter of payment be settled by discounting our current indemnity to that effect. I believe that the sale of these aircraft to the Swiss would benefit us by narrowing the existing breach between the Swiss government and ourselves, and therefore would appreciate your views with respect to the implementation of such a project.

We are somewhat short of this type airplane at the present time, however, and should an affirmative decision be reached, the Swiss must be made to understand that, since this theater is presently short, delivery will not be realized until the latter part of April. At this time, P-51 groups, both of the Eighth and Ninth Air Forces are approximately ten aircraft per group under authorized strength, and we are also committed to send forty six P-51's to Sweden. It is hoped that by the end of next month we will be in a position to effect this proposal without hurting ourselves too much.

If you are in accord with this plan I will take necessary steps from this end to have these aircraft delivered when they become available, assuming that the political and financial aspects will be accomplished from the States.

Sincerely,

(S)
CARL SPAATZ
Lieutenant General, USA
Commanding

C O P Y

JAS 752.1 Switzerland G

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET
DECLASSIFIED

SIGNER'S COPY

AFAEP-60
WHB:hmf/71172
wtn 23 March 45

DECLASSIFIED
DOD Dir.
By ALM/AP

26 MAR 1945

Lieutenant General Carl Spaatz
Commanding General
US Strategic Air Forces in Europe
APO 633, c/o Postmaster
New York, New York

Dear Tooey,

The P-51 supply situation continues critical in all the theaters throughout the year 1945 or for as long as the two front war continues. For this reason I cannot concur in your plan for diverting P-51's to the Swiss Air Forces. There are other reasons, of course, such as the requirement for aviation gasoline, which would, in turn, lead to their requirement for some sort of transportation, etc. All in all, these factors coupled with the fact that there is no military justification whatsoever, political considerations notwithstanding, dictates this conclusion. You should take prompt steps to advise the Swiss authorities that as long as the war with Germany continues we will not be in a position to give favorable consideration to a request for P-51's as it would result in a diversion of airplanes from our forces.

With reference to those P-51's that have force landed or may in the future force land in Switzerland, there is nothing to prevent the Swiss from making arrangements through State Department and FBA channels to obtain these aircraft for their use. I see no objection that could be raised on our part to such transfers.

Sincerely yours,

DISPATCHED
26 MAR 1945
AFSAS

Signed -

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

DECLASSIFIED

SECRET

SAS 452 / Switzerland DG

SECRET
DECLASSIFIED

DECLASSIFIED
AUTH: CG USSTAF
DATE: MAR 11 1945
INITIALS:

MAR 11 1945

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

DECLASSIFIED
DOD Dir.
By ALM/AP

Dear Hap:

While on my recent trip to Switzerland, the Swiss indicated very strongly their desire to obtain ten P-51's for the Swiss Air Force, and suggested that the matter of payment be settled by discounting our current indemnity to that effect. I believe that the sale of these aircraft to the Swiss would benefit us by narrowing the existing breach between the Swiss government and ourselves, and therefore would appreciate your views with respect to the implementation of such a project.

We are somewhat short of this type airplane at the present time, however, and should an affirmative decision be reached, the Swiss must be made to understand that, since this theater is presently short, delivery will not be realized until the latter part of April. At this time, P-51 groups, both of the Eighth and Ninth Air Forces are approximately ten aircraft per group under authorized strength, and we are also committed to send forty six P-51's to Sweden. It is hoped that by the end of next month we will be in a position to effect this proposal without hurting ourselves too much.

If you are in accord with this plan I will take necessary steps from this end to have these aircraft delivered when they become available, assuming that the political and financial aspects will be accomplished from the States.

Sincerely,

CARL SPAATZ
Lieutenant General, USA
Commanding.

3/15

SECRET
DECLASSIFIED

SAS 452 / Switzerland DG

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DECLASSIFIED
DOD ltrs.
5 Jan. & 20 June 1974
By: AUL/AP LC. Date 11-4-75

P-51's for Switzerland

Chief of the Air Staff

23 March 1945

AC/AS, Plans

1
WKB:hmf/71178

1. The attached letter has been prepared in answer to General Spaats' recent letter with reference to supplying the Swiss Air Force with P-51 aircraft.

2. General Spaats' letter, addressed to General Arnold, is attached.

3. The shortage of P-51 aircraft to theaters other than the U.K. and the over all shortage of fighters has been the basis on which the decision not to supply the Swiss with P-51's was made.

Signed

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

2 Incls:
1 - Ltr frm Gen. Spaats.
2 - Ltr to Gen. Spaats.

DECLASSIFIED
SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
CONFIDENTIAL

G-2/MA
RGM/BAP/tfb

WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM

DECLASSIFIED
DOD ltr
8 Jan. & 30 June 1974
By AGA/AF (C) Date 11-11-75

AG
G- MID 400.3296 Switzerland
SUBJECT: 11-29-41 (9-18-41)
Request of Swiss Air Corps to procure American-built Training Airplanes and Manufacturing Rights for a Pursuit Airplane

Date December 3, 1941

TO:

___C/S	___G-1	___G-2	___G-3	___G-4	___CG	_____Army
___TAG	___WPD	___USW	___ASW	___ASWA	___CG	_____Army Corps
___AC	___BLP	___BOWD	___ExRA	___NGB	___CG	_____CA
___INF	___FA	___CAV	___CAC	___ENGR	___CG	_____Dept.
___ORD	___QMG	___CSO	___SG	___FIN	√Chief, Army Air Forces	
___GHQ	___JAG	___CWS	___IG	___B/PR		

FOR:

___S/W directs	___Comment or concurrence	___Necessary action	
___Draft of reply	___Remark and recommendation	___Information for reply	
___Direct reply	___Inviting attention to	___ _____Ind. approved	
___Approved	___See notation of _____	___Primary interest	
___Disapproved	___Information	___Notation and return	
___File	___Consult _____	Noted _____	

By: ___Secl Msgr ___Radio ___Air Mail ___Immed Action Ltr ___Letter

A cable was sent to the Military Attache in Bern November 26 stating that this request was not favorably considered.

For the Acting A. C. of S., G-2:

W. M. Adams

W. M. ADAMS,
Captain, M. I.,
Acting Chief, Military Attache Section.

RGM

452.1 Switzerland (1)

DECLASSIFIED
CONFIDENTIAL

A-2122/E
Air 8452.1 Switzerland (1)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WF-3-18-41-25M

DO NOT DETACH

RETURN WITH YOUR REPLY

WAR DEPARTMENT, AIR CORPS
OFFICE, CHIEF, MATERIEL DIVISION
WASHINGTON

Serial No. CJ-324 Date 11/14/41

ATTACHED CORRESPONDENCE:

R&R 1st com
Dated 11/13/41.

Subject Request of Swiss Air Corps to Procure American-built Training Airplanes and Manufacturing Rights for a Pursuit Airplane.

From AAF A-2

Materiel Division

TO:	REFERRED FOR:
Chief	Necessary Action
Assistant	Remark & Return
Executive	
Asst. Exec.	
Barrage Balloon	Preparation of Reply
Contracts	
Engr. (Chief)	
Facilities	
Maintenance	REPLY DESIRED BY
Personnel	
Statistical	11/17/41.
Engr.	
Armament Br.	
Exp. Engr. Br.	DISPOSITION
Power Plant Br.	Executive:
Prod. Engr. Br.	
Radio Liaison Br.	Mail:
	Files:

NOV 1.
Received by Joint Aircraft Committee

REMARKS:

P. E. MEYERS
Lt. Col., Air Corps
Executive

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

November 29, 1941

DECLASSIFIED
DOD Ltr.
By AUS/AF

Request of Swiss Air Corps to procure American-built Training Airplanes and manufacturing rights for a Pursuit Airplane.

TO: G-2

452.1 Switzerland (1)

AAF/A-2
GGC-ghf

1. In view of the attached copy of the memorandum from Lieutenant J. H. Bennett, dated November 21, 1941, to the Defense Aid Division, Office of the Under Secretary of War, it would seem that any further action on the attached is precluded. It is suggested that the Military Attache in Switzerland be advised of this action.

2 Incls.
#1- Memo to C/AAF fr AC of S., WPD, 10/30, above subject.
#2- Cy Ltr to DAD fr JAC 11/21/41.

MARTIN F. SCANLON,
Brigadier General, U.S. Army,
Assistant Chief of Air Staff, A-2.

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A- WPD	A. Insp.	Budget	Statistics	
				39.6							

CONFIDENTIAL DECLASSIFIED

AAF-39

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WF-6-27-41-2M

CONFIDENTIAL

DECLASSIFIED
DOD Dir. 5...
By NLRR Date 11-17-75

JOINT AIRCRAFT COMMITTEE
WASHINGTON, D.C.

November 21, 1941

MEMORANDUM TO: The Defense Aid Division
Office of the Under Secretary of War

Attention: Lieutenant W. R. Hill

SUBJECT: Purchase by Switzerland in the United States of Training Airplanes

REFERENCE: Memoranda from Defense Aid Division to Joint Aircraft Committee dated October 20 and October 28, 1941, and inclosures

1. Reference memoranda and inclosures based upon a request from the United States Military Attache in Bern, Switzerland, in regard to the purchase by the Swiss Army in the United States of training planes and manufacturing licenses, were presented to the Joint Aircraft Committee at a meeting on November 17, 1941.

2. The Committee directed that this request be disapproved.

J. H. SEMMOTT
Lieut. (jg) USNR
Assistant Recorder
Joint Aircraft Committee

DECLASSIFIED
CONFIDENTIAL

(38) In 28 400.3295 Switzerland 11-29-41 (9-18-41)

Am'd. 4-57 Lib. Switzerland (1)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
WAR PLANS DIVISION
WASHINGTON

DECLASSIFIED
~~CONFIDENTIAL~~
W.P.D.,G.S.

WPD 4605

OCT 30 1941

DECLASSIFIED
DOD Dirs.
8 Jan. & 20 June 1974
By ALM/AF NC. Date 11-11-75

MEMORANDUM FOR THE CHIEF OF THE ARMY AIR FORCES:

Subject: Request of Swiss Air Corps to Procure American-built Training Airplanes and Manufacturing Rights for a Pursuit Airplane.

1. War Plans Division considers the release of training airplanes to the Swiss Government an unjustifiable deterrent to our own training output. It is felt that Switzerland must operate under suffrance of Germany and no amount of concessions made by the United States can change this situation in the near future. This view is concurred in informally by G-2 (Lt. Col. Fortier).

2. It is understood from the Recorder, Joint Aircraft Committee (Major P. W. Timberlake) that the former request for Army basic training airplanes has been changed by the Swiss to the Navy model SNC-1. The attitude expressed in paragraph 1 above applies as well to the release of U. S. Navy airplanes.

3. War Plans Division has no objection to the release of manufacturing rights provided such release is confined to equipment on which the need for secrecy has been removed. This matter, as well as the desirability for a Swiss Commission to make test flights in the United States, is of primary interest to the Army Air Forces.

4. It is requested that with your concurrence the attitude expressed in paragraphs 1 and 2 above be brought to the attention of the Joint Aircraft Committee and that the matters covered in paragraph 3 above be handled direct with the Assistant Chief of Staff, G-2.

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

(38) In 20 Nov. 3255, Lieut Tinkham 10-30-41 (G-2-A-1)

G-2-324

DECLASSIFIED
~~CONFIDENTIAL~~

A 210/3
Air 22452 Switzerland (1)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

DECLASSIFIED
DOD Dir.
5 200.9 & 200.10 1974
By AAF/AF ... Date 11-11-75

Request of Swiss Air Corps to Procure American-built Training Airplanes and Manufacturing Rights for a Pursuit Airplane.

AAF/A-2
TJK/skp

1 AAF (OCAC 1941
A-2 (Mat. 11/13

It is desired that information be furnished upon which to base reply to the attached memorandum from the Assistant Chief of Staff, WPD, especially with reference to paragraph 3.

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

1 Incl.
Memo to C/AAF fr AC of S., WPD, 10/30, above subject.

FORWARDED

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A- M'D	A. Insp.	Budget	Statistics	

AAF-39

CONFIDENTIAL
DECLASSIFIED

NND 745211 Switzerland (1)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CONFIDENTIAL~~ DECLASSIFIED

HEADQUARTERS AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
DOD ltrs
E.O. 11652 & 20 June 1974
By AAG/AF NC, Date 11-11-75

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

File No .....

Tally No. AAF .....

SUBJECT: Request of Swiss Air Corps to Procure American-built Training Airplanes and Manufacturing Rights for a Pursuit Airplane.

NO.	FROM	TO	DATE	COMMENTS
1	AAF A-2	(OCAC (Mat.	1941 11/13	AAF/A-2 TJK/ekp It is desired that information be furnished upon which to base reply to the attached memorandum from the Assistant Chief of Staff, WPD, especially with reference to paragraph 3. M.F.S. C/A-2 1 Incl. Memo to C/AAF fr AC of S., WPD, 10/30, above subject.
2.	(4-E-4) Recorder J.A.C.	AAF A-2	1941 11/21	Copy of letter from Joint Aircraft Committee to Defense Aid Division, Office, Undersecretary of War, indicating action of Joint Aircraft Committee regarding subject memorandum is inclosed. J. H. SENNOTT Lieut. (jg) USNR Ass't. Recorder, Joint Aircraft Committee 2 Incls. Memo to C/AAF fr AC of S., WPD, 10/30, above subject. Ltr to DAD fr JAC, 11/21/41

RECEIVED NOV 14 1941 CLASSIFIED MAIL AND FILE UNIT

(Do not use reverse side) W-4071, AC.Rev.8/14/41

Page No. ----------

~~CONFIDENTIAL~~

cj-324
A 7/14 (11-3)

Air AG 452.1 Switzerland (1)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
CONFIDENTIAL

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Dir 5
3 Jan. & 30 June 1974
by ALN/AP (AD) Date 11-11-75

SUBJECT: Request of Swiss Air Corps to Procure American-built Training Airplanes and Manufacturing Rights for a Pursuit Airplane.

1 AAF (OCAC 1941
A-2 (Mat. 11/13

2. (4-E-4) AAF 1941
Recorder A-2 11/21
J.A.C.

Copy of letter from Joint Aircraft Committee to Defense Aid Division, Office, Undersecretary of War, indicating action of Joint Aircraft Committee regarding subject memorandum is inclosed.

(Sgd.) J. H. Sennott
J. H. SENNOTT
Lieut. (jg) USNR
Ass't. Recorder, Joint Aircraft Committee

2 Incls.
Memo to C/AAF fr AC of S., WPD, 10/30, above subject.
Ltr to DAD fr JAC, 11/21/41

CONFIDENTIAL
DECLASSIFIED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

END

THIS PAGE IS DECLASSIFIED IAW EO 13526