START

Library of Congress
Manuscript Division

The Papers of

Henry H. Arnold

Container 128

HENRY HARLEY ARNOLD

Box 128 Folder 1

MILITARY DECIMAL

SAS 452.1 Torch
through
452.1 War Weary

DECLASSIFIED
DOD Dir.
BM: 20 June 1974
NLE; Date: NLE-11-25

DECLASSIFIED
DOD Dir.
6 Jan. & 20 June 1974
By: [illegible] Date: 11-1-75

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED

TALLY NO.	
FILE NO.	

SUBJECT: Fighter Aircraft for Torch.

ITEM NO.	FROM	TO	DATE	COMMENTS
1	AFCAS	Assistant Chief of Air Staff A-3	1942 12-26	3373 GES/hd 1. Your attention is invited to the enclosed copy of memorandum to the Commander-in-Chief, U. S. Fleet and reply thereto, both under date of December 26th. 2. You will take the necessary action to have delivered to Norfolk as expeditiously as possible, 72 P-40F airplanes. These are the airplanes that were to be furnished the 325th Fighter Group. The Flight Echelon of the 325th Fighter Group will supply the pilots to fly the 72 P-40F airplanes from the Ranger to Casablanca. The remainder of the Flight Echelon will be sent to Casablanca by Air Transport. Shipping orders on the ground crew and the remaining eight airplanes for this group will be changed in order that they may arrive in the North African Theater as quickly as possible. 3. Arrangements must be made to train 325th Fighter Group pilots in aircraft carrier operation. GEORGE E. STRATEMEYER, Major General, U.S.A., Chief of the Air Staff.

Incl:
Memo to Commander-in-Chief, U.S. Fleet fr Gen. Marshall dtd 12-26
Cy of Memo for Chief of Staff, U.S. Army fr Admiral King dtd 12-26

Cy to:
Assistant Chief of Air Staff A-4
Director of Air Defense
Director of Base Services
Program Planning Unit
Air Service Command

JAN 2 - '43 PM

RAG:ek 6701

2	Assistant Chief of Air Staff A-3	Chief of Air Staff	1943 1-1	Necessary action has been taken to comply with instructions given in Item 1. ROBERT W. HARPER Colonel, G. S. C.

RECEIVED
Air Adjutant General

Incls n/c

DECLASSIFIED

Air AG 452.1 Torch (8)

3-1109 A.F.

SECRET COPY

Gen Stratemeyer
34 1015

December 26, 1942

MEMORANDUM FOR THE COMMANDER-IN-CHIEF, U.S. FLEET:

Subject: Fighter Aircraft for Torch.

I have just received word from Eisenhower that wastage of his fighter aircraft has been high and that difficulties have arisen in transiting aircraft to his area from U.K. He expresses great concern as to the security of his Mediterranean ports since they are within easy bombing range of Sardinia, and hopes that we can lend a hand by having a big carrier load of fighters brought over and flown off at Casablanca.

All our fighter craft destined for shipment to North Africa are crated at the factory in preparation for their shipment by sea. However, if a carrier can be provided I can have approximately 80 P-40F airplanes, uncrated, assembled and at Norfolk, with pilots, within about fifteen days from the time assembly is begun. If a catapult type carrier is used I will need some help from the Navy in installing catapult hooks.

Realizing the urgency of this situation, I hope that you can make a suitable carrier available at an early date. I will appreciate an immediate reply in order that erection activities can be started without delay.

(Sgd.) G. C. MARSHALL

Chief of Staff.

SECRET COPY

[redacted]

[redacted]

SECRET
DECLASSIFIED

[redacted]

[redacted]

[redacted]

SECRET DECLASSIFIED
DECLASSIFIED
DOD ltr
6 Jan. & 20 June 1974
By NNRC; Date 1-9-75

AAF/A-3
TAL/jg

FEB 3 1942

SUBJECT: Airplane for Commanding General, U.S. Army Forces in Trinidad.

TO: Chief of the Air Corps, Attention: General Olds, Ferrying Command.

1. In the procurement of commercial-type aircraft from private owners, now being carried out by the Special Aviation Committee, you are directed to purchase a bi-engine transport, similar to a Beechcraft C-45, for assignment to the Commanding General, U.S. Army Forces in Trinidad.

2. This airplane will be used for over-water flights of staff personnel. You are further directed to equip this airplane with necessary radios and other accessories to afford the maximum amount of safety for this type of flying.

By Command of Lieutenant General Arnold

Hq Army
JAN 31 1942
AAF Received

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

Dispatched
FEB 3 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

SECRET DECLASSIFIED

452.1 Trinidad (2)

DECLASSIFIED
SECRET
DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By: NARS, Date 11-1-75

AAF/A-3
TAL-ds

written 1/30/42

FEB 3 1942

General Conger Pratt,
A.P.O. #803,
Trinidad, British West Indies.

This will reply to your letter of January 17 regarding your need for a O-45, or similar type airplane.

No Army airplanes of this type are available for reassignment at this time and while there are new O-45's on contract, deliveries will not start for several months. To meet your requirement, however, the Office, Chief of Air Corps has been directed to procure from private sources a bi-engine staff transport. It is believed that such an airplane can be found, and as soon as it has been procured it will be equipped with radio and other necessary accessories that will make it suitable for over-water flights.

Sincerely,

Dispatched
FEB 3 1942
AAG

Hq. AAF
JAN 31 1942
AAG Received

H. H. Arnold
Lieutenant General, U.S.A.,
Chief of the Army Air Forces

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

AAF-39

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By: NARS, Date 11-1-75

452.1 Trinidad (D)

DECLASSIFIED

A. P. O. #803
Trinidad, B. W. I.
January 17, 1942

Lieut. General Henry H. Arnold
Chief of the Army Air Forces
Munitions Building
Washington, D. C.

Dear Hap,

Here I am a long way from home but it looks like a grand job and I am sure it is going to prove most interesting.

I spent a few days in Panama with Andy on my way here and learned from him that he has asked for something in the way of air transportation for my headquarters. I am adding my personal plea to his official one.

Trinidad is only the center of the Sector and the only way to get anywhere else is by air. At present if I want to visit one of the other Bases or send a staff officer, I am dependent upon what I can beg, borrow or steal from the Navy or the Caribbean Air Force and none of them have much.

How about for old times' sake trying to dig up a C-45 or something similar for me down here?

Sadie is closing the apartment in Baltimore and around the first of February will appear in Washington and I know she will be seeing you. Love to Bee and my best to yourself.

Always yours,

[illegible]

1/23/42 V
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

DECLASSIFIED
DOD Dir.
E.O. 11652, Sec. 3(E)
By [illegible]

SECRET

Accountability of Airmen's Personnel in Europe

[illegible] October 48

Chief of the Air Staff 1

Recommendation contained in the attached memorandum is concurred in.

1 Incl.
[illegible]

Signed
J. E. [illegible], Jr.,
Brigadier General, U. S. Army,
Deputy Chief of the Air Staff.

DECLASSIFIED
E.O. 11652, Sec. 3(E)
By [illegible]

August 1951

SECRET

[illegible]

6 OCT 1944

DEPARTMENT OF STATE

WASHINGTON

In Reply refer to AD

CONFIDENTIAL

DECLASSIFIED
Per State Dept
By: LC; Date: 1-11-75

25 September, 1944

My dear General Arnold:

Our Embassy in Ankara has recommended very strongly that a gift be made to the Turkish Government of the ten Liberators and two Fortresses that have made forced landings in Turkey during the past year. Ambassador Steinhardt feels that this would be of material assistance to us in obtaining concessions from the Turkish Government and would also be helpful in creating a favorable atmosphere when the time comes for us to ask permission for Air Transport Command planes to fly over Turkey. The Ambassador further advises that an examination of the planes indicates that most of them sustained considerable damage in combat or in making forced landings and that they have also deteriorated from lying in the open for many months. Apparently their value to us at the end of the war would be negligible and they would ultimately simply be added to the very large stocks of surplus material, the disposal of which will, at that time, present a considerable problem even without taking these planes into account.

The Ambassador's recommendation is endorsed by Brigadier General Tindall and Colonel Pillet.

In view of the facts as stated by Ambassador Steinhardt in his recommendation, I sincerely hope it may be possible for the War Department to see its way to make this donation which, if it is to be made, should be consummated at an early date in order that full effect will be derived prior to any impending negotiations.

Accordingly, I would appreciate the favor of an early reply which I can transmit to Ambassador Steinhardt for such action as it may be possible to authorize him to take.

Sincerely yours,

(S)
Adolf A. Berle, Jr.
Assistant Secretary.

General Henry H. Arnold,
Commanding General, Army Air Forces,
The Pentagon,
War Department,
Washington, D. C.

CONFIDENTIAL

DECLASSIFIED
DOD Dir.
E.O. 11652 & NSC Memo
By: NARS, Date 3/19/75
FOC

DECLASSIFIED
Per authority
C.G., The Eighth Air Force
OCT 6 1944
(Initials)

SECRET

REPLACEMENT AIRCRAFT FLOW
TO IX BOMBER COMMAND

AAF Stock to Depots	Departed U.K.	Delivered Khartoum	Not Yet Delivered	Georgetown	Borinquin	Natal	Accra	Khartoum	Aden
20 Sept - 24	20	16	7			2	4		
25 October - 12	5		5	1	1			2	1
	25	16	9	1	1	2	4	2	1

Accra	42424	2	No. 2 engine change. No VHF.
Accra	42478	2	Hydraulic. VHF 30/3.
Natal	42436	1	VHF 30/3. Wheels grounded.

SECRET
DECLASSIFIED

SMS 452.1 XX BC (3)

Joe Tenterlake
3E1027

DECLASSIFIED

DECLASSIFIED
DOD Dir.
5 Nov. & 20 June 1972
By [illegible] Date [illegible]
PRC

[redacted]

[redacted]

[redacted]

SECRET
DECLASSIFIED

DECLASSIFIED
DOD Instr.
6 Jan. & 30 June 1976
By: ELMILG; Date: 4/4/75
PNC

3E 1021

SAS
to file

REPLACEMENT AIRCRAFT PLAN
TO XY BOMBER COMMAND

[redacted]

[redacted]

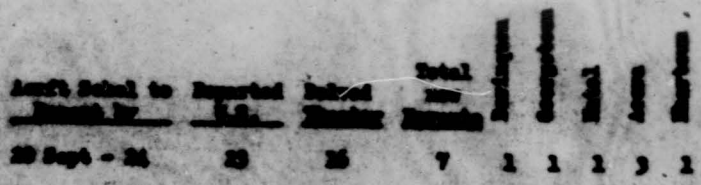
[redacted]

DECLASSIFIED
SECRET
DECLASSIFIED
DOD Dir.
6 Jan. & 30 June 1976
By: DLM/JLC; Date: 11/4/15
AFC

Gen Timberlake
3E1027

OCT 8 - 1944

REPLACEMENT AIRCRAFT FLOW TO XX BOMBER COMMAND



1521 XX BC

AIRCRAFT RETURNED DURING

AIRCRAFT	No. AIR	REASON
Arcraft	1	No. 1 engine change. No RTD
Bombardier	1	Loaded with mechanical trouble. No RTD

HEADQUARTERS
TWENTIETH AIR FORCE
ADJUTANT GENERAL

DECLASSIFIED
SECRET

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DOD Instr.
6 Jun. & 30 June 1958
Re: AFAMJ.C; Subpgh(3)5
AFC

SAS.
to file

REPLACEMENT AIRCRAFT PLAN

TO IX BOMBER COMMAND

Aircraft Issued to Squadrons	Aircraft Required	Aircraft Authorized	Total Aircraft Authorized
30 Sept - 54	41	30	6 1 1 2 1 1

Base	Aircraft	No. Sqds	Remarks
Schil	47054	3	One Sqdn; MED 9/56
Sunta Lydia	47054	1	Engine only; full particulars with withheld
Bellingham	47052	1	Tailmember only; MED 9/56

452.1 AFF 8.C ③

DECLASSIFIED
~~SECRET~~

DECLASSIFIED

UNCLASSIFIED
DOD Dir.
6 Jan. & 30 June 1976
By AGAM-AG; Date 1/11/75
RC

SEP 27 1944

REPLACEMENT AIRCRAFT FLOW 20

II BOMBER COMMAND ——

Aircraft Ordered to Departed Delivered				Total Loss				
20 Sept - 26	22	19	6	3	1	1	1	

AIRCRAFT DELIVERED ENLARGE

AIRCRAFT	AIRCRAFT	No. DATE	REMARKS
Dalcl	42454	6	Gun Locks; RED 9/27
Thurlow	24509	4	Maintenance; RED 9/27

5203

DECLASSIFIED
SERIES

452.1 20th Bomber Comd (2)

[redacted]
DECLASSIFIED
DOD Dir.
E.O. 12356, Sec. 3.3
NWD 98-1/ASD, Date 6/15/98
NNC

Gen. Timberlake
Sec.
File

1627

REPLACEMENT AIRCRAFT FLOW TO
XX BOMBER COMMAND

[redacted]

[redacted]						111
30 Sept - 26	28	25	5	1	1	1

[redacted]

[redacted] 7 3 new medium groupings. [redacted]
[redacted] 3 Maintenance. [redacted]

[redacted]
TWENTIETH AIR FORCE

8136

452.1 H 0.2 (3)

DECLASSIFIED
SECRET

DECLASSIFIED

3E10.27

SEP 25 1944

DECLASSIFIED
DOD Dir.
8 Jan. & 22 June 1976
By: ALM, LC; Date: 8/4/15
MC

REPLACEMENT AIRCRAFT FLOW TO
[redacted]

[redacted]

[redacted]

Gen Timberlake 3E 1027

SECRET

DECLASSIFIED

DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 1976
By: AIAG LC; Date: 4/14/15
PAC

SAS
to file

REPLACEMENT AIRCRAFT PLAN TO
XX BOMBER COMMAND

[redacted]

[redacted]

[redacted]

Ben Lombardo
9E1027
Jack -

SECRET

DECLASSIFIED
DOD Dir.
5 Jan. & 20 June 1974
By: OAW_LC; Date: 4/4/75
FXC

REPLACEMENT AIRCRAFT FLOW TO
EX BOMBER COMMAND

[redacted]	[redacted]	[redacted]	[redacted]	[redacted]			
[redacted]	25	25	1				1
[redacted]	25	25	6	2	2	2	8
TOTALS	50	50	7	2	2	2	9

[redacted]

[redacted] Chart 4 Effective change. 200 A/C.

1383

DECLASSIFIED
SECRET

492 / XX B.C. (2)

DECLASSIFIED
SECRET

DECLASSIFIED
DOD Dir.
5 Jan. & 30 June 1972
By: AUG.S.C. Date 4/4/75
PAC

Timberlake 3E1027

SAS. to file

REPLACEMENT AIRCRAFT FLOW TO
XX BOMBER COMMAND

Aircraft Ordered to Depart U.S.	Reported Departed U.S.	Delivered Station	Total Non-Combat Hours						
30 Aug - 30	36	36	8			1		1	
30 Sept - 31	32	28	1	1	2	2	1	2	-
Totals	68	64	9	1	2	2	1	2	1

AIRCRAFT RETURNED DEPARTED

NUMBER AIRCRAFT	NO. DAYS	REASON
[illegible]	3	Engine maintenance. ETD 9/21.
[illegible]	3	Assisting oil pump. ETD 9/21.
[illegible]	2	25-hour inspection; sheet metal work; high fuel consumption; oil leak No. 4 engine.

TWENTIETH AIR FORCE

4239

SECRET FIED

SAS 452.1 XX B.C. (2)

452.1 AAC (2)

Gen Jointlake
3E1027

~~SECRET~~

DECLASSIFIED
DOD Dir.
5 Jan. & 30 June 1976
By: AIAG LC; Date 1/14/05
NC

REPLACEMENT AIRCRAFT FLOW TO
XX BOMBER COMMAND

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
20 Aug - 30	20	16	2	2				1
30 Sept - 31	32	28	2	2	2	2	2	-
TOTAL	52	44	4	4	2	2	2	1

AIRCRAFT DELIVERY REPORT

AIRCRAFT ASSIGNED TO _____ BASE _____

Assn AAFSC 3 Delivery basis suspended. XXX 9/30

Completion Ferry 1 [illegible] XXX 9/30

452.1 XX B.C. (2)

~~SECRET~~

Jim Timberlake
3E1027

~~SECRET~~

DECLASSIFIED
DOD Dir.
5 Sec. A 20 June 1994
By: ALAFLC; Date: 11/14/95
AFC

REPLACEMENT AIRCRAFT FLOW TO
XX BOMBER COMMAND

						Total		
[redacted]	35	35	2		1		1	
[redacted]	32	32	2	1	1	-	1	1	-
TOTALS	35	35	4	1	1	1	1	1	1

452.1 XX B.C (2)

AIRCRAFT DELIVERY SCHEDULE

AIRCRAFT	AIRCRAFT NO.	DATE	NAME
[redacted]	[redacted]	1	Engine maintenance, 200 g/hr.
[redacted]	[redacted]	1	Assisting oil pump, 200 g/hr.
[redacted]	[redacted]	1	Minor maintenance, 200 g/hr.
[redacted]	[redacted]	1	Maintenance, 200 g/hr.

DECLASSIFIED

DECLASSIFIED

SEP 18 1944

DECLASSIFIED
DOD Dir.
8 Jun. & 20 June 1966
By: BIA/LC; Date 1/8/75

REPLACEMENT AIRCRAFT FLOW TO
XX BOMBER COMMAND

Aircraft Ordered to Manufacturer	Reported Ready for Delivery	Delivered to Theater	Total Loss During Month					
30 Aug - 12	16	16	3		2		1	
30 Sept - 24	22	8	8	1	1	1	1	1
TOTALS	38	24	11	1	1	3	1	2	2

AIRCRAFT DAMAGED REPAIRED

LOCATION	AIRCRAFT NO.	BASE	REASON
Above	24382	A	No. 1 engine change. ETD 9/16

SEP 1 1944

OUT TUO

HEADQUARTERS
TWENTIETH AIR FORCE

DECLASSIFIED

SECRET

452.1 XXBC (2)

Gen Timberlake
3E1027

SECRET

DECLASSIFIED

DECLASSIFIED
DOD ltrs.
8 Jun. & 20 June 1970
By: NLN LC; Date: 8/11/75
PKC

REPLACEMENT AIRCRAFT FLOW TO
XX BOMBER COMMAND

Aircraft Asbd to Theater	Departed Zone	Delvrd Theater	Total Acc Losses						
20 Aug - 26	20	15	5	1	1		1		
27 Aug - 2 Sep	25	8	5	-	1	2	1	-	1
TOTALS	25	23	10	2	2	1	1	1	1

AIRCRAFT RETURNED DURING

SQUADRON	AIRCRAFT	No. DAYS	REASON
[illegible]	42000	20	Exhaust stack blown, RTD 9/15
40th	20479	8	Engine change, parts. Ex. RTD.
40th	24088	5	No. 2 engine change. Ex RTD.

DECLASSIFIED
SECRET

File

4521 XX Bomber Cmd (2)

4521 XX B.C. (2)

per Timberlake
3E1029

SECRET
DECLASSIFIED

DECLASSIFIED
DOD ltrs.
6 Jan. & 20 June 1974
Sys. Req. No. 10; Date 1975
PAC

REPLACEMENT AIRCRAFT FLOW TO
II BOMBER COMMAND

Aircraft Acknowledgement to Second Air Div	Requested Inv.	Delivered Number	Total Lost Number				
20 Aug - 2 — 26	20	15	3	1	1		1
20 Sept - 2 — 26	26	2	4	1	2	1	-
[illegible]	20	26	6	2	3	1	2	1

AIRCRAFT RECEIVED BY/AFB

AIRCRAFT No.	AIRCRAFT NO. ASR	REMARKS
[illegible]	[illegible]	21	Exhaust stack blown, 1235 9/25
Abm	44679	9	Engine change, parts. No 2EB.
Amm	44680	4	No. 2 engine change. No 2EB.
Amm	43956	4	Reported ready.

APP 81 43E 38

VS21 XXE B,C (2)

File
CC

REGLASSIFIED
SECRET

SAS VS2.1-XXEC (2)

DECLASSIFIED
DOD Dir.
5 Jun. & 30 June 1954
By [illegible] JCS; Date 11/4/75
PAT

SECRET

DECLASSIFIED
EXECUTIVE ORDER 11652
XE GROUP 4

SEP 14 1944

SAS
tofile

20 Aug - 26	20	15	5		2	2		1
27 Aug - 31	25	4	2		1	1	1	1
TOTAL	25	19	7		3	3	1	2

[illegible]	[illegible]	25	[illegible]
[illegible]	[illegible]	4	[illegible]
[illegible]	[illegible]	6	[illegible]

DECLASSIFIED
SECRET

452.1 XX B@ (2)

SECRET

DECLASSIFIED

DECLASSIFIED
POD ltrs.
8 Jan. & 26 June 1974
By ALW, LC; Date 11/14/75

Gen Timberlake ltr 3E7027

AS

to file
2nd

REPLACEMENT AIRCRAFT FLOW TO PACIFIC
IX POWER COMMAND

Aircraft Ordered to Depart U.S. by	Reported U.S.	Delivered Number	Total now Enroute					
30 Aug - 12	30	25	5		1	1		1
13 Sept - 24	25	5	5	1	1	3	1	1
TOTALS	55	30	10	1	2	4	1	2

AIRCRAFT DELIVERED ENROUTE

ORIGIN	AIRCRAFT	No. DATE	REASON
Hickam	69-8000	10	Fuel leak No. 4 engine. RTD 9/14
Adak	24-579	7	Engine change, parts. No RTD.
Amchitka	24-581	2	No. 1 engine change. No RTD.
Kwajalein	44-79078	1	Oil leak No. 3 engine. RTD 9/14.
Amchitka	24-581	1	50 hour inspection. RTD 9/14.
Amchitka	42-6256	2	Rough engines. RTD 9/14.
Hickam	42-6256	1	Maintenance. RTD 9/14.
Guam	42-6256	2	Gas leak No. 2 engine. Engine representative going to Hickam. No RTD.

AIR FORCE

File

DECLASSIFIED
SECRET

492.1 XX BC (2)

492.1 XX B.C. (2)

SECRET

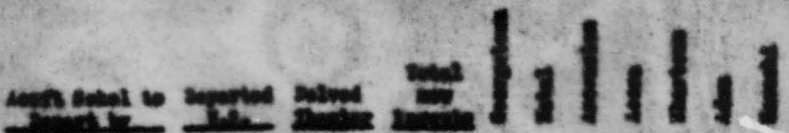
DECLASSIFIED

Gen Timberlake
3E1027

SEP 12 1944

SAS
to file

DECLASSIFIED
DOD ltrs.
6 Jan. & 20 June 1974
By: SLM, LC; Date 11/4/75
PEC



[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

[illegible]

[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

[illegible]

Noted
Ford

File
ei

SECRET
DECLASSIFIED

452.1 XX 13 amb. C (2)

452.1 XX 13 amb. C (2)

DECLASSIFIED

SECRET

per Zimbalske 3E1027

DECLASSIFIED
DOD Ltr.
6 Jan. & 20 June 1979
Re: [illegible] LC; Date [illegible]/75

[illegible] AIRCRAFT [illegible]
[illegible] COMMAND

Aircraft Added to [illegible]	Required Lic.	Added Station	Total Acft Assigned					
20 Aug - 26	26	26	3	1	1	1		
27 Aug - 31	31	5	5	2	2	2	2	2
TOTALS	31	31	31	3	3	3	3	3

AIRCRAFT ASSIGNED DURING

[illegible]	AIRCRAFT	No. ACR	[illegible]
Rehd	[illegible]	16	Cylinder change and test hop. TO 1/11.
Assembly	[illegible]	7	Rudder and brakes and flap motor bonnd out. To 1/11.
Acceptance	[illegible]	3	Prop number 111. TO 1/11.
Bombing	[illegible]	3	Assembly check flights. To 1/11.
Adm	[illegible]	4	Engine change. TO 1/11.
Rehd	[illegible]	8	Fuel consumption test. TO 1/11.

[illegible] TUK

[illegible] QUI

[illegible] WAR DEPARTMENT
[illegible] AIR FORCE
[illegible] GENERAL

4223

DECLASSIFIED

SECRET

DECLASSIFIED

DECLASSIFIED
DOD Res.
8 Jan. & 20 June 1956
By: [illegible] LLC; Date: 8/1/15
FAC

Ground Timetable
3E 1027

SAS. to file

REPLACEMENT AIRCRAFT FLOW TO
XX BOMBER COMMAND

Acft Rqmt to Reach Dest	Reported Ldg.	Delvd Number	Total acc Number	1	2	3	4	5
30 Aug - 12	20	15	5	3				1
30 Sept - 14	12	6	6	1	1	1	1	1 -
TOTALS	32	20	11	4	1	1	1	3 1

Total replacement deliveries to date . . . 65
Minimum number of days enroute 10
Maximum number of days enroute 61
Average number of days enroute 24.1

452.1 XX 0.C (2)

ARMAMENT MODIFICATIONS REQUIRED

	AIRCRAFT	AIRCRAFT No.		REMARKS
1.	Hotel	[illegible]	22	Replacing Turbs - ECD 9/20.
2.	Hotel	[illegible]	10	Turb hgs. ECD 9/9.
3.	[illegible]	[illegible]	1	Check actual ruby carburetor change, ECD 9/20.
4.	[illegible]	[illegible]	4	Rocker arm broken and ring valve burned out. No ECD.
5.	[illegible]	[illegible]	3	Gun number 111. ECD 9/9.
6.	[illegible]	[illegible]	1	Gun delay. ECD 9/9.
7.	Khartoum	[illegible]	7	Maintenance being completed. ECD 9/9.
8.	Khartoum	[illegible]	1	Awaiting short stacks. No ECD.

DECLASSIFIED

605452 - XX Bomb Gp (2)

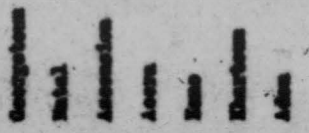
Gen. Timberlake 3E 1027

SECRET

DECLASSIFIED

DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1974
By: AFAMLC; Date 4/14/75
PAC

REPLACEMENT AIRCRAFT FLOW TO
XX BOMBER COMMAND



Acft Sched to Depart Dest	Reported Loc.	Delvd Number	Total now Enroute	1	2	3	4	5	6
30 Aug - 12	15	15	3		2				1
30 Sept - 05	22	4	4	1	1	1	1	1	-
TOTALS	37	20	11	1	3	1	1	2	1

Total replacement deliveries to date . . . 65
Minimum number of days enroute 20
Maximum number of days enroute 63
Average number of days enroute 34.1

452.1 XX B.C. (2)

AIRCRAFT RETURNED ENROUTE

ARRIVED	AIRCRAFT	No. ACFT	REMARKS
Robins	61-2622	20	Engine supercharger; 50 hour inspection. RTD 9/8.
Robins	61-2629	13	Fuel Leak; No. 2 shut off valve. RTD 9/8.
Sheppard	61-2637	7	Maintenance being completed. RTD 9/8.
Abercrombie	[illegible]	4	Engine arm broken and flap motor burned out. Rt RTD.

DECLASSIFIED
SECRET

452.1 XX B.C. (2)

Gen Timberlake
13E1027

Naked Cy
PWT

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DOD Dir.
6 Jan. & 30 June 1976
By [illegible] LC; Date 11/10/75
MC

[redacted]

[redacted]

[redacted]

[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
July 29 - 30	25	20	1					2		1 bomb overshot
Aug 25 - 26	26	24	4		2	1		2		
Sept 29 - 30	25	2	20	2	4	2	4	2	2	2
[redacted]	25	20	25	2	6	2	2	2	2	2
	Yesterday	36	17							
	Day before	35	18							

[redacted]

[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	24	[redacted]
[redacted]	[redacted]	2	[redacted]
[redacted]	[redacted]	24	[redacted]
[redacted]	[redacted]	2	[redacted]
[redacted]	[redacted]	2	[redacted]

452.1 XX B.C (2)

[redacted]

DECLASSIFIED
SECRET

3253

452.1 XX B.C (2)

DECLASSIFIED
DOD Dir.
8 Jun. & 20 June 1994
By: ALA, LC; Date 11/4/95

Gen Timberlake
3E1027

SECRET
DECLASSIFIED

20 July - 20	20	22	2			1		1	1	1 Lost enroute
20 Aug - 20	20	14	4			2	1		1	
20 Sept - 20	20	8	22	1	1	1	-	1	1	1
	14	30	28	1	1	3	1	1	2	2

15

15521 XX B,C (2)

DECLASSIFIED
SECRET

452.1-XXIEC (2)

Gen Timberlake
3E1027

SECRET
DECLASSIFIED

DECLASSIFIED
DOD ltr.
8 Jan. & 20 June 1974
By: [illegible] Date: [illegible]75

REPLACEMENT AIRCRAFT FLOW TO
XX BOMBER COMMAND

Aft'n Sched to Reach Dr	Departed Ld.	Delvd Number	Total new Number							
30 July - 25	25	24								1 lost enroute
26 Aug - 25	18	19	3	2				1		
26 Sept - 24	12	4	2	2	1	1	1	1	-	1
TOTALS	55	43	12	4	1	1	1	1	1	1

4 ops cancelled yesterday

452.1 XX BC (R)

AIRCRAFT RETURNED DEPOT

AIRCRAFT	AIRCRAFT No.	DATE	REASON
Hotel	24502	10	Took off for Assy; returned - turbo check. ETO 9/8.
Hotel	65809	11	Fuel leak; No. 2 clmb off valve. No. ETO.
Khartoum	65497	7	Awaiting parts; cylinder change. ETO 9/8.
Accomodation	24531	5	Replace eng bearings and flap motor burned out. No ETO.

Gale Smith 9/8/44

4030

DECLASSIFIED
SECRET

452.1 XX Bomber Command

Gen Timberlake 3E1027

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DOD Dir.
E.O. 12958, Sec. 3.6 & 3.10
By: AGAHLC, Date: 11/14/15

SAS
to file
[illegible]

Aircraft Rebel to Dispersal No.	Reported Full	Delivered Number	Total Loss							Remarks
30 July - 25	25	25	2						2	2 Back accepts
26 Aug - 10	26	14	4			2		1	1	
30 Aug - 14	11	1	10	2	2	-	2	4	2	8
TOTAL	36	40	16	2	2	2	2	4	2	5

[illegible]

[illegible]	AIRCRAFT	NO. DAYS	REMARKS
Rebel	41-[illegible]	10	Took off for Accra; returned - turbo check. RTD 9/8.
Rebel	41-[illegible]	11	Fuel leak; No. 2 check off valve. To RTD.
Khartoum	41-[illegible]	6	Assisting parley; cylinder change. RTD 9/8.

SEP - 7 1944

Page 3

OUT

HEADQUARTERS
TWENTIETH AIR FORCE
ADJUTANT GENERAL

File 9-8-44

~~SECRET~~
DECLASSIFIED

452.1 XV Bomber Comd (2)

SECRET
DECLASSIFIED

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By: ALM LC; Date 11/11/75
NNC

Gen Timberlake
3E1027

REPLACEMENT AIRCRAFT FLOW TO XX BOMBER COMMAND

Acrft Sched to Depart Kw	Departed Ld.	Delvd Khartoum	Total now Enroute	Natal	Ascension	Accra	Khartoum	Abn	Karachi	Remarks
July 20 - 25	25	21	3			2		1		1 lost enroute
20 Aug - 18	18	14	4	2	1	1				
20 Sept - 24	11	1	10	4	1	2	3	3		
TOTAL	54	36	17	6	1	1	4	2	3	
		35	18							

AIRCRAFT DELIVERED ENROUTE

STATION	AIRCRAFT	No. DAYS	REMARKS
Natal	63578	13	RTD 9/8 after short metal work.
Karachi	24505	13	Doing test flown; RTD 9/4 if satisfactory.
Natal	63203	8	Fuel leak; No. 2 shut off valve. No RTD.
Natal	24502	13	Took off for Accra; returned - turbo check RTD 9/4
Khartoum	63497	4	Awaiting parts; cyl change. No RTD.

452.1 XX Bomber C (3)

HEADQUARTERS
TWENTIETH AIR FORCE
ADJUTANT GENERAL

File C

SECRET
DECLASSIFIED

452.1 - XX Bomber C (2)

SECRET
DECLASSIFIED

Gen Timberlake
3E1027

DECLASSIFIED
DOD Rev.
8 Jan. & 20 June 1974
By: [illegible] Date: 11/4/75

REPLACEMENT AIRCRAFT FLOW TO XX BOMBER COMMAND

Acft Sched to Depart Kw	Reported Ready	Delvd Theater	Total New Receipts								Remarks
20 July - 25	25	21	5				1		1	1	1 last enroute
20 Aug - 28	28	24	4			3		1			
20 Sept - 24	24	-	11	2	1	2	-	2	2	1	-
TOTALS	54	45	20	2	1	5	1	3	4	1	1

AIRCRAFT DELIVERY DELAYS

LOCATION	AIRCRAFT	NO. DAYS	REASON
Assam	24486	22	Maintenance - no TCD available; parts shipped from U.S. 6/22 via air
Kwhl	24521	17	Reported ready, awaiting weather at Assam
Kwhl	24479	16	Engine change - TCD 9/5
Kunkuy	24498	15	Fire, structural damage, awaiting cond flap motor delivered 7/27
Kwhl	24488	13	Reported ready, awaiting weather at Assam
Kwhl	[illegible]	13	No TCD. A/C grounded for structural deficiencies. Bell factory representative to go to Kwhl.
Kunming	24488	11	Double engine change - TCD was 9/8 now reported as 9/4
Kwhl	[illegible]	10/0	Fuel Leak; No. 2 shut-off valve. TCD 9/2

HEADQUARTERS
TWENTIETH AIR FORCE
ADJUTANT GENERAL

452.1 XX Bomber C (2)

File
ec

SECRET
DECLASSIFIED

452.1 XX Bomber C (2)

SECRET
DECLASSIFIED

DECLASSIFIED
DOD Instr.
6 Jan. & 30 June 1974
By: [illegible] LC; Date: 11/24/75
PHC

3E 1027

[illegible]

[illegible]

[illegible]

SECRET

DECLASSIFIED

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By: ALM LC; Date 4/4/75

Ben Timberlake
3E 1027
AUG 20 1944

[redacted]

Aerial Attack by Japanese Air	Reported Raids	Raids Intercepted	Total Hits Scored					Remarks
30 July - 5 Aug	15	10	5			2	3	1 Lost opponent
6 Aug - 12 Aug	10	14	4		3	1		
13 Aug - 19 Aug	12	10	8	4	4	2	2	
20 Aug - 26 Aug	18	15	15	1	7	4	3	3

452.1

AIRCRAFT ENGINES REPAIRED

Squadron	Aircraft	No. Rptd.	Remarks
Emerald	P-40E	27	Installing supercharger regulators ATC 5/30
Above	P-40E	10	Replacements - no ATC available. Parts shipped from U.S. 6/21 via air.
Total	P-40E	14	No. 2 engine change, compression and carburetor check - ATC 5/1
Total	P-40E	15	Engine change - no ATC
Academy	P-40E	9	Fire suppression No. 4 engine - replacing cylinders, propeller leaks. Structural change to plane, ATC 6/30
Total	P-40E	9	No. 3 engine change, fuel transfer assembly issued - ATC 6/30
Total	C-47D	6	No ATC. A/c grounded for structural deficiencies.
Emerald	P-40E	6	Double engine change [redacted] No ATC
Total	C-47D	3	Fuel Leaky No. 2 [redacted] No ATC

DECLASSIFIED
SECRET

AUG 20 1944

452.1 - 20 AC ①

452.1 - 20 AC ①

DECLASSIFIED
DOD Instr.
6 Jan. & 20 June 1994
By: ALM, LC; Date 11/14/95
PAC

SECRET

Gen Timberlake

Noted
PHS

[redacted]

[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	13	13	0				
[redacted]	25	20	5		2	3	3 bomb [redacted]
[redacted]	28	24	4	4			
[redacted]	45	40	5	4	3	3	-
[redacted]	45	45	30	8	5	3	

[redacted]

[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	25	[redacted]
[redacted]	[redacted]	20	[redacted]
[redacted]	[redacted]	20	[redacted]
[redacted]	[redacted]	15	[redacted]
[redacted]	[redacted]	8	[redacted]
[redacted]	[redacted]	6	[redacted]
[redacted]	[redacted]	4	[redacted]
[redacted]	[redacted]	4	[redacted]
[redacted]	[redacted]	4	[redacted]

HQ, FOURTEENTH AIR FORCE
ADJUTANT GENERAL

DECLASSIFIED
SECRET

Gen Timberlake
3E1027

SECRET
DECLASSIFIED

DECLASSIFIED
DOD ltr.
6 Jan. & 20 June 1994
By: [illegible] LC; Date 11/10/95

REPLACEMENT AIRCRAFT FLOW TO
XX BOMBER COMMAND

Acft Sched to Depart Hickam Af	Reported Ltr.	Delved Number	Total REF Number	Jul	Aug	Sep	Oct	Nov	Remarks
20 July - 25	25	20	5			1	1	3	
20 Aug - 25	25	14	4		3	1			
20 Sept - 24	2	—	2	1	1	1	1	1	
TOTALS	52	34	11	1	5	3	2	5	

67

AIRCRAFT REMOVED ENROUTE

DEPARTED	AIRCRAFT	No. DAYS	REMARKS
Hickam	24058	27	Installing superchargers; requisitioned RTD 6/30
Amarc	24056	30	Maintenance - no RTD available; parts shipped from Ltr. 6/21 via air
Hickam	24055	15	No. 2 engine change, maintenance - RTD 7/1
Hickam	24059	14	Engine change - RTD 7/1
Hickam	24060	30	Fins, structural damage, emitting exit flap rotor solenoid 6/27
Hickam	24058	30	No. 3 engine change, fuel transfer assembly needed - RTD 6/28
Hickam	42978	9	No RTD. A/c grounded for structural deficiencies. Will Factory representative to go to Hickam.
Hickam	24056	9	Double engine change - RTD 7/8
Hickam	42980	4	Fuel leak; no. 2 shut-off valve. RTD 7/8

SECRET
DECLASSIFIED

Gen Smiselake

DECLASSIFIED

DECLASSIFIED
DOD Memo.
8 Jan. & 20 June 1996
By AAN/LC; Date 11/15/96

PKC

DECLASSIFIED

20 June - 23	23	22	1				1		
20 July - 25	25	25	0		1	1	1	5	1 bail opposite
20 Aug - 29	29	28	6		4		2		
20 Sept - 24	24	24	24	2	2	2	2	—	—
	44	43	30	1	1	6	4	1	8

DECLASSIFIED

(A5452-1-XX Bombard (1)

[redacted]

[redacted]
DOD Rule
5 Jan. 5-D June 1954
By: [redacted] Date: [redacted]
ARC

KHR/mar
(Air AG)

February 27, 1942.

MEMORANDUM FOR THE ADJUTANT GENERAL

Subject: Special Orders.

1. It is requested that letter orders to Commanding Officer, Millington Field, Tenn., dated February 23, 1942, (copy inclosed) be amended to allow for fifty (50) pounds excess baggage for travel by commercial aircraft.

2. This request is occasioned by the fact that the three officers concerned are recent graduates of the Aircraft Advanced Flying School, Millington Field, Tenn; and on the station that they are to perform, it will be necessary for them to take necessary flying equipment, including parachutes on the return journey from Washington, D. C. to New Orleans, Louisiana. This excess baggage was not required for the trip to this station inasmuch as this equipment will be drawn at Selling Field for their use.

For the Chief of the Army Air Forces:

Dispatched
FEB 27 1942
AAG

[redacted] B. [redacted],
Captain, A. C. S.,
Assistant Air Adjutant General.

Encl: Ltr of Orders to
CO, Millington, Fld., Tenn
2/23/42 fr TAG.

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

AAF-39

Air AG 452.1 Wrangell (2)

Air AG 452.1 Wrangell (2)

HEADQUARTERS ARMY AIR FORCES ~~SECRET~~ RESTRICTED

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Dir.
8 Jun. & 20 June 1964
By: SAM LAC; Date: 4/14/75
PAC

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

File No. .....

Tally No. AAF .....

SUBJECT: Transfer of 4 AT-6B Airplanes, and Personnel, to Uruguay.

NO.	FROM	TO	DATE	COMMENTS AAF/A-WPD AM/reh
1.	AAF A-WPD	AAF AAG	1942 2/26	1. Request that the special duty and travel orders (secret) issued through the Commanding Officer of Ellington Field, Texas, to Fructuoso G. Barreda (O-436491) Mortimer R. Torres (O-436545) Lucius H. Myers (O-436528) dated February 21, 1942, AG 210.31 (2-21-42)OA, be amended to authorize each of the above officers an excess baggage allowance of fifty (50) pounds for travel by commercial air craft. for H.L.G66P C/A-WPD

MEMORANDUM FOR RECORD: Pursuant to their orders, the above named officers have reported to the Chief, Army Air Forces, Washington, D. C. for orientation and instructions relative to their mission to Montevideo, Uruguay, where they will act as instructors of Uruguayan pilots in the operation and maintenance of AT-6B airplanes. They are expected to travel by boat, departing from New Orleans, Louisiana at a very early date. They will be required to make the trip from Washington to New Orleans by commercial airplane. It will be necessary for each of them to take with him complete flying equipment, including parachutes, weighing approximately fifty pounds. The ammendment of the order is necessary to enable them to take this equipment. In the original order the last names of Lt. Barreda and Lt. Myers are mispelled as "Barredo" and "Meyers".

FEB 28 942
AAG Received

(Do not use reverse side)

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

Page No. .....

~~SECRET~~ RESTRICTED

Air Affairs 2, (Uruguay) 6

[redacted]

ROUTING AND RECORD SHEET

[redacted]

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

[redacted]

SUBJECT: Transfer of 4 AT-6B Airplanes to Uruguay.

NO.	FROM	TO	DATE	COMMENTS AAF/A-WPD AW/mi
1.	AAF A-WPD	AAF AAG	1942 2/20	1. Request that a directive memorandum be issued to the Air Adjutant General, substantially in accordance with the attached suggested form therefore.

[redacted]
M.L.C.
C/A-WPD

Incl.
1- Prpsd. Directv. to AAG

[redacted] FOR RECORD: Memo to the Chief of the Air Staff dated February 13, 1942, subject: "Transfer of 4 AT-6B Airplanes to Uruguay", and the directive memo to the Air Adjutant General dated pursuant thereto made no provision for the personnel who are going to Uruguay to first obtain the necessary passports and visas and comply with existing regulations relative to inoculation and immunization. As a result of conference between Major Williamson, A-WPD, and Captain Hohmann, office of the Air Adjutant General, this omission is being corrected by an amendment of the orders issued by the Air Adjutant General. The amendment of the directive memo to the AAG herein requested, is for the purpose of completing the record. The enlisted personnel are being furnished by Bolling Field. Instructions have been issued relative to their securing passports and visas and complying with regulations relative to immunization and inoculation.

Received
Feb 23 1942
AAG Personnel

[redacted]

(Do not use reverse side)

F-4071.AC, Rev. 8/10/42

Page No. _____

SECRET

DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 1974
By: [illegible] DC; Date 11/4/15

DIRECTIVE MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Personnel and Transfer of 4 AT-6B Airplanes to Uruguay.

1. Paragraph 2 of the Directive Memorandum for A-1 and the Air Adjutant General dated February 16, 1942, subject: "Personnel and Transfer of 4 AT-6B Airplanes to Uruguay", (Directive Memo, AAG-26 (1-40) is amended to read as follows:

"2. The Air Adjutant General is directed, upon the receipt of the data to be furnished him by A-1, to issue orders directing the above personnel to proceed to Montevideo, Uruguay, taking passage on the S. S. Delbrasil, sailing from New Orleans, Louisana, February 28, 1942; or if such passage be not available, to proceed by military airplane to Natal, and by commercial airline from Natal to Montevideo. The commissioned officers will be directed first to proceed without delay to Washington, D. C. and there to report to the Air Adjutant General for instructions relative to procuring passports and visas, and compliance with existing regulations in regard to innoculation and immunization; and thereafter to proceed to Montevideo as above indicated. The personnel, upon arrival at Montevideo, will report to the United States Military Attache, at the United States Embassy in Montevideo, and remain under his command until, in his opinion, Uruguayan combat crews have been sufficiently instructed to enable them to operate and maintain the 4 AT-6B airplanes. Upon completion of their mission, the personnel in question will be directed to return to their former stations, travelling from Montevideo to the United States by air, in Army airplanes to the extent available, otherwise on commercial airlines. Provision will be made for appropriate allowances for travel, and in lieu of quarters and rations while stationed at Montevideo."

2. Report of action taken is directed.

for J. J. YORK,
Colonel, Air Corps,
Secretary, Air Staff

DECLASSIFIED
SECRET

SECRET

DECLASSIFIED
DOD Dir.
5 Jan. A 28 June 1974
By AAG, D/A, Date 8/15
NARS

HHH/ccr
(Misc 452)

February 21, 1942

SUBJECT: Orders,

To: Chief of the Air Corps.

1. Information having been received, that [redacted] Army (AC) officers, serving with the British Purchasing Commission, will be ordered to duty [redacted] and it is desired by the Commanding General, Army Air Forces, that [redacted] be ordered by the Commanding General, Army Air Forces to report to the Commanding General, Middle East, for duty.

2. This is in connection [redacted] and your attention [redacted] is invited.

By command of Lieutenant General ARNOLD:

Dispatched
FEB 21 1942
AAG

[redacted]
Colonel, A.G.D.,
Assistant Adjutant General.

452.1 (Mongomery) C

HEADQUARTERS ARMY AIR FORCES - COORDINATION

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

AAF-30

DECLASSIFIED
SECRET

United States by military or commercial aircraft.

3. Authorized per diem will be allowed according to existing law and regulations.

By command of Lieutenant General ARNOLD:

Dispatched to Mr Sycamore by S/M
FEB 20 1942
AAG

HENRY D. BONHAM,
Captain, A. G. D.,
Assistant Air Adjutant General.

4521 Uruguay (4)

HEADQUARTERS—ARMY AIR FORCES—COORDINATION										
Chief of Staff	Secy Air Staff	A. A. G.	A-1	A-2	A-3	[redacted]	A-W P	A [illegible]	[illegible]	

AAF-39

~~SECRET~~

DECLASSIFIED
DOD Dir.
5 Jan. & 10 June 1974
Syr: ELALC; Date: 11/11/75
FHC

HHH/ear
(AIr AG)

February 28, 1942.

SUBJECT: Orders.

TO: Chief of the Air Corps.

1. It is desired necessary orders be issued directing the personnel named below to proceed without delay on temporary duty to Hamberidge, Uruguay, taking passage on the S. S. Bolivar, sailing from New Orleans, Louisiana, February 28, 1942; or if such passage is not available by proceed by military airplane to Natal, and by commercial airline from Natal to Hamberidge, reporting upon arrival, at Hamberidge to the United States Military Attache for duty until such time that the Uruguayan Combat Squadrons have sufficiently instructed to enable them to operate and maintain the 4 AT-6D airplanes that are being shipped to Hamberidge by Commanding mentioned above:

a- Captain Carter Eugene Duncan (O-21942)
Craig Field, Selma, Alabama.
b- 2nd Lt. Frederick S. Marcello. (O-[illegible]) A. C.
Advanced Flying School, Millington, Tenn.
c- 2nd Lt. Matthew E. Torres, (O-[illegible]) A. C.
Advanced Flying School, Millington, Tenn.
d- 2nd Lt. Lester E. Myers, (O-[illegible]) A. C.
Advanced Flying School, Millington, Tenn.
e- Sgt. A.C. Second Class Henry D. Phillips, ([illegible])
Bolling Field, D. C.
f- Sgt. A.C. Second Class Thorald B. Crane, ([illegible])
Bolling Field, D. C.
g- Sgt. A.C. Second Class Harry F. Rose, ([illegible])
Bolling Field, D. C.
h- Corp. A.C. Second Class George Snyder (12059178)
Bolling Field, D. C.

2. Upon completion of this temporary duty, this personnel will proceed to their proper stations, traveling from Hamberidge by the

HEADQUARTERS—ARMY AIR FORCES—COORDINATION

Chief of Staff	Dep. Chief Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Inspr.	Project	Statistics	
		A									

AAF-2b

~~SECRET~~

SECRET

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Dir.
5 Jan. & 20 June 1974
By NARS, LC; Date 11/14/78
PHC

DECLASSIFIED
BY AUTHORITY OF THE
CHIEF of the ARMY AIR FORCES
2/18/42 ...
DATE INITIALS

File No. A-1-452

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

Tally No. AAF.....

SUBJECT: Personnel and Transfer of 4 AT-6B Airplanes to Uruguay.

NO.	FROM	TO	DATE	COMMENTS
1	AAF A-1	AAF AAG	1942 2/18	AAF/A-1 RJH/gee 1. In accordance with Directive No. 1-40, AAG-26, February 16, 1942, the names and serial numbers and present stations of personnel to accompany the four planes to Uruguay are as follows: a. Pilot Instructors - Capt. Carter Eugene Duncan, Ser. No. 0-21242, Craig Field, Selma, Alabama. 2nd Lt. Fructuoso G. Barredo, Ser. No. 0-436491, Air Corps Advanced Flying School, Ellington, Texas. 2nd Lt. Mortimer R. Torres, Ser. No. 0-436545, Air Corps Advanced Flying School, Ellington, Texas. 2nd Lt. Lucius H. Meyers, Ser. No. 0-436528, Air Corps Advanced Flying School, Ellington, Texas. b. Qualified Crew Chiefs - Sgt. A.M. Second Class Henry B. Phillips, Ser. No. 7021210, Bolling Field. Sgt. A.M. Second Class Thorold R. Cruse, Ser. No. 6996192, Bolling Field. Sgt. A.M. Second Class Harry F. Rowe, Ser. No. 13009303, Bolling Field. Corp. A.M. Second Class George Snyder, Ser. No. 13009178, Bolling Field. W2 D W. E. T. Exec., A-1

FEB 18 1942
AAF Received

DECLASSIFIED

SECRET

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

 AWA 452.1 Uruguay (1)

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED DOD Rev. 8 Jan & 20 June 1974 By: [illegible] NLC: Date 11/4/75

~~SECRET~~

SECRET
BY AUTHORITY OF THE CHIEF of the ARMY AIR FORCES
Tally No. AAF.....
DATE INITIALS

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

SUBJECT: Flying Instructors for Uruguay

NO.	FROM	TO	DATE	COMMENTS
1.	AAF/A-1	AAF/AAG THRU A-WPD	1942 2-16	AAF/A-1 RJH:bl It is requested that directive be sent to the Chief of Air Corps substantially as follows: "1. It is directed that the Chief of Air Corps submit to the Chief of the Army Air Forces names, serial numbers, present stations and assignments of officers and enlisted men with qualifications as indicated below: 4 pilots able to speak Spanish and to give flying instruction on AT-6B airplanes that are to be delivered to Uruguay, S.A. 4 enlisted men to act as crew chiefs for and to assemble AT-6B airplanes. 2. These airplanes are to be shipped from New Orleans on February 28th and on arrival in Uruguay must be assembled by the above personnel." FEB 16 12 PM RECEIVED AIR WAR PLANS DIV Received Feb 19 1942 AAG Personnel WEB W.E.T. Exec. A-:
2.	AAF A-WPD	AAF AAG	2/16	AAF/A-WPD AW/el 1. Forwarded. 2. The above is in accordance with memorandum for the Chief of the Air Staff initiated in this office 13 February, 1942, subject:" Transfer of 4 AT-6B airplanes to Uruguay." 3. The senior pilot selected for this mission should be of rank not lower than a Captain, if such an officer is available. H[illegible] C/A-[illegible]

Hq. Army Air Forces
FEB 17 [illegible]
AAG RECEIVED

~~SECRET~~

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

air AD 452.1 Uruguay (4)

[redacted]

[redacted] DECLASSIFIED DOD [illegible]

Subject: Flying Instruction [redacted] Uruguay [illegible] AAF/A-1 [illegible]

1. AAF/A-1 AAF/ 1942 It is requested that directive be sent to the Chief of Air Corps substantially as follows:
AAG 2-16
THRU
A-WPD

"1. It is directed that the Chief of Air Corps submit to the Chief of the Army Air Forces names, serial numbers, present stations and assignments of officers and enlisted men with qualifications as indicated below:

RECEIVED
AIR WAR PLANS DIV.
FEB 16'42 PM

4 pilots able to speak Spanish and to give flying instruction on AT-6B airplanes that are to be delivered to Uruguay, S.A.

4 enlisted men to act as crew chiefs for and to assemble AT-6B airplanes.

2. These airplanes are to be shipped from New Orleans on February 28th and on arrival in Uruguay must be assembled by the above personnel."

W.E.T.
Exec. A-:

[redacted]

Received
Feb 19 1942
AAG Personnel

WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES

WASHINGTON

MEMORANDUM FOR CAPTAIN HOLMAN:

Subject: Personnel for South America Assignment

Captain Carter Eugene Duncan 0-21242, Craig Field, Selma, Alabama

~~2nd Lt. John B. Stoutsberg, Ser. No. 0-[illegible], Air Corps Advanced Flying School, Moore Field, Victoria, Tex.~~

2nd Lt. Francesco G. Barredo, Ser. No. 0-426491, Air Corps Advanced Flying School, Kilingten, Tex.

2nd Lt. Mortimer R. Torres, Ser. No. 0-426845, Air Corps Advanced Flying School, Kilingten, Tex.

2nd Lt. Lucius H. Meyers, Ser. No. 0-426828, Air Corps Advanced Flying School, Kilingten, Tex.

Sgt. A.M. Second Class Henry B. Phillips, 7021210, Bolling Fld., D.C.

Sgt. A.M. Second Class [illegible] R. Cruse, 6996192, Bolling Fld., D.C.

Sgt. A.M. Second Class Harry F. Rowe, 12009305, Bolling Fld., D.C.

Corp. A.M. Second Class George Snyder, 12009178, Bolling Fld., D.C.

One of these officers will be changed RJH.

Call Maj Hanley 71126 before publishing orders.

UNCLASSIFIED
DOD Ltr.
6 Jun. & 20 June 1974
By: ALM, LC; Date: 11/17/75
AKC

~~SECRET~~

1-40
Directive No. AAG-76

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

February 16, 1942

DIRECTIVE MEMO FOR: A-1 and AAG

Subject: Personnel and Transfer of 4 AT-6B Airplanes to Uruguay.

1. It is directed that A-1 select and furnish to the Air Adjutant General the names, serial numbers and present stations and assignments of the following personnel to accompany the four planes to Uruguay:

a. Four Air Corps Officers, pilots, competent to fly and to instruct Uruguayan pilots in flying AT-6B airplanes. If available, one should be of rank not lower than Captain.

b. Four airplane mechanics qualified to assemble, and to act as crew chiefs for, AT-6B airplanes.

2. It is further directed that the Air Adjutant General, upon receipt of the data to be furnished him by A-1, issue orders for directing the above mentioned personnel to proceed without delay to Montevideo, Uruguay, taking passage on the S. S. Delbrasil, sailing from New Orleans, Louisiana, February 26, 1942; or if such passage be not available, to proceed by military airplane to Natal, and by commercial airline from Natal to Montevideo. The personnel, upon arrival at Montevideo, will report to the United States Military Attache, at the United States Embassy in Montevideo, and remain under his command until, in his opinion, Uruguayan combat crews have been sufficiently instructed to enable them to operate and maintain the 4 AT-6B airplanes. Upon completion of their mission, the personnel in question will be directed to return to their former stations, travelling from Montevideo to the United States by air, in Army airplanes to the extent available, otherwise on commercial airlines. Provision will be made for appropriate allowances for travel, and in lieu of quarters and rations while stationed at Montevideo.

3. Report of action taken is directed.

By direction of the Chief of Air Staff.

Dispatched
FEB 17 1942
AAG

Copy of order issued to Col. Tedrow's request

Nathan F. Twining,
Lieut. Colonel, Air Corps,
Secretary of the Air Staff.

Received
Feb 18 1942
AAG Personnel

DISTRIBUTION:
A-2
A-3
A-4
AFPD
AI

~~SECRET~~
UNCLASSIFIED

AAG/8C
CAS AG 452.1 Uruguay (2)

DECLASSIFIED
DOD ltr.
E.O. Sec. 3 & 20 June 1974
By: RHW NLC; Date 11/4/15
PAC

SECRET
BY AUTHORITY OF THE
CHIEF OF THE ARMY AIR FORCES
JBC/rrb
(Air 452)
DATE INITIALS

February 17, 1942.

SUBJECT: Four (4) AT-6B Airplanes for Uruguay.
(Part of 50 which have been allocated to South American countries)

TO: 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 South American Countries", dated February 4, 1942.

2. It is directed that the necessary action be taken to ship by water transportation four (4) AT-6B Airplanes with necessary spares and bomb racks, to the United States Military Attache in Montevideo, Uruguay.

3. Shipping space has been reserved aboard the S.S. Delbrasil, scheduled to sail from New Orleans on February 28, 1942.

4. It is directed that the crates for the airplanes be painted gray, since they will be carried as a deck load.

By command of Lieutenant General ARNOLD:

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

Dispatched
Feb 19 1942
AAG

452.1 Uruguay (3)

HEADQUARTERS—ARMY AIR FORCES—COORDINATION									
Chief of Staff	AC/AS	A-1	A-2	A-3	A-4	A-5	[illegible]	Budget	Statistics
	WJF								

SECRET

air ab 452 Uruguay (3)

DECLASSIFIED
DOD Dir.
8 Jun. & 20 June 1974
By: RHG/LC; Date 11/4/75

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 10-4/1162

SUBJECT: Four (4) AT-6B Airplanes for Uruguay. (Part of 50 which have been allocated to South American countries)

NO.	FROM	TO	DATE	COMMENTS
				AAF/A-4 JOS/emd
1	AAF A-4	AAF AAG	1942 2/14	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" dated February 4, 1942. 2. It is requested that ~~you take the necessary action~~ to ship by water transportation four (4) AT-6B Airplanes with necessary spares and bomb racks to the United States Military Attache in Montevideo, Uruguay. 3. Shipping space has been reserved aboard the SS Delbrasil scheduled to sail from New Orleans on February 28, 1942. 4. It is requested that the crates for the airplanes be painted gray since they will be carried as a deck load." For FSB Acting C/A-4

Hq. Army Air Forces
Feb 16
AAG RECEIVED

DECLASSIFIED

SECRET (not use reverse side)

W-6071, 40, Rev. 8/16/41

Page No. -1-

Ops AG 452.1 Uruguay (3)

DECLASSIFIED
DOD Ltr.
6 Jan. & 20 June 1974
By: SLA, I.C: Date 11/4/75
PKC

SECRET

Directive No. 1-40
Aag-20

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

February 16, 1942

DIRECTIVE MEMO FOR: A-1 and AAG

Subject: Personnel and Transfer of 4 AT-6B Airplanes to Uruguay.

1. It is directed that A-1 select and furnish to the Air Adjutant General the names, serial numbers and present stations and assignments of the following personnel to accompany the four planes to Uruguay:

a. Four Air Corps Officers, pilots, competent to fly and to instruct Uruguayan pilots in flying AT-6B airplanes. If available, one should be of rank not lower than Captain.

b. Four airplane mechanics qualified to assemble, and to act as crew chiefs for, AT-6B airplanes.

2. It is further directed that the Air Adjutant General, upon receipt of the data to be furnished him by A-1, issue orders for directing the above mentioned personnel to proceed without delay to Montevideo, Uruguay, taking passage on the S. S. Delbrasil, sailing from New Orleans, Louisiana, February 28, 1942; or if such passage be not available, to proceed by military airplane to Natal, and by commercial airline from Natal to Montevideo. The personnel, upon arrival at Montevideo, will report to the United States Military Attache, at the United States Embassy in Montevideo, and remain under his command until, in his opinion, Uruguayan combat crews have been sufficiently instructed to enable them to operate and maintain the 4 AT-6B airplanes. Upon completion of their mission, the personnel in question will be directed to return to their former stations, travelling from Montevideo to the United States by air, in Army airplanes to the extent available, otherwise on commercial airlines. Provision will be made for appropriate allowances for travel, and in lieu of quarters and rations while stationed at Montevideo.

3. 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.

452.1 Uruguay (2)

Dispatched
Feb 17 1942

HEADQUARTERS—ARMY AIR FORCES

Office of DISTRIBUTION	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Stat.
A-1								
A-2								
A-3			CLASSIFIED					
AAG							AAG/56	
AT								

SECRET Air AG 452.1 Uruguay (2)

WAF-30

DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1958
By: NARS, LC; Date: 11/4/75
PHC

SECRET
BY AUTHORITY OF THE
CHIEF of the ARMY AIR FORCES
2/16/42 AMC
DATE INITIALS

WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES

WASHINGTON

FEB 16 1942

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Transfer of 4 AT-6B Airplanes to Uruguay.

I. Discussion.

1. Of the 50 AT-6B airplanes directed by the President to be allocated to South American coastal countries, it has been determined that 4 will be allocated and delivered to Uruguay.

2. In accordance with the memorandum for the President of the United States, from the Chief of the Army Air Forces, dated January 27, 1942, subject: "Airplanes for South American Countries", each airplane will be completely equipped with guns, bomb racks and a ninety day supply of bombs and ammunition. Crews will accompany the airplanes for the purpose of training crews of the respective countries to which the airplanes are assigned, upon completion of which missions the crews will be returned to the United States.

3. The Assistant Chief of the Air Staff, A-4, advises that the four AT-6B airplanes allocated to Uruguay have been crated and billed to be shipped to the United States Military Attache, Montevideo, Uruguay, on the S.S. Delbrasil, scheduled to sail from New Orleans, Louisiana, on February 28.

II. Action recommended.

1. That the Assistant Chief of the Air Staff, A-1, be directed to select, and to furnish to the Air Adjutant General the names, serial numbers and present stations and assignments of, the following personnel to accompany the four airplanes to Uruguay:

a. Four (4) Air Corps Officers, pilots, competent to fly, and to instruct Uruguayan pilots in flying, AT-6B airplanes. If available, the officers selected should be able to speak Spanish. If available, one should be of rank not lower than Captain.

1-40

DECLASSIFIED
SECRET

b. Four (4) airplane mechanics qualified to assemble, and to act as crew chiefs for, AT-6B airplanes.

2. That the Air Adjutant General be directed, upon receipt of the data to be furnished him by the Assistant Chief of the Air Staff, A-1, (X-II 1), to cause the necessary orders to be issued directing the above mentioned personnel to proceed without delay to Montevideo, Uruguay, taking passage on the S.S. Delbrasil, sailing from New Orleans, Louisiana, February 28, 1942; or if such passage be not available, to proceed by military airplane to Natal, and by commercial airline from Natal to Montevideo. The personnel, upon arrival at Montevideo, will report to the United States Military Attache, at the United States Embassy in Montevideo, and remain under his command until, in his opinion, Uruguayan combat crews have been sufficiently instructed to enable them to operate and maintain the 4 AT-6B airplanes. Upon completion of their mission, the personnel in question will be directed to return to their former stations, travelling from Montevideo to the United States by air, in Army airplanes to the extent available, otherwise on commercial airlines. Provision will be made for appropriate allowances for travel , and in lieu of quarters and rations while stationed at Montevideo.

III. Concurrences.

A. C. of S., WPD (Ruz)

APPROVED
CHIEF OF THE AIR STAFF

for H. L. GEORGE
Col., Air Corps
Assistant Chief of the Air Staff, A-WPD

AA 9/56
Airdy 452.1 Uruguay (2)

DECLASSIFIED
DOD Dir.
5 Jan. & 20 June 1974
By [illegible], Date 11/1/05
PKC

/ A-MED

SECRET

Transfer of A-26B Airplanes to Uruguay.

1 I MED

452. Uruguay (2)

2. Reference to A-MED

a. [illegible] Conference

A-MED
MPA

For the Chief of the Air Staff.

Encls.
1- Memo to CSAF fr A-MED
Subj. as above.

E. E. BROWN
Col, Air Corps
Assistant Chief of the Air Staff, A-MED

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Secy Air Staff	A.A.G.	A-1		A-3	A-4	A- MED	A. Insp.	Budget	Pro-visions	
			MDN.			TOM					

AAF-30

SECRET

AAF/A-WPD
AW
wtn 2/13/42

~~SECRET~~

DECLASSIFIED
DOD Dir.
6 Jan. & 20 June 1946
By: AIA, LLC; Date: 4/4/75
NC

SEP 16 1942

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Transfer of 4 AT-6B Airplanes to Uruguay.

I. Discussion.

1. Of the 30 AT-6B airplanes directed by the President to be allocated to South American coastal countries, it has been determined that 4 will be allocated and delivered to Uruguay.

2. In accordance with the memorandum for the President of the United States, from the Chief of the Army Air Forces, dated January 27, 1942, subject: "Airplanes for South American Countries", each airplane will be completely equipped with guns, bomb racks and a ninety day supply of tools and ammunition. Crews will accompany the airplanes for the purpose of training crews of the respective countries to which the airplanes are assigned, upon completion of which missions the crews will be returned to the United States.

3. The Assistant Chief of the Air Staff, A-4, advises that the four AT-6B airplanes allocated to Uruguay have been erated and billed to be shipped to the United States Military Attache, Montevideo, Uruguay, on the S.S. Delbrazil, scheduled to sail from New Orleans, Louisiana, on February 20.

II. Action recommended.

1. That the Assistant Chief of the Air Staff, A-1, be directed to select, and to furnish to the Air Adjutant General the names, serial numbers and present stations and assignments of, the following personnel to accompany the four airplanes to Uruguay:

a. Four (4) Air Corps Officers, pilots, competent to fly, and to instruct Uruguayan pilots in flying, AT-6B airplanes. If available, the officers selected should be able to speak Spanish. If available, one should be of rank not lower than Captain.

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~~

DECLASSIFIED
DOD Ltr
6 Jan. & 20 June 1958
Rvs AAF/AFDC Dtd 11/4/75
AFC

[redacted]

[redacted]

[redacted]

DECLASSIFIED
DOD Memo.
8 Jan. & 20 June 1958
By: [illegible] Date: 4/4/75

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
DISPOSITION FORM

SECRET
DECLASSIFIED BY THE AUTHORITY OF THE CHIEF of the Army Air FORCES
DATE INITIALS

AG

AAF/ A-WPD

~~CLASSIFIED~~
SECRET

SUBJECT: Transfer of 4 AT-6B Airplanes to Uruguay.

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

2. Return to A-WPD

FOR:
SW directs
Draft of reply attached
Approved
Disapproved
File

x ~~Concurrence~~ concurrence
Direct reply made
Inviting attention to
See notation of _____
Information

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

AAF/A-WPD
AM/el

For the Chief of the Air Staff.

for H. L. GEORGE
Col., Air Corps
Assistant Chief of the Air Staff, A-WPD

Incl.
1- Memo to CAS fm AWPD
subj. as above.

~~CLASSIFIED~~
SECRET

W-4689, A.C.

DECLASSIFIED

DECLASSIFIED
DOD ltrs
8 Jan & 20 June 1974
By: ALM,LC; Date 1/4/75
PKC

A.G. AFPA
(3-4-42)GA

AGO/EA/ebg/1515

Subject: Orders

March 14, 1942

CONFIDENTIAL AIR MAIL SPECIAL DELIVERY

To : Commanding Officer,
Kelly Field, Texas.

To : 2nd Lt. Bernard P. Carter, Jr. 0377553, AS

1. The Secretary of War directs as necessary in the military service that 2nd Lt. Bernard P. Carter, Jr. 0377553, AS, designated as Deputy Flight Commander, proceed from Kelly Field, Texas, to Hensley Field, Dallas, Texas, by rail or air, reporting to the Air Corps Representative, North American Aviation Inc. of Texas, on March 16, 1942, in order to obtain Army (A) AT-6D airplanes allocated to the Venezuelan Government; thence to Buckner Field, Texas, thence via the Caribbean Defense Command, to Maracay, Venezuela. Upon completion of this temporary duty, he will return to his proper station.

2. The above-named officer will take the necessary tropical clothing, one serge uniform, one overcoat, flying equipment and a parachute from his home station. Prior to departure from Kelly Field, he will obtain six passport photos.

3. Authority is granted to make such variations of the itinerary as directed in letter orders, AGO, March 13, 1942, and to proceed to such other places as may be necessary. In lieu of subsistence a flat per diem of $6.00 is authorized for travel by military and commercial aircraft, and for the period of temporary duty outside the continental limits of the United States in accordance with existing law and regulations. The duties to be performed being exceptional, will require more than 72 hours for performance; a delay of not to exceed thirty (30) days at any places en route is authorized. Travel involved is chargeable to PD 1258 P 5-65 A 0430-S.

4. Lieutenant Carter, Jr. will report to First Lieutenant Hugh A. Griffith, Jr., Flight Commander, upon arrival at Hensley Field, Texas.

5. Attention is invited to Sec. II, Cir. 359 W.D., 1942, regarding the preparation and distribution of enroute copies.

JH Dailey

1 Incl. (Pay Guide)

Adjutant General.

Re AS 452.1 Organization (2)

DECLASSIFIED

CONFIDENTIAL

85440 MAR 17 42
CENTRAL MAIL SECTION A.A.F.

DECLASSIFIED

DISTRIBUTION:

Assistant Chief of the Air Staff, A-1
Assistant Chief of the Air Staff, A-2
Assistant Chief of the Air Staff, A-3
Assistant Chief of the Air Staff, A-4
Assistant Chief of the Air Staff, A-5
Assistant Chief of Staff, G-2, WDGS
Assistant Chief of Staff, WPD, WDGS
United States Military Attache, Caracas, Venezuela (AIR MAIL)
Commanding General, Caribbean Defense Command, Quarry Heights, Canal Zone (AIR MAIL)
Commanding Officer, San Antonio Air Depot, Duncan Field, Texas (AIR MAIL)
Air Corps Representative, North American Aviation Inc., Dallas, Texas (AIR MAIL)
Commanding General, Air Force Combat Command
Chief of the Air Corps
Chief of Finance
2nd Lt. Durward P. Garber, Jr. 0377553, AC (A)
Officers' Record Section, AGO
Mr. Harrell - 1729

CONFIDENTIAL

~~SECRET~~
~~UNCLASSIFIED~~

DECLASSIFIED
DOD Ltrs.
8 Jan. & 20 June 1974
By: OUSAF LC; Date 11/14/75
PRC

AAF/A-3
[redacted]

March 6, 1948

A-3-452.1-5

MEMORANDUM FOR THE ADJUTANT GENERAL

Subject: Transfer of Four (4) AT-6C Airplanes to Venezuela.

The Secretary of War directs:

1. That the officers listed below will proceed from their present stations to Bowling Field, Atlanta, Georgia by rail or air, reporting to the Air Corps Representative, North American Aviation Inc. of Dallas, on March 15th, in order to obtain four (4) AT-6C airplanes allocated to the Venezuelan Government.

1. [redacted] COMMANDER [redacted] Lt Col. [redacted]
Hugh A. Goldfish, Jr.
Presidio Headquarters AFB, Colorado,
California

2. [redacted] Maj.
3. [redacted] 1st Lt.
4. [redacted] 1st Lt.

2. The Chief of the Air Corps will designate and transfer four (4) enlisted men with qualifications of Limited Military to the Air Corps Detachment, Bowling Field, A. C. and order them from their present stations by Sunday Flight, Dallas, Texas reporting Lt. Hugh A. Goldfish, Jr. , Flight Commander, March, 15th.

3. Qualifications

(1) The (4) enlisted airplane mechanics qualified to work on over all details for the AT-6C airplanes and to instruct Venezuelan mechanics in

(C) Use US 452.1 Organized

HEADQUARTERS—ARMY AIR FORCES — COORDINATION											
Chief of Staff	Secy Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-W PD	A-Insp.	Budget	Statistics	
					~~SECRET~~ ~~UNCLASSIFIED~~						

AAF-29

SECRET
DECLASSIFIED

the care and maintenance of the airplanes and equipment.

(2) One (1) enlisted engineer qualified in the care and maintenance of the armament equipment of the A-20G airplane, including bomb racks and to instruct Venezuelan personnel in the maintenance thereof.

(3) One (1) enlisted radio mechanic qualified to maintain and to instruct Venezuelan personnel in the maintenance of the radio equipment of the A-20G airplane.

b. The enlisted men selected should if possible be eligible for immediate tropical service by having had the following:

(1) Special physical examinations as prescribed in Paragraph 14 AR 40-100 within 24 months from home station.

(2) Immunization with smallpox vaccine and completed all typhoid immunization as required by AR 40-205 provided these have not been completed within twelve months prior to departure from continental United States.

(3) Vaccination with tetanus toxoid as directed in Circular Letter, SPD, No. 34, April 16, 1941.

(4) Vaccination with yellow fever vaccine as directed in Circular Letter SPD, No. 9, February 15, 1941.

(5) Vaccination with typhus vaccine.

c. The officers and enlisted personnel will take the necessary clothing for tropical wear, and (2) arms uniform, flying equipment and personal effects from their home stations. They will also obtain the following prior to departure from home stations for the purpose of obtaining passports in Haiti.

a. For officers.

Six (6) Passport photos of not less than 2½" x 2½" nor more than 3" x 3" showing head and shoulders on light background. Backs of photos should not be glazed.

Birth certificates are not necessary for officers.

b. For enlisted men
Six (6) Passport Photos (same as required for officers.)
Birth certificates

COORDINATION											

DECLASSIFIED
SECRET

AAF-20

DECLASSIFIED

[redacted]

HEADQUARTERS [redacted] ATION										
Chief of Staff	Secy Air Staff	A. A. G.	A-1	[redacted]	A-WPD	A-Insp.	Budget	Statistics	

DECLASSIFIED

AAF-29

SECRET

DECLASSIFIED

[redacted]

authority is granted to make such variations and to proceed to such other places as may be necessary. The distance between refueling stops will not be in excess of 450 miles.

5. Upon arrival in Venezuela the flight will come under the control of the United States Military Attache accredited to Venezuela.

6. The United States Military Attache with the approval of the Government of Venezuela will determine what Venezuelan crews have been additionally instructed in the operation and maintenance of the aircraft and equipment. The Flight Commander will confer and consult with the Military Attache and authority is hereby granted to him so to do, that the Venezuelan personnel are competent in the operation and maintenance of the equipment, before the instruction is deemed sufficient.

7. Diplomatic arrangements with countries enroute have been made by the State Department for this flight.

8. In lieu of subsistence the per diem of $6.00 is authorized for travel by military aircraft and commercial aircraft and for the period of temporary duty outside of the continental limits of the United States for both officers and enlisted men in accordance with the existing law and regulations. The duties to be performed in connection with this expedition being accomplished, a delay of not to exceed thirty (30) days in any places enroute is authorized.

9. The Commanding Officers, San Antonio Air Depot, Duncan Field will designate one (1) officer in each plane as Plane Commander officers under the provisions of 5 b AR 35-2810.

10. A telegraphic report will be submitted daily to the Chief of the Army Air Forces stating pilot's name, number of airplane, plane remaining overnight and additional destination the following night.

11. a. Travel of officers is chargeable to [redacted]
Travel of the Army FY 1942 [redacted] AR 35-6

Travel of enlisted men is chargeable to [redacted]
Travel of the Army FY 1942 [redacted] AR 35-6

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

SECRET DECLASSIFIED

AAF-39

DECLASSIFIED

[redacted]

Dispatched to OCS
MAR 8 1942
AAG

[redacted]

HEADQUARTERS—ARMY AIR FORCES—COORDINATION											
Chief of Staff	Sec'y Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-W.P.D.	A-Insp.	Budget	Statistics	
	ERC.										

DECLASSIFIED

AAF-3

SECRET
DECLASSIFIED
DOD Rev.
8 Jan. & 20 June 1996
By: RLMILC; Date: 11/01/74
PHC

Directive No. 4-45

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

March 6, 1942

DIRECTIVE MEMO FOR: 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, 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 90-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 A-2 Division, 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 A-1, A-2, and A-3. AWPD is monitoring this project. You will coordinate with these divisions.

6. Report of action taken is directed.

By direction of Chief of Air Staff:

Dispatched
MAR 7 1942

Nathan F. Twining,
Lieut. Colonel, Air Corps,
Secretary of the Air Staff.

DISTRIBUTION:

A-1	HEADQUARTERS—ARMY AIR FORCES—COORDINATION										
Chief of Staff	Asst. Chiefs of Staff	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	
	AWPD										
	AI										
	(AWPD)								AAG/466		

SECRET

AAF 452.1 Venezuela (3)

~~SECRET~~ DECLASSIFIED Directive No. 3-63

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

DECLASSIFIED
DOD Nov. March 6, 1942
8 Jan & 20 June 1974
By: ALA LC; Date 11/14/75
PKC

DIRECTIVE MEMO FOR: 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, 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 90 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 90 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 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 airplane, armament and equipment;

(3) For the necessary clothing and individual equipment;

HEADQUARTERS [illegible] of appropriate

Chief of Staff	A/F Staff	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp	Budget	Statistics	

- 1 -

DECLASSIFIED

AAF-39

45-2.1 Venezuela (4)

(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, insofar as 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 AAG with a copy of the schedule for the performance of the ferrying mission and anyother data he may require for the preparation of necessary orders.

d. To deliver to 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 A-1, A-2, and A-4. AWPD is monitoring this project. You will coordinate with these divisions.

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
AS

Dispatched
MAR 7 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	
	(AWPD)										

SECRET DECLASSIFIED

AAG/7462

Air AG 452.1 Venezuela (3-7-42)

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Dir.
6 Jan. & 20 June 1972
By: AAF.LC; Date: 11/4/75
PAC

SECRET
DECLASSIFIED

File No.

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

Tally No. AAF

SUBJECT: Transfer of 4 AT-6B Airplanes to Venezuela.

NO.	FROM	TO	DATE	COMMENTS
1.	AAF A-1	AAF AAG	1942 3-8	AAF/A-1 RJH/gee 1. In accordance with Directive No. 1-58, the following is submitted: a. Four (4) Pilots. Griffith, Hugh A., Jr. — 1st Lt. — 0-21797 — ACTD, Ontario, California Murphy, James E. — 2nd Lt. — 0-437249 — Kelly Field Myers, John S. — 2nd Lt. — 0-437252 — Kelly Field Lynn, Edward S. — 2nd Lt. — 0-437238 — Kelly Field b. Chief of Air Corps (West Coast Air Corps Training Center) will furnish the enlisted men required. Army A MAR 9 1942 AAG Received O.B. A-1 W. D. F. Rec. A-1

452.1 Venezuela (3)

File - No action required
Per Col. Handy
A.

DECLASSIFIED SECRET

DECLASSIFIED

Reference No. 1-58

DECLASSIFIED
DOD ltr.
8 Jan. & 20 June 1974
By: ALN LC; Date 11/11/75
PRC

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

March 6, 1942

452.1 Venezuela (3)

DIRECTIVE MEMO FOR: A-1

SUBJECT: Transfer of 4 AT-6B Airplanes to Venezuela.

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 [illegible] 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.

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

AAF-39

DECLASSIFIED

SECRET
DECLASSIFIED

5. If available, the personnel selected, more particularly the commissioned personnel, should be able to speak Spanish.

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.

By direction of the Chief of the Air Staff:

Nathan F. Twining,
Lt. Colonel, Air Corps,
Secretary of the Air Staff.

DISTRIBUTION:
A-2
A-3
A-4
AWPD
AI

NFT/hd

Dispatched
MAR 6 1942
AAG

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

AAG/1444
AAF-39
ca 370.1 Venezuela (3)

DECLASSIFIED

Directive No. 2-21

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DOD Dir
9 Jan. & 30 June 1979
By: ALMAJCC; Date: 11/1/15
PAC

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

March 6, 1942

DIRECTIVE MEMO FOR: A-2

SUBJECT: Transfer of 4 AT-6B Airplanes to Venezuela.

1. Directives are being issued to 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 allotted 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. 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. 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.

Dispatched MAR 6 1942 AAG

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 HEADQUARTERS ARMY AIR FORCES [illegible] CONFIDENTIAL [illegible] been sufficiently instructed in the operation and maintenance of 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 chan[illegible]

Chief of Staff	Secy									

AAF-39

~~SECRET~~
DECLASSIFIED

SECRET
DECLASSIFIED

will 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 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.

By direction of the Chief of the Air Staff:

Nathan F. Twining,
Lt. Colonel, Air Corps,
Secretary of the Air Staff.

DISTRIBUTION:
A-1
A-3
A-4
AWPD
AI

M

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

AAG/1942
air 20452/1 Venezuela (2)

Lt. Col Applegate/edn/2656

SECRET

DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1974
By: ALN LC; Date 4/11/75
PKC

SECRET
By Authority of
The Commanding General
Army Air Forces
6 AUG 1945
Date
Initials

9 AUG 1945

MEMORANDUM FOR CHIEF OF AIR STAFF:

SUBJECT: B-36 VHB Program

DISCUSSION

1. The Army Air Forces has established a program for procurement of 102 B-36 type aircraft. The B-36 is a very long range bomber capable of carrying extremely heavy loads (Tab A). This airplane is the only one of its type which is likely to go beyond the design stage for some time. Although there is little possibility of the B-36 entering into the present conflict, it is believed that it would provide a very effective mobile task force for our postwar air force. The first B-36 is now in the advance stages of production. It is anticipated that it will fly by January 1946.

2. It is proposed that the organization for the B-36 units be established as follows:

a. Aircraft: 4 aircraft per squadron, 3 squadrons per group, 4 groups per wing. Total aircraft per wing - 48.

b. Combat crews: 2 crews per aircraft, 3 crews per squadron, 24 crews per group, 96 crews per wing.

c. A combat crew on a B-36 will consist of the following: 1 Command Pilot, 3 Pilots, 4 Bombardier-Navigator-Radar Operators, 2 Radio Operators, 2 Flight Engineers, 5 Armorer Gunners. Total - 17.

d. Other personnel: Personnel other than combat crews will total 262 men, giving a total squadron manning of 94 officers and 396 enlisted men.

3. The proposed distribution of the 102 B-36 aircraft is as follows:

a.	AFSC	10
b.	AAF Proving Ground Command	3
c.	AAF Tactical Center	3
d.	For attrition replacement and continuing tests by 3 agencies above	9
e.	Tactical groups	48
f.	Replacement and attrition aircraft for tactical squadrons	29
		102 Total

4. There are at present no bases capable of handling a fully loaded B-36, but two, Fort Worth and Fairfield Suisun, will be capable of carrying 320,000 pounds. Several bases will be capable of carrying a lightly loaded B-36 (Tab B).

5. It will not be necessary to allocate airplanes to training because

SECRET

452.1 VHB (49)

SECRET

the crews used for this wing should be veteran VHB crews of a high experience level. Additional training and transition can be performed in the tactical unit.

RECOMMENDATION

1. That the 168 B-36's now under contract remain unchanged and tentatively earmarked as follows for allocation:

a.	AFSC	10
b.	AAF Center	5
c.	Proving Ground Command	5
d.	Attrition for above agencies	9
e.	Tactical groups	48
f.	Attrition for Tactical Squadrons	92
		168 Total

2. That approval be granted for the formation of a four group B-36 Wing organized along the lines proposed in the above program.

3. That five airfields be prepared with runways capable of carrying the B-36. One of these fields, probably Fort Worth, to have adequate hangar facilities for heavy maintenance. The five fields to be located at the following locations:

a. Fort Worth, Texas
b. Fairfield Suisun, California
c. Moses Lake, Washington
d. Eglin Field, Florida
e. One field in vicinity of Wright Field, Ohio

Signed

2 Incls:
Sub A--Performance of the B-36
Sub B--List of Airfields

HOYT S. VANDENBERG
Lt. General, U.S.A.
Assistant Chief of Air Staff - 3

DECLASSIFIED
11 MAR 1960

DECLASSIFIED
SECRET

~~CONFIDENTIAL~~

DECLASSIFIED
DOD Dir.
6 Jan. 4 82 Exec Sec
By: OSD/ICD; Date: 11/4/75
PKZ

Letter From General Junius W. Jones, 8 July 1945.

General Ramey 13 July 1945

General Kelner 1

Attention is invited to the attached copy of letter from General Jones and also my comment forwarding the original to General Emmy.

1 Incl
Cpy Ltr fr Gen. J. W. Jones,
to Deputy Commander, 7/8/45.

I. C. E.

M Davis

RECEIVED 13 JULY 1945

Ads

File

~~CONFIDENTIAL~~

452.1 HB (47)

HEADQUARTERS ARMY AIR FORCES
WASHINGTON

Date 13 July 45

MEMORANDUM for:

GENERAL VANDENBERG

In view of General Kenney's expressed opposition to utilizing large bombs and in view of his extreme combatedness when faced with a fait de accompli, General Chauncey feels that this should be cleared with General Kenney stating exact gains and losses in the capacity of the B-32.

cc 2 Orig
where I was dispatched
14 July

File
cc

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

S-92, AF

~~SECRET~~

Secret by authority of
Commanding General AAF

AFRDB/Lt.Col. Esau/vej/71608
10 July 45

10 JUL 1945
Date

SAM
Initials

DECLASSIFIED
DOD ltr
8 Jan & 20 June 1974
By: ALN/PNC LC: Date 11/4/75

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

SUBJECT: Limited Large Bomb Program for the B-32

12 JUL 1945

DISCUSSION

1. In order to take advantage of the excellent large bomb carrying characteristics of the B-32, it is proposed that, after furnishing the U.K. aircraft, 15 attrition aircraft modified to carry large bombs be furnished the FEAF group now being converted to B-32s.

2. To implement this program at the present time, Asst. Chief of Air Staff, Material and Services advises that no delay would occur in furnishing the U.K. aircraft and that the 15 B-32s modified to carry large bombs would be available by the end of November.

3. There would be no other cost to the B-32 program and several advantages. A B-32 modified to carry large bombs is capable of carrying the same load, minus one bomb station, as a standard B-32 carrying standard bombs, and the change of racks for the different bomb loads is readily accomplished in the field. Therefore, the versatility of the B-32 is increased at practically no expense. Further, ditching characteristics of the B-32 modified to carry large bombs are superior to one not so modified. Modification entails strengthening of the catwalk, thereby increasing the rigidity in the critical part of the aircraft for ditching. The substitution of clam for roller type doors gives better opening as well as ditching performance. Loading equipment now under development for large bombs will permit a substantial saving in bombing-up time for the B-32 over the B-29.

ACTION RECOMMENDED

It is recommended that 15 B-32 aircraft be modified to carry large bombs and that these aircraft be furnished to the FEAF as attrition replacement aircraft after the U.K. aircraft for one group have been sent to the theatre.

HOYT S. VANDENBERG
Lt. General, USA
Ass't Chief of Air Staff
Operations, Commitments & Requirements

DECLASSIFIED

~~SECRET~~

copy to: AFCAS

000 452.1 VHB (46)

SECRET

DECLASSIFIED
DOD ltrs.
3 Jan. & 20 June 1974
By: ALN LC; Date 4/4/75
PKC

6 JUL 1945

MEMORANDUM TO COMMANDING GENERAL, CONTINENTAL AIR FORCE

SUBJECT: B-29 Maintenance

1. On my recent trip to the Pacific I noted with considerable gratification the high maintenance standard of B-29 airplanes that has been reached in the XXI Bomber Command. During the first three weeks in June, for example, the XXI Bomber Command flew the airplanes an average of 3.7 hours per day. Moreover, these planes had only 2.6 hours in maintenance for every hour flown. The average AOCP during this period was only 0.3%. These high standards are primarily due to maintenance efficiency.

2. I note, however, the maintenance record of B-29's within the continental limits of the United States remains poor. The average hours flown per day by B-29's in combat crew training bases in the Continental Air Forces was only 3.2 hours during the first three weeks of June. For each hour flown at these bases 4.9 hours in maintenance were required. Despite the fact that parts supply should be far better here than in Guam, the AOCP record at these bases during this period was 4.3%.

3. Now that the most pressing need is training of B-29 crews, every step to improve this training must be taken. It seems to me that the best solution is to fly our planes more so that in a shorter time crews in training can reach a higher standard of efficiency. It appears that much needs to be done.

Signed

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

DISPATCHED
6 JUL 1945
AFSAC

DECLASSIFIED

SECRET

543 45-2.1 VHB 45

DENTIAL
DECLASSIFIED
DECLASSIFIED
DOD ltrs
8 Jan & 20 June 1974
By: ALN LLC; Date: 11/4/25
PKC

B-29's lost in Mining Operations

General Norstad **25 June 1945**

General Baker **1**

Please let me know how many B-29's have been lost in our mining operations.

I. C. E.

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

TO : General Baker **Date: 25 June 1945**

FROM: General Norstad **Comment: 2**
LNG:mnh:71223

Eight B-29's have been lost in our mining operations.

LAURIS NORSTAD,
Brigadier General, U.S.A.
Assistant Chief of Air Staff, Plans.

DECLASSIFIED
CONFIDENTIAL
SAS 452.1 VHB (43) 23132

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
DOD ltrs
8 Jan & 20 June 1974
By: ALW/ALC; Date 11/4/75

B-29 Maintenance Program

Chief of Air Staff

12 July 1945

Assistant A-4, Twentieth Air Force, M & S

1

Reference your directive above subject 19 June we are advised by 1st Indorsement to the directive of AC/AS, Materiel & Services as follows by ATSC:

"In compliance with basic communication priority has been established in all echelons and field installations of this command for procurement, fabrication and overhaul equipment required for the B-29 program.

Signed
SOL A. ROSENBLATT
Colonel, Air Corps
Assistant A-4, Twentieth Air Force
Office, AC/AS, Materiel & Services

DECLASSIFIED

~~SECRET~~

1 AB452 12HB

SECRET

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED DOD Memo. 5 Jan. 80 Para. 4 & 5 Sept. 1974 By: NARS, LC; Date

TALLY NO.	
FILE NO.	

SUBJECT: B-29 Maintenance Program

TO: ACAS, M&S

DATE 6/19/45

FROM: Chief of Air Staff

COMMENT NO. 1
MAL/és/3373

1. The Acting Chief of Air Staff this date approved the following recommendation, which was submitted by the Commanding General, Continental Air Force, in a memorandum, same subject as above, addressed to the Deputy Commander, AAF, on 9 June 1945:

a. It is recommended that priority for expeditious procurement, fabrication and overhaul of special tools, crew stands, ground handling, power, vehicular and maintenance equipment required for the B-29 program be affirmed, or reaffirmed, to ATSC.

2. The Acting Chief of Air Staff desires that you take the action indicated to so advise ATSC and report to this office, as soon as practicable, progress being made in securing priority for the equipment specified.

mal.

M. A. LIBBY
Colonel, G. S. C.
Executive, Chief of Air Staff

SAS 6 21 1945

TO: Chief of Air Staff

DATE 21 June 1945
Comment No. 2
SAR/eph/74945

FROM: AC/AS, M&S, Assistant A-4, Twentieth Air Force

1. Appropriate directive has been issued to ATSC.

2. Report has been requested within 15 days on the action in establishing priority for the equipment specified. The contents of such report will be in turn reported to the Acting Chief of Air Staff.

Noted
Prs

Return to Army A/F
R. 3E-1047

SOL A. ROSENBLATT
Colonel, Air Corps
Assistant A-4, Twentieth Air Force
Office, AC/AS, Materiel & Services

Noted
file
mal

SECRET

6-12

1a545211 2HB

SECRET

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 1974
By: ALM LC; Date 8/4/75
AHC

SUBJECT: B-29 Maintenance Program.

TO: AC/AS, TRAINING

DATE: 6/19/45
COMMENT NO. 1
MAL/ca/3373

FROM: CHIEF OF AIR STAFF.

1. The Acting Chief of Air Staff this date approved the following recommendation, which was submitted by the Commanding General, Continental Air Force, in a memorandum, same subject as above, addressed to the Deputy Commander, AAF, on 9 June 1945

a. It is recommended that training of specialists by Training Command, such as aircraft electricians and radar mechanics, to meet deficiencies in filling requirements for B-29 base maintenance be further accelerated.

2. If the AAF Training Command has not already been advised of the fact that the program should be accelerated, steps should be taken to so do, and report should be made to the Chief of Air Staff, stating all the actions taken to meet deficiencies in filling requirements for B-29 base maintenance.

(Sgd.) M.A.L.
M. A. LIBBY
Colonel, G. S. C.
Executive, Chief of Air Staff.

SAS 452.1 VHB (6-2)A

TO: Chief of Staff.

DATE: 22 June 1945.
COMMENT NO. 2
Maj. Simpson:esh/72553

FROM: Assistant Chief of Air Staff, Training.

1. Action has been taken to accelerate the output of B-29 maintenance personnel, particularly Radar Mechanics, Bombardment, MOS 867 and Airplane Electrical Mechanics MOS 685. The inputs into the Training Command to meet requirements of the increased program was initiated in May 1945. It is anticipated that the deficiencies in filling the needs for B-29 maintenance personnel will be materially alleviated within the next three months.

2. Inputs and outputs of the Training Command to meet the requirements of Radar Mechanics, Bombardment, MOS 867 and Airplane Electrical Mechanics MOS 685 is indicated on the inclosure attached.

1 Incl.
Inputs and Outputs T.C.

AFACT 4 _____

AFACT 7

FRANK E. ROUSE
Colonel, GSC
Deputy
Assistant Chief of Air Staff,
Training

Noted file mah

SECRET

SAS 452.1 VHB (6-2)A

~~SECRET~~

DECLASSIFIED
DOD Dir.
9 Jan. & 20 June 1974
By: ALAFLC; Date 11/4/75
PKC

567-RADAR MECHANICS REMAINDER

[illegible]		[illegible]	[illegible]		[illegible]	[illegible]
APRIL		JUNE	JUNE			
200	Jun	417	417	Jun		
100	Jul	257	257	Jul		
100	Aug	281	281	Aug		
86	Sept	441	441	Sept		
56	Oct	583	583	Oct		
56	Nov	734	734	Nov		
56	Dec	975	975	Dec		
56	Jan	45	40		-5	-5
			3728			

685-AIRPLANE ELECTRICAL MECHANICS

APRIL		JUNE	JUNE			
845	Jun	588	378	Jun	- 10	- 10
859	Jul	625	513	Jul	-112	-122
4859	Aug	700	542	Aug	-157	-279
305	Sept	700	813	Sept	/113	-166
278	Oct	875	987	Oct	/112	- 54
260	Nov	700	706	Nov	/ 86	/ 32
[illegible]	Dec	[illegible]	778	Dec	/ 72	/104
[illegible]		[illegible]	4792			

685-AIRPLANE ELECTRICAL MECHANIC:

	AUTHORIZED	ACTUAL (SC-PE-40) 8x end. 16th.
First Air Force	7	11
Second Air Force	864	891
Third Air Force	696	775
Fourth Air Force	320	346

567-RADAR MECHANIC REMAINDER:

First Air Force	0	0
Second Air Force	900	431
Third Air Force	296	220
Fourth Air Force	4	0

~~SECRET~~

SMS 452.1 VHB (42) A

SECRET

DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1978
By: RIAM, LC; Date 4/11/85
PKC

B-29 Maintenance Program

AC/AS, Training

6/19/45

Chief of Air Staff

1

MAL/ca/3373

1. The Acting Chief of Air Staff this date approved the following recommendation, which was submitted by the Commanding General, Continental Air Force, in a memorandum, same subject as above, addressed to the Deputy Commander, AAF, on 9 June 1945:

a. It is recommended that training of specialists by Training Command, such as aircraft electricians and radar mechanics, to meet deficiencies in filling requirements for B-29 base maintenance be further accelerated.

2. If the AAF Training Command has not already been advised of the fact that the program should be accelerated, steps should be taken to so do, and report should be made to the Chief of Air Staff, stating all the actions taken to meet deficiencies in filling requirements for B-29 base maintenance.

Signed

M. A. LIBBY
Colonel, G. S. C.
Executive, Chief of Air Staff

20 JUN 1945
AFSAS

DECLASSIFIED

SECRET

SAS 452.1 VHB (X39)

SECRET
RESTRICTED

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By: AUL LLC; Date: 1975
AKL

SUBJECT: B-29 maintenance program.

TO: Lieutenant General Ira C. Baker, U.S.A., Deputy Commander, Army Air Forces.

1. In your memorandum, dated 29 May 1945, the existing standard of B-29 maintenance in the Continental Air Forces is not satisfactory.

2. Comments supplementing those of the Assistant Chief of Air Staff, M & S, Headquarters, Army Air Forces, follow (sub paragraph lettering corresponds):

a. Improvement of personnel.

(1) Maintenance. Meaning of additional B-29 training hours plus B-29 organizations to go overseas will hold actual experience level low until returned. The people in the AAF become available and gain familiarity with the B-29. Specialized maintenance methods have been adopted to use mechanics of limited experience effectively. Accelerated training of specialists, such as aircraft electricians and rudder mechanics, to meet heavier requirements in B-29 base maintenance is required.

Operating personnel. Engine tear-down inspection reports attribute a high portion (20-40%) engine failures to improper operation. A certain degree of rougher treatment of aircraft equipment by students must be associated with training operations just as battle damage is coupled with combat operations. To effect this, indoctrination of training personnel and cooperation between training and maintenance personnel is being stressed to obtain proper and standardized operating conditions and procedures.

b. B-29 special tools, crew stands, ground handling, power, vehicular and maintenance equipment is critical [illegible] and requirements are rapidly mounting. Arrangements to [illegible] manufacture, procurement and shipment are needed.

DECLASSIFIED
SECRET

SAS 452.1 VHB (41)

SAS 452.1 VHB (41)

B-52 maintenance program.

(2) to provide required equipment, and

(3) to achieve long maintenance down operating effort on the part of maintenance engineering and [illegible] full cooperation.

g. Modifications to eliminate faulty performance, engine fires, etc. are being made. Manufacture and installation of modifications diverts many maintenance personnel and equipment from normal B-52 schedule work. AFSC is going to increase maintenance by taking all practicable manufacturing load. An active program will be continued to find the causes and to correct material, as well as personnel, failures.

h. In addition to the maintenance management course at AFSMC, arrangements have been made to train B-52 maintenance officers in a special briefing [illegible] conducted by the Boeing Airplane Company, Seattle, Washington. Two hundred [illegible] officers will complete this training during the balance of this year. Schedules are [illegible] to provide [illegible] and equipment to be [illegible]. Maintenance personnel, proceeding to the Wichita combat bases will be briefed by Boeing field [illegible] or are about to [illegible] prior to their departure.

i. Supervision of maintenance efficiency based solely on use factor [illegible] of aircraft assigned to combat bases is fallacious. [illegible] was used [illegible] in consideration for the period of April 15-30 [illegible] by considering only 2/3 [illegible] while the remaining [illegible] by considering [illegible] the latter period. During May, the [illegible] showed [illegible] in operation. The B-52 [illegible] and certainly [illegible] is very good results. However, experience on the basis of the operating [illegible] of aircraft [illegible] flown by aircraft assigned [illegible] number out of [illegible] number were no less aircraft were in [illegible] also be [illegible] by [illegible]. Maintenance [illegible] and [illegible] of any [illegible] [illegible] [illegible]

[redacted]

[redacted] equipment, etc. having been considered versus training requirements and optimum number of chemists to fill the army training period very low.

[redacted] b. Greater battle damage versus the results of rough or improper [redacted] handling.

[redacted] c. No information or interests diverting from combat preparation versus civilian labor and family associations plus physical training, lectures, etc., all of which reduce the periods of mental and physical application to the task.

[redacted] 15. Proper exercise of command responsibility is being pressed to gain the benefits of improved morale and performance, to make the personnel "Maintenance Conscious", and to ensure good teamwork between training, operations, maintenance and supply activities.

[redacted] 16. [redacted] [redacted] is continuing the vesting operations required of all interested commands in the preparation of Soil Sterilant Maintenance Equipment Units. These units are being reviewed by a representative of [redacted] during [redacted] tours as proposed and will be completed by that [redacted] by mid summer so the 6th Department will attend a proper basis of issue for AAF forces.

[redacted] 17. Efforts which will be directed at raising the S-4B maintenance level in AAF: Maintenance Inspection Headquarters, Army Air Forces, AAFSD, the Quartermaster Air Forces and this headquarters will continue to be pressed to solve the S-4B maintenance, supply and operating problems.

[redacted] 18. Recommendations:

[redacted] a. It is recommended that training of specialists by Sterilizing Command, such as Aircraft Disinfectors and Water Sterilizers, be kept flexible in filling requirements for S-4B test maintenance to further experiment.

[redacted] b. It is recommended that priority for equipment requirement, [redacted] [redacted] of special tools, spare [redacted] ground handling gear, [redacted] maintenance equipment required for the S-4B project be affirmed, or confirmed, to AAFSD.

[redacted]

[redacted]

[redacted]

SECRET

DECLASSIFIED
DOD Dir. 5200.9 June 1974
Sec. Def. Cont. No. 1LC: Date 11/14/75
NSC

29 May 1945

MEMORANDUM FOR GENERAL STRETT

SUBJECT: B-29 Maintenance Difficulties in Z.I.

Please note my memo of 28 May on the subject of B-29 maintenance in the Z.I. and Alsib, last summer thereof, and give me your findings and recommendations.

Signed
JOS. T. MCNARNEY
Lieutenant General, U. S. A.
Deputy Commander, U. S. A. F.

1 Incl.
Ltr Hdq, subj
as above

DECLASSIFIED
30 NOV 1945
AFSA

Return to AFSAS -
Room 3E-1049

SECRET

585 VSS (5 MB)

DECLASSIFIED
SECRET

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
By: [illegible] LC; Date 11/11/75

B-29 Maintenance Difficulties in T.I.

General Powers 5/22/45

Deputy Commander, AAF 1

From the little opportunity I have had of observing the relative maintenance between Twentieth Air Force and T.I. installations on the B-29, it appears to me that our record here is bad. I recently had a conversation with General Larson prior to his departure from Europe, which confirms this. I wish you would talk to General Strestt on this subject, tell the Materiel Division of my concern, and give me at your earliest practicable date, your views on what the situation is and what we are immediately doing to improve it.

I do know that General Strestt expects Colonel Erick Nelson and his party, which did so much to help this problem in the Pacific, to go at an early date to the B-29 training establishments. This looks like an excellent plan. I have the feeling, however, that the Materiel Division has not pressed this matter with the vigor and interest which they should have shown. You might tell them and ask them what they have to say for themselves. The main thing, however, is to start immediately to bring maintenance of B-29's in the United States up to the high standards, 75% to 90% in commission, which the Twentieth Air Force achieved. I understand from General Larson that the Air Forces in the country are having difficulty maintaining 50% in commission.

IRA C. EAKER
Lieutenant General, U. S. A.
Deputy Commander, A. A. F.

DISPATCHED
23 MAY 45
AFOA-b

DECLASSIFIED
SECRET

SAS 452.1 V. IV 13 (40)

~~SECRET~~

DECLASSIFIED
DOD Dir.
5 Sec. & 20 June 1974
By: NNAL LC; Date 11/4/75

B-29 Sortie Rates and Supply Requirements

AG/AR, Materiel and Services

16 APR 1945

1

Chief of Air Staff

1. The following revised planning factors for B-29s were coordinated at a meeting of staff agencies 14 April 1945 and have been approved:

Command	Sorties per UE A/c	Total Flying Hrs per UE A/c
XXI B.C.	10	155
XX B.C.	20 in the theater	180

2. These new sortie rates may result in a requirement to increase facilities for producing certain types of bombs. An expansion in such facilities appears justified if it can be made available by the end of March, 1946. In order to avoid excessive expansion of bomb production capacity for a one-front war, the following assumptions will be utilized in computing the supply program for B-29s.

a. There will be an ultimate total of 1728 groups in the B-29 program.

b. The total number of unit equipment airplanes to be deployed will never exceed 1728, the number shown in current programs as deployed by the end of April, 1946. Building of the B-29s deployed will be as stated in current programs until the ultimate number, 1728, is reached.

c. Deployment of B-29s will be divided equally between the XX Bomber Command and the XXI Bomber Command.

d. The sorties and total flying hours per UE airplane will be as stated in paragraph 1.

3. The assumptions stated in paragraph 2 supersede current statements of the B-29 program for supply procurement of bombs, ammunition, and gasoline but do not replace existing aircraft and related procurement schedules. For the specific purpose of calculating bomb, ammunition and gasoline requirements, the assumptions stated above amend existing aircraft allocation charts.

4. When feasible, bomb and gasoline requirements based on deployments and strength shown in special B-29 Allocation Chart, dated 13 April 1945, should be compared with the requirements calculated on the assumptions outlined in this paper. Such comparisons should be made available to the Advisor for Program Control for use in another staff study.

5. Priority for decision in late 1945 as to increase in operational aircraft from 1728 to 2304. Increase to be effected by early 1947.

DISPATCHED
16 APR 1945
AFS A

Signed
L. S. KUTER,
Major General, U. S. Army,
Acting Chief of Air Staff.

~~SECRET~~

AAS 452.1 VT B (39)

AAS 452.1 VT B (39)

DECLASSIFIED
~~SECRET~~
DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1974
By: ALN/LLC; Date: 11/11/75
PNC

Gen Spaatz 9/10

Gen Lyle

14 MAR 1945 6PM

Modification of B-29 to Accommodate 22,000 lb. Bomb

AC/AS, MSP (Attn: Major Jones)

AC/AS, OCAR, Requirements Division

1.

Lt.Col.Hall-e/vmj/8611

1. In accordance with conversation between Major W. E. Jones, USA, and Lt. Colonel J. V. Hiller, OCAR, it is requested that necessary action be taken by your office to modify a B-29 in order that it will be capable of accomplishing either the 22,000 lb. "Grand Slam" bomb or the 12,000 lb. "Tall Boy" bomb.

2. The above request involves the allocation of an additional B-29 for the purpose of testing large bombs, and is necessary because of delay in receipt of large bomb shipments from U.K. and because of multiplicity delays in AAF Board tests of the 12,000 lb. "Tall Boy" bomb. Major C. E. Baldry of OCAR, Requirements Division, has been informally contacted by this office and requested to immediately allocate the first available B-29 out of Fairfield for the purpose of above modification and tests. This action provides two B-29s for testing of large bombs.

3. It is requested that this office be provided a copy of all test directives from AFSC to the AAF Board and the results of such tests. This is necessary as operational suitability test directives to the Board will be prepared by this office and forwarded upon completion of AFSC tests. Your office will be provided with copies of directives from this office.

4. It is further requested that this office be advised of estimated completion date of modification referred to in paragraph 1.

Prior 1 A

Jr Rouse 3/14

Bomb Br. _____
A/S Sec. _____
OCAC Sec. _____
MSP Sec. _____
AFSAC/M _____
AFRAL _____

LESLIE E. [illegible]
Colonel, A.C.
Acting Chief

Lyle
3/16/45

DECLASSIFIED

SECRET SAS-452.1 VHB (36)

Gen Spaatz

SAS 452.1 VHB (83)

SECRET

DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1974
By: OLM LC; Date 8/14/75

Acceptance Shortages on Airplane 42-83411

The Air Inspector

13 March 45

Deputy Chief of the Air Staff, General Owens

JRB/ee/72141

The recommendations contained in paragraph 3 and 4 of Comment #1 are approved and the entire file is returned for preparation of necessary action paper.

Signed

RAY L. OWENS
Brigadier General, U. S. A.
Deputy Chief of the Air Staff

Incl: n/c

DISPATCHED
14 MAR 19..
AFSAS

SAS 452.1 VHB (35)

DECLASSIFIED

SECRET

SAS 452.1 VHB (35)

SECRET

DECLASSIFIED
DOD Ltr
8 Jun. & 20 June 1974
By: NNSC Date: 8/14/75

SI 497

Acceptance Shortages on Airplane [illegible]

Deputy Chief of Air Staff, General Counsel

8 March 1945

The Air Inspector

1
(6C)JEH/pdh/74944

1. The attached report relates to alleged shortages on B-29 aircraft. Investigation was conducted by Air Transport Command at direction of this Headquarters. Attention is invited to letter, this Headquarters, to Air Transport Command, dated 15 December 1944, and 1st indorsement from Air Transport Command, dated 12 February 1945.

2. A resume of the report is attached for your information.

3. Recommend that this report be forwarded in turn to 20th Air Force; AC/AS-4 & 5; and Management Control, approving the recommendations in paragraphs 54, 55, 56, 57, 58, 59, 60, 61 and 62 of the Report, and recommendations in paragraph 3, 1st indorsement dated 12 February 1945.

4. Request report be returned to this office with comments of above offices.

Signed

MAX F. SCHNEIDER,
Brigadier General, United States Army,
Acting The Air Inspector.

3 Incls.
1-Opt of Ltr
2-Resume of report
3-Ltr, above subj, fr Hq AAF to CG, ATC, dtd 15 December 1944 w/1 Ind. & 4 Incls.

DECLASSIFIED

SECRET

~~SECRET~~

DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1974
By: RLA/LIC; Date 1/14/75

AFDMA
Mj. Brown
Ext 3563

6 MAR 1945

MEMORANDUM FOR CHIEF OF AIR STAFF

Subject: B-29 Information Requested by General Giles.

Attached in accordance with your request is information on the B-29 airplane (B-29 equipped with Allison engines) and the special instrumented B-29 going to the Twenty-first Bomber Command for demonstration purposes.

(Signed) O. P. Echols

O. P. ECHOLS
Major General, U.S.A.,
Asst. Chief of Air Staff,
Materiel and Services

2 Incls:
Incl 1. Info sheet, subject: "Special Instrumented Demonstration B-29".

Incl 2. XB-29 Airplane

SAS 452.1 VHB (34)

File ei

DECLASSIFIED

~~SECRET~~

SAS 452.1 VHC (6)

DECLASSIFIED
SECRET
DECLASSIFIED
DOD ltr
8 Jan & 20 June 1974
By: AWN LC: Date: 7-9-75

SPECIAL INSTRUMENTED DEMONSTRATION B-29

During the recent visit of AAF and Manufacturers' personnel to the Headquarters of the Twenty-first Bomber Command, General LeMay brought to General Echols' attention the immediate need for an instrumented B-29 airplane in the theater for purposes of attaining and demonstrating optimum operational performance of the B-29. General Echols, Mr. Beale of Boeing, and Mr. P. M. Taylor of Wright Aeronautical concurred in this need and sent a cable from Guam to this headquarters initiating action to implement the project. It also was requested that certain technical personnel of Boeing and Wright Aeronautical accompany the airplane to the theater to assist in the program. It is not intended that the airplane will be used in actual combat, but it will fly part way on certain missions in order to check the performance of the formation. It is felt that this instrumented airplane and the accompanying people familiar with the B-29 will be of great assistance in improving operational performance utilization of the airplane, through proper cruise control, weight and balance, and optimum operating technique.

A combat modified B-29 directly out of modification center has been assigned to the project and will be considered as a replacement airplane for the Twenty-first Bomber Command. The airplane is now at Seattle undergoing complete instrumentation, including engine torquemeters. The airplane also will carry an electric weighing kit and other portable instrumentation for use in other airplanes. General Echols and Mr. Beale selected Mr. E. G. Wells, Chief Engineer of Boeing, to monitor this entire project, and to accompany it to the theater. In addition to Mr. Wells, Boeing is sending Messrs. Morrill, Chief Test Pilot, and Alexander, Weight and Balance Specialist and Assistant to the Chief Aerodynamist; Wright Aeronautical is sending Mr. Maurice Hull, Service Engineer (These are the personnel requested by General Echols, Mr. Beale and Mr. Taylor). These people will be available in the theater for a period not to exceed six (6) weeks.

The project is proceeding satisfactorily and the airplane is scheduled to leave Seattle on 28 February 1945 for staging by the Second Air Force and thence to the theater.

DECLASSIFIED
SECRET

SAS

RESTRICTED
CONFIDENTIAL

DECLASSIFIED
DOD Rev.
6 Jan. 6 20 June 1974
By: NLRH LC; Date 4/14/75
PKC

XB-39 AIRPLANE

Prior to the availability of B-29 airframes and in anticipation of a possible shortage of R-3350 engines, a contract was issued for one B-29 airplane to be modified to incorporate Allison V-3420 engines. This modified airplane was designated XB-39. In addition to providing an alternate engine installation, preliminary studies indicated that an improvement in performance would probably be realized. Due to high priority allocations of B-29 airplanes, Fisher Body at Cleveland did not receive an airframe for the Allison installation until 11 November 1943. As the installation progressed, R-3350 engine deliveries were keeping pace with airframe production and by mid-summer 1944 the most critical period had been passed and our fears of an engine shortage were no longer so important.

On 7 December 1944, the XB-39 made its initial flight at Cleveland, Ohio without turbos installed due to previous difficulties with their operation. Several low altitude, low gross weight tests have been made. These preliminary tests are not conclusive, but do give an indication that improvement in speed, climb, take-off distance and range may be realized. The results of these tests at 100,000 pounds gross weight and 10,000 feet altitude follow:

XB-39	Speed	Power
Mil. Power	346 mph	2600 h.p.
Norm. Power	320 mph	2080 h.p.
Max. Auto Lean	277 mph	1407 h.p.

B-29	Speed	Power
Mil. Power	331 mph	2390 h.p.
Norm. Power	317 mph	2120 h.p.
Max. Auto Lean	268 mph	1450 h.p.

The following take-off distances and rates of climb were run at 105,000 pounds gross weight.

	B-29	XB-39
Take-Off Distance	3300 ft.	2700 ft.
Rate of Climb/5000 Alt.	800 ft/min.	1300 ft/min.

The airplane is presently at Cleveland for installation of GE-2 turbo superchargers, cabin supercharging and flight test instrumentation. It is estimated that work will be completed and flight can be made in the airplanes design configuration by 7 March 1945 and that the twenty-five (25) hour flight test program will be completed approximately 1 April 1945.

DECLASSIFIED
CONFIDENTIAL

SECRET
DECLASSIFIED

DECLASSIFIED
DOD Itr.
8 Jan. & 20 June 1974
By: NARS, LC; Date: 8/11/75
PKC

ATTACHMENT "F"

APPROXIMATE COST ESTIMATE B-36 ALTERNATE PROGRAMS

AS OF 1 MAY 1948

ALTERNATE 4A

Revert to 100 B-36A and -B Airplanes

	Airframe	GFP	Total
One XB- & One YB-36 Ap	$37,998,648.00	$ 2,803,470.00	$ 40,802,118.00
100 Production B-36 Aps	$224,985,638.00	156,362,591.00	$381,348,229.00
Total Funds on Dev. & Prod. Program			$422,150,347.00
Additional 1949 FY Funds Required Because of Costs Incurred on VIP Program			1,500,000.00
Total Cost of 100 Aps - B-36 Program			$423,650,347.00

ALTERNATE 4B

Terminate Program at 61 Airplanes

Total Funds on Development & Production Program		$422,150,347.00
Funds Expended to 1 May 1948 (Includes $1,500,000. VIP Expenses)		$236,401,678.00
Funds Remaining		$185,248,669.00
Cost of Completion Thru 61st Ap	$ 85,748,669.00	
Cost of Termination	$ 15,000,000.00	
Total Cost of completion 61 Aps		$100,748,669.00
Funds Recoverable (Reverting to Treasury)		$ 85,000,000.00
Funds Recoverable by Using GFP on Other Programs.		$ 7,000,000.00
Total Funds Recoverable		$ 92,000,000.00

SECRET
DECLASSIFIED

ATTACHMENT "B"

(Continued)

ALTERNATE AC

Terminate at 41 Airplanes

Total Funds on Development & Production Program		$422,190,347.00
Funds Expended to 1 May 1948 (Includes $1,500,000.00 VDT Expenses)		$236,441,678.00
Funds Remaining		$185,748,669.00
Cost of Completion Thru 41st Ap	$40,748,669.00	
Cost of Termination at 41 Aps	27,000,000.00	
Total Cost of Completion 41 Aps		$67,748,669.00
Funds Recoverable (Reverting to Treasury)		$118,000,000.00
Funds Recoverable by using GFP on Other Programs		14,000,000.00
Total Funds Recoverable		$132,000,000.00

ALTERNATE AD

Terminate at 22 Airplanes

Total Funds on Development & Production Program		$422,190,347.00
Funds Expended to 1 May 1948 (Includes $1,500,000.00 VDT Expenses)		[illegible]
Funds Remaining		[illegible]
Cost of Completion Thru 22 Aps	$ 5,748,669.00	
Cost of Termination at 22 Aps	35,000,000.00	
Total Cost of Completion 22 Aps		$ 40,748,669.00
Funds Recoverable (Reverting to Treasury)		$145,000,000.00
Funds Recoverable by using GFP on Other Programs		22,000,000.00
Total Funds Recoverable		$167,000,000.00

~~SECRET~~

DECLASSIFIED
DOD Dir.
8 Jun. & 20 June 1974
By: ALN/LC; Date: 11/4/75
PHC

Employment of B-29 Aircraft

General Giles

23 Feb 1945

1

General Eorstad

LH/jc/3648

I believe that the letter which you forwarded to General Arnold on this subject covered the comments which you wished to make. If this is not the case, I will be very happy to add anything that you consider desirable.

Signed

LAURIS NORSTAD
Brigadier General, U.S.A.
C/S, Twentieth Air Force

Incl -
Ltr fm Col Libby

SAS 452.1 VHB (32)

~~SECRET~~

SAS 452.1 VHB (32)

~~SECRET~~ DECLASSIFIED

DOD Dir. 5 Jan. & 20 June 1964
By [illegible] LC; Date 11-9-75
NPIC

Employment of B-29 Aircraft

General Norstad

22 Feb 1945

Chief of the Air Staff

1

MAL/hd/3373

1. General Giles received the following comment from General Arnold with reference to the small number of B-29 type aircraft employed on combat operations as against the total number of B-29 aircraft which have been manufactured to date:

"General Arnold feels that there is still too low a percentage of available B-29s being used offensively and that additional action must be taken to improve this number and also to change the manner in which the news releases are made to show the total number out instead of the number attacking each target. This matter came up due to the news release regarding the total number of B-29s that have been manufactured by one factory. As I recall there was one thousand and in the same paper was an article showing where 36 had attacked some Japanese target. He states that the American people will not stand for this apparent difference.".

2. General Giles desires your comments with reference to the foregoing not later than Noon on Saturday, 24 February in order that he may include them in a letter which he is preparing to send General Arnold.

Signed

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

SECRET

[redacted]
22 FEB 1945

~~SECRET~~

File

SAS 452.1 VHB (2)

~~SECRET~~

DECLASSIFIED
DOD Itrs.
6 Jan. & 20 June 1974
By AWJ LC; Date 11-25
PIC

AIR MATERIEL COMMAND
Wright-Patterson Air Force Base
Dayton, Ohio

MCPPEA3/TPC:ICW/3-1314

SUBJECT: B-36 Program.

TO: Chief of Staff,
United States Air Force,
Washington 25, D. C.

Attention: Deputy Chief of Staff, Materiel

1. Reference is made to Hqs. USAF directive dated 5 December 1947 which approved the B-36 VHF production program. The Air Materiel Command has reexamined this program because increased engine cooling requirements preclude meeting the original estimated performance. The B-36 engine installation is critically affected by increased cooling requirements due to location of the engines in the rear portion of the wing and the high altitude at which the airplane is designed to operate.

2. The basic causes of airplane performance loss are:

a. Additional horsepower required to drive higher capacity cooling fan with resultant loss of 49 MPH cruising speed.

b. Additional airplane weight empty increases caused by the latest power plant installation requirements.

c. Increased drag estimates based on wind tunnel tests amounting to 9 MPH cruising speed penalty.

3. In accordance with the Contractor's latest performance estimates, which are concurred in by the Air Materiel Command, the VHF airplane has a maximum range of 7,290 nautical miles at an average cruising speed of 228 knots. The B-36B Airplane has a cruise speed of 248 knots for the same range, and its maximum range is 8,620 nautical miles at 180 knots. Therefore, the Air Materiel Command recommends cancellation of the VHF program. (Comparative performance curves are contained in Attachment "A").

~~SECRET~~

Memo to Chief of Staff, USAF, Washington, DC. Attn: Deputy Chief of Staff, Material

4. In view of the foregoing, it appears advisable to again evaluate the B-36 program based on operational requirements. One of the four following courses of action can be taken:

a. Revert to the original B-36 program; 22 B-36A and 78 B-36B Airplanes. This program can be completed by February 1950. At the present time, it appears that the 100 B-36A and B-36B Airplanes can be completed within funds available on the airframe contract. An additional cost of approximately $1,500,000 will be required to reinstate Government Furnished Property procurements and cover costs incurred to date on B-36 VDE GEP development and production.

b. Terminate at 61 airplanes, thereby cancelling the airplanes scheduled for VDE engine installation. If termination of a quantity of B-36 airplanes is contemplated, the 61st airplane is the most economical point at which to terminate, since a large amount of the airframe and GEP components has already been stopped at 61st airplane pending release of engineering information for the VDE program. Termination at this point will allow recovery of approximately $92,000,000.

c. Terminate all but 41 B-36 aircraft. This program would obtain for the Air Force the 18 B-36B Airplanes which are currently included in the "GEP" program, one test B-36B, and 22 B-36A Airplanes. (A tentative requirement has been established by Hqs. USAF for modification of 12 B-36A aircraft as trainers to refuel the B-36B aircraft included in the "GEP" program.) Termination at this point will allow recovery of approximately $133,000,000.

d. Terminate the B-36 program delivering only the 22 airplanes which are essentially ship complete. One of these airplanes has already been delivered for static test. The additional 21 airplanes require incorporation of late change requirements and flight test prior to delivery. Termination at this point will allow recovery of approximately $187,000,000.

Note: A breakdown of estimated costs and funds recoverable in support of the above alternate plans is set forth in Attachment "B".

Ltr to Chief of Staff, USAF,
Washington, DC. Attn: Deputy
Chief of Staff, Material

5. Early decision of Headquarters, USAF is required in order that a revised program may be instituted at a minimum cost.

JOSEPH T. MCNARNEY
GENERAL, USAF
COMMANDING.

Incl: Attachments
"A" & "B"

DECLASSIFIED
DOD Dir.
8 Jun & 30 June 1974
By AGM, JCS Date 11-12-75
PIC

SECRET

SAS 452.1 V4 (2)

TO: AC/AS - Operations, Commitments & Requirements DATE 5 March 1945

FROM: Chief of Air Staff COMMENT NO. 1

1. Provided, that by placing modifications and changes in the production lines at an early date thereby getting nearly complete airplanes from the factories and reducing work in the Modification Centers, will absorb the excess productive capacity that may become available at the Boeing Aircraft factories, the recommendation to procure 100 C-97 airplanes is not approved at this time.

2. If and when this excess capacity does appear, this matter will be restudied with a view of establishing a specific military requirement for these airplanes as outlined in paragraph 4 of comment No. 2.

3. The above should be confirmed at the next Requirements Board Meeting.

Signed

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

Incls. 1
Incl. #2 w/d

cc to MAS

6 MAR 1945

DECLASSIFIED

SECRET

SAS 452.1 V4 (3) (30)

SECRET

DECLASSIFIED
DOD Dtve
8 Jan & 20 June 1974
By NARS, Date 11-11-75

B-29 Requirements Versus Availabilities.

AC/AS - MAS (General Echols) 21 Feb'45

Chief of Air Staff. 1

1. General Giles agrees that our planned production rate, reaching a maximum of 415 B-29's per month, will meet our needs and we should hold to that level. On the other hand, he is not sure that we should commit ourselves to utilizing any excess capacity at Boeing for the procurement of C-97 aircraft. He believes that you might need this capacity for your purposes.

2. Your comments are requested on the attached memorandum for the Chief of Air Staff, subject: B-29 Requirements versus Availabilities.

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

1 Att.
SECRET memo to C/AS 20 Feb'45
fr Gen.McNee,same subj.

DECLASSIFIED
SECRET

SAC 452.1 VHB (32)

~~CLASSIFIED~~
~~CONFIDENTIAL~~

DECLASSIFIED
DOD ltrs
9 Jan. & 30 June 1974
By: AAG, LC; Date 11-1-75
PIC

B-29 Engine Fires.

26 Feb 45

General Giles

2

General Echols

Lt. Col. Shank/vta/3563

1. The B-29 engine fire problem has been recognized as one of major importance and action is currently being taken by the interested activities. However, it was not considered that the rate of engine fires was increasing. Based upon accident reports prepared by the Office of Flying Safety, the B-29 accidents caused by fire are listed below:

From Feb. 45 to Sept. 44	19	December 1944	4
September 1944	8	January 1945	5
October 1944	8	February 1945	4
November 1944	8	(to date)	

Over twice as many B-29's are flying now as were flying 1 September 1944, and the quantity of available airplanes is steadily increasing. With this taken into account, it does not appear that the engine fire problem is becoming more serious. In telephone conversation with Major Cheeley of your office, the possibility of a different basis for engine fire reports was discussed. A misinterpretation of the available data may have resulted in over-emphasis of the problem.

2. Action being taken to reduce B-29 engine fires is outlined below:

(a) At a meeting of all interested activities, at ATSC on 5 February 1945, the cause and prevention of B-29 engine fires was fully discussed. The discussion brought out that the majority of fires have occured with domestic activities, primarily in training, indicating that a good portion of the difficulty exists in unskilled maintenance and improper operating technique.

(b) Improvements and modifications to the R-3350 engines listed below are now being incorporated in production, and in overhaul depots where feasible to reduce combustible leakage, lower operating temperatures, and reduce engine failures:

1. Ducted intercylinder baffles.
2. Rocker box lubricant crossover tubes.
3. Improved sealing of rocker box covers
4. Improved pushrod housing seals.
5. Correction of cylinder construction.
6. Improved exhaust manifold.
7. Revised propellers feathering system.

SAS 452.1 VHB (24)

File 3/7/45

~~CLASSIFIED~~
~~CONFIDENTIAL~~

SAS 452.1 VHB (29)

B-29 Engine Fires.

General Giles

26 Feb 45

2 (Cont'd)

General Echols

Lt. Col. Shank/bts/3563

(c) An immediate "fix" is in work for retroactive as well as future airplanes (with carburetor equipped engines), providing an induction fire indicator and fire extinguisher for the engine induction system. A final "fix" for production installation now being engineered will provide a greater supply of CO_2, capable of extinguishing both induction system and nacelle fires.

3. It is recommended that action be taken to impress upon organizations having a bad fire record in B-29 airplanes, the importance of adequate maintenance and proper operating technique. Such action, coupled with the improvement in the basic airplane and engine currently being accomplished, should result in a major decline of B-29 fires.

(Signed) E. M. Powers

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

DECLASSIFIED
"CONFIDENTIAL"

CONFIDENTIAL

DECLASSIFIED
DOD Ltr
E.O. 10 June 1974
By NARS, Date 11-1-75
PIC

B-29 Fires in Flight

Chief of the Air Staff
ATTN: Brigadier General Reuben C. Hood, Jr.

3 March 1945

Office of Flying Safety

1
RSF/ccs/75075

1. The table below sets forth the rate of fires in flight in B-29 type aircraft from February 1944 through January 1945. As flying time for the month of February is not available, the rate for February cannot be indicated. All of these figures are except on continental United States operations.

Period	Flying Hours	No. of Accidents Involving Fire/Explosion	Rate
Feb 44 to Sep 44	75,000	10	13
October 44	11,000	1	9
November 44	11,000	3	27
December 44	10,000	4	40
January 45	11,000	3	27
January 45	20,740	5	24
February 45	*	3	*

* February flying time not available this date.

2. While November was the highest rate, 40, December dropped to 24 and in January the rate again increased to 24.

GEORGE C. PRICE
Colonel, Air Corps
Chief, Flying Safety

DECLASSIFIED

CONFIDENTIAL

~~CLASSIFIED~~

DECLASSIFIED
DOD Dir.
8 Jun. & 20 June 1994
By: [illegible] LC; Date: 4-11-25
NIC

B-29 Engine Fires

17 February 45

General Echols

1

General Giles

WWC,JR:ff 72467

~~CONFIDENTIAL~~

1. The record shows that B-29 engine fires are on the increase rather than the desired decrease that has been under discussion for some time.

2. To date in February we have as many B-29 wrecks as during the entire month of January. Engine fires make up a large percentage. I would like to know:

a. What progress has been made to date to correct this.

~~b. What can still be done to prevent engine fires be stopped.~~

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

~~Enclosure~~

[illegible]
19 FEB 1945
[illegible]

~~CLASSIFIED~~

~~CONFIDENTIAL~~

SAS 452.1 VHB (29)

~~SECRET~~

DECLASSIFIED
DOD Dir.
6 Jan. & 20 June 1976
By LC; Det 1975
PIC

13 January 1945

MEMORANDUM FOR GENERAL SMITH:

SUBJECT: Proficiency of B-29 Units and Crews

1. Reference is made to your verbal request for a summary of factors influencing the proficiency of B-29 units and crews as outlined in a recent diary item for the attention of General Arnold. The MIS covered by the diary item is attached hereto as Tab A. This MIS was based on figures supplied by AC/AS, OPNS, and represents the original estimate as to cost of 15th Wing modification upon the overall availability of B-29 aircraft. Since the writing of this original MIS a better estimate of the cost has been obtained which gives a slightly larger number of aircraft to the training installations. The figures which appear on the 15 January aircraft allocation chart prepared by AC/AS, OPNS, as estimated on hand for all training activities are shown below:

	Jan	Feb	Mar	Apr	May	Jun
Estimated on Hand	284	357	358	416	514	525

In a matter of interest with respect to these figures, it should be pointed out that last month's allocation chart estimated on hand for the month of January [illegible] B-29 aircraft in training installations. The actual figure on hand as of 31 December 1944 was 225. Of these 284 aircraft, the following were not available for training due to the reasons shown:

16 in Air Technical Service Command depots, or en route thereto, undergoing [illegible] and MIS for the Training Command

24 grounded at Boeing Field by General Arnold for engine modification for period of three weeks

19 in Second Air Force grounded [illegible] modification during period 9 to 15 December 1944

15 in Second Air Force grounded for engine modification during period 16 to 23 December 1944

17 in Second Air Force grounded for engine modification during period 24 to 31 December 1944

~~SECRET~~

SAS 452.1 VHB (25)

Attention is further invited to the fact that the present estimated figure on hand for the month of January is 84 and that as of 2400 EST 10 January 1945 there were only 250 B-29 aircraft on hand for all training activities. Of this number, a total of 50 must be grounded and stripped by the Second Air Force for use in training the 315th Wing.

2. Using the latest figures available from allocation charts, the following breakdown is submitted for a revised proposed utilization of B-29 aircraft allocated for training:

Month	Total Estimated On Hand	Misc. A/cs Charged to Training	TO B-29 Trans. Schools	Total Avail to Unit Trg	315 Wing	Other OTU	Total OTUs	F-13 OTUs	Bomb OTUs
[illegible]	[illegible]	?	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	?	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	?	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	?	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
June	[illegible]	?	[illegible]	[illegible]	—	[illegible]	[illegible]	[illegible]	[illegible]

aircraft charged against training allocations but assigned to Silver Plate Project or AAFTAC.

Of the total allocated to B-29 transition schools, the following numbers are estimated as those actually available for transition training by months:

Jan	Feb	Mar	Apr	May	Jun
24	40	60	80	100	120

This discrepancy is due to the fact that all aircraft for the Training Command must first go through an AAFSC depot for stripping and MIR.

3. As noted in the attached R&R, Tab A, OTU groups should receive an average of 200.36 hours per crew during their four months' training. Using revised figures above and considering a three months' training period, the following results in hours per replacement combat crew in training are obtained:

(See next page for chart)

Month	Daily's Avail. (Sq Hrs)	Hours Avail. at 3.5 Hours Per Day Per A/C on Hand	Crews in Training	Hours Per Crew in Training	TOTAL 3-Sq TIME OF REPLACEMENT CREWS GRADUATED AND OF: (three months' training)			
					March	April	May	June
Feb	2[illegible]	20,[illegible]	[illegible]	26.89				
Mar	2[illegible]	16,[illegible]	[illegible]	29.30				
Apr	1[illegible]	23,[illegible]	[illegible]	26.00	98.07			
May	163	17,115	822	27.52		92.70		
June	278	30,163	786	38.38			91.98	
	333	34,950	1009	34.63				100.53

In computing this time, the availability as shown on the allocation chart has been used as an average available for the entire month. Consequently, it may be seen that even though the figures shown are available at the end of the month, the training accomplishments outlined may not be met due to a shortage of aircraft earlier in the month.

b. Again taking into consideration the revised availability figures as estimated on 15 January allocation chart, the following crews can be produced with 80 or 100 hours respectively:

	Jan	Feb	Mar	Apr	May	Jun	Total	Replacement Crews
CCRTC Requirements	65	74	95	128	131	161	654	654
80-hour Crews	98e	146	146	159	897	16	770e	768
100-hour Crews	80e	112	112	46	895	47	652e	652e

(Includes 30 flight leader crews for groups of augmented 5h group program.

5. Since the above computations still allow no aircraft for instructor training, the instructor crews must be accomplished in the Training Command transition schools. It is planned to accomplish during the month of January through June 120 instructor teams for the Third Air Force and 120 instructor teams for the Second Air Force, in accordance with Tab B attached.

6. As pointed out in the SOS, Tab A, 3.5 hours per day per aircraft assigned has been used in all computations. This this figure is highly optimistic in terms set by the following daily averages per aircraft on hand for the Second Air Force 3-Sq's during the periods indicated:

15 to 31 Dec [illegible]	2.3 hours
15 to 31 Dec [illegible]	2.4 hours
1 to 15 Dec [illegible]	2.0 hours
1 to 15 Dec [illegible]	2.3 hours
16 to 30 Nov [illegible]	2.3 hours

SECRET

16 to 23 Nov 44	2.4 hours
9 to 16 Nov 44	2.9 hours
1 to 8 Nov 44	2.3 hours
24 to 31 Oct 44	3.0 hours
16 to 23 Oct 44	2.4 hours
9 to 15 Oct 44	2.6 hours
1 to 8 Oct 44	1.7 hours

6. Over the period of the last ten months, this office has repeatedly brought this shortage of B-29 aircraft for training activities to the attention of AC/AS, OCAS, AC/AS, MAS, and to the Chief of Staff, Twentieth Air Force. B-29 maintenance difficulties have been closely followed by this Headquarters, and every assistance has been rendered by the appropriate staff agencies to increase in-commission time of B-29's in the training system. This office will continue to exert every effort to utilize to the maximum all B-29 aircraft assigned to training activities.

2 Incls
Tab A-Not
Tab B-Chart

L. C. RYAN
Colonel, G. S. C.
Deputy
Assistant Chief of Air Staff,
Training

DECLASSIFIED

SECRET
SAS 452.1 VHB (25)

SECRET

RESTRICTED

DECLASSIFIED
DOD Dir.
E.O. 11652, Sec. 3 & 5B
By [illegible] NARS, Date [illegible]

Alec R. Engr BMR

15 December 1948

MEMORANDUM TO GENERAL VILSON:
(Thru: Colonel Giffin)

Subject: Project AS-GE.

1. Objective:

a. To determine the best method of employing the D-GE airplane for optimum bombing accuracy and minimum damage from enemy action.

2. Method of Accomplishment:

a. A division of this project into specific problems was made and agreement was by the Joint Subcommittee study as follows:

(1) Experimental tactics to investigate:

(a) To determine by actual flight tests and analysis the accuracy and vulnerability of the D-GE to determine and put into practice flight methods and the defensive armament.

(b) To determine bombing accuracy under varying conditions.

(c) Which experiments at the Wright Engineering Department

(d) To determine by actual simultaneous measurements of [illegible] and bombing accuracy, the [illegible] of various [illegible]

(e) Dynamic stability of the D-GE airplane, Wright

(f) To determine by actual measurements and calculations the [illegible] of the D-GE airplane to determine the bombing [illegible]

(g) Gun mounts and [illegible] of Wright Field

(h) To determine accuracy and speed with [illegible] the [illegible] and [illegible] and how they should be [illegible] of the [illegible] of Wright Field.

RESTRICTED
SECRET

SAS 452.1 V H 3 (24)

[redacted]

[redacted]

[redacted]

DECLASSIFIED
DoD Dir.
4 Jan. & 29 June 1974
By MAJ LtCol Date 11-11-75

Ltr 1st Ind 17 Oct 47 fr CMAF to OCAMC. Subj: Modification of B-36 Aircraft.

1st Ind WCMMC/SAP/mah

OCT 24 1947

HQ AMC, Wright Field, Dayton, Ohio.

TO: Chief of Staff, U. S. Air Force, Washington 25, D. C.
ATTN: AC/AS-4 (AFDRD-S).

1. The following information is furnished as requested.

a. It is anticipated to utilize Oklahoma City AMA to accomplish modification of the B-36 aircraft.

b. It is estimated two (2) months will be required to complete the first airplane and that a minimum of four (4) airplanes can be completed per month thereafter.

FOR THE COMMANDING GENERAL:

HARRY C. MORRISON
Colonel, USAF
Chief, Programs & Projects Div.
Comptroller's Department

CLASSIFIED
2
CONFIDENTIAL

2nd #1

CONFIDENTIAL

DECLASSIFIED
DOD Dir. 5200.1 & 20 June 1966
By NARS, Date 11-2-75

AFDMA-1

17 JAN 1945

MEMORANDUM FOR DEPUTY CHIEF OF AIR STAFF,
MAJ. GEN. P. W. TIMBERLAKE

SUBJECT: Letter to Gen. Arnold dated 7 January 1945 from William A. Gant Re Noticeable Improvement in Attitude at Hudson Motor Car Co., and Requesting Enrollment in $1.00 A Year Group in Washington

1. Attached is a suggested letter, for your signature, in response to the letter, dated 7 January 1945, received from Mr. William A. Gant.

2. In Colonel A. E. Johnson's report to you dated 5 January 1945, it was recommended that Mr. Gant present his suggestions for improvement in operations to his superiors at the Hudson Motor Car Company, thereby avoiding further unnecessary communications from Mr. Gant to Gen. Arnold. The attached letter has been phrased with this thought in mind.

3. Copies of this letter and reply, as well as the letter of 5 January, from Colonel A. E. Johnson to you, have been forwarded to the Air Technical Service Command for their information and file.

(Signed) JOHN G. MOORE
Colonel, Air Corps

R. W. BATCHELDER, LT. COLONEL, AIR CORPS
JOHN G. MOORE
Colonel, Air Corps
Executive, AC/AS, M&S

Encls.
#1 - ltr to Mr. Gant prepared for signature
#2 - c.c. ltr. 5 Jan 45 Col. Johnson to Gen. Timberlake

SAS 452.1 YHB (22) B

DECLASSIFIED

CONFIDENTIAL

SAS 452.1 YHB (22) B

CONFIDENTIAL

DECLASSIFIED
DOD Memo
8 Jan. & 20 June 1956
By: ALM LC; Date 11-15-75
NLC

ARMY AIR FORCES
CENTRAL DISTRICT
OFFICE OF THE COMMANDING OFFICER

AHJ:cs

West Warren and Lonyo Avenues
Detroit 32, Michigan

5 January 1945

Subject: Letter from Mr. William A. Gant to General H. H. Arnold regarding Hudson Motor Car Company

TO: Brigadier General P. W. Timberlake
Deputy Chief of Air Staff
Headquarters, Army Air Forces
Washington, D. C.

1. In compliance with General Timberlake's telephone request to Colonel A. H. Johnson, Commanding Officer, Central District, Air Technical Service Command, the undersigned together with members of his staff conducted a thorough investigation into the allegations made by Mr. Gant. It was found that:

a. Mr. Gant had insufficient training, background, experience and knowledge to have gained a complete conception of the production problems involved in the manufacture of the B-29 fuselage sections at the Hudson Motor Car Company; nor has he been employed at Hudson for a sufficient length of time to gain enough knowledge of their planning and control methods of production to intelligently criticise their present methods of operations and results.

b. That Mr. Gant has a personal interest in having his plan adopted. An increase in salary and an enlarged prestige would be attached to his proposed duties. Nevertheless, he has never presented his plan to his employer/to any of his superiors in the Hudson Motor Car Company.

c. That his plan does not contemplate sufficient change in the Hudson Motor Car Company organization to improve its present system of management control or planning program, but rather would duplicate the functions now assumed by its present management and planning department.

d. Considering Hudson's production schedule and total contract, there are only a few isolated cases of improper tooling on the part of Hudson, and in these cases remedial or corrective steps are being taken.

e. There is some merit in Mr. Gant's contention that Hudson is overstaffed with supervision insofar as quantity is concerned.

2. In discussion between the undersigned and Mr. Gant, it was generally apparent that Mr. Gant had only been able to supply minor details of a situation with which we were already thoroughly familiar. The B-29 program

RECLASSIFIED
CONFIDENTIAL

Incl # 2
To Memo to Gen T.

UNCLASSIFIED
CONFIDENTIAL

at the Hudson Motor Car Company has been closely followed by this office for months, and thfough the coordinative efforts of ATSC and the Hudson management we have been able to obtain corrections in many of the discrepancies in production. Currently, the Hudson Motor Car Company is meeting our production requirements to greater degree than ever before.

3. In an endeavor to prevent further unnecessary communications from Mr. Gant to General Arnold, this office has prevailed upon Mr. Gant to present his suggestions for improvement in operations to his superiors at the Hudson Motor Car Company; and has also asked Mr. Barit, President of Hudson to either personally interview Mr. Gant and obtain his suggestions or periodically have his immediate subordinates to do so.

4. A complete report on the investigation will be forwarded to you through the Commanding General, Air Technical Service Command.

/s/ Alfred H. Johnson
ALFRED H. JOHNSON
Colonel, Air Corps
Commanding

UNCLASSIFIED
CONFIDENTIAL

copy
2.

Sas452.1 ANB (22B

SECRET

BY AUTHORITY OF THE CHIEF OF THE ARMY AIR FORCES
JAN 17 1945
DATE INITIALS

21 JAN 1945

[redacted]

Dear Ira:

This is in reply to your letter of 3 January 1945, requesting information on the Dept's Air Training. Although no decision has been made as to additional to operate B-29 type aircraft in the Middle Theater, information you request is classified and follows:

a. The projected disposition of both the XX and XXI Bomber Commands are being studied by the Theaters and will be made to you upon receipt of their recommendations.

b. A unit of Twentieth Air Force Personnel with utilities and other data are being sent immediately.

[redacted]

I am taking this opportunity to keep you informed of the progress of the Twentieth Air Force.

Sincerely yours,

Patrick W Timberlake

[redacted]

COPY FOR GENERAL ARNOLD'S OFFICE
S&S 452.1 VHB (2)

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By: [illegible] Date 12/1/75

RECLASSIFIED
SECRET C18

S&S 452.1 VHB

11 Jan to 20th Air Force

SECRET

5 January 1945.

Lt. General Barney M. Giles, USA.,
Chief of the Air Staff,
Army Air Forces,
WASHINGTON. D.C.

File MAS

Dear Barney,

The following is an extract of information which Twining has requested. I quote his message:

"It is urgently requested that the Fifteenth Air Force be provided with the following information based on combat operations of B-29 aircraft:

1. Reports on tactics developed.

2. Operations instructions, memorandums and directives.

3. Maintenance and supply instructions including suggested changes in equipment and installations.

4. Suggestions concerning organization, training and employment which would prove helpful to the Fifteenth Air Force as a unit to be equipped with B-29 aircraft.

"In the recent past the plans of this Air Force for future operations have been handicapped seriously by lack of information concerning VHB employment. Provision of all or any of the information requested above would aid immeasurably in future planning. It is recommended that this information be procured from the Twentieth Air Force."

I am sure you will see Twining's point. If we are to get the B-29's and re-equip some of our groups with them, the information requested by Twining will be most useful. I further suggest that an appropriate arrangement be worked out so that the Twentieth Air Force will keep us continually provided with information on any changes in technique and equipment and with their current operational experiences.

Sincerely,

DECLASSIFIED
DOD Ltr.
8 Jan. & 20 June 1974
By: [illegible]

IRA C. EAKER
Lieutenant General, U.S.A.
Commanding.

SECRET

AAS 452.1 VHB (21)

~~SECRET~~
~~CLASSIFIED~~

DECLASSIFIED
DOD Dir.
8 Jun. & 20 June 1974
By: AUW, LC; Date: 11-25
PIC

TO: Assistant Chief of Air Staff, Training

Date: 24 Feb 45

FROM: Chief of Air Staff

Comment no. 10
WDC:JB 5789

1. The RAMs submitted as inclosures 2, 3, and 4 to comment no.9 were signed by General Hood this date and dispatched to AC/AS MAS.

2. Returned for further action as indicated in par. 1 of comment no. 9.

Signed

J. C. LAVER,
LA. Col., A.C.,
Asst. Secy., Air Staff.

1 Incl.
Incl 1- w/c
Incls 2 3 & 4 w/d

~~CLASSIFIED~~

~~SECRET~~

3 MAR 1945

SAS 452.1 VHB (18)

a7sas

[redacted]

DECLASSIFIED
DOD Dir
E.O. 12356, Sec. 4, 20 June 1974
By [redacted] NLC; Date 11-24-75
PIC

The Assistant Chief of Air Staff, Intelligence — Date: 17 Feb 48

FROM: Chief of Air Staff — Symbol No. 5
[redacted]

1. Attention is invited to recommendations in part, to (2) (3), (5) (7) (8), (9) and (10) of Enclosure #2, on which complete agreement has not been reached by the participating agencies.

2. It is directed that the views of AC and AIC Section Commands be obtained on recommended in part, 2 of Enclosure #1, which might be taken as practicable and effective, and that revised recommendations be made the subject of a new paper.

3. The remaining recommendations in Enclosure #1 are approved. Prepare the necessary directives for the signature of the undersigned to implement them accordingly.

Signed
[redacted]
Brigadier General, USAF
Deputy Chief of Air Staff

SECRET
AFSAS
[redacted]

Gas 452.1 (17 Feb 48) (5)

~~SECRET~~

DECLASSIFIED
A DOD Dir.
E.O. 12356, Sec 3.3 & 3.4
By: ALAFLC; Date: 12-15-75
NC

Navigation in B-29's

Brigadier General R. C. Hood

6 February 1945

7

Chief of Staff, Twentieth Air Force

JTPjegk:71846

1. Comment Number 6 is concurred in except in 2 - b (1), c, and d. It is recommended that the possibility of using B-32's for this school be investigated.

2. It is further recommended that paragraph 2 - b, (2), (1) be discussed with the two bomber commands prior to any action.

LAURIS NORSTAD
Brigadier General, U.S.A.
Chief of Staff

DECLASSIFIED
~~SECRET~~

a7 lds

SECRET

DECLASSIFIED
DOD Dir.
4 Jan. 52 20 June 1966
By: ALAFLC; Date: 11-13-75
PIC

Navigation in B-29's

To: Chief of the Air Staff

Date: 1 February 1945

From: AS/AS, Training

Control No.
AS/Ltr/1945

1. Attached is a copy of the report submitted by the officer assigned to AS/AS, Training, who investigated navigation and combat control for B-29 crews.

2. In order to obtain a complete picture of the status of these training programs, it is recommended that the report be read in full. However, for the sake of brevity, a summary is given below of the action already taken as a result of this investigation and action recommended.

a. Ground Training

(1) Action Taken

(a) AAFTC completed last week the publication of up-to-date combat manual charts for the pilotless and navigator B-29. These are now being delivered to the B-29 training units concerned.

(b) All confidential AAF manuals have been directed by General Arnold to those many officials on combat theaters. One copy of bulletin delivered to Major Engberg's office.

(c) AAFTC is now preparing for publication latest revision of the B-29 T/C. All those types of combat control charts which are now being used by B-29 flight engineers will be included in this T/C.

(d) Engineering for publication of text books and the flash procedure charts showing the result of combat data in the theater have recently been completed and should be in every production unit by summer of this year.

SECRET DECLASSIFIED

SECRET

[redacted]

[redacted]

[redacted]

(c) Production of Pioneer type fuel dispersion has begun and this equipment will be installed in all B-29 aircraft beginning in May 1945. 150 sets are now available and will be used wherever in the very near future for field installations. No additional parts are yet available for replacements.

(d) A modified Global Refueler has recently been delivered by Consolidated, Model MA Serial No. 44-27297, and is now undergoing service tests at the AAF Service Unit, Wright Field.

(2) Action Recommended:

(a) Assignment of an officer trained in cargo control to [redacted], near his former post with General Kuter's command, where he will be responsible for cargo control, loading of the equipment for Pioneer and I Troop Carrier Command.

(b) Diversion of approximately 1000 Pioneer dispersions to the Army Ordnance Department from the stock of 2000 now set up for shipment.

(c) Dispatch of an officer to [redacted] Service Command qualified in transportation matters connected with airborne.

(d) That development of production of aerodrome type dispersion be continued and put on a high priority and expedited.

b. [redacted]

(1) Action Taken

(a) The Materiel Command and Ground Air Force have been directed to give consideration and preference equivalent to operations

SECRET

Navigation in B-29's

Chief of the Air Staff

AC/AS, Training

1 February 1945

6 Cont'd

RMB/ald/7h986

in high winds and at high ground speeds. AC/AS, OCAR, has been requested to expedite the development and production of a new computer to accommodate such winds and ground speeds in time to furnish it to the 315th Wing.

(b) The Training Command has been informed of the need to expedite the installation of fluxgate compasses on all navigation training airplanes. These compasses are available in the Training Command, and installation is in progress at the present time. It is estimated all navigation training airplanes should have the fluxgate compass installed by May of this year.

(c) The Second Air Force has been directed to expedite action to have B-3 driftmeters installed in all B-29 training aircraft. These are now installed in only a very small number of B-29's assigned to the Second Air Force, whereas 100% of the flyaways have this driftmeter installed.

(d) Approval of the modification of the Link GNT permitting simulation of high winds and ground speeds has been obtained this week from AFTAB. Modification of Link GNT's at B-29 bases will begin immediately. This is a simple modification and can be accomplished locally.

(e) The Air Communications Officer has been requested to approve a plan for the installation of Loran stations covering all of the United States coastlines as well as part of the interior. It is strongly recommended this plan be approved immediately so that flight training in Loran can be given in B-29's. Concurrently, requests have been initiated to install Loran sets in training B-29's. This equipment is available.

(f) The Second Air Force has been directed to obtain additional quotas from the Technical Training Command AFT schools for maintenance training to improve the quality of AFT maintenance at their Very Heavy bases.

(g) The Second Air Force will be directed to make a study of the feasibility of increasing the number and achieving more even distribution of navigation training flights throughout the crew training period.

RESTRICTED

Navigation in B-29's

Chief of the Air Staff

1 February 45

6 Cont'd

AC/AS, Training

RMS/mld/74986

(2) Action Recommended

(a) That AC/AS, M & S, be directed to assign on A-1 priority to the modification project for increasing the range of Training Command navigation school AT-7's.

(b) That AC/AS, OC&R, be directed to make a study in conjunction with AC/AS, Training, on the cost of lengthening the Training Command navigation school course from 20 to 24 weeks.

(c) That AC/AS, OC&R, be directed to allocate B-29's to a special B-29 navigation school such as is now being conducted at Jackson, Mississippi, for the training of navigators when availability permits.

(d) That there be established an additional requirement for B-29's to be allocated to the training installation to include the aircraft needed to implement recommendation (c) above.

(e) That AC/AS, OC&R, be directed to make a navigator a permanent member of future mock-up boards on long-range bombardment aircraft to avoid producing aircraft with a crowded compartment for the navigator as in the B-29.

(f) That the Air Communications Officer be directed to monitor the expeditious installation of Loran stations in the United States to enable navigators to obtain flight training on this equipment.

(g) That AC/AS, OC&R, be directed to establish an instrument calibration mission as a minimum in AAF Training Standard #20-3, this minimum to be accomplished prior to the 3000-mile navigation flights. Training Standards now require instruction in instrument calibration but no minimum standard mission is set up.

(h) That AC/AS, M & S, be directed to modify the present system of issuing navigation kits at the staging bases as soon as possible to permit issuance of sextants at the beginning of crew training.

(i) That AC/AS, M & S, be directed to investigate the feasibility of moving the astrodome in the B-29 forward out of the tunnel and, if this is not feasible, to replace it with flat optical glass windows.

UNCLASSIFIED
SECRET

Navigation in B-29's

Chief of the Air Staff

1 February 1945

6 Cont'd

AC/AS, Training

HMS/ald/74986

(j) That AC/AS, M & S, be directed to make every effort to increase AFI production so that all flyaways and training B-29's will have this equipment installed.

3. It is believed that the implementation of the above action and recommendations will greatly improve the quality of cruise control and navigation training in the continental training installations. Many of the aircraft losses now attributed to lack of training in these categories should be eliminated.

Signed

WILLIAM W. WELSH
Brigadier General, U. S. Army
Assistant Chief of Air Staff,
Training

1 Incl:
Cy Memo - Rpt on Nav & Cruise Control Tng

AFACO _____

AFTMA _____

AFREQ _____

AFACT-2 _____

UNCLASSIFIED
SECRET

DECLASSIFIED

B-29 Engine Fires

General Echols 17 February 45

1

General Giles HWC,JR:JT 72487

1. The record shows that B-29 engine fires are on the increase rather than the desired decrease that has been under discussion for some time.

2. To date in February we have as many B-29 wrecks as during the entire month of January. Engine fires make up a large percentage. I would like to know:

a. What progress has been made to date to correct this.
b. When will these engine fires be stopped.

Incls.

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

SAS 452.1 VIIB (2)

~~CONFIDENTIAL~~

DECLASSIFIED
DOD Ltr
E.O. 20 June 1974
By ALW NLC: Date 11-11-75
PIC

Totalizer Type Fuel Flowmeters

AC/AS, Materiel & Services (THRU: General Timberlake) 24 February 1945

Chief of the Air Staff 1

RMS/akb/72434

1. The need for totalizer type fuel flowmeters for B-29 aircraft has been brought to the attention of the undersigned. In order to achieve the accurate cruise control needed for maximum range operations being conducted in the theater, an instrument of the subject type must be installed in every B-29 airplane.

2. Numerous reports have been received from the theaters indicating that airplanes have been ditched short of the home base upon returning from the target. Many of these ditchings have resulted from fuel shortage. Although improper fuel reserve calculations and inaccurate navigation have sometimes been contributing factors, the principal cause of these ditchings is probably inaccurate cruise control. It will be possible to achieve accurate cruise control only when totalizer type flowmeters are installed in the B-29.

3. It is therefore directed that the development of the subject flowmeters be placed on as high a priority as possible and expedited to insure that this equipment is installed in production B-29's at the earliest possible date. It is further directed that a report be submitted to this office stating what priority has been given to development of this equipment and action taken to expedite production.

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

Comeback - Rm 4D116

~~CONFIDENTIAL~~

CONFIDENTIAL

DECLASSIFIED

DECLASSIFIED
DOD Dirs.
8 Jan. & 20 June 1974
By ALM LC; Date 11-11-75
Pic

Totalizer Fuel Flowmeter

Chief of Air Staff

28 MAR 1945

3

AC/AS, OC&R

Paragraphs 1 and 2 of comment No. 2 are in accordance with records of this office.

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

DECLASSIFIED

DECLASSIFIED

CONFIDENTIAL

DECLASSIFIED
DOD ltrs
8 Jun. & 20 June 1974
By AFAMC; Date 11-21-75

API Productions

Chief of the Air Staff

12 March 1945

AC/AS, Materiel and Services

2

Major Nelson/dmr/6235

1. The estimated and actual production figures for Air Position Indicators on Army Air Force contract are as follows:

Schedule	January	February	March	April	May	June	July	Aug	Sept.	Oct.
Estimated production as of December 1944	325	425	525	650	750	825	825	825	825	825
Actual production	370	469								

2. Since the requirements for these instruments have exceeded the production, 100% installation in B-29 airplanes has not been possible and distribution is being made on a priority basis as requested by AC/AS, OC&R. Priority for distribution of these instruments cover specified B-29 airplanes, radar - equipped B-17 and B-24 airplanes, and Training. It is believed that the production estimates as set forth in paragraph 1 will be met and will be sufficient so that all B-29 aircraft will be equipped with Air Position Indicators by the later part of March providing priorities are not changed.

(Signed) JOHN G. MOORE
Colonel, Air Corps

JOHN G. MOORE
Colonel, Air Corps
Executive, AC/AS, M&S

DECLASSIFIED

CONFIDENTIAL

~~CONFIDENTIAL~~

UNCLASSIFIED
DOE Itrs.
By ALM/LC; Date 11-21-75

API Productions

AQ/AS, Materiel & Services (THRU: General Timberlake) 24 February 1945

1
RWB/akb/72434

Chief of the Air Staff

1. The Air Position Indicator is a navigation instrument which has proven its worth in combat operations within the last year. It is especially valuable on long flights where navigator fatigue becomes an acute problem.

2. A recent inspection of B-29 training revealed that only one-third of all training aircraft and one-half of all flyaways have the API installed. In view of the value of this device as a navigational aid, especially for the type of operations being conducted in B-29's, it is highly desirable that it be installed in 100% of the training and flyaway B-29's as soon as possible.

3. Your office is therefore directed to make every effort to increase the production of the subject instrument so that all flyaways and training B-29's will have this equipment installed at the earliest possible date, and to render a report on action taken.

Signed

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

Sec/AS

Cy for SAS-38104

~~CONFIDENTIAL~~

SAS 452.1 (8-18-44)

Modification of Training Command Navigation School AT-7 Airplanes

(THRU: General Timberlake) 24 February 1945

AC/AS, Materiel & Services

1

RWS/akb/72454

Chief of the Air Staff

1. There has been developed by the Air Technical Service Command a modification kit for the AT-7 airplane which consists of a gasoline tank to be installed in the nose of that airplane. This tank increases the range of the AT-7 by approximately two (2) hours and is being installed by the Training Command Navigation Schools upon receipt of the modification kit. Only a few of these kits have been received by the Training Command to date.

2. Installation of this kit will provide sufficient additional range for the AT-7 airplane to permit training flights of 6 or 7 hours, as well as making more overwater flying possible. It is an extremely important modification since it will provide the means for correcting training deficiencies, which have been impossible to overcome previously because of the limited range of the AT-7.

3. Your office is directed to assign the production of these modification kits an A-1 priority to insure that the total number required are made available to the Training Command Navigation Schools as soon as possible, and to inform this office of the approximate date it is expected delivery of these kits to the Training Command will be completed.

Signed

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

Secretary/Air Staff

Cy for SAS 381 OF 7

SAS 452.1 DNE 18

~~CONFIDENTIAL~~ DECLASSIFIED

DOD Dir. 5 Jan. & 28 June 1974
NSA/ALM/PIC Date 11-14-75

Totalizer Type Fuel Flowmeters

AC/AS, Materiel & Services (THRU: General Timberlake) 24 February 1945

Chief of the Air Staff RWS/akb/72434 1

1. The need for totalizer type fuel flowmeters for B-29 aircraft has been brought to the attention of the undersigned. In order to achieve the accurate cruise control needed for maximum range operations being conducted in the theater, an instrument of the subject type must be installed in every B-29 airplane.

2. Numerous reports have been received from the theaters indicating that airplanes have been ditched short of the home base upon returning from the target. Many of these ditchings have resulted from fuel shortage. Although improper fuel reserve calculations and inaccurate navigation have sometimes been contributing factors, the principal cause of these ditchings is probably inaccurate cruise control. It will be possible to achieve accurate cruise control only when totalizer type flowmeters are installed in the B-29.

3. It is therefore directed that the development of the subject flowmeters be placed on as high a priority as possible and expedited to insure that this equipment is installed in production B-29's at the earliest possible date. It is further directed that a report be submitted to this office stating what priority has been given to development of this equipment and action taken to expedite production.

Sec/AS

signed

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

Cy for SAS 381047

~~CLASSIFIED~~

~~CONFIDENTIAL~~

SAS 452.1 HB 18

DECLASSIFIED

DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1974
By AUL LC; Date 1-11-75
PIC

Navigation in B-29's

AC/AS, Training

12 January 1945

Chief of the Air Staff

5
FMS,JR:JT 6311

In the event of my absence from this Headquarters before the completion of this project it is desired that progress reports be submitted promptly to General Timberlake.

Signed

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

13 JAN 1945

CLASSIFIED

505.452.1 VHB (18)

~~SECRET~~ UNCLASSIFIED

DECLASSIFIED
DOD Dir.
5 Jan. 6 30 June 1974
By: ALM/PIC; Date: 11-11-75

Navigation in B-29s

SAS 452.1 V.H.B. (18)

TO: Brigadier General Fred H. Smith, Jr.

DATE 6 Jan., '45

FROM: Chief of the Air Staff

COMMENT NO. 2

1. It is desired that you take the necessary action to remedy the B-29 navigation situation as outlined by the Commanding General in his preceding Comment No. 1.

2. A report of the action taken under this directive will be rendered to this office as soon as practicable.

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

~~SECRET~~ UNCLASSIFIED

SAS 452.1 V.H.B. (18)

DECLASSIFIED

DECLASSIFIED
DOD Dirs.
8 Jun. & 29 June 1974
By: ALN/LC: Date: 11-11-75
PIC

Navigation in B-29's

General Timberlake

9 January 1945

3

General Smith

FHS,JR:JT 6371

1. The following action in connection with Comment No. 1 has been taken by this office:

a. Cable has been dispatched to General Norstad to investigate on the spot navigators of B-29's as to proficiency. He will further investigate radio and radar aids to navigation installed or in process of installation in the Mariannas and determine any additional aids which might be of value in reducing navigational difficulties. He was requested to investigate in connection with flight surgeons any physiological or neurological difficulties which might be corrected through the use of benzedrine or other pharmacopoeia.

b. Investigation by highly qualified personnel started today in the Second Air Force to determine whether navigators are receiving sufficient adequate and continuous training after reporting to their units. This investigation will follow through the entire navigation training program, in the Second Air Force and the Training Command and will include instruction of cruise control.

c. B-29 aircraft are being inspected to determine adequacy of installed navigation equipment and possibility that installations are too complex and too numerous.

d. The Air Communications Officer is having a complete survey made of communications and navigational aids installed in and adjacent to the Mariannas with a view toward improving SOP for navigators operating there from.

2. You will be notified upon the receipt of the reports incident to the investigations which are being conducted as outlined above.

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

[redacted]
9 JAN 1945

DECLASSIFIED

SECRET

DECLASSIFIED
DOD Dir.
30 June 1974
AHM/IPR
DEC 18 1944

18 DEC 1944

AFRDB

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Premature Detonation of Bombs Released in Salvo from B-29 Airplanes.

1. Reference is made to RAR dated 15 December 1944, from General Arnold, requesting a report on what has been done to overcome difficulties of bombing in salvo from the B-29 and from the B-32.

2. The following action has been initiated, and is being carried out on highest priority.

a. Tests to investigate modification to arming vanes in present short-arming fuses, to attempt to obtain longer air travel before the fuse arms.

b. XX and XXI Bomber Commands were advised of the stocks of the old series tail fuses which were last reported available in the theater, and which could be used as an interim measure. These old fuses have long arming delay and would give much greater safety in salvo release.

c. Modification to aircraft to reduce or eliminate turbulence in the bomb bay.

d. Requirements were established, and production will be changed to incorporate longer air arming travel in short delay fuses.

3. The field modification of fuses offers a quick solution. Tests being conducted now indicate by changing the pitch of the arming vane blades the arming distance can be increased considerably. A complete answer on this is expected this week, and both bomber commands will be advised immediately. Changing of production of fuses is a long range program and will not be felt for three or four months.

4. It is believed that increasing the arming distance of the fuses will take care of a possible repetition of this trouble in the B-32. As soon as a B-32 airplane is available to the Proving Ground Command for bombing tests, an investigation will be made of this bombing problem.

SECRET

5. Both the XX and XXI Bomber Commands have been advised of the above data. All action has been closely coordinated with General Norstad's office, which has been fully informed on all details. A directive was sent by the Twentieth Air Force to both bomber commands that armed salvo release will not be used until the solution to the difficulties is confirmed, which is expected in the immediate future.

1 Incl
RR dtd 15 Dec 44
from General Arnold

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

File
12/22/44
JB

DECLASSIFIED
SECRET
JAS 452.1 2 HB (14)

~~SECRET~~

DECLASSIFIED
DOD Itr.
8 Jan. & 20 June 1974
By AGAO, LC: Date 11-11-75
pr

Difficulties of Bombing in salvo of the B-29.

AC/AS, OC&R

12/15/44

General Arnold

1

I have been given no solution to the serious problem of overcoming difficulties of bombing in salvo in the B-29. Probably this same trouble will occur in the B-32. Now is the time to take corrective action.

The Lancaster has a large bomb bay and does not have this trouble. This should be investigated.

Desire a full report as to what is being done to solve this problem.

H.H.A.

CC: Chief of Air Staff
20th Air Force

Noted by C/AS
File
Mak

~~SECRET~~

4521 VHB

DECLASSIFIED
DOD ltr.
8 Jan. & 20 June 1974
By A&A/LC; Date 11-11-75
PIC

DECLASSIFIED

Plans for Use of B-32

AC/AS, Operations, Commitments and Requirements — 16 December 44

Chief of the Air Staff — 1
FHS,JR:JT 6371

1. The recommendations contained in the basic paper are approved.

2. General Arnold is concerned as to the status of plans for the acceptance of aircraft, the training of crews and the ultimate tactical employment of B-32's. It is directed that a detail plan, coordinated with AC/AS, Plans, as well as with AC/AS, MAS and AC/AS, Training be submitted showing [redacted] delivery dates, training program and proposed employment as outlined in the basic paper. Employment plans will visualize the replacement of B-29 and/or B-17 aircraft in the European Theatre of Operations by B-32's when the latter become operationally available.

3. In developing the plan it is not desired that large cadres be returned from the ETO for indoctrination nor is it desired that employment of B-32's in the Pacific be contemplated prior to VE-Day.

Signed

1 Incl.
Memo 12-14-44

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

[redacted]
16 DEC 1944

DECLASSIFIED
SECRET

AAS 452.1 (8-11-43) sec 1 (12)

~~SECRET~~

DECLASSIFIED
DOD Dirs.
4 Jan. & 20 June 1974
By: ALM/PK LC: Date 11-11-75

AFRDB
Lt Col McKenzie/slj/72685
Room 1E 1086
Wrtn 16 Dec 74

DECLASSIFIED
DEC 16 1974
DATE

19 DEC 1944

Air Commodore E. D. H. Davies
Air Staff, Operations and Tactical Development
British Joint Staff Mission
Offices of the Combined Chiefs of Staff
Washington, D. C.

Dear Air Commodore Davies:

In reply to your inquiry of 13 December 1944, regarding B-29 operation from Saipan, the following details are furnished:

Fuel consumption of each operational B-29 airplane with its assigned crew is determined from a simulated combat mission including maximum power output over the target for at least 30 minutes and from fuel consumption data logged on every flight made by each airplane. This data, combined with the wind data obtained from weather missions flown over the attack route, determines the fuel load for the planned mission without reserve. A fuel reserve of two hours at minimum cruise power, approximately 650 gallons, is added to this estimated fuel consumption to complete the fuel load for each airplane. This reserve fuel is allowed for navigational errors. There has been as much as 1200 gallons difference in fuel consumption between two B-29 airplanes in the same flight on combat missions. This difference has been due to variance in operating technique as well as engine variance in gallons per hour fuel consumption. Individual airplane planning is a necessity.

Weather information is received from air, land and water stations. Three weather missions by B-29s are planned daily over the attack route. Land weather stations in China and various islands, including the Aleutians, send data daily to Saipan bases. Data from weather boats and Navy weather reports from surface craft are also made available to the B-29 bases.

The above information is the basis of determining the fuel load for combat B-29s on Saipan. More detailed information can be obtained from the theater of operations for you if you so desire.

Sincerely
Respectfully yours,

COPY FURNISHED
19 DEC 1944
GAB

Signed

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

DECLASSIFIED

~~SECRET~~

COPY FOR SECRETARY AIR STAFF

SOS US 2.1 DAB (11)

DECLASSIFIED

DECLASSIFIED
DOD ltrs.
8 Jan & 20 June 1974
By ALM, LC; Date 11-11-75
PIC

B-29 Operations From Saipan

Secretary of Air Staff — 16 Dec 1944

Asst C/AS, Operations, Commitments, and Requirements — 1
GWH/hn/3487

A suggested reply to the attached letter from Air Commodore Davies is attached for signature.

WILLIAM F. McKEE
Colonel, [illegible]
Deputy
Operations, [illegible] of [illegible]quirements

2 Attachments
Att 1. Ltr fr Air Commodore E D H Davies, British Joint Staff Mission, 13 Dec 44, subj as above
Att 2. Proposed reply

SECRET

DECLASSIFIED
DOD Dirs.
4 Jan. & 20 June 1974
By ALM/PIC Date 11-21-75

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

AIR STAFF
(Operations & Tactical Development)

13th December, 1944.

Commanding General,
U.S. Army Air Forces,
Room 3E 1009,
Pentagon Building.

B-29 Operations from SAIPAN

1. A request has been received from the Air Ministry for details of the basis of calculation for fuel safety margins for B-29 operations from Saipan against Japan, information to include any provision for formating weather and combat peculiar to these long range operations.

2. These details are required for purposes of comparison with normal R.A.F. basis of calculating fuel safety margins.

3. It would be appreciated if the information could be sent to the above office for onward transmission to London.

E.D.H. DAVIES,
Air Commodore.

DECLASSIFY
SECRET

[redacted] SECRET

[redacted] to Approve Performance of the Last Thirty-Four (34) B-36 Type Aircraft".

DECLASSIFIED
DOD Dir.
6 Jan. & 30 June 1954
By: I.C. Date

1st Ind. [redacted]

Hqs., Air Materiel Command, Wright Field, Dayton, Ohio. 16 October 1947

TO: Chief of Staff, United States Air Force, Washington 25, D.C.
ATTN: Secretary, USAF Aircraft and Weapons Board.

1. In reference to basic communication, the performance figures, production costs and airplane delivery schedule were examined and found entirely feasible.

2. It is the recommendation of the undersigned that this program be approved.

JOSEPH T. [redacted],
General, USAF,
Commanding.

Incl.
n/c

4 S-2, 1 Dec Library Bomber

- 3 -

[redacted]

[redacted] SECRET

SECRET

DECLASSIFIED
DOD Dir.
8 Jan. & 24 June 1974
By NARS, LC; Date 11-11-75
MC

Oct 15/47

SUBJECT: Proposal to Improve Performance of the Last Thirty-Four (34) B-36 Type Aircraft

TO: Commanding General
AAF Material Command
Wright Field
Dayton, Ohio

PERSONAL ATTENTION OF THE COMMANDING GENERAL

1. At the last meeting of the USAF Aircraft and Weapons Board, the decision was made to cancel the one (1) B-36 prototype having the XB engines installed, and further production beyond the one hundred (100) now on contract, was deemed inadvisable. Since that date [illegible] Aircraft Company has submitted the proposal for converting the last thirty-four (34) B-36's on the contract of five (5) aircraft of the total of one hundred (100) now on contract. The performance increase obtained by installing YB60 engines is essentially [illegible] speed, 6-8%, 300 miles per hour cruising speed instead of the 275 miles per hour cruising speed obtained with the R-4360-41 engine, 435 miles per hour high speed over 385 miles per hour. At the long-range cruising speeds the range is increased from 9930 statute miles to 10800 statute miles. The details of Consolidated's proposal are contained in Enclosure 1 to Tab A, attached hereto.

2. It is to be noted that the reduction of five (5) aircraft of the total to be obtained in this proposal covers only the expense of the B-36 [illegible] production. In addition, it is estimated (as outlined in paragraph 3 of the Memorandum to Tabs) that [illegible] will be necessary to finance the development [illegible] Consolidated estimates that approximately additional Government funding in the amount of $ is required to finance this change by cancelling six (6) or seven (7) B-36's from contemplated FY 1949 B-36 procurement.

3. This proposal is being circulated to all members of the USAF Aircraft and Weapons Board in an effort to obtain a decision at the earliest possible date. It is essential that a decision be rendered on this matter in the immediate future if Consolidated is to meet the proposed production schedule.

DECLASSIFIED
SECRET

U-43118

[redacted]

Ltr fr USAF to GS AAF, subj: Proposal to Improve Performance of the Last Thirty-Four (34) B-36 Type Aircraft

4. This proposal has been concurred in by AC/S-3, AC/S-4, and Air Comptroller's Office of this headquarters. It is felt that the proposed improvement will make the B-36 a more realistic combat vehicle for delivery of the "A" Bomb.

5. Your attention is invited to paragraph 1.c of 1st Indorsement, Tab B, attached. Therein, General Spaatz has directed the evaluation of subject proposal and its submission to Members of the Board for interim consideration and decision.

6. It is requested that you return this correspondence to the Secretary, USAF Aircraft and Weapons Board within twenty-four (24) hours, indicating your approval or disapproval of subject proposal.

BY ORDER OF THE SECRETARY OF THE AIR FORCE:

2 Incls
1. Tab A—Ltr fr USAF
10 Sep 47 w/1st
Ind fr [redacted]
30 Sep 47 w/2 Incls
2. Tab B—Ltr fr [redacted]
AAF 12 Sep 47 w/1st
Ind fr O/S USAF dtd
7 Oct 47 (Incl w/d)

F. H. SMITH, JR.
Brigadier General, USAF
Secretary, USAF Aircraft and
Weapons Board

[redacted]

U-43118

SECRET

DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 1976
By: ALC: Date: 11-11-75
PIC

MCPAS/ENG:EM/3-6252
(T-Shah.)

MCPAS

16 October 1947

B-36 Airplanes,
Installation Provisions for a Weaponeer.

Chief of Staff,
United States Air Forces,
Washington 25, D. C.

Attention: AC/AS-4.

1. The Air Material Command is in receipt of CONAC proposal for installation of provisions for an additional crew member in Forward Cabin of B-36A and B-36B Airplanes. CONAC Drawing 36A886, Sheets 1 and 2 and Photographs of the mock-up for additional crew member are forwarded for review. The proposed installation is easily adapted to the present B-36 Airplanes and does not compromise present crew arrangement.

2. The necessary G.F.E. and C.F.P. to accomplish the proposed installation will increase the weight empty of subject airplanes approximately 144 pounds. This weight does not include alternate load G.F.P. which will be installed in the field. All equipment installed by CONAC will be standard Air Force equipment and the installation will be referred to as installation for additional crew member. Therefore, it is believed no security classification need be assigned to this work.

3. A preliminary cost estimate for accomplishment of proposed installation is $6,000.00 per airplane. Based on this estimate, funds are now available on the airplane Contract to accomplish the subject change on all B-36 Airplanes.

4. If it is determined that a large quantity of B-36 Airplanes will be required to have the subject installation, it would be more economical to make this subject installation in all B-36 Airplanes on the production line. However, if [redacted] determined subject installation will be required to be made in a Modification Depot, assistance from CONAC engineers and production people can be given the Modification Depot if desired. Also Modification Kits can be furnished the depots if desired.

FOR THE COMMANDING GENERAL:

GEORGE F. SCHAETZEL,
Colonel, Air Corps,
Chief, Aircraft Section,
Procurement Division.

Encls 2ea. [redacted] Photo. (2),
Photos (9). (1 ea).

CLASSIFIED

SECRET

W-43266

~~CONFIDENTIAL~~

~~RESTRICTED~~

DECLASSIFIED
DOD ltr.
8 Jun. & 20 June 1974
By: ALM LC: Date: 11-11-75
PIC

AFOCR
Lt Col Hill/hm/3487
1 Dec 44

6 DEC 1944

Major General Robert B. Williams
Commanding General, Second Air Force
Colorado Springs, Colorado

Dear Bob:

I have been waiting to give you a chance to get your feet on the ground and take over your Command before bringing to your attention a matter which I consider deserves immediate corrective action.

The record of the Second Air Force in staging B-29 aircraft is very unsatisfactory. I quite realize that the Second Air Force is not wholly to blame and that this Headquarters is at fault to the extent that we have not anticipated and forestalled certain delay factors. Nevertheless, there has been a lack of aggressive determination on the part of the Second Air Force. We have had no warning of delays until after they have occurred, and no pressure from the Second Air Force to eliminate factors contributing to delay until after we invited it.

As a result, the Second Air Force has fallen progressively behind on its commitments and the trend has not been reversed. For the seven-day period 23 through 29 November, for instance, a total of thirteen B-29 airplanes were staged.

To meet our present and future commitments, the Second Air Force must have a staging capacity of not less than ten B-29's per day. That does not mean that you will be required to stage three hundred B-29's each month, but it does mean that during certain periods we will expect you to stage ten each day, and that you should have the capacity to stage ten per day whenever and for whatever period of time required.

Please look into this matter personally and do what you think necessary to iron it out. We are willing to help in any way we can.

Sincerely,
Signed

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

6 DEC 1944

~~RESTRICTED~~
~~CONFIDENTIAL~~

COPY FOR OFFICE OF SIGNATURE

SAS 452.1 VHB (5)

SAS 452.1 VHB (5)

File

CONFIDENTIAL
DECLASSIFIED
DOD ltrs
8 Jun. & 20 June 1974
By ALM, LC: Date 11-11-75
DIC

Letter to Major General Williams for Signature of Chief of Air Staff

Secretary of Air Staff **30 Nov 1944**

Asst C/AS, Operations, Commitments, and Requirements 1 GWH/hn/3487

1. A proposed letter to the Commanding General, Second Air Force, is attached for signature of the Chief of Air Staff.

2. The letter invites General Williams' attention to the unsatisfactory record of the Second Air Force in staging B-29 aircraft and requests that he take personal corrective action.

1 Att
Proposed ltr to CG,
Second AF

WILLIAM F. McKEE
Colonel, A.C.
Deputy Chief of Air Staff
Operations, Commitments & Requirements

DECLASSIFIED

SECRET
DECLASSIFIED

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
By: ALN LC; Date: 11-1-75

B-29 Wing of Stripped, APQ-7 Equipped, Aircraft — 2 DEC 1944

Asst C/AS, Materiel and Services
Asst C/AS, Operations, Commitments, and Requirements
Asst C/AS, Training
///// Asst C/AS, Personnel
Air Communications Officer

FROM: General Arnold

1. The airplanes of the 315th Bomb Wing, VH, will be stripped in accordance with specifications furnished by the AC/AS, OCAR, and equipped with AN/APQ-7 radar, provided:

a. The mock-up of AN/APQ-7 in a stripped B-29 proves successful.

b. Subsequent performance tests prove successful.

2. The mock-up and performance tests specified above will be accomplished on first priority.

3. Necessary action will be taken to assure that (subject to the proviso of paragraph 1) the 315th Bomb Wing, VH, is fully trained and equipped to carry out its mission as an AN/APQ-7 instrument precision unit by the following readiness dates:

16th Bomb Group	1 April
501st Bomb Group	1 April
502nd Bomb Group	1 May
331st Bomb Group	1 May

4. The AC/AS, MSS, will furnish the Chief of Staff, Twentieth Air Force, with a schedule showing the availability to the Training Command of AN/APQ-7 equipped aircraft for training, and the availability to the Second Air Force of fully modified aircraft for the 315th Wing, by dates and quantities.

5. All action initiated as a result of this directive will be coordinated with the Chief of Staff, Twentieth Air Force.

6. The AC/AS, OCAR, is designated as the Air Staff agency charged with overall responsibility for monitoring this program, and will report current status at weekly intervals to the Chief of Staff, Twentieth Air Force.

7. No waivers in training or equipment and no delay in overseas movement will result from this directive.

DECLASSIFIED
2 DEC 1944
DECLASSIFIED

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

File

Copy for Office of Signatures

1 SECRET

452.1 D 44 (4)

SECRET

UNCLASSIFIED
DOD Dir.
5 Jan. & 20 June 1974
By AWC, LC; Date 11-11-75

Letter from Gen Ent to Gen Arnold 11-21-44

General Hoyt ~~Vandenberg~~ 27 November 44

General Smith

1

FHS,Jr:JT 6371

In view of your familiarity with the decisions made yesterday with reference to stripped B-29's it is requested that you answer General Ent's letter direct furnishing a copy for General Arnold's office through me.

1 Incl.
Ltr

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

[redacted]
27 NOV 1944
AAG

SAS 452.1 VHB (3)

UNCLASSIFIED
SECRET

SAS 452.1 VHB (3)

Gen Timberlake—

attached directives were prepared by OC & R in coordination with this office.

Request your comment or concurrence and return for signature of Gen Arnold

L M

SECRET

[redacted]

VHB Program

AG/AB. Training

DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 1954
By NND 760102 I.C. Date 11-11-75

27 November 44

1

Chief of the Air Staff

VHB,JR:JT 6371

1. The attached plan subject "VHB Program" is approved.

2. You will take such action as will ameliorate the delay in the B-32 program in the event that airplane is used to equip later units in the 48 group VHB Program. This will mean that you must provide for one B-32 transition school and three B-32 OCTU's although the construction at these stations may be on a lower priority than that scheduled for the stations listed in paragraph 3c of the basic paper.

Signed

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

1 Incl.
Memo 11-18-44 memo
subj from ACT

INCOMING
27 NOV 1944
AAG

SAS 452.1 VHB

SECRET

[redacted]

452.1 VHB

SECRET

DECLASSIFIED
DOD Itr
8 Jan & 20 June 1974
By: AUL NLC: Date 12-11-75

Conversion of Heavy Bomb Groups to B-29's

AC/AS, Operations, Commitments and Requirements — 14 December 1944

Chief of the Air Staff — 2 — FREB,JR:JT 6371

1. The plan set forth in the attached correspondence is approved subject to the following amendments:

a. General Spaatz and General Baker will be queried as to their comments and recommendations on conversion in the Theatre, but that portion of the quoted cable which indicates a reduction of 473 ground maintenance personnel per group to be converted will be deleted. It is the belief of the Chief of Air Staff that conversion can be accomplished in the Theatre without returning for indoctrination more than 20 key personnel in each group.

b. The Chief of Air Staff desires that prior to conversion the 24 VHB groups deployed or to be deployed in the Pacific be built up to full GR plus [illegible] Thirty days prior to the accomplishment of this build up Headquarters AAF and U.S. Air Forces will receive a few B-29's each for study, test and familiarization. At the same time they will return to the U.S. not to exceed 20 key personnel per group including combat leaders who will study methods of tactical employment developed in CBI's here. He feels the B-29 must be handled as just another four engine airplane and that conversion in the theatre without prior stateside indoctrination is both feasible and desirable. He, of course, understands that the 503 odd B-29 specialists per group must be provided from the Zone of Interior. All possible aid will be given the Theatres by the provision of mobile training units and out-camps.

2. With the above in mind it is desired that General Spaatz and General Baker be queried as indicated and that plans in this headquarters proceed accordingly.

Signed

F. H. [illegible], Jr.,
Brigadier General, U.S. Army,
Deputy Chief of the Air Staff.

14 DEC 1944

Incls.
n/c

SECRET

SAS 452.1 VHB (C)

~~SECRET~~

DECLASSIFIED
DOD ltr
8 Jan. & 30 June 1974
By: AUL/PIC NLC: Date: 11-11-75

Conversion of Heavy Bomb Groups to B-29's

The Chief of Air Staff

9 DEC 1944

1

AC/AS, Operations, Commitments and Requirements

CPLessig/ezl/3753

1. The attached paper is submitted as a staff study of the plan to convert heavy bomb groups into very heavy bomb groups to become effective commencing in August 1945 when production of B-29's will permit.

2. It is set forth in three separate plans depending upon:

a. War with Germany continuing into 1946.

b. Germany defeated prior to March, 1945.

c. Germany defeated after March 1945 and prior to February 1946.

3. The plan has received the complete concurrence of the Air Staff with the exception of the Twentieth Air Force, a copy of their nonconcurrence and our rebuttal thereto are attached.

4. It is recommended that the plan be approved in order that work can commence immediately on details involved.

Incls:

Incl #1 - Memo to C/AS, subj: VLR Conversion Program
Incl #2 - Non-concurrence (memo) on the above from C/S, Twentieth Air Force.
Incl #3 - Memo (our reply to Twentieth Air Force) same subj.

Signed

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

~~SECRET~~

DECLASSIFIED

AFRAL/CHV/cdg/74361
Wm 8 Jan 45
Rm 3 D 1036
Rewrtn DAS/MMK/ee/5458
14 Jan 45

DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1958
ALN/PIC

16 JAN 1945

Lt General Carl Spaatz
APO 633, c/o Postmaster
New York, New York

Dear Tooey:

Your letter of 6 December has been received and I am gratified with your understanding of the problem.

The purpose of my letter, which in the same general form was sent to all commanders, was to dispel the idea that we had huge surpluses of aircraft and that conservation was no longer necessary.

As you know, AAF Regulation 65-87 is not strictly applicable in overseas theaters; however, as indicated in my letter of 22 November, it should serve as a rough guide in forming your policy as to when an airplane is worth repairing. It is realized, of course, that your policy in this matter must be consistent with the manpower and facilities which are available to you.

I am pleased that you have acquainted your air force commanders with the necessity of conserving our aircraft resources and hope that your firm record in this matter will be maintained.

Sincerely yours,

Signed

H. H. ARNOLD
Commanding General, Army Air Forces

DECLASSIFIED
16 JAN 19--

Copy, Las.

DECLASSIFIED

SAS 452.1 War Weary Acft (8)

AOS 452.1 War Weary Acft (8)

CONFIDENTIAL
DECLASSIFIED

COPY

HEADQUARTERS
UNITED STATES STRATEGIC AIR FORCES IN EUROPE
OFFICE OF THE COMMANDING GENERAL
APO 633

DECLASSIFIED
DOD ltrs
8 Jun. & 20 June 1974
By: ALM LLC; Date 11-11-75
PIC

452.1

8 December 1944

General H. H. Arnold,
Headquarters, Army Air Forces,
Washington, D. C.

Dear Hap:

This is in reply to your letter of 22 November on the subject of war weary aircraft. I am surprised that your people have informed you that we have been declaring large numbers of aircraft war weary. I enclose a schedule (Tab A) giving the total that have been so declared in the Eighth and Ninth Air Forces since this Command was organized. You will notice that the average monthly total for all types is in the neighborhood of one and one-half percent of average unit equipment. The rates in recent months have been below this year's average. Furthermore, the majority of these planes are performing useful service as training, weather recon and liaison aircraft.

AAF Regulation 65-87, which you quote, was considered by us inapplicable to this Theater. For example, under its terms we would have been obliged to repair damaged B-17 aircraft provided the repair could be accomplished in thirteen or fourteen thousand man hours. We do not possess the resources in facilities or manpower to accomplish repairs of such magnitude and, in my opinion, it would be unwise and uneconomical to include such facilities in future planning for theaters of operation. A salvaged plane is not a dead loss since we strip it of its parts which go back into our supply system.

Your feelings concerning the necessity of eliminating wasteful practices and conserving the taxpayers' money are fully understood and shared in this Theater. Procedures have been set up in the Air Forces and approved by me outlining the manner in which transfer to war weary status is accomplished. Copies of the directives are enclosed for your information. (Tab B) These procedures were designed to curb any possible tendency to careless discarding of battle worthy aircraft and to enable us to fix responsibility. However, in view of your particular concern with this matter, I am addressing a letter directive to the commanders of the Air Forces which re-emphasizes the necessity of the most careful supervision and outlines certain tests which can be applied in lieu of AAF Regulation 65-87.

It is my belief that proper care has always been exercised in this Theater and you may be assured that there will be no relaxation of our concern over this matter in the future.

Very truly yours,

CARL SPAATZ,
Lieutenant General, U. S. Army
Commanding.

CONFIDENTIAL
DECLASSIFIED

SECRET
DECLASSIFIED

COPY

LOSSES TO WAR WEARY

To 20 November 1944

E.T.O.

	B-17	B-24	B-26	A-20	P-38	P-47	P-51
Total Net Losses to War Weary To 20 November 1944	176	127	64	7	47	212	114
Average Monthly Loss to War Weary (10-2/3 Mo.)	16.5	11.9	6.0	0.65	4.4	19.9	10.7
Average Monthly U.E.	1090	692	444	132	315	1200	638
Average Monthly Loss, Percent of Average Monthly U.E.	1.51	1.72	1.35	0.49	1.40	1.66	1.68

Tab A

STATISTICAL CONTROL OFFICE
ASC US STRATEGIC AIR FORCES IN EUROPE
4 December 1944

DECLASSIFIED

DECLASSIFIED
NND

HEADQUARTERS
UNITED STATES STRATEGIC AIR FORCES
IN EUROPE

In reply refer
to: [illegible].1

APO 633, U.S. Army.
5 May, 1944.

SUBJECT: Designation of Non-Tactical Aircraft.

TO: Commanding General, Eighth Air Force, AAF-101, APO 634, U.S. Army.
Commanding General, Ninth Air Force, AAF-472, APO 696, U.S. Army.

1. Attention is called to the fact that it is within the scope of the authority of the Commanding General of an Air Force to establish procedures and standards whereby tactical type aircraft "which because of age, obsolescence, or other reasons are permanently unfit for tactical use" are redesignated as non-tactical for reporting purposes.

2. To enable this Headquarters properly to indicate to Headquarters Army Air Forces the correct tactical position of the Air Forces in this theater, it is directed that such procedures and standards be published.

3. The flow of replacement aircraft and the evaluation of the combat effort of the Air Forces in this theater are affected adversely by the inclusion within the tactical category of such aircraft as are indicated in paragraph 1.

4. It is directed that whenever a specific aircraft is adjudged permanently unfit according to Air Force standards that it be redesignated to "NC" (Non-Combat) planes of the basic type and model e.g. NC B17 F, NC A20B, NC P38 J. Such designation as "NC" shall be indicated physically on the aircraft involved in such a manner as to prevent any future reporting of such aircraft as tactical.

5. Where a specific type and model aircraft is commonly used by both Air Forces it is recommended that uniform standards and procedures for redesignation be agreed upon by the Air Forces.

6. All aircraft so redesignated should be reported by serial number through established Statistical Control channels to Headquarters, USSTAF, so that the specific planes may be excluded as soon as possible from the tactical section of the theater inventory.

By command of Lieutenant General SPAATZ:

J. B. GORDON,

Colonel, AGD

COPY

RESTRICTED
DECLASSIFIED

HEADQUARTERS EIGHTH AIR FORCE
Office of the Commanding General
APO 634

(F-L-5)

DECLASSIFIED
DOD Dir.
5 Jan. & 20 June 1974
By AUA/PC Date 11-11-75

MEMORANDUM)
NO. 65-21)

26 June 1944

SUPPLY AND MAINTENANCE

Designation, Identification, Marking and Disposal of Aircraft Permanently Unfit for Tactical Use.

1. Purpose - Tactical aircraft replacements are provided on the basis of maintaining specified levels of unit equipment and reserves of tactical aircraft. In order to obtain replacements for tactical aircraft which have become permanently unfit for tactical use, it is necessary that such aircraft be so designated, identified, marked, and disposed of in accordance with instructions contained in this memorandum.

2. Standards - No precise standards are established as to when an aircraft will be designated permanently unfit for tactical use. In general, however, any aircraft so designated must possess defects of a kind which cannot be remedied economically and which materially limit the usefulness of the aircraft for tactical purposes. Such defects may be due to wear and tear, damage, obsolescent design, or a combination of these causes.

3. Procedures - a. For each aircraft recommended to be designated permanently unfit for tactical use, a report, originated or approved by the major subordinate command concerned and containing the following information, will be prepared and forwarded to this headquarters:

(1) Type, model, series, and serial number of aircraft.
(2) Unit to which assigned.
(3) Total flying hours.
(4) Total operational hours.
(5) Total sorties completed.
(6) Total abortives due to mechanical causes.
(7) Defects - Under this heading itemize the specific defects of the aircraft which render it permanently unfit for tactical use.
(8) Whether or not aircraft is available for reassignment, and if so, date it may be picked up.
(9) Whether or not aircraft is flyable or will be flyable on date given to be picked up.

b. Upon receipt of the above report, this headquarters will approve or disapprove the report and notify the unit concerned accordingly.

c. Upon receipt of notification that the aircraft has been approved to be designated as permanently unfit for tactical use, the aircraft will be so designated by the unit concerned as follows:

Tab - "B"

RESTRICTED
DECLASSIFIED

COPY

RESTRICTED
DECLASSIFIED

(1) An entry will be made under remarks on AAF Form 60A:

"Aircraft designated permanently unfit for tactical use on authority of Commanding General, Eighth Air Force, dated_____".

(2) The symbol "WW" will be added as a suffix to the serial number of the aircraft. This symbol will be painted on the aircraft and will be included as part of the serial number on all reports and records relating to the aircraft.

4. Disposition - Non-tactical aircraft, in excess of those authorized to be kept for training and other uses, will be transferred to BADA, ASC USSTAF, to VIII Air Force Service C ommand, or to other units having need for such aircraft, on instructions from this headquarters.

By command of Lieutenant General DOOLITTLE:

JOHN S. ALLARD
Colonel, GSC
Chief of Staff

OFFICIAL: /s/ Lindsey L. Braxton
/s/ LINSEY L BRAXTON
Lt. Col AGD
Adjutant General

DISTRIBUTION "E"

DECLASSIFIED

 RESTRICTED

HEADQUARTERS
NINTH AIR FORCE

65-9
2 Pages
Page 1

APO 696, U S Army
6 September 1944

MEMORANDUM)
No. 65-9)

SUPPLY AND MAINTENANCE
Aircraft Permanently Unfit for Tactical Use

(This Memorandum supersedes Memorandum 65-9, this Headquarters, dated 7 June 1944.)

1. Purpose: Tactical aircraft replacements are provided on an allotted basis to stations and groups in this Air Force. In order to provide replacements for tactical aircraft which are permanently unfit for tactical use it is necessary that such aircraft be officially placed in this category and designated as W.W. (War Weary) aircraft.

2. Procedure: Aircraft which have become permanently unfit for tactical use because of age, obsolescence, or other reasons will be redesignated as non-tactical aircraft for reporting purposes in accordance with the following procedure.

a. An entry will be made by the responsible unit under remarks on AAF Form 60A to the effect that the aircraft is permanently unfit for tactical use and citing the authority under which the aircraft was so designated.

b. The symbol "W" will be added as a prefix to the serial number of the aircraft. This symbol will be painted on the aircraft and will be included in all reports and records relating to the aircraft as part of the serial number.

3. Standards: The following standards will be used in determining aircraft to be redesignated as permanently unfit for tactical use.

a. Aircraft which because of obsolescent equipment or other design characteristics are permanently unfit for tactical use.

b. Aircraft which have defects which cannot be corrected, and cause aircraft to be unsafe for operations.

c. Aircraft which because of excessive wear and tear or damage are permanently unfit for tactical use.

4. The Commanding Generals of the respective commands will initiate action for redesignation of tactical aircraft in their commands under Par 3a, submitting these requests to this headquarters for approval.

a. Recommendations for redesignation under Par 3b and 3c will be initiated by units, with complete historical evidence attached, and will be forwarded through Service Command channels to Commanding General, IX Air Force Service Command for approval.

b. Whenever redesignation requests under paragraph 3b and 3 c are disapproved by the Commanding General, IX Air Force Service Command, such requests will be returned to the headquarters of the command concerned for investigation and remarks, then forwarded to this headquarters for final action.

5. When redesignation of aircraft is approved, Commands will take action in accordance with the procedure outlined in paragraph 2.

By command of Major General VANDENBERG:

V. H. STRAUB
Brig Gen., USA
Chief of Staff

OFFICIAL:

s/Harold L. Carter
t/HAROLD L. CARTER
Lt. colonel, AGD
Asst Adj General.

DECLASSIFIED
RESTRICTED

HEADQUARTERS
IX AIR FORCE SERVICE COMMAND

DECLASSIFIED
DOD ltrs.
6 Jan. & 20 June 1974
By: LC; Date: 11-11-75

MEMORANDUM)
NO. 68-45

SUPPLY AND MAINTENANCE

Procedure for Redesignation and Disposition of Aircraft as War Weary

(This Memorandum supersedes all previous instructions published by this Headquarters regarding designation and disposition of War Weary aircraft).

1. PURPOSE: The purpose of this Memorandum is to explain the procedure for redesignating aircraft War Weary, for disposing of them, after the recommendation for such redesignation has been initiated by a Tactical Unit in accordance with Paragraphs 3b or 3c of Ninth Air Force Memorandum 68-9, dated 6 September 1944.

2. Procedure:

a. When the recommendation for redesignation has been received by the Service Team, along with the aircraft, the Service Team will forward the original and one copy to Commanding General, IX Air Force Service Command, Attention: Maintenance Division, and will arrange with Aircraft Allocations of the Advanced Air Depot Area concerned to have the aircraft delivered to the Tactical Air Depot to which it is assigned for technical control, also closing a third copy of the letter of recommendation along with complete Historical Records. The Tactical Air Depot will perform a thorough inspection of the aircraft, including flight test, to determine whether or not the discrepancies noted in the letter of recommendation can be corrected.

(1) If, in the opinion of the Depot Engineering Officer, the aircraft should not be redesignated WAR WEARY, repair will be undertaken to correct discrepancies noted in the letter of recommendation and teletype will be initiated to the Commanding General, IX Air Force Service Command, Attention: Maintenance Division, with an information copy to the Advanced Air Depot Area concerned, making reference to the original letter of recommendation for redesignation, stating specifically why the aircraft should not be redesignated War Weary, and recommending that the request for War Weary designation be disapproved.

(2) If, in the opinion of the Depot Engineering Officer, the aircraft should be redesignated War Weary, a teletype will be initiated to Commanding General, IX Air Force Service Command, Attention: Maintenance Division, with an information copy to the Advanced Air Depot Area concerned, making reference to the original letter of recommendation for redesignation, stating specifically why the aircraft should be redesignated War Weary and recommending that the request for redesignation be approved.

RESTRICTED

AAF 545.5-1 Memorandums 6

Memo 65-45, Hq, IX Air Force Sv Comd, 17 October 1944, Cont'd.

(b. (1) When the recommendation for redesignation is approved, this Headquarters will notify the units concerned by teletype and the holding organization will comply with Paragraph 2, Ninth Air Force Memorandum 54-9, dated 6 September 1944. 65-9

)2) When the recommendation for redesignation is disapproved, this Headquarters will comply with Paragraph 4b of Ninth Air Force Memorandum 65-9, and the holding organization will retain the aircraft until final approval or disapproval of War Weary recommendation is received from the Commanding General, Ninth Air Force.

3. Disposition:

a. If the recommendation for redesignation is disapproved, the holding unit will take the necessary action to return the aircraft to operational status and report the aircraft, by type and serial number, to Aircraft Allocations of the Advanced Air Depot Area concerned.

b. When the recommendation for redesignation has been approved, the advanced Air Depot Area concerned will report the Aircraft, by type and serial number, to Commanding General, Base Air Depot Area, Air Service Command, US Strategic Air Force in Europe (stating the category of Ninth Air Force Memorandum, 65-9 under which the aircraft was redesignated War Weary) requesting disposition instructions. When disposition instructions have been received, the Advanced Air Depot Area concerned will take the necessary action to have the aircraft ferried, as directed, when notified by the holding unit that the aircraft concerned is flyable.

By command of Brigadier General WOOD:

J. S. FISHER,
Colonel, Air Corps.
Chief of Administrations.

OFFICIAL:

NEAL J. O'REILLY,
Colonel, Adjutant General's Department,
Adjutant General.

DISTRIBUTION: "B"

COPY

RESTRICTED
DECLASSIFIED

SECRET
DECLASSIFIED
DECLASSIFIED
DOD Ltr.
& 20 June 1974
By AUN/PIC Date 11-11-75

Letter to Lt General Spaatz

Secretary of The Air Staff

10 JAN 1945

1

AS/AS, Operations, Commitments & Requirements

Maj Young/cdp/74381

Attached herewith is letter to Lt General Spaatz prepared for signature of General Arnold.

2 Attach
1-Ltr to Gen Spaatz
2-Ltr to Gen Arnold,
dtd 8 Dec w/2 Incls

Signed

JACK ROBERTS
Colonel, Air Corps
Executive, Asst Chief of Air Staff
Operations, Commitments & Requirements

DECLASSIFIED
SECRET

~~CONFIDENTIAL~~
DECLASSIFIED

DECLASSIFIED
DOD Dir.
6 Jun. & 28 June 1954
By: AGO, LC; Date: 11-11-75
1pic

27 DEC 1944

Major General Robert B. Williams
Commanding General, Second Air Force
Colorado Springs, Colorado

Dear Bob

Your letter of 14 December 1944 reference training-wary aircraft reflects a fine understanding of the policy of this Headquarters.

We are faced with the absolute necessity of husbanding our aircraft resources with utmost care so as to be in a position to meet any strategic or tactical situation which may arise. Your prompt and strict compliance with Regulation 65-27 will result in the elimination of inefficient and uneconomical aircraft from inventory which in turn means that the maintenance personnel available to you can concentrate on keeping the remainder of your aircraft in a better state of repair.

Your action in acquainting concerned personnel of your command with the fact that aircraft presently in operational storage are needed to keep theater unit at top fighting strength was especially well considered and should strengthen the effort to improve maintenance of the other aircraft.

Sincerely,

Signed

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

DECLASSIFIED
27 DEC 1944

File

DECLASSIFIED
~~CONFIDENTIAL~~

"SAS 452.1 Van Wary Aircraft (6)
AFCAS Aircraft (6)

FDRS
Sullivan
HHT/fmv
5356
12-22-44

28 DEC 1944

Major General George E. Stratemeyer
APO 671, c/o Postmaster
New York, New York

Dear ~~George,~~ Strat

Your letter of 9 December, with inclosures giving the number of airplanes damaged and the breakdown of repairs made by service groups and depots, is very interesting. The number of repair jobs completed indicates that in spite of your lack of facilities, long supply lines and enervating heat a large number of reparable airplanes are put back in service. You and your service people are to be congratulated on these accomplishments. I am also glad to see that you are making full use of salvaged airplanes as a source of spare parts.

Your decision to repair or salvage airplanes which crash in remote jungle areas, only after due consideration to time and health of crews involved, is correct. In such cases, I assume you will remove only such parts of the airplane as are feasible and are critical to your theater. The "spirit" of AAF Regulation 65-87 is intended to get the most airplanes in the air with a given amount of maintenance facilities and men. Your good judgment in implementing this regulation is relied upon.

Sincerely yours,

Signed

H. H. ARNOLD
Commanding General, Army Air Forces

SAS 452.1 Man Hour Concept (C)

COPY FOR SEC/AS

28 DEC 1944

File

SAS 452.1 Man Hour Concept (C)

DECLASSIFIED

DECLASSIFIED
DOD Dir.
5 Nov. & 29 Jun 1978
By: [illegible] NARS
1910

Subject: Use of Two-Engine Heavy Bombardment Aircraft

AC/AS, Operations, Commitments and Requirements 12 December 44

1

Chief of the Air Staff

Recommendation contained in the attached memorandum is approved by this office.

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

1 Encl.
Memo 12-10-44
Maj Gen

CLASSIFIED
13 DEC 1944

CONFIDENTIAL

File

fas 452.1 War Weary (2)

SECRET

DECLASSIFIED
DOD Dir.
5 Sec. & 10 June 1982
By NARA, LC; Date 11-25-75
Pic

[redacted]

[redacted]

Dear [redacted]:

[redacted]

SECRET

[redacted]

[redacted]

[redacted]

SECRET

Headquarters CCG
ARMY AIR FORCES PROVING GROUND COMMAND
Eglin Field, Florida

DECLASSIFIED
A DOD Itr.
20 June 1954
J.C. Date 11-1-05

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

Dear General Arnold:

The story of the War Weary B-24's we expended is a short one and was pretty well covered in the two messages I sent you.

We made a number of dry runs with pilots aboard to get ideas as to what could be expected, and then sent the airplanes out on their own.

We sent the first one to sea (WITHOUT ANY CONTROL OTHER THAN THE C-1 PILOT) roughly simulating a trip from Belgium to the Ruhr Valley. Two pilots took it off and climbed to 12,000 feet, about twenty (20) miles inland. They started it roughly south on the C-1 pilot, descending 800 feet per minute with twenty-five (25) inches manifold pressure and 2,000 RPM, and jumped out over Choctawhatchee Bay. It stayed almost exactly on course, the rate of descent gradually decreasing until it hit the water approximately thirty-eight (38) miles at sea. It carried 14,000 pounds of inert bombs.

We landed the second one on land in order to check the bomb fuses. It was also loaded with 14,000 pounds of inert bombs and four (4) empty powder boxes, all with the fuses we thought most suitable. Partly to insure that this one landed in the desired locality and partly to try out radio control, we flew it in by remote control. We aimed it at one of the old Crossbow buildings, with the aid of television. When the trees began to look close in the television, the pilot became worried lest he should hit short, and leveled off high and overshot; but I got the impression that we can hit a point target by this method as soon as we have had a little experience. I had not previously been very hopeful of the television.

Flying the first ship (C-1 PILOT CONTROL ONLY) was very simple, and repeating it will not be more of a problem than flying standard bombers on routine missions. If the automatic pilot is working and is pre-checked, we believe the probability of a complete turn on a short flight (controlled by reducing MP and RPM) is negligible. The reasons we took two weeks to do this job were that we had to hunt an old airplane, and we saved all the spare parts that we could use and shifted the engines around in order to destroy old ones and save good ones. Also, we tried everything several times to make sure everyone knew

43-857

SECRET

SECRET

what to do. We organized both land and sea rescue services to be sure not to lose a pilot, and had a couple of extra airplanes go along to take pictures and one to shoot the pilotless plane down in case it turned back or threatened a surface ship.

We had not trouble getting volunteer pilots, one of whom went twice.

Although everything was simple, there is a lot of planning to do, and it would help a lot to have at least one of our boys who have done it to help plan the operations in the theatre. We would be glad to spare one or more temporarily if they are needed.

Lt. Colonel M. A. Newman is bringing you the pictures of these flights and can give you any detailed information you may desire.

I understood your desire to use the simplest possible system of operation, and did not mean to suggest starting with radio control. We had no way to tell whether fuses functioned on the ship that crashed at sea, so had to crash the second one on land where we could recover the bombs and examine the fuses. We thought best to land this one under control in a predesignated area.

We think that standard bombs are the best load as they can be handled safely, and if extra load is desired, there is plenty of room for bombs in the nose, the radio compartments and rear fuselage. Tokyo tanks can be filled with Napalm-gasoline jell if desired. Superdemolitive explosives, such as torpex, do not have enough extra power to pay for the occasional load that would be lost if they were used, and loss of a load before the pilots left would have a very bad morale effect on other pilots. The AMC-120 tail fuse should be used for bombs, and the T-23 fuse for boxes. An adapter is necessary for the fuse in 2,000-pound bombs to allow the arming pin to clear the tail fin collar. By loading as indicated in attached sketch, six (6) 2,000-pound bombs and two (2) 1,000-pound bombs can be carried in B-24's; and four (4) 2,000-pound bombs can be carried in B-17's.

Sketches are attached showing loading arrangements, the fuse adapter for 2,000-pound bombs and the arming pin lever to be pulled by the pilot as he goes to the rear to bail out of the B-24.

Sincerely,

[redacted]
2 Sketches

CHANDLER GARDNER,
Brigadier General, U. S. Army,
Commanding.

SECRET

- 2 -

HENRY HARLEY ARNOLD

Box 28 Folder 2

MILITARY

DECIMAL

SAS 452.1 "X"
(1-40)

DECLASSIFIED
DOD Instr.
5200.9 & 20 June 1979
NHC Date 11-10-75
BM

DECLASSIFIED

SECRET

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Ltr. [illegible] June 1974
By [illegible] NLC; Date 11-18-75

File No.

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

Tally No. AAF

SUBJECT: B-17's via Pacific to "X".

NO	FROM	TO	DATE	COMMENTS
1.	AAF A-4	AAF AAG	1942 2-13	AAF/A-4 FSB/mw It is requested that a directive substantially as follows be forwarded to the Chief of the Air Corps. 1. In order to insure continuous movement of B-17's via the Pacific to "X", immediate action will be taken to: a. Procure ten sets of auxiliary rubber fuel tanks for B-17's (additional 520 gallons). Tanks will be shipped SAD and will be held there in reserve. b. Ship to Hawaii ten sets of guns, armor plate and items which must be removed when the additional auxiliary fuel tanks are installed. This equipment will be held in reserve in Hawaii. c. It is ~~requested~~ directed that the ~~Army Air Forces~~ A-4 Division, be notified of the action taken. By Hq. Army Air Forces FEB 13 AAG RECEIVED By Hq. AAF FSB Actg. C/A-4

SECRET DECLASSIFIED

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

Page No. _____ AAG 452.1 X (40)

DECLASSIFIED

AAF/A-3
CMcC/jg
written 2/10/42

DECLASSIFIED
DOD ltrs.
8 Jan & 20 June 1974
By: ALM LC; Detailed 75
PK

DECLASSIFIED
DATE INITIALS

FEB 13 1942

SUBJECT: Two C-47 Transports for "X".

TO: The Chief of the Air Corps.

1. Two C-47 type transports from February production are allocated to "X".

2. These airplanes will replace two of the five C-39 type transports ordered shipped, by letter to the Chief of Air Corps, subject "Five C-39 transports for shipment to "X", dated February 5, 1942.

3. It is directed that these airplanes be prepared for overseas shipment from the West Coast as soon as possible. Detailed [illegible] instructions for the two C-47 transports and the three C-39 transports for "X" will be furnished by A-4.

4. This confirms instructions transmitted to the Air Service Command, OCAC, by telephone.

By Command of Lieutenant General Arnold

Hq. Army Air Forces
FEB 12
AAG RECEIVED
Dispatched
FEB 18 1942
AAG

JOHN B. COOLEY
Lt. Colonel, A. C.
Assistant Air Adjutant G[illegible]l

452.1 "X" (39)

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

AAF-39

DECLASSIFIED

Air AG 452.1 "X" (39)

DECLASSIFIED SECRET

Directive No. 4-38

DECLASSIFIED
Authority NND 760030
By NARS, Date 20 June 1974
By AAF, J.C.; Date 1/10/75

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

February 12, 1942

DIRECTIVE MEMO FOR: A-4

SUBJECT: B-17's via Pacific to "X"

H52.1 X (38) C

1. Information indicates that the headwinds which have prevailed on the San Francisco - Hawaii route will continue until approximately February 20th after which we may expect east winds until the summer months. Based on this estimate, beginning about February 20th we may again expect to ferry B-17's to "X" on the Pacific route without the necessity of making provision for extra fuel.

2. In order to insure continuous movement of at least 10 B-17's under conditions where head winds may prevail it is personally directed by the Chief of the Army Air Forces that immediate steps be taken to effect the following:

a. Procure 10 sets of auxiliary rubber fuel tanks for B-17's (an additional 520 gallons). Tanks will be shipped to SAD and will be held there in reserve.

b. Ship to Hawaii 10 sets of guns, armor plate and items which must be removed when the additional auxiliary fuel tanks are installed. This equipment will be held in reserve in Hawaii.

3. An installation of rubber fuel tanks is now being made at Wright Field.

4. Report of action taken is directed.

Dispatched FEB 12 1942 AAG

FEB 12 1942 AAG RECEIVED

By direction of the Chief of the Air Staff:

DISTRIBUTION:

A-2 HEADQUARTERS—ARMY AIR FORCES — COORDINATION										
Chief of Staff	Navy Air Staff	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	
A-2						Nathan F. Twining,				
A-3						Lt. Colonel, Air Corps,				
AWPD						Secretary of the Air Staff.				
AI										
Col. Vanaman										
Col. York										
File Copy										

AAF-39

NWT/hd

DECLASSIFIED SECRET

Directive No. 3-42

DECLASSIFIED

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

DECLASSIFIED
DOD ltr.
8 Jan. & 20 June 1974
By: AIAG LC; Date: 11-10-75
PIC

February 12, 1942

DIRECTIVE MEMO FOR: A-3

SUBJECT: B-17's via Pacific to "Y".

1. Information indicates that the headwinds which have prevailed on the San Francisco - Hawaii route will continue until approximately February 20th after which we may expect east winds until the summer months. Based on this estimate, beginning about February 20th we may again expect to ferry B-17's to "Y" on the Pacific route without the necessity of making provision for extra fuel.

2. It is personally directed by the Chief of the Army Air Forces that 10 B-17's be readied at Hamilton Field for departure for "Y" upon the change in wind direction. This 10 to include those planes now ready at Hamilton.

3. In connection with the above, it is directed that the crews of the 10 planes waiting at Hamilton on a favorable wind be given instruction by experienced personnel so that each phase of the flight to "Y" will have been thoroughly gone over and all the pilots, navigators and other members of the crew be speaking the same language and 100% familiar with the route to be flown, and methods of doing it.

4. In addition, A-4 has been directed to take immediate steps to procure 10 sets of auxiliary rubber fuel tanks for B-17's (an additional 520 gallons); these tanks to be held in reserve at SAD; and to ship to Hawaii 10 sets of guns, armor plate and items which must be removed when the additional auxiliary fuel tanks are installed; equipment to be held in reserve at Hawaii Air Depot. This to be done so that we will be able to move at least 10 B-17's when necessary even though the condition of head winds prevails.

5. When the additional rubber fuel tank is installed, full combat crews will accompany the airplane.

Hq. Army Air Forces
FEB 12 1942
AAG RECEIVED

6. Report of action taken is directed.

By direction of the Chief of the Air Staff:

Chief of Staff	DISTRIBUTION:	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	
	A-2 A-1 A-4 AWPD AI					Nathan F. Twining, Lt. Colonel, Air Corps, Secretary of the Air Staff.				
	Col. Vanaman Col. York									

AAF-69

NFT/hd

DECLASSIFIED
SECRET

452.1 "X" (38) B

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED DOD Dir. 5 Jan. & 20 June 1974 By: ALM LC; Date: 11-18-75

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

File No. .....

Tally No. AAF .....

SECRET DECLASSIFIED

SUBJECT: B-17's via Pacific to "X"

NO.	FROM	TO	DATE	COMMENTS
1.	General Arnold	General Harmon	1942 2/11	1. Information indicates that the headwinds which have prevailed on the San Francisco - Hawaii route will continue until approximately February 20th after which we may expect east winds until the summer months. Based on this estimate, beginning about February 20th we may again expect to ferry B-17's to "X" on the Pacific route without the necessity of making provision for extra fuel. It is directed that 10 B-17's be readied at Hamilton Field for departure for "X" upon the change in wind direction. This 10 to include those planes now ready at Hamilton. 2. In connection with the above, it is directed that the crews of the 10 planes waiting at Hamilton on a favorable wind be given instruction by experienced personnel so that each phase of the flight to "X" will have been thoroughly gone over and all the pilots, navigators and other members of the crew be speaking the same language and 100% familiar with the route to be flown, and methods of doing it. 3. In addition, it is directed that immediate steps be taken to procure 10 sets of auxiliary rubber fuel tanks for B-17's (an additional 520 gallon); these tanks to be held in reserve at SAD; and to ship to Hawaii 10 sets of guns, armor plate and items which must be removed when the additional auxiliary fuel tanks are installed; equipment to be held in reserve at Hawaii Air Depot. This to be done so that we will be able to move at least 10 B-17's when necessary even though the condition of head winds prevails. When necessary to resort to this method full crews will accompany the planes. H.H.
			2/12	Directive issued to A-3 & A-4 etc. accomplished. See Dir No 3-52 and No 4-38.

(Do not use reverse side)

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

Page No. .....

SECRET

Army 452.1 X (38)

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

~~SECRET~~

DECLASSIFIED
DOD Dir. 5 200.10 & 20 June 1974
By: [illegible] LC; Date: 11-12-75

DECLASSIFIED

WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE AIR CORPS

WASHINGTON

FEB 6 1942

SECRET
By Authority of the Chief of the Air Corps
FEB 6 1942
Date

SUBJECT: B-26 Airplanes from Baltimore, Maryland to "X".

TO: Chief of Army Air Forces.

1. During the week of January 18, 1942, this office attempted to make arrangements through G-4 of the General Staff for the transportation by water of thirteen B-26 airplanes from Baltimore, Maryland to "X". G-4 was informed that it was desired to ship these planes from Baltimore, either direct to "X" or first to the West Coast via inter-coastal service for transshipment to "X".

2. G-4 reported to this office that water-shipping accomodations for these airplanes were not available out of Baltimore, Maryland. However, G-4 stated that there was a possibility of water-shipping facilities being available from New York City to "X". Contact was immediately made with the railroads to see whether or not these B-26's, when crated, could be carried by the railroads from the Glenn L. Martin Plant, Baltimore, Maryland, to New York City. The investigation revealed that the present method of crating these airplanes would not permit rail movement anywhere from the Glenn L. Martin Plant, Baltimore, Maryland, because of clearance requirements of the originating railroad. The information concerning the inability of the railroads to handle these airplanes to New York City was furnished G-4. At this time, G-4 again stated that there were no immediate sailings scheduled from Baltimore, Maryland, for "X" nor were there any contemplated for the future.

3. A number of B-26A and B-26B airplanes are scheduled for water-shipment to "X" during the next six months. Preparation of these airplanes for shipment could most advantageously be accomplished at the Martin factory if arrangements could be made to accomplish shipment from that point. G-4 has been requested to advise this office as to whether or not water-shipping facilities will be available for shipment of these airplanes from Baltimore. It is recommended that favorable consideration be given to plans for shipment of these airplanes from Baltimore.

For the Chief of the Air Corps:

H. J. F. MILLER
Brig. General, U.S.A.
Asst. for Supply & Maintenance Services

AG 452.1 "X" (2-6-42)

File 2nd Ind
A Conference of this date with representatives of Martin Co. at request for comment

~~SECRET~~

SECRET

DECLASSIFIED

DECLASSIFIED
DOD Dir.
9 Jan. & 20 June 1954
By AUL LC; Date 11-10-75

Subject: Transfer of Cargo Transports to "T".

JBC/rrb

1st Ind. (Air AG)

WD HEADQUARTERS ARMY AIR FORCES, Washington, D. C., February 9, 1942.
To: Chief of Air Corps.

This matter was discussed with the Chief of the Air Staff and A-3 Division of the Air Staff, and decision was made that three (3) of the C-39 transports would be prepared for shipment at once. A-3 is to take the necessary action and notify Brett.

By command of Lieutenant General ARNOLD:

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

452.1 "X" (36)

Dispatched
FEB 10 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 Trsp	Budget	Statistics	
					Okay for Gen						

SECRET
DECLASSIFIED

Air ag 452.1 "X" (36)
AAF 39

HEADQUARTERS ~~SECRET~~ AIR FORCES
DECLASSIFIED

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Mem.
8 Jan & 20 June 1946
By: ALA LC; Date 11-18-75
PIC

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

File No.,.....

Tally No. AAF.....

SUBJECT: Transfer of Cargo Transports to "X".

NO.	FROM	TO	DATE	COMMENTS
				~~AAF/A-4~~ TJH/gwd
1.	AAF A-4	AAF AAG	1942 2-7	It is requested that the attached correspondence be returned to the Assistant for Supply and Maintenance Services, Office Chief of Air Corps, by indorsement substantially as follows: "This matter was discussed with the Chief of the Air Staff and A-3 Division of the Air Staff, and decision was made that three (3) of the C-39 transports would be prepared for shipment at once. A-3 is to take the necessary action and notify Brett." B. TJH C/A-4 Incl. Ltr.2/4/42,frm.Asst. for Sup.&Main.Serv. to C/AAF,above subj.

DECLASSIFIED
SECRET

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

Page No._____ Air Ab 452.1 "X" (36)

SECRET

DECLASSIFIED
DOD Rtn
8 Jan. & 20 June 1974
By ALM LC; Date 11-14-75
Pic

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
SUPPLY DIVISION G-4
WASHINGTON, D.C.

G-4/33822

January 26, 1942

MEMORANDUM FOR: General Crawford, WPD
General Eisenhower, WPD
General Spaatz, Air Forces

Subject: B-26 Airplanes for Hawaii

At a conference held in General Gerow's office, Jan. 25th, the following agreement was reached:

1. All B-26 airplanes destined for "F" would be shuttled between the West Coast and Honolulu and flown from Honolulu to destination.

2. The Air Echelon of the 22nd and 52nd Reinforcement Groups would be forwarded by water transportation to Hawaii.

3. G-4 would utilize the LITTY HAWK to ferry B-26's to Hawaii from the West Coast and also take advantage of any other space available to transport these planes to Hawaii.

4. The Air Corps would secure civilian technicians from the Martin and Pratt & Whitney Companies to erate B-26's on the West Coast and assemble them in Hawaii. G-4 would secure water transportation for these technicians to Hawaii.

5. The Air Corps would continue Colonel Jordan on duty at the San Francisco Port of Embarkation until a satisfactory replacement is secured for him and has been thoroughly acquainted with his duties at San Francisco. Colonel Jordan would not be relieved until General Gilbreath was satisfied with the replacement.

Brehon Somervell
BREHON SOMERVELL,
Brigadier General,
Assistant Chief of Staff.

by Lesh

Ai Ab 452.1 "X" (35)

SECRET

DECLASSIFIED

OUT-G-4 JAN 21 1942

COPY FOR GENERAL SPAATZ

DECLASSIFIED
SECRET

DECLASSIFIED
DOD Ltr.
8 Jan & 20 June 1974
By: ALM LC; Date: 1-10-75
INC

SUBJECT: Shipment of 1820 - 65 Engines to Australia.

1st Ind. (14-8)

War Department, Office, Chief of the Air Corps, Washington, D. C.
FEB 20 1942 TO: The Chief of the Army Air Forces.

1. At the present time there are 66 engines for B-17 airplanes en route to Australia and 81 additional engines are now at the San Francisco Port of Embarkation, awaiting shipment.

For the Chief of the Air Corps:

Hq. Army Air Forces
FEB 20
AAG RECEIVED

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

66
81
147
147

Air AG 452.1 "X" (33)

File
2/23/42
All engines
shipped
WTH

DECLASSIFIED
SECRET

Air AG 452.1 "X" (33)

DECLASSIFIED
DOD Ltr.
8 Jan. & 20 June 1974
By [illegible] LC; Date 1-14-75
DIC

WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES

WASHINGTON (Air AG)

SECRET
DECLASSIFIED
BY AUTHORITY OF THE
CHIEF OF THE ARMY AIR FORCES
6 Feb '42 N.M.A.
DATE INITIALS

February 6, 1942

SUBJECT: Shipment of 1820 - 65 Engines to Australia.

TO: The Chief of the Air Corps.

1. The Commanding General, USFIA has requested that one hundred (100) engines for B-17D and B-17E airplanes and eight (8) engines for B-17 C airplanes be shipped as soon as practicable.

2. He has been advised that thirteen (13) 1820 - 65 engines suitable for installation in B-17C's, B-17D's, and B-17E's were shipped from San Francisco, January 31, 1942, on the Hawaiian Merchant and that fifty-three additional engines were shipped on the same date on the Mormacstar.

3. It is directed that the full quantity of 108 engines requested be shipped to Australia at the earliest practicable date.

By command of Lieutenant General ARNOLD:

John B. Cooley.

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

DECLASSIFIED
SECRET

a: 00 452.1 "A" (33)

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

DECLASSIFIED
DOD Itr.
8 Jan. & 20 June 1974
By LC; Date 11-10-75

File No.

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

Tally No. AAF/A-4/32

SUBJECT: Shipment of 1820 - 65 Engines to Australia.

NO.	FROM	TO	DATE	COMMENTS
1.	AAF A-4	AAF AAG	1942 2/3	AAF/A-4 MFS/mhh 1. Request that a directive, substantially as follows be sent to the Chief of the Air Corps: "1. The Commanding General, USFIA has requested that one hundred (100) engines for B-17D and B-17E airplanes and eight (8) engines for B-17 C airplanes be shipped as soon as practicable." "2. He has been advised that thirteen (13) 1820 - 65 engines suitable for installation in B-17C's, B-17D's, and B-17E's were shipped from San Francisco, January 31, 1942, on the Hawaiian Merchant and that fifty-three additional engines were shipped on the same date on the Mormacstar." "3. It is ~~desired~~ directed that the full quantity of 108 engines requested be shipped to Australia at the earliest practicable date." Hq. Army A FEB 3 1942 AAG Receiv WJF for TJH, Jr. C/A-4

(Do not use reverse side) AF-4071, AC. Rev. 6/16/41

~~SECRET~~ DECLASSIFIED Page No.

Arlab # 52.1

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DOD ltrs. 8 Jan. & 20 June 1944
By AAF, LC; Date 11-10-75

AAF/A-3
GMcC-ds

(Air MS)
AC 273

FEB 5 1942
written 2/3/42

DECLASSIFIED
BY AUTHORITY OF THE CHIEF OF STAFF U.S. ARMY AIR FORCES
DATE INITIALS

SUBJECT: 5 C-39 Airplanes for Shipment to "X".

TO: Chief of the Air Corps.

1. It is directed that you furnish immediately 5 C-39 type cargo transports from transports under your control for shipment to "X". The above transports must have large doors. Shipment will be made by boat from San Francisco. Detailed shipping instructions will be furnished by A-4 Division.

2. This confirms instructions transmitted by telephone to the Air Service Command, Office, Chief of the Air Corps.

By Command of Lieutenant General ARNOLD:

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

Dispatched
FEB 5 1942
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Stra-tegical	
	WDF				Hm						
					[illegible]						

AAF-39

~~SECRET~~
DECLASSIFIED

Ans 452.1 "X" (32)

452.1 "X" (32)

SECRET

DECLASSIFIED
DOD Ltr.
By AAM, LC; Date 1-10-75

DECLASSIFIED

AAF/A-4
DPG/emd
Written Feb. 16, 1942.

Subject: Armament Equipment for A-20's at [illegible].

1st Ind.

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

FEB 18 1942

1. Reference paragraph 2, 1st Indorsement, the item of 20 cals .30 machine guns, caliber has been cancelled by Commanding General, USAFIA. See copy of cable attached.

Inclos
2 cables
1 mimeo. cable
cy ltr. cable No. 227,
2/15/42 from Melbourne.

By Command of Lieutenant General Arnold

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

452.1 "X" (31)

Hq. Army Air Forces
FEB 17
AAG RECEIVED

Dispatched
FEB 18 1942
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A- WPD	A. Insp.	Budget	Statistics	
						AAF Mgr					
					-3-+15						

AAF-30

SECRET

Air AG 452.1 "X" (31)

SECRET
DECLASSIFIED

SECRET

DECLASSIFIED
DOD ltrs.
8 Jan & 26 June 1974
By: ALW/LC; Date: 1-10-75
PIC

C
O
P
Y

AG 452. (2-12-42)MSC

MSR/vsc--1705

February 12, 1942

From: Melbourne

To: Adjutant General

1:41 AM

No. 217 12th

Our request for 20 sets of bomb rack safety belts to be disregarded. this removed MR 253.

Barnes

Exact action copy to: Chief, Army Air Forces, Cy No. 1

Exact information copy to: A. C. of S., MSR, Cy No. 2
Secretary, General Staff, Cy no. 3

Received in Cable Section, AAF/AAS
2/12/42 11:00 AM

DECLASSIFIED
SECRET

SECRET

DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 1976
By AMC LC; Date 11-10-75

1st Ind.

FEB 12 1942

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

1. Necessary action in this matter has been completed by Air Service Command. See correspondence:

a. Letter to the Chief of the Bureau of Aeronautics, Navy Dept., Washington, D. C., subject: "Contract NA 77114 SBD-3 (A-24) Airplanes, Spare Parts".

b. Letter to the Chief of the Bureau of Ordnance, Navy Dept., Washington, D. C., subject: "Contract NA 77114 SBD-3 (A-24) Airplanes, Spare Parts".

c. Extra priority teletype dated February 2, 1942 to the Air Service Command, Wright Field, Dayton, Ohio.

2. It will be noted in accordance with information contained therein that shipment is being made to the Commanding Officer, Air Corps Re-Supply Depot, San Joaquin County Fairgrounds, Stockton, California, marked for Air Corps Project 32, destination X-2 for installation in A-24 airplanes. The item of 20 cole bomb rack safety bolts could not be identified by personnel in either the War Department or Navy Department. It is understood that additional information has been requested in order to definitely identify this item.

For the Chief of the Air Corps,

J. G. TAYLOR
Colonel, Air Corps,
Assistant Executive, Technical
Planning and Coordination.

3 Incls.
1. Cy ltr to Ch. Bur. Aero, Navy Dept.
2. Cy.ltr to Ch. Bur. Ord., Navy Dept.
3. Cy. tele. dtd. 2/2/42.

DECLASSIFIED
SECRET

900178

AAF AG 452.1 "X" (31)

DECLASSIFIED
SECRET

SECRET

DECLASSIFIED
DOD Mem.
8 Jun. & 20 June 1974
By: [illegible] LC; Date: 11-10-75

DATE

SUBJECT: Armament Equipment for A-24's at "K".

Received from Headquarters Army Air Forces, 24 Indorsement, above subject, with the following inclosure:

copy para. cable No. 217, 2/12/42 from Melbourne

Officer Rank

Office

DECLASSIFIED
SECRET

DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 1954
By: ALM, LC; Date: 11-12-76

(Air AG)

A G _____

January 31, 1942

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

SUBJECT: Armament Equipment for A-24's at "I".

TO : The Chief of the Air Corps

1. Request action be taken to ship immediately, (by air if possible) the following armament equipment for A-24 airplanes at "I". This shipment to be marked for Ig.

2 Bomb displacement gears,
9 Bomb aiming and release units,
1 Impulse tube for .30 cal. fixed gun,
20 .30 cal. front post mounting brackets for fixed gun,
2 Sighting templates,
20 Bomb bomb rack safety bolts,
110 I-4 type ammunition boxes.

2. This confirms conversation with Col. Bonbarry and Mr. Rieabe, January 28, 1942.

By command of Lieutenant General ARNOLD:

Dispatched
FEB 1 1942
AAG

WILLIAM W. EAGE
Colonel, A.G.D.
Air Adjutant General.

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

AAF-39

DECLASSIFIED

AirAG 452.1 "I" (31)

~~SECRETED~~

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Ltr.
8 Jan. & 20 June 1966
By AAG, LC, Date 11-10-75
1910

File No.

Tally No. AAF/A-4/8

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

SUBJECT: Armament Equipment for A-24's at "X"

NO.	FROM	TO	DATE	COMMENTS
				AAF/A-4 DPG/soc
1.	AAF A-4	AAF AAG	1942 1/29	1. Request than a directive substantially as follows be sent to the Chief of the Air Corps. "1. Request action be taken to ship immediately, (by air if possible) the following armament equipment for A-24 airplanes at "X". This shipment to be marked for X2. 2 Bomb displacement gears, 9 Bomb aiming and release units, 1 Impulse tube for .50 cal. fixed gun, 10 .50 cal. front post mounting brackets for fixed gun, 2 Sighting templates, 20 Sets bomb rack safety bolts, 110 L-4 type ammunition boxes. 2. This confirms conversation with Col. Newberry and Mr. Rieske, January 28." HCB for TJH,JR. TJH,JR. C/A-4 HCB

OK HHA

29 1942

AAG Received

DECLASSIFIED

SECRET (Do not use reverse side) W-4071, AC. Rev. 8/18/41

Page No. ____ air 42 452.1 "X" (31)

SECRET
DECLASSIFIED

DECLASSIFIED
DOD Itr
E.O. 12356, Sec. 3.3 & 3.4
By: ALM NLC; Date: 11-10-95
PIC

Jan. 29, 1942

SUBJECT: Delivery of 4-Engine Aircraft.

TO: Chief of the Army Air Forces.

1. Reference is made to paragraph 1 c, 1st Indorsement, this Office, January 19, 1942, subject: Delivery of 4-Engine Aircraft, to the Chief of the Army Air Forces.

2. The Air Corps Ferrying Command is prepared to deliver the aircraft in question from factories to departure points in the United States by ferry crews of that activity. It will be necessary, however, to assign additional crews to the Air Corps Ferrying Command in proportion to the number of airplanes received from the production line if the Ferrying Command is to effect delivery of aircraft from the United States to "X".

3. Further information is requested as to what agency, Air Force Combat Command or the Air Corps Ferrying Command will deliver these planes to destination.

For the Chief of the Air Corps:

O. S. Ferson
Colonel, A.C.
Assistant

452.1 "X" (30)

Dispatched
FEB 7 1942
AAG

1st Ind.

AAF/A-3
JWA:Rlc
2/5/42

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

1. Answer to your 1st Indorsement, referred to above, was submitted by 2nd Indorsement this headquarters, dated February 4, 1942.

2. The Air Corps Ferrying Command will deliver airplanes in question to destination.

HEADQUARTERS ARMY AIR FORCES
Gen. H. H. Arnold

Chief of Staff	Secy War Staff	Asst. Sec. of War		A-2	A-3	A-4	A-5	A. Insp.	Budget	Statistics	

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

SECRET
DECLASSIFIED

452.1 "X" (30)

SECRET
DECLASSIFIED

AAF/A-3
JHA
wrtn 1/27/42

ALM/plc 11-10-75

JAN

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Change In Orders.

The Secretary of War directs:

I. That Secret letter AG 580.81 (1-3-42)MSC-G-M, Subject: "Transfer of Aircraft", January 6, 1942, be changed in part to read as follows:

Paragraph 1: "It is desired that you issue the following instructions to transfer sixty-one (61) four-motored aircraft from the Sacramento Air Depot, California, to Australia during the period of December 31, 1941 to February 21, 1942".

II. That Secret letter AG 580.81 (1-3-42)MSC-G-M, Subject: "Transfer of Aircraft and Crews", January 6, 1942, be changed in part to read as follows:

Paragraph 1: "It is desired that you issue the following instructions to transfer four (4) B-17-E airplanes from Sacramento Air Depot, California, to Hawaii. These planes are to depart from the United States as soon as practicable".

For the Chief of the Air Staff:

Dispatched
JAN 31 1942
AAG

NOTED.....
Chief of the Air Staff

H. S. VANDENBERG,
Lt. Colonel, Air Corps,
Assistant Chief of the Air Staff, A-3.

rlc.

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of [illegible]	[illegible]	[illegible]	[illegible]	Adjutant General	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Office of Chief of Air Corps	[illegible]
Chief of Air Staff for Air.											

AAF 39

DECLASSIFIED
SECRET

air ad 452.1 "X" (29)

SECRET
DECLASSIFIED

DECLASSIFIED
E.O. 12356
By AUM NLC-11-18-75
Pic

JAN 30 1942

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Change in Orders.

The Secretary of War directs:

I. That Secret Letter AG 580.81 (1-3-42)MSC-G-M, Subject: "Transfer of Aircraft", January 6, 1942, be changed in part to read as follows:

Paragraph 1: "It is desired that you issue the following instructions to transfer sixty-one (61) four-motored aircraft from the Sacramento Air Depot, California, to Australia during the period of December 21, 1941, to February 21, 1942".

FEB 2 '42 PM

II. That Secret Letter AG 580.81 (1-3-42)MSC-G-M, Subject: "Transfer of Aircraft and Crews", January 6, 1942, be changed in part to read as follows:

Paragraph 1: "It is desired that you issue the following instructions to transfer four (4) B-17-E airplanes from Sacramento Air Depot, California, to Hawaii. These planes are to depart from the United States as soon as practicable".

RECEIVED MISC. DIV., AGO.
S. & C. Section

FEB - 2 1942

4 A. G. O
FEB 2 1942
RECEIVED

For the Chief of the Air Staff:

OUT OUT

NOTED.....
Chief of the Air Staff

FEB - 2 1942

H. S. VANDENBERG
Lt. Colonel, Air Corps,
Assistant Chief of the Air Staff, A-3.

NOTED-DEPUTY CHIEF OF STAFF

MEMORANDUM FOR THE RECORD: Above changes at direction of the Deputy Chief of Staff for Air.

DECLASSIFIED

CS/21359-55
Orig 452.1 "X" (29)

SECRET
DECLASSIFIED

DECLASSIFIED
DOD Dir. 5
6 Jan. & 30 June 1994
By: AGM NARA, Date: 11-10-95
Pic

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Expediting Delivery of Medium Bombers to X.

1. Devastating effects are now being achieved by the few American bombers already in the Far East. The successes attained by these few indicate the desirability of rapidly building up the Air Force strength in that theater to a maximum.

2. It is, therefore, recommended that:

a. Bottoms be made available as rapidly as possible to ship to Hawaii 114 medium bombers with their combat crews.

b. These airplanes be set up in Hawaii and flown to X.

c. The remaining personnel of the two medium groups be shipped directly to X as originally contemplated.

JAN 26 1942
APPROVED
By Order of the Secretary of War
G. C. MARSHALL
Chief of Staff
By Walter B. Smith
Col. G.S.C., Sec. W.D.G.S.

#4-29-26/42
Directive published 11/26/42 by Gen. H. H. Arnold to all concerned
[illegible]
Chief, Air Corps

Copy [illegible]

SECRET
DECLASSIFIED

AG 452.1 "X" (28)

SECRET
DECLASSIFIED

AAF/A-3
JHA:rlc
1/26/42

DECLASSIFIED
DOD ltrs.
1974
NLN/PIC 11-70-75

1st Ind.

SUBJECT: Transmission of message.

War Department, Headquarters, Army Air Forces, Washington, D. C.
JAN 28 1942
To: Chief of the Army Air Corps

1. A directive was received by this division on January 25, 1942 to the effect that one hundred fourteen (114) B-26 airplanes would be shipped to Hawaii and then ferried from there to "X".

2. The Commanding General of the Hawaiian Department has been notified of the above.

3. It is also contemplated that the Hawaiian Department will ferry sixteen (16) B-17's from Hawaii to "X" sometime during the month of March.

4. The A-4 Division of the Air Staff is taking necessary action reference refueling facilities along the South Pacific route.

5. In view of the foregoing no action is being taken on the above request.

By Command of Lieutenant General Arnold

Basic ltr to C/AAF frm OCAC
dated 1/22/42 re: above subj.

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

Attached JAN 27 1942
28 1942 AAG Received
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A- WPD	A. Insp.	Budget	Statistics	
	EPC ↓ PSC				for ltr						

AAF-39

SECRET
DECLASSIFIED

air 22452.1 "X" (27)

SECRET
DECLASSIFIED

DECLASSIFIED
A DOD Dir. 5
8 Jan & 20 June 1961
By [illegible] LC; Date 11-10-75
me

January 22, 1942.

SUBJECT: Transmission of message.

TO : Chief, Army Air Forces.

It is requested the following message be transmitted to the Commanding General, Hawaiian Department in reply to his #1766 of January 18:

"Relative your Number 1766, dispatch of two remaining LB-30's for "X" will complete current movements over South Pacific air bases until end of kona season when B-17 replacements will be rerouted that direction provided necessary security can be maintained. Recommend fuel stockages each refueling point be maintained at a minimum of 250,000 gallons each at Christmas, Canton, Suva and Noumea."

For the Chief of the Air Corps:

ROBERT OLDS
Brig. General, Air Corps,
Asst. for Ferrying Services.

DECLASSIFIED
SECRET

SECRET
DECLASSIFIED

DECLASSIFIED
DOD Res.
6 Jan & 20 June 1974
By: AAW/LC; Date 11-10-75

Receipt for Secret Document.

Subject: Transmission of Message

Receipt is acknowledged of 1st Ind. for Chief of the Army Air Corps, subject as above, dated January 26th. with Incls. basic letter and first Ind.
from The Chief of the Air Corps
to Chief of Army Air Forces.

Officer Rank

Office

NOTE: To be accomplished and returned to the Air Adjutant General.

SECRET
DECLASSIFIED

DECLASSIFIED
DOD Instr.
6 Jan. & 20 June 1946
By AUL, J.C.; Date 11-10-75
PIC

AAF/A-1
W&D

SECRET
DECLASSIFIED

452.1 "X" (26)

Dispatched
FEB 2 1942
AAG

1st Ind.

Headquarters Army Air Forces, Washington, D. C., January 29, 1942.
To Commanding General, Air Force Combat Command, Bolling Field, D. C.

1. It is directed that the personnel listed in paragraph 1, basic communication be selected from activities under your control and

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	
	TPL		WD								

AAF-39

SECRET

Air 452.1 "X" (26)

SECRET
DECLASSIFIED

and be ordered to temporary duty at Wright Field, Ohio, to conduct the required accelerated service tests. All personnel must be experienced in B-17 equipment. Orders will be issued by radio for immediate compliance.

By Command of Lieutenant General Arnold:

FRED C. MILNER
Colonel, A. G. D.,
Asst. Air Adjutant General.

SECRET
DECLASSIFIED

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

AAF 39

SECRET
DECLASSIFIED

Directive No. 4-39

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

DECLASSIFIED
DOD Dtve
8 Jan. & 20 June 1974
By: AUL LC; Date: 8-12-75
1pic

January 26, 1942

DIRECTIVE MEMO FOR: A-4

Subject: Expediting Delivery of Medium Bombers to X.

1. General Marshall has approved General Arnold's plan for transferring as quickly as possible two groups of medium bombardment airplanes to X specifically as follows:

a. Bottoms be made available as rapidly as possible to ship to Hawaii 116 medium bombers with their combat crews.

b. These airplanes be set up in Hawaii and flown to X.

c. The remaining personnel of the two medium groups be shipped directly to X as originally contemplated.

2. You will coordinate this movement with the proper authorities.

By direction of the Chief of the Air Staff.

John Y. York, Jr.,
Colonel, Air Corps,
Secretary of the Air Staff.

452.1 "X" (25)

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Secy Air Staff	A-1	A-2	A-3	A-4	A-5 WPD	A. Insp.	Budget	Statistics	
		AAG								
		AMMD								
		AX→ Delivered for air 1/27								
		SQ. Vernon								
		Col. York								
		File cpy.								
		MW/kr								

AAF-39

SECRET
DECLASSIFIED

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

SECRET

DECLASSIFIED

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
By [illegible] LC; Date 11-14-75
Mic

File No. .....

Tally No. AAF .....

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

SUBJECT: Shipment of Spare Parts to "X"

NO.	FROM	TO	DATE	COMMENTS
1.	AAF A-4	AAF AAG	1942 1/23	AAF/A-4 JRF/mja 1. It is requested that a directive substantially as follows be sent to C/AC: "1. In connection with directive from AAG to C/AC of January 12, 1942, the following strengths should be used in the determination of spare parts required in "X": Ultimate Strength for "X" 160 Heavy Bombers 226 Medium Bombers 114 Light Bombers and Dive Bombers 640 Pursuit planes 2. Regarding the medium bombers, 114 will be shipped from present production and the other 114 will be shipped from future production." HCB Jr TJH, Jr. C/A-4 JRF
		JAN 21 1942 AAG Received		

SECRET (Do not use reverse side)

W-4091, AC. Rev. 8/14/41

Page No. _____

DECLASSIFIED
DOD Itrs.
8 Jan. & 20 June 1974
By: AIA/LC; Date: 11-18-75
WC

SECRET

HEADQUARTERS AIR SERVICE COMMAND

OFFICE OF THE CHIEF OF THE AIR CORPS

January 23, 1942
5:00 P.M.

The Mormacsun arrived at Sydney on January 21, 1942 carrying 44 P-40E airplanes, 1 B-25 airplane, and 27 drums Ethlyne Glycol, in addition to other Air Corps items.

Lt. W. A. McClintic,
Traffic Liaison Officer,
Transportation Section

File
EPR

DECLASSIFIED
SECRET

AG 452.1 "X" (23)

AG 452.1 "X" (23)

DECLASSIFIED

DECLASSIFIED
DOD ltrs.
3 Jan. & 20 June 1974
By: ALN/PIC; Date: 11-10-75

Airplanes for Shipment to "X".

AAF/A-3
GMcC-ds

1 AAF A-3 OCAC ASC 1942 1/19

1. The Commanding General, Air Force Combat Command, has been directed to make available on call from the Air Service Command, O.C.A.C., the following airplanes for shipment to "X".

114 B-26 Bombardment Airplanes
42 A-20A Bombardment Airplanes
37 P-39D Pursuit Airplanes.

2. Shipping instructions will be furnished by A-4.

3. The above confirms information transmitted to Major Hafley by telephone.

ELN
G/A-3

Dispatched
JAN 20 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	
						-1-					

AAF-39

DECLASSIFIED

Ai 46 452 ("X" 22) B

UNCLASSIFIED
DOD Dir.
5 Nov. 65 30 June 1974
By ALM/PIC; Date 11-8-75

(Air AG)

C C 62

January 21, 1942

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

SUBJECT: Airplanes for Shipment to "X".

TO : The Commanding General, Air Force Combat Command
Bolling Field, D.C.

1. It is directed that the following airplanes be made available for shipment to "X":

114 B-26 Bombardment Airplanes
42 A-20A Bombardment Airplanes
37 P-39D Pursuit Airplanes.

2. The Air Service Command, OCAC, will advise you of the date and place delivery is desired.

3. This confirms instructions transmitted by telephone to Colonel Chauncey.

By command of Lieutenant General ARNOLD:

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

RECEIVED
JAN 22 1942
AAG

HEADQUARTERS ARMY AIR FORCES — COORDINATION											
Chief of Staff	Secy Air Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Stat Statis	
	WJH				✓						
	gsc	gsc									

AAF 39

DECLASSIFIED
Authority AG 452.1 X" (22) A

~~SECRET~~
DECLASSIFIED
WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE ARMY AIR FORCES

WASHINGTON

DECLASSIFIED
DOD Rtr.
3 Jan. & 20 June 1974
By ALW LLC; Date 1-14-75
/pic

January 17, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Airplanes for Shipment to "X".

It is desired that a letter substantially as follows be transmitted to the Commanding General, Air Force Combat Command:

1. It is desired that you make available the following airplanes for shipment to "X".

114 B-26 Bombardment Airplanes
42 A-20A Bombardment Airplanes
37 P-39D Pursuit Airplanes.

2. The Air Service Command, OCAC, will advise you of the date and place delivery is desired.

3. This confirms instructions transmitted by telephone to Colonel Chauncey.

For the Chief of the Air Staff

H H Vandenberg

EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

DECLASSIFIED
SECRET

AAF 452.1 "X" (2) A

DECLASSIFIED
EO12 Item
3 Jan. & 23 June 1976
By AGO, LC; Date 11-11-75
Inc

JBC/ef
(Mar 30)
452.1 "X" (21)

January 20, 1942

SUBJECT: Shipment to "X".

SECRET
BY AUTHORITY OF THE
CHIEF OF THE ARMY AIR FORCES
DATE INITIALS

TO: Chief of the Air Corps.

1. It is directed that the following airplanes be prepared for water shipment to "X" on the West Coast by February 15, 1942:

110 P-40E's
55 P-39E's
61 P-39D's
48 A-20A's
66 B-25's.

2. Because of the uncertainty of the Port of Debarkation and the limit of freight storage aboard the vessels to be used in the movement, it will be necessary to crate all the planes.

By Command of Lieutenant General ARNOLD:

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

Dispatched
JAN 30 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-Inspr.	Budget	Statistics	
	WJT				Elm by Tel						

SECRET
DECLASSIFIED

AAF-30

Air 63 452.1 "X" (21)

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

DECLASSIFIED
A DOD Dir.
8 Sec. & 20 June 1974
By AAG, LC; Date 11-12-75
File No.

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

Tally No. AAF

SUBJECT: Shipment to "A".

NO.	FROM	TO	DATE	COMMENTS
1.	AAF A-4	AAF AAG	1942 1/17	AAF/A-4 JJO/mhh 1. Request that a directive, substantially as follows, be sent to the Chief of the Air Corps: "1. It is requested that the following airplanes be prepared for water shipment to "X" on the West Coast by February 15, 1942: 110 P-400's 55 P-39F's 61 P-39D's 42 A-20A's 86 B-26's." "2. Because of the uncertainty of the Port of Debarkation and the limit of freight cranes aboard the vessels to be used in the movement, it will be necessary to crate all the planes." Hq. Army Air Forces JAN 19 1942 AAG Received Brig. Gen. A-4

DECLASSIFIED
SECRET
(Do not use reverse side)

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

Page No. Au 06 452.1 "X" (21)

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
DOD Itr.
30 June 1974
AAM/Mc Date 11-16-75

(Air AG)

A C 154

January 19, 1942

SUBJECT: Allocation of Pursuit Airplanes to "X"

TO : The Chief of the Air Corps

1. The following additional allocations of pursuit airplanes are made to the "X" project:

110 P-40D Diversions from British in December
19 P-40E January production
30 P-39F January production
25 P-39F February production (1st week)
24 P-39D December acceptances being conditioned at Patterson Field.

208

2. It is directed that the above airplanes be prepared for overseas shipment at the earliest possible date.

3. Shipping instructions will be furnished by the A-4 Division.

4. This confirms instructions transmitted by telephone to Major Hefley.

By command of Lieutenant General ARNOLD:

Dispatched
JAN 20 1942
AAG

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

HEADQUARTERS ARMY AIR FORCES — COORDINATION											
Chief of Staff	Sec'y Air Staff	AAG	A-1	A-2	A-3	A-4	A WPD	A-Insp	Budget	Statistics	
	✓	Mc			✓						

AAF 39

~~SECRET~~

DECLASSIFIED

Air Ob 4-3.1 "X" (20)

DECLASSIFIED
SECRET

DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1974
By ... LC; Date 11-10-75

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

January 17, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Allocation of Pursuit Airplanes to "X".

It is desired that a memorandum substantially as follows be transmitted to the Chief of the Air Corps:

1. The following additional allocations of pursuit airplanes are made to the "X" Project:

110	P-400 Diversions from British in December
19	P-40E January production
30	P-39F January production
25	P-39F February production (1st week)
24	P-39D December acceptances being conditioned at Patterson Field.
208	Total

2. It is desired that the above airplanes be prepared for overseas shipment at the earliest possible date.

3. Shipping instructions will be furnished by the A-4 Division.

4. This confirms instructions transmitted by telephone to Major Hefley.

For the Chief of the Air Staff

EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

17 1942
AAG Received

DECLASSIFIED
SECRET

A 46 452.1 "X" (8)

DECLASSIFIED
SECRET

DECLASSIFIED
DOD ltrs.
1 Jan & 30 June 1974
By AGW NLC; Date 11-10-75

January 16, 1942

MEMORANDUM FOR THE CHIEF OF THE ARMY AIR FORCES

SUBJECT: 4-Engine Airplanes for X.

There are now in Hawaii fifty-five (55) 4-engine combat crews available and forty-two (42) other 4-engine combat crews reported as resting or sick. This represents a total of twenty-seven (27) 4-engine combat crews, over and above the requirements for the two (2) heavy bombardment groups assigned.

It is recommended that after deliveries of the first eighty (80) 4-engine bombers to Australia have been made, that twenty-two (22) B-24D's or B-24D's be ferried to Hawaii for assignment there. As these B-24's arrive, B-17E's, to a total of twenty-two, with combat crews, now in Hawaii, can be ferried to X. This will preclude the necessity of ferrying B-17E's from our West Coast during this period of heavy winds and unsatisfactory weather.

For the Chief of the Air Staff

EARL L. NAIDEN
Colonel, Air Corps.,
Assistant Chief of the Air Staff A-3

Received
JAN 20 1942
AAG

HEADQUARTERS ARMY AIR FORCES					COORDINATION						
Chief of Staff	Secy Air Staff	AAG	A-1	A-2	A-3	A-4	A-WPD	A-Insp	Budget	Sea [illegible]	

DECLASSIFIED
SECRET

AAF 39

SECRET
DECLASSIFIED

DECLASSIFIED
DOD ltr
30 June 1976
ALN/ NARS Date 11-16-75

AAF/A-3
WOC:rlc
2/7/42

1st Ind.

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

1. There have been a number of changes since the original order for delivery of eighty (80) heavy bombers to "X" and this may have led to confusion. The present status of the orders for delivery of the first eighty (80) heavy bombers to "X" is as follows:

15 - LB-30's
61 - B-17E's

For your further information in this matter, Hawaii was ordered to deliver four (4) B-17E type airplanes to "X" and, therefore, four of the original sixty-five (65) B-17E's were ordered delivered to Hawaii as replacement aircraft for those they delivered to "X". Attached are copies of the AG orders covering the sixty-one (61) B-17E's and four (4) B-17E's referred to.

2. Our 2d Indorsement to you dated February 5, 1942, to our letter to you Subject: "Delivery of 4-engine aircraft", should now be in your hands and answers questions concerning second eighty heavy bombers to "X".

3. As pointed out in paragraph 5 basic, the additional airplanes to be set up as of the date of the original letter are two-hundred and eighty (280) instead of two-hundred and fifty (250). The grand total is six hundred and forty (640) as stated.

By Command of Lieutenant General Arnold

Dispatched
FEB 11 1942
AAG

Incls:
1-Copy ltr AG 580.81 (1-30-42)MSC-G-M, 2/3/42 subj: "Transfer of Aircraft & Crews"
2-Copy ltr AG 580.81 (1-30-42)MSC-G-M 2/3/42 Subj: "Transfer of Aircraft".

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

Basic ltr to C/AAF 2/2/42 subj. above.

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.M.Sp.	Budget	Statistics	

AAF-38

SECRET

Air 19452.1 "X" (18) B

452.1 "X" (18) B

DECLASSIFIED
DOD Res.
8 Jan. & 20 June 1974
By: ALW LC; Details: 75
Pic

(15-62)

DECLASSIFIED
DOD Res.
8 Jan. & 20 June 1974
By: LC; Details

FEB 2 1942

Movement of Aircraft to "X".

DECLASSIFIED
By Authority of the Chief of the Air Corps
FEB 2 1942 0.51
Date Initials

Chief of the Army Air Forces.

1. Reference is made to letter your office, January 20, 1942, (Air AG) AC 156, subject as above.

2. Clarification is requested of Paragraphs 1 and 3 of communication referred to above wherein it is stated that 100% reserve airplanes for two (2) heavy bombardment groups are contemplated for shipment to "X" by February 11, 1942. Specifically, information is requested as to what airplanes will comprise the first 80 4-engined bombers to "X" and additionally what airplanes are to comprise the 100% reserve.

3. It is the understanding of this office that the first 80 4-engined bombers now at or enroute to "X" are composed of 15 - [illegible] and 65 - B-17E airplanes. However, an amendment to letter to the Commanding General, Air Force Combat Command, dated December 23, 1941, AG 580.81 (12-23-41) MSC-G-M, subject: "Transfer of Aircraft", dated January 6, 1942, AG 580.81 (1-3-42) MSC-G-M provides for transfer of 56 4-engined aircraft instead of the 65 originally directed.

4. It is assumed the second group or 100% reserve of 4-engined aircraft are to be 80 - B-17E airplanes. However, only [illegible] of the January production of these airplanes are allocated to the Air Corps. Information is requested as to the source of the remainder of these airplanes.

5. Clarification is also requested of Paragraph 3 a of communication noted in Paragraph 1 above wherein it is stated that "[illegible] number of airplanes required to equip and provide 100% reserve airplanes for four pursuit groups is 640. 191 are at "X" or enroute. 169 [illegible] set up for shipment on designated vessels. 280 more must be set [illegible] The above figures indicate that a total of 280 rather than 280 airplanes

DECLASSIFIED

To Mail & Record Room
EXECUTIVE
ADMINISTRATIVE
B & G
CIVILIAN PERS.
[illegible]
FISCAL
INSPECTION
[illegible]
LEGAL
MATERIEL
MEDICAL
MILITARY PERS.
TRAIN. & OPER.
W. CON. AERO BD.

are required.

6. Request that above information be expedited in order that requested arrangements be completed as expeditiously as possible.

For the Chief of the Air Corps:

O. S. Ferson
Colonel, A.C.
Assistant

CAH/ho

To Mail & Record Room
Date
EXECUTIVE
ADMINISTRATIVE
B & G
CIVILIAN PERS.
FERRYING COMMAND
FISCAL
INSPECTION
INTELLIGENCE
LEGAL
MATÉRIEL
MEDICAL
MILITARY PERS.
TRAIN. & OPER.
M. COM. AERO P.

E.B.

Air AS 452.1 "L" (18) B-

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

Received from the Office, Chief of the Air Corps the following (SECRET, [redacted]) document:

DECLASSIFIED

Addressed to: Chief of the Army Air Forces

Subject: Movement of Aircraft to "X".

Type of Corres.: Letter

Date:

Basic Dated:

No. Incls.:

PLEASE ACCOMPLISH AND
RETURN IMMEDIATELY TO:
Classified Mail & File Unit,
Administrative Division,
Office, Chief of Air Corps.

DATE RECEIVED: _____

BY _____
Name

_____
Rank Branch

OFFICE OF: _____

OCAC NO. _____

W-4003, AC., Rev. 12/2/41

AG 452.1 X (B)

DECLASSIFIED
SECRET

AAF/A-4
JOS/scc
Wrtn. 2/27/42

SUBJECT: Movement of Aircraft to "X".

DECLASSIFIED
DOD Dtv
5 Jan & 30 June 1974
By AGA LC; Date 11-12-75
NRC

6th Ind.

War Department, Headquarters Army Air Forces, Washington, D. C.
MAR 3 1942
To: The Chief of Air Corps
Attention of: Col. Foreon

1. The status of six hundred forty (640) Pursuit Airplanes set up for shipment to "X" as of February 28, 1942, is as follows:

Delivered in "X" Area	301
Enroute by Water	287
Set up for shipment in March	52
	640

2. It is possible thirty (30) Pursuit Airplanes were inadvertently omitted from those listed as enroute or at "X" in basic communication.

By Command of Lieutenant General Arnold

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

452.1 "X" (2)

Hq. Army Air Forces
MAR 4
AAG RECEIVED

Dispatched
MAR 3 1942
AAG

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

DECLASSIFIED
SECRET
-2-

Ltr dtd 452.1 "X" AAF-39 (2)

SECRET
DECLASSIFIED

DECLASSIFIED
DOD Dir.
9 Jan. & 30 June 1974
By: ALAMO; Date: 8-10-75
PC

WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES

WASHINGTON

(Air AG)
AC 156

January 20, 1942

SUBJECT: Movement of Aircraft to "X".

TO: Chief of the Air Corps.

1. Present plans contemplate shipping to "X" by February 11, 1942, 100% reserve airplanes for two heavy bomb groups, one light bomb group and four pursuit groups.

2. 114 B-26 airplanes will also be shipped by February 11, 1942. These airplanes constitute the initial equipment of two medium bombardment groups now under orders for "X".

3. The details of the airplanes to be shipped are as follows:

a. Pursuit airplanes: Total number of airplanes required to equip and provide 100% reserve airplanes for four pursuit groups is 640. 191 are at "X" or enroute. 169 are set up for shipment on designated vessels. 250 more must be set up.
(Note: The second lot of P-400's included in the original plans (see Col. Whitten) can be applied against the 250.)

b. Heavy bombardment airplanes. Total number of airplanes required to equip and provide 100% reserve airplanes for two heavy bombardment groups is 160. These airplanes will be flown to "X" but maintenance and repair supplies must be shipped by boat.

c. Medium bombardment airplanes. 114 airplanes are required to initially equip the two medium bombardment groups now under orders to "X". The airplanes necessary to provide 100% reserve will not be available for shipment by February 11, 1942 and hence are not considered herein. It is to be noted however that thus far plans have been made for the shipment of only 28 of the initial requirement of 114 B-26 airplanes, leaving the shipment of 86 airplanes still to be arranged for.

DECLASSIFIED
SECRET

DECLASSIFIED

d. Light bombers. Total number of airplanes required to equip and provide 100% reserve airplanes for one light bomb group is 114. 52 A-24 airplanes are in "X" and arrangements have been made for the shipment of 15 more. If these 15 are tactically complete, they will be applied against the requirement of 114 airplanes, and only 47 A-20 Series airplanes will be shipped. If however, the 15 A-24's are not tactically complete, 57 A-20 Series airplanes will be shipped. The deficit of 47 airplanes will be filled by shipping 47 A-20 series airplanes.

4. Summary: Arrangements must be made to ship by February 11, 1942 the following listed airplanes (over and above those for which shipment has already been arranged:

250 Pursuit Airplanes.
86 B-26 Series Airplanes.
42 to 57 A-20 Series Airplanes.

5. You will be informed of the source of the foregoing airplanes in other correspondence. Meanwhile, it is directed that you immediately initiate such action as lies within your province to insure that such airplanes as are made available to you for shipment to "X" are made ready for shipment by the scheduled date.

6. It is further directed that you insure that at least two months of maintenance supplies go forward to "X" not later than February 11, 1942. In the estimates of tonnage, requirements furnished G-4 Sunday, January 11, 1942, 10,000 ship tons of cargo space were included for the shipment of maintenance and repair supplies and materials. If this tonnage does not meet requirements a request for the additional tonnage required should be submitted immediately.

7. Bombs, ammunition and pyrotechnics will be arranged for by the Assistant Chief of Staff, A-4.

By Command of Lieutenant General ARNOLD:

/s/ John B. Cooley,
Lt. Col., A.G.D.,
Assistant Air Adjutant General.

DECLASSIFIED

DECLASSIFIED
DOD Dir
8 Nov. & 30 June 1974
NARS, Date 11-4-75

DECLASSIFIED

1st Ind. (15-C2)

War Department, Office, Chief of the Air Corps, Washington, D. C., Jan.26,1942
TO: Chief of the Army Air Forces.

1. Priority action has been directed in connection with basic directive. Request this office be advised at the earliest date possible as to source of aircraft to be made available for shipment, as noted in paragraph 5.

For the Chief of the Air Corps:

/s/ Wm. F. Pearson
Colonel, A.G.D.,
Adjutant General.

2nd Ind.

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

Airplanes listed in paragraph 4, baic communication are to be furnished from sources as follows:

115 P-400's December diversion from British
37 P-39D's from AFCC
30 P-40E's January Production
68 P-39D January Production
86 B-26's from AFCC
42 A-20A's from AFCC

By Command of Lieutenant General Arnold

/s/ John B. Cooley
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

DECLASSIFIED

DECLASSIFIED
NND Mgs.
By [illegible] NARS, Date 6-18-76

SECRET
DECLASSIFIED
2nd Ind.

(18-GS)

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

1. Reference is made to letter this office, February 8, 1942, subject as above, and your 1st Ind. thereon, dated February 11, 1942.

2. In Paragraph 3 of the indorsement referred to above, it is stated "the additional airplanes to be set up as of the date of the original letter are 250 instead of 250". This constituting a correction of the number of pursuit airplanes listed in Paragraph 4, basic communication.

3. Since 2nd Ind. above indicates the source of only 250 pursuit airplanes, it is requested that this office be advised as to the source of the additional 50 pursuit airplanes involved.

For the Chief of the Air Corps:

CHAS. A. HORN,
Lt. Col., Air Corps,
Executive,
Operations Services.

DECLASSIFIED
SECRET
Auth: AG 452.1

DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 1966
By ALN LC; Date 11-18-75
NC

DECLASSIFIED
SECRET

Subject: Movement of Aircraft to "X"

AAF/A-3
GMcC-ds

2nd Ind.

War Department, Headquarters, Army Air Forces, Washington, D. C.
written 2/2/42 FEB 4 1942 To: Chief of Air Corps, Washington, D. C.

Airplanes listed in paragraph 4, basic communication are to be furnished from sources as follows:

115 P-40D's December diversion from British
37 P-39D's from AFCC
30 P-40E's January Production
60 P-39D's January Production
86 B-26's from AFCC
42 A-20A's from AFCC

By Command of Lieutenant General Arnold

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

FEB 4 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	Secretariat	
					Pan						

AAF-39

SECRET
DECLASSIFIED

SECRET
DECLASSIFIED

UNCLASSIFIED
DOD Mem
6 Sep. 8 80 June 1974
By [illegible] NLO: Book 11-75

-copy-

WAR DEPARTMENT
Headquarters of the Army Air Forces
Washington

(Air AG)
AC156

January 20, 1942

SUBJECT: Movement of Aircraft to "X".

TO: Chief of the Air Corps.

1. Present plans contemplate shipping to "X" by February 11, 1942, 100% reserve airplanes for two heavy bomb groups, one light bomb group and four pursuit groups.

2. 114 B-26 airplanes will also be shipped by February 11, 1942. These airplanes constitute the initial equipment of two medium bombardment groups now under orders for "X".

3. The details of the airplanes to be shipped are as follows:

a. Pursuit airplanes: Total number of airplanes required to equip and provide 100% reserve airplanes for four pursuit groups is 640. 191 are at "X" or enroute. 169 are set up for shipment on designated vessels. 250 more must be set up.
(Note: The second lot of P-400's included in the original plans (see Col. Whitten) can be applied against the 250.)

b. Heavy bombardment airplanes. Total number of airplanes required to equip and provide 100% reserve airplanes for two heavy bombardment groups is 160. These airplanes will be flown to "X" but maintenance and repair supplies must be shipped by boat.

c. Medium bombardment airplanes. 114 airplanes are required to initially equip the two medium bombardment groups now under orders to "X". The airplanes necessary to provide 100% reserve will not be available, for shipment by February 11, 1942 and hence are not considered herein. It is to be noted however that thus far plans have been made for the shipment of only 28 of the initial requirement of 114 B-26 airplanes, leaving the shipment of 86 airplanes still to be arranged for.

SECRET
DECLASSIFIED

DECLASSIFIED

d. Light bombers. Total number of airplanes required to equip and provide 100% reserve airplanes for one light bomb group is 114. 52 A-24 airplanes are in "X" and arrangements have been made for the shipment of 15 more. If these 15 are tactically complete, they will be applied against the requirement of 114 airplanes, and only 47 A-20 Series airplanes will be shipped. If however, the 15 A-24's are not tactically complete, 57 A-20 Series airplanes will be shipped. The deficit of 47 airplanes will be filled by shipping 47 A-20 series airplanes.

4. Summary: Arrangements must be made to ship by February 11, 1942 the following listed airplanes (over and above those for which shipment has already been arranged:

250 Pursuit Airplanes.
86 B-26 Series Airplanes.
42 to 57 A-20 Series Airplanes.

5. You will be informed of the source of the foregoing airplanes in other correspondence. Meanwhile, it is directed that you immediately initiate such action as lies within your province to insure that such airplanes as are made available to you for shipment to "X" are made ready for shipment by the scheduled date.

6. It is further directed that you insure that at least two months of maintenance supplies go forward to "X" not later than February 11, 1942. In the estimates of tonnage, requirements furnished G-4 Sunday, January 11, 1942, 10,000 ship tons of cargo space were included for the shipment of maintenance and repair supplies and materials. If this tonnage does not meet requirements a request for the additional tonnage required should be submitted immediately.

7. Bombs, ammunition and pyrotechnics will be arranged for by the Assistant Chief of Staff, A-4.

By Command of Lieutenant General ARNOLD:

/s/ John B. Cooley
JOHN B. COOLEY,
Lt. Col., A.G.D.,
Assistant Air Adjutant General.

DECLASSIFIED

~~SECRET~~ FED

-copy-

DECLASSIFIED
DOD Mem.
6 Jan. & 29 June 1961
By: AGN LC; Date 11-10-75
NIC

1st Ind. (15-C2)

War Department, Office, Chief of the Air Corps, Washington, D. C., Jan. 26, 1942
TO: Chief of the Army Air Forces.

1. Priority action has been directed in connection with basic directive. Request this office be advised at the earliest date possible as to source of aircraft to be made available for shipment, as noted in paragraph 5.

For the Chief of the Air Corps:

Wm. F/ Pearson,
Colonel, A.G.D.,
Adjutant General.

DECLASSIFIED
SECRET

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

DECLASSIFIED (SECRET, [redacted]) Received from the Office, Chief of the Air Corps the following document:

Addressed to: Chief, Army Air Forces.

Subject: Movement of Aircraft to "X".

Type of Corres.: 1st Indorsement

Date:

Basic Dated:

No. Incls.:

PLEASE ACCOMPLISH AND
RETURN IMMEDIATELY TO:
Classified Mail & File Unit,
Administrative Division,
Office, Chief of Air Corps.

DATE RECEIVED: _____

BY _____
Name

_____
Rank Branch

OFFICE OF: _____

OCAC NO. _____

W-4003, AC., Rev. 12/2/41

Ass'd 452.1 "X"

DECLASSIFIED
DOD Dir. 5200.9 & 30 June 1966
By AAG, LC; Date 11-18-75
mc

HEADQUARTERS ~~SECRET~~ FORCES
ROUTING AND RECORD SHEET

File No.

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

Tally No. AAF

SUBJECT: Movement of Aircraft to "X".

AAF/A-4
MFS/mhh

NO.	FROM	TO	DATE	COMMENTS
1.	AAF A-4	AAF AAG	1942 1/14	1. Request that a letter, substantially as follows, be sent to the Chief of the Air Corps: "1. Present plans contemplate shipping to "X" by February 11, 1942, 100% reserve airplanes for two heavy bomb groups, one light bomb group and four pursuit groups." "2. 114 B-26 airplanes will also be shipped by February 11, 1942. These airplanes constitute the initial equipment of two medium bombardment groups now under orders for "X"." "3. The details of the airplanes to be shipped are as follows: a. Pursuit airplanes: Total number of airplanes required to equip and provide 100% reserve airplanes for four pursuit groups is 640. 191 are at "X" or enroute. 169 are set up for shipment on designated vessels. 250 more must be set up. (NOTE: The second lot of P-400's included in the original plans (see Col. Whitten) can be applied against the 250.). b. Heavy bombardment airplanes. Total number of airplanes required to equip and provide 100% reserve airplanes for two heavy bombardment groups is 160. These airplanes will be flown to "X" but maintenance and repair supplies must be shipped by boat. c. Medium bombardment airplanes. 114 airplanes are required to initially equip the two medium bombardment groups now under orders to "X". The airplanes necessary to provide 100% reserve will not be available for shipment by Feb.11,1942 and hence are not considred herein. It is to be noted however that thus far plans have been made for the shipment of only 28 of the initial requirement of 114 B-26 airplanes, leaving the shipment of 86 airplanes still to be arranged for.

DECLASSIFIED
(Do not use reverse side) W-4071,AC.Rev.8/14/41
Page No. 1

DECLASSIFIED

SECRET

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: Movement of Aircraft to "X".

NO:	FROM	TO	DATE	COMMENTS	AAF/A-4 MFS/mhh
1. (cont.)	AAF A-4	AAG	1942 1/14	d. Light bombers. Total number of airplanes required to equip and provide 100% reserve airplanes for one light bomb group is 114. 52 A-24 airplanes are in "X" and arrangements have been made for the shipment of 15 more. If these 15 are tactically complete, they will be applied against the requirement of 114 airplanes, and only 47 A-20 Series airplanes will be shipped. If however, the 15 A-24's are not tactically complete, 57 A-20 Series airplanes will be shipped. The deficit of 47 airplanes will be filled by shipping 47 A-20 series airplanes." "2. Summary: Arrangements must be made to ship by February 11, 1942 the following listed airplanes (over and above those for which shipment has already been arranged: 250 Pursuit Airplanes. 86 B-26 Series Airplanes. 42 to 57 A-20 Series Airplanes." "3. You will be informed of the source of the foregoing airplanes in other correspondence. Meanwhile, it is ~~desired~~ directed that you immediately initiate such action as lies within your province to insure that such airplanes as are made available to you for shipment to "X" are made ready for shipment by the scheduled date." "4. It is further ~~desired~~ directed that you insure that at least two months of maintenance supplies go forward to "X" not later than Feb. 11, 1942. In the estimates of tonnage, requirements furnished G-4 Sunday, Januray 11, 1942, 10,000 ship tons of cargo space were included for the shipment of maintenance and repair supplies and materials. If this tonnage does not meet requirements a request for the additional tonnage required should be submitted immediately." "5. Bombs, ammunition and pyrotechnics will be arranged for by the Assistant Chief of Staff, A-4."	
		16 042 AAF Rec			

(Do not use reverse side) W-4071, A.G.O. 1-1-41

DECLASSIFIED

SECRET

Page No. 2

AAF 8452-1 (18)

DECLASSIFIED
DOD Dir.
4 Jan. & 29 June 1954
By ALAA, LC; Date March 75
mc
JBG/EF
(AAF No.)
08-5-42

January 20, 1942

SUBJECT: Earmarking of Planes for "I".

TO: Commanding General, Air Force Combat Command.

1. Plans provide for 100% reserve of aircraft at "I". Many of these plans will be taken from production during January. However, it is directed that you earmark for this project

114 B-26 Reinforcement Airplanes
42 A-20A " "
50 P-39D Pursuit Airplanes
48 P-40E " "

from those now in service in the United States.

2. The above confirms instructions transmitted by telephone.

By Command of Lieutenant General ARNOLD:

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

Dispatched
JAN 30 1942
AAG

HEADQUARTERS ARMY AIR FORCES						COORDINATION					
Chief of Staff	Secy A. Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Stations	
	✓	✓			✓						

AAF 39

DECLASSIFIED
SECRET Air 452.1 X (17)

DECLASSIFIED
SECRET

DECLASSIFIED
DOD Memo
8 Jan. & 30 June 1974
By: ALA LLC; Date 11-8-75

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

January 15, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Earmarking of Planes for "X".

It is desired that a letter substantially as follows be transmitted to the Commanding General, Air Force Combat Command:

1. Plans provide for 100% reserve of aircraft at "X". Many of these planes will be taken from production during January. However, it is desired that you earmark for this project

114 B-26 Bombardment Airplanes
42 A-20A " "
50 P-39D Pursuit Airplanes
40 P-40E " "

from those now in service in the United States.

2. The above confirms instructions transmitted by telephone.

Hq. Army Air Forces
JAN 16 1942
AAG RECEIVED

For the Chief of the Air Staff

EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

SECRET
DECLASSIFIED

Gen Ab 452.1 "X" (17)

~~SECRET~~

Directive No. 4-24

DECLASSIFIED
DOD Itr.
8 Jun. & 20 June 1974
By: AAW LC: Date 11-10-75
PIC

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

January 14, 1942

DIRECTIVE MEMO FOR: A-4

Subject: Trigger Motors & Solenoids for X.

1. You will take the necessary action to obtain from any place in the United States 104 trigger motors and 104 solenoids, and have them at Bolling Field at 12 Noon January 14 to be turned over to the AGFC for transmittal to X.

By direction of the Chief of the Air Staff.

John Y. York,
Colonel, Air Corps,
Secretary of the Air Staff.

Air 19452.1 "X" (16)

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

ANV/kr

~~SECRET~~ Air 19452.1 "X" (16)

AAF/A-3
JHA:rlc
wrtn 2/2/42

~~SECRET~~

DECLASSIFIED
DOD ltr
8 Jan. & 20 June 1974
By ASAM LO; Date 11-18-75
MC

DECLASSIFIED

2nd Ind.

Subject: Delivery of 4-Engine Aircraft

War Department, Headquarters, Army Air Forces, Washington, D. C.
FEB 5 1942 To: Chief of the Air Corps

1. The airplanes referred to in basic communication, are to be delivered on an attrition basis of sixteen (16) bombers per month plus replacements for aircraft that failed to reach "T". The delivery of these sixteen plus heavy bombers per month to "T" is to be accomplished as follows:

a. Deliveries of the B-24D or B-24C type airplanes are to start as soon as they become available from the production line. Approximately seven (7) should be available during the month of February, 1942. The first twenty-two (22) of these B-24D's or B-24C's are to be ferried to Gander for assignment there as replacements for twenty-two (22) B-17's which the Russian Department will ferry to "T". The crews for the B-17's from Russia, will be furnished by the Russian Department and these crews and planes will remain in "T".

452.1 "X" (15)

b. On the basis of seven (7) B-24 type bombers being delivered to Gander as replacements during February as mentioned above, nine (9) B-17 type should be scheduled for delivery to "T" during February. However, the delivery of the B-17's should not start until the remaining B-17's of the first allocation of eighty (80) bombers for "T" have departed the United States.

c. All of the B-17's will be ferried via the eastern route until after April 1st, due to adverse winds over the western route.

Approved
FEB 5 1942
AAG

2. The ferry crews of each airplane being ferried to "T" will consist of a full combat crew as follows:

One (1) officer pilot
one (1) officer co-pilot
one (1) officer navigator
one (1) enlisted man, bombardier - gunner
one (1) enlisted man, radio operator - gunner
one (1) enlisted man, engineer - gunner

HEADQUARTERS											
Chief of Staff	Secy Air Staff	A.A.G.								Sta-tistics	

AAF-38

~~SECRET~~

DECLASSIFIED

also 452.1 "X" (15)

SECRET
DECLASSIFIED

2nd Ind. to Chief of the Air Corps (cont'd)

3. The ferry crews of the twenty-two B-24's being ferried to Cooper only, will consist of pilot, co-pilot, navigator, aerial engineer-gunner and radio operator-gunner. These ferry crews will be returned to the United States by air transportation; the facilities of the Air Corps Ferrying Command being utilized for this purpose.

4. The combat ferry crews of all airplanes will be under orders for permanent change of station to "X".

5. All crews will be drawn from personnel under your jurisdiction.

6. A list of all personnel transferred to "X" should be furnished the Adjutant General's office (attention Machine Records Section) in order that that office may have a complete record of the personnel involved.

7. Summary:

The plan in brief is to start the delivery of the 2nd allocation of heavy bombers to "X" as soon as possible on a basis of sixteen (16) per month. This to be accomplished by delivering the B-24 type only, at first to Hawaii. The attrition rate of sixteen (16) bombers per month will probably not be maintained during February due to unavailability of the B-24 type during the month of February and due to fact that delivery of the B-17 type is not to start until after the first allocation of eighty (80) bombers have departed the United States, but this is the objective to strive for.

By Command of Lieutenant General Arnold

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

Basic Comm: ltr to C/AC re above subj.
(Air AG) A C 131

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	
					Van						

AAF-30

SECRET
DECLASSIFIED

SECRET
DECLASSIFIED

DECLASSIFIED
DOD Res.
6 Jun. & 30 June 1994
By [illegible] Date 1-10-95
mc

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

January 14, 1941

MEMORANDUM FOR THE AIR ADJUTANT GENERAL

Subject: Delivery of 4-Engine Aircraft.

It is desired that a directive as follows be issued to the Chief of the Air Corps.

It is directed that you make the necessary preparations for the ferrying of eighty (80) 4-engine bombers for delivery to X. Deliveries to start as soon as airplanes become available from the production line. These airplanes represent a 100% reserve for the eighty (80) 4-engine bombers previously allocated and now being delivered to X.

For the Chief of the Air Staff

JAN 15 12
AAG Received

H.H. Vandenberg
for EARL L. NAIDEN
Colonel, Air Corps.,
Assistant Chief of the Air Staff A-3

SECRET
DECLASSIFIED

cm AG 452.1 "X" (15)

DECLASSIFIED

DECLASSIFIED
DOD ltrs.
6 Jan. & 20 June 1974
By: ALM LC; Date 11-10-75
PC

JBC/pp

(Air AG)

C C 44

January 16, 1942

SUBJECT: Replacements of Airplanes Which Crashed En Route to "X".

TO : The Commanding General, Air Force Combat Command.

1. It is directed that one LB-30 Heavy Bombardment airplane from those under your command be made available at Wright Field. This airplane is to replace the LB-30 which crashed en route to "X". Wright Field is to install the necessary tanks and equipment required for ferrying.

2. The B-17E which crashed en route to "X" will be replaced by the B-17E from production.

3. The above instructions have been transmitted by telephone.

By command of Lieutenant General ARNOLD:

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

JAN 10 1942
AAG

HEADQUARTERS ARMY AIR FORCES											COORDINATION
Chief of Staff	Sec'y Air Staff	AAG	A-1	A-2	A-3	A-4	A WPD	A Insp	Budget	Sea Logistics	
	✓	JBC			✓						

AAF 39

SECRET
DECLASSIFIED

air ab 452.1 "x" (14)

SECRET
DECLASSIFIED

DECLASSIFIED
DOD Rev.
8 Jan. & 20 June 1966
By: AAM, LC; Date 11-14-75

WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE ARMY AIR FORCES

WASHINGTON

January 14, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Replacements of Airplanes Which Crashed En Route to "X".

It is desired that a letter substantially as follows be transmitted to the Commanding General, Air Force Combat Command:

1. It is desired that you make available at Wright Field one LB-30 Heavy Bombardment Airplane from those under your command. This airplane is to replace the LB-30 which crashed en route to "X". Wright Field is to install the necessary tanks and equipment required for ferrying.

2. The B-17E which crashed en route to "X" will be replaced by the B-17E from production.

3. The above instructions have been transmitted by telephone.

For the Chief of the Air Staff

JAN 15 '42
AAG Received

EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

DPD

DECLASSIFIED
SECRET

air ad 452.1 "X" (4)

DECLASSIFIED
DOD Dir.
8 Jun. A 36 June 1974
By AGAM, J.C.; Date 11-25-75

SECRET
DECLASSIFIED

(Air AG)

A G 127

January 16, 1942

SUBJECT: Replacement of Airplanes Which Crashed En Route to "X"

TO : Chief of the Air Corps

1. It is directed that one LB-30 airplane be equipped for long-range ferrying similar to those equipped at Tucson. This airplane is to replace one of the fifteen which crashed enroute to "X". The Air Force Combat Command has been directed to make available one LB-30 for this purpose.

2. It is also directed that the B-17E which crashed en route to "X" be replaced by a B-17E from production.

3. The above confirms instructions issued by telephone to Major Hefley.

By command of Lieutenant General ARNOLD:

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

Dispatched
JAN 17 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	
	✓	MC			✓						

AAF 39

DECLASSIFIED

Air AG 452.1 (1-13-42) (13)

DECLASSIFIED
DOD Dir.
6 Jan. & 20 June 1946
By ALM, LC; Date 1-10-75
PIC

~~SECRET~~

WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE ARMY AIR FORCES

WASHINGTON

January 14, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Replacement of Airplanes Which Crashed En Route to "X".

It is desired that a memorandum substantially as follows be transmitted to the Chief of the Air Corps:

1. It is desired that one LB-30 airplane be equipped for long-range ferrying similar to those equipped at Tucson. This airplane is to replace one of the fifteen which crashed en route to "X". The Air Force Combat Command has been directed to make available one LB-30 for this purpose.

2. It is also desired that the B-17E which crashed en route to "X" be replaced by a B-17E from production.

3. The above confirms instructions issued by telephone to Major Hefley.

For the Chief of the Air Staff

EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

JAN 15 12
AAG Received

~~SECRET~~

DECLASSIFIED

ai 2452.1 "X" (13)

DECLASSIFIED

DECLASSIFIED
DOD Dir.
E.O. 20 June 1974
By: ALN LC; Date: 10-75
PC

JAN 14 1942

MEMORANDUM FOR LIEUTENANT GENERAL GEORGE H. BRETT,
Deputy Supreme Commander, Allied Forces Far East.

Subject: Immediate release of Lt. Eight and crew and Air Corps Ferrying Command B-24 airplane #40360.

1. As an emergency expedient, a special delivery by Lt. Eight of trigger motors and solenoids for your A-24's is being dispatched this date from Bolling Field. Lt. Eight will receive destination instructions from the Air Corps Ferrying Command Control Officer, Lt. Col. Raphael Rose, at Bangalore.

2. It is imperative that Lt. Eight with his crew intact and B-24 #40360 be released for immediate return to Bolling Field upon delivery of the trigger motors and solenoids to your command. The retention of either this airplane or any member of the crew cannot be authorized.

H. H. Arnold
Lieutenant General, U.S.A.,
Deputy Chief of Staff for Air.

H. H. ARNOLD,
Lt. General, U.S.A.,
Deputy Chief of Staff for Air.

452.1 "X" (12)

Original signed
and A.M. 1/14/42
+ returned to Col. Ops
by officer messenger.
Ea -

SECRET
DECLASSIFIED

DECLASSIFIED
DOD ltrs.
6 Jan. & 20 June 1974
By ANV LC; Date 11-10-75
PIC

SECRET DECLASSIFIED

Directive No. 3-30

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

January 13, 1942

DIRECTIVE MEMO FOR: A-3

Subject: B-26's to X.

1. As many reserve B-26's will be sent with the convoy to X carrying reserve planes as can be made available without delaying the departure. Further augmentation to meet a 100% reserve of medium bombers will be provided on later convoys or movements by air if this becomes feasible.

By direction of the Chief of the Air Staff.

C. E. Duncan,
Lieut. Colonel, Air Corps,
Secretary of the Air Staff.

Air AG 452.1 "X" (11)

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

DECLASSIFIED

SECRET

AAF-30

ANV/rr

Air AG 452.1 "X" (11)

DECLASSIFIED
DOD Res.
8 Jan. & 20 June 1974
By NNAM, LC; Date 11-10-75
MC

SECRET
DECLASSIFIED

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

January 9, 1942.

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Delivery of Heavy Bombers to "X".

C6, A7 CC + C7 AC

1. It is requested that a directive substantially as follows be issued to the Commanding General, Air Force Combat Command and the Office, Chief of Air Corps.

2. Reference movement of heavy bombardment airplanes to X, all B-17E airplanes, with the exception of three, will be dispatched from Tampa over the South Atlantic. Six LB-30's will be dispatched from Tampa. Nine LB-30's, depending upon the results of the exploratory flight; will be dispatched from the West Coast via the Pacific. If the exploratory flight is unsuccessful, these nine will be dispatched from Tampa via the South Atlantic. Three B-17E's will be dispatched from the West Coast to replace the three B-17's dispatched from Hawaii on the exploratory flight.

For Chief of Air Staff:

for EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

RECEIVED
JAN 9 1942
War Department
Air Adjutant

SECRET
DECLASSIFIED

AAG 452.1 "X" (10)

DECLASSIFIED
DOD ltrs.
9 Jan. & 20 June 1974
By ALN, LC; Date 11-11-75
NPIC

SECRET
DECLASSIFIED

Directive No. 3-20

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

January 7, 1942

DIRECTIVE MEMO FOR: A-3

Subject: Delivery of HB to X.

1. Reference movement of heavy bombardment airplanes to X, all B-17E airplanes, with the exception of three, will be dispatched from Tampa over the South Atlantic. Six LB-30's will be dispatched from Tampa. Nine LB-30's, depending upon the results of the exploratory flight, will be dispatched from the West Coast via the Pacific. If the exploratory flight is unsuccessful, these nine will be dispatched from Tampa via the South Atlantic. Three B-17E's will be dispatched from the West Coast to replace the three B-17's dispatched from Hawaii on the exploratory flight.

By direction of the Chief of the Air Staff.

C. E. Duncan,
Lieut. Colonel, Air Corps,
Secretary of the Air Staff.

Air Ops 452.1 "X" (9)

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

AAF-59

SECRET
DECLASSIFIED Air Ops 452.1 "X" (9)

Number

DECLASSIFIED
DOD ltrs.
9 Jan. & 20 June 1974
By: AW LC; Date: 10-75
MC

DECLASSIFIED

JBC/gr
(Air AG)

C C 13

January 8, 1942

SUBJECT: Return of Fifteen First Pilots on "X" Flight.

TO: Commanding General, Air Force Combat Command.

1. It is directed that the first pilots of the last fifteen aircraft to depart the United States for "X" be returned to the United States after delivery of their planes to the designated authority in "X".

2. The Chief of the Air Corps will provide for the return of these officers to the United States by the first military aircraft available.

3. Paragraph 12 of Secret Order AG 580.81 (12-23-41) MSC-G-M, Subject: "Transfer of Aircraft," is being amended to this effect.

By Command of Lieutenant General ARNOLD:

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

Same letter to Chief of Air Corps A C 45

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	Budger	Sra [illegible]	
	✓	MC			✓						
					DECLASSIFIED						

AAF 39

Air AS 452.1 Ltr. to

JAN 9 - 1942

RECEIPT FOR SECRET OR CONFIDENTIAL DOCUMENT

SUBJECT: Return of Fifteen Pilots on "X" Flight.

Receipt is acknowledged of directive for the Commanding General, Air Force Combat Command, subject as above dated 1/8/42.

Officer Rank

W. G. Caldwell,
Major, A. G. D.,
Asst. Adjutant General

Office

NOTE: To be accomplished and returned to the Air Adjutant General.

AAF-3
W-4759, A. C.

Air Ag 452.1 "X" (8) a

DECLASSIFIED
DOD ltrs.
6 Jun. & 20 June 1974
By [illegible] LC; Date 1-10-75
mc

~~SECRET~~

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

January 6, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Return of Fifteen First Pilots on X Flight.

1. It is desired that a directive substantially as follows be submitted to the Commanding General, Air Force Combat Command and the Chief of the Air Corps.

1a. "It is ~~desired~~ directed that the ~~f~~First ~~p~~Pilots of the last fifteen aircraft to depart the United States for Australia be returned to the United States after delivery of their planes to the designated authority in Australia."

2a. "The Chief of the Air Corps will provide for the return of these ~~o~~Officers to the United States by the first military aircraft available."

3a. Paragraph 12 of Secret Order AG 580.81 (12-23-41) MSC-G-M, Subject: "Transfer of Aircraft," is being amended to this effect.

For the Chief of the Air Staff:

Earl L. Naiden

EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

DECLASSIFIED ~~SECRET~~

Ans AS 452.1 "X" (1)

DECLASSIFIED
DOD Dir.
5 Jun. & 30 June 1972
By [illegible] LC; Date 11-10-75
NNC

COPY

CABLEGRAM

AC-4
March 25, 1942

LB
PO 43
25/2140

PRIORITY

AG 452.1 (3-25-42)

From: Australia

To: Adjutant General

No. 1006 March 25

From ASC 3. The following is a report of Air Strength at Port Moresby as of March 22nd 1942.

RAAF Aircraft

3- Catalinas
2- Hudsons
17-K-40's

U. S. Aircraft
4-B-17E

The above refers to your radio of March 23rd, number 818 AFAHI

Prett

Exact Action Copy To: Commanding General, Army Air Forces Cy No.1
Exact Info. Copies To: A C of S G-2 Cy No. 2
A C of S WPD Cy No. 3
Secretary General Staff Cy. No. 4

Received in Cable Sevtion AAF/AAG
2:20 PM 3-25-42

Paraphrased by Lt. Stryker:mt

Distribution:

ACTION COPY TO A-2

General Arnold
General Harmon
Director of War Org. & Mov.
Cable Secretary (3)

Copy.

DECLASSIFIED
Secret

(9) X 1'c5t

DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1972
By: ALM LC; Date 4-14-75
NC

~~SECRET~~

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

A a Files

MEMORANDUM FOR THE CHIEF OF THE ARMY AIR FORCES:

Subject: Units now in or Allocated to Australia.

Records in the A-3 Division indicate that the following tactical units are now in or enroute to Australia:

8th Pursuit Group
35th Pursuit Group (less Hq & Hq Sq)
40th Pursuit Group
67th Pursuit Squadron (originally to go to Canton)
21st Pursuit Squadron (scheduled for Plum but diverted to "X")
34th Pursuit Squadron (scheduled for Plum but diverted to "X")

5th Bomber Command

3rd Bombardment Group (L)
27th Bombardment Group (L)

22nd Bombardment Group (M)
38th Bombardment Group (M)

19th Bombardment Group (H)
43rd Bombardment Group (H)
11th Bombardment Squadron (H)
14th Bombardment Squadron (H)
22nd Bombardment Squadron (H)

H. S. VANDENBERG
Col., G.S.C.
A.C. of A.S., A-3.

Copies to:
WPD
C/AS
A-1
A-2
A-4
Plans
Dir. Mil. Req.

Yes Col

This information has been sent by cable, hasn't it?

This list incorrect + new list furnished Gen A as requested by Gen Brett's cable.

"X" 1 452

DECLASSIFIED
~~SECRET~~

DECLASSIFIED
DOD Itr.
8 Jan. & 20 June 1974
By NWD, NLC; Date 11-8-75

X MISSION.
AIRCRAFT REPORT.

March 9th, 1942

DECLASSIFIED
SECRET

X MISSION PLANES DELIVERED TO DATE

To Bangalore

B-17's Delivered January 17th :
41-2471

B-17's Delivered February 7th :
41-2505

B-17's	10
To X	
B-17's	29.
LB-30's	6.
X MISSION SHIPS DELIVERED	
To Copper then to X	
LB-30's	8.
B-17's	0.
	53 Total

POSITION	TYPE	SERIAL NUMBER	No. of days at STATION	REMARKS
Karachi	B-17	41-2457	26	Two engines and oil tanks changed, replaced cracked cylinder head. Estimate date of commission Mar. 8th.
"	"	41-2485		Departed March 6th.
"	"	41-2535	17	Replacing cracked cylinder head.
"	"	41-2506		Departed Febr. 6th. en-route Ceylon.
"	"	41-2475	1	
Habbaniyeh	"	41-2436	55	Jan. 13th, major damage to props, bomb site and landing gear. Prop assembly at West Palm Beach for first available aircraft transportation. Other parts being shipped to West Palm Beach on request to ASC Febr. 14th.

"X" (6) 452.1

DECLASSIFIED
SECRET

X MISSION
AIRCRAFT REPORT

March 9 , 1942

POSITION	TYPE	SERIAL NUMBER	No. of days at STATION	REMARKS
Accra	B-17	41-2474	29	Using parts and crew of B-17 41-2501 to repair this ship.
"	"	41-2491	9	
Belem	"	41-2439	51	Parts at West Palm Beach for first available aircraft. Ship to be returned to States for over-haul.
Chaves	B-17	41-2495	41	Forced landing. No damage. PAA is removing plane by barge from forced landing site. Estimate out in two weeks.
Tampa	B-17	41-2502	33	Engine change and general repair.
"	B-17	41-2536		Departed Febr. 12th for Wright Field for gas tank installation.
Sacramento	LB-30	AL-633	3	Engine change and repairs.

COPPER MISSION

Planes delivered to date -3-.

DECLASSIFIED
SECRET

DECLASSIFIED

SECRET

DUTCH MISSION
AIRCRAFT REPORT

March 1942

POSITION	TYPE	SERIAL NUMBER	No. of days at STATION	REMARKS
Karachi	B-25C	41-12508	4	Ready to proceed.
Accra	"	41-12507	5	Delayed due to weather.
"	"	41-12495	5	" " " "
Takoradi	"	41-12509	5	
	"	41-12468		Crashed at Winneba, 70 miles west by road from Accra. No casualties. Co-pilot suffered concussion of head. Preliminary survey being made March 5th.
Natal	"	41-12445	1	

B-25's WESTBOUND

Delivered to Hickman Field,

B-25c's 4

Morrison	B-25C	41-12493	14	Damaged nose section.
"	"	41-12510	15	Damaged landing gear on take-off, delayed two weeks as of Febr. 26th.
Hensley	B-25c	41-12472	2	Generator trouble.
Hamilton	B-25c	41-12437	2	ETD March 8th.
"	"	41-12462	2	" " "
"	"	41-12470	2	" " "
"	"	41-12494	2	" " "
"	"	41-12476	2	
"	"	41-12481	2	
"	"	41-12497	2	
"	"	41-12498	2	
"	"	41-12499	2	

(The following planes have departed Morrison Field enroute Hamilton Field.)

B-25C 41-12443

DECLASSIFIED

SECRET

SECRET

DECLASSIFIED

RUSSIAN MISSION AIRCRAFT REPORT.

March 1942

POSITION	TYPE	SERIAL NUMBER	No. of days at STATION	REMARKS
Natal	B-25C	41-12461	1	
Belem	B-25C	41-12459	1	
"	"	41-12469	1	
Miami	B-25C	41-12457	16	Del. to PAAF Febr.21st
"	"	41-12463	11	Fuel tank leaking--delayed.
"	"	41-12467	11	Del. to PAAF Febr. 21st
"	"	41-12525	13	Del. to PAAF Febr. 24th.
"	"	41-12471	10	Del. to PAAF Febr. 27th.
"	"	41-12465	10	Del. to PAAF Febr. 27th.
"	"	41-12521	3	
"	"	41-12548	3	
"	"	41-12549	3	
"	"	41-12552	3	
Morrison	B-25C	41-12473	5	
"	"	41-12479	5	Mechanical check.
"	"	41-12553	5	" "
"	"	41-12550	1	

The following B-25c's enroute West Palm Beach, Florida, for the Russians: 41-12475; 41-12477; 41-12517, 41-12518, 41-12547, 41-12555, and 41-12584.

DECLASSIFIED SECRET

DECLASSIFIED

YELLOW MISSION
AIRCRAFT REPORT

March 9 1942

POSITION	TYPE	SERIAL NUMBER	No. of days at STATION	REMARKS
Karachi	C-39	38-521	4	
"	C-53	41-20082		Departed Febr. 26th.
"	"	41-20083		Departed Febr. 26th.
"	C-39	38-509	2	
Kano	P-40	7856		Departed March 3rd.
"	"	5695		" " "
"	"	5712		" " "
"	"	5718		" " "
"	"	5661		" " "
Natal	C-53	41-20101		Departed March 8th
Trinidad	C-39	38-516	9	Needs new left engine. Engine shipped by PAA March 7th.
Miami	C-53	41-20109	10	
"	"	41-20111	6	
Morrison	C-39	38-531	16	Awaiting departure for Wright Field for mechanical check.
	C-39	38-527	8	Mechanical check.

DECLASSIFIED

DECLASSIFIED
SECRET

ACFC PAAF
LAGOS CALCUTTA.

March 9, 1942

SECRET
DECLASSIFIED

*Delivered to Accra:
C-53's 4

POSITION	TYPE	SERIAL NUMBER	No. of days at STATION	REMARKS
[illegible]	C-47	41-7722		Deptd. March 8th.
"	"	41-7725		" " "
"	"	41-7730		" " "
"	"	41-7726		" " "
Miami	C-47	41-7723		Deptd. March 8th.
"	"	41-7727	6	Del. to PAAF 2-24-42
"	"	41-7728		Deptd. March 8th.
"	"	41-7739	6	Del. to PAAF 2-28-42
"	"	41-7738	5	
Morrison	C-53	41-20103	27	Damaged wing, being repaired by PAA.

(Six C-47's enroute Morrison Field for delivery from Domestic Section.)

* Total : C-53's 5
C-47's .. 15

20

DECLASSIFIED
SECRET

BRITISH MIDDLE EAST
DELIVERIES

DECLASSIFIED

March 9th, 1942

Delivered to Cairo

C-60's 2

POSITION	TYPE	SERIAL NUMBER	No. of days at STATION	REMARKS
Accra	C-53	41-20099	5	
"	C-68	14297	5	
Natal	C-59	41-29628	46	Cracked up in landing, wheels reported locked on landing; badly damaged but repairable and being repaired by Pan Am.
Miami	C-59	41-29626	44	Now ready to depart.
"	"	41-29627	44	Now ready to depart.
"	"	41-29629	73	Now ready to depart.
"	C-68	14278	16	
"	C-68	14279	16	
"	C-53	41-20105	9	

The following planes are to be received from Domestic:

C-60's: 41-29634, 41-29636, 41-29637, 41-29638, 41-29639, 41-29640, 41-29641, 41-29642, 41-29643, 41-29644, 41-29645, 41-29646, 41-29647.

C-59's: 41-29630, 41-29631, and 41-29632.

DECLASSIFIED

DECLASSIFIED

PAN AMERICAN TRANS AFRICA
FOR BRITISH

MAR 9 1942

Delivered to Accra :

C-53's . . . . . 13 .

POSITION	TYPE	SERIAL NUMBER	No. of days at STATION	REMARKS

NO PLANES ENROUTE .

DECLASSIFIED

DECLASSIFIED
SECRET

DECLASSIFIED
SECRET

DAILY REPORT
FOREIGN DIVISION
AIR CORPS FERRYING COMMAND

DATE MAR 9 1942

REPORT NO. 129

AIRPLANE TYPE	AIRPLANE NUMBER	PILOT	STATION	ARRIVAL TIME	ETD	DESTINATION	REMARKS
B-24	41-2375	Harding	Accra	2-26		Westbound	ETD uncertain
"	41-2372	Chapman	Rio	3-5			
"	41-2369	Lancaster	Accra	3-6	Dept.3-7	Bangalore	
"	41-2374	Kester	Ceylon	2-19	Dept.2-23	X	
314-A	N-18612	Lodeesen	Mombasa		Dept.3-5	Seychelles	Survey trip
"	N-18611	Nolan	Bolama	3-3		N. Y. C.	Maintenance
"	N-18609		Miami	3-7		Lagos	
"	N-18606	Vinal	Lagos	3-7			On first shuttle
307	N-19909	Bryan	Accra	3-8	Dept.3-8	N. Y. C.	
	N-19907	Menker	Kansas City		3-16	Cairo	
C-53	41-20089	Balch	Miami	3-5		Natal	Southbound
"	41-20090	Beyer	Belem	3-8		Natal	Southbound
"	41-20091	Borg	Miami	3-7			Southbound
"	41-20092	Terrell	Belem	3-7	Dept.3-8	Miami	Northbound
"	41-20088	Dryer	Miami	3-3		Natal	Southbound

DECLASSIFIED
SECRET

DECLASSIFIED
SECRET

MAR 9 1942

INDEX OF REPORT

Airplane Type	Airplane No.		
B-17 E	12	Aircraft received for Ferrying	Bangalore (X Mission Report Attached).
B-25 C	14	" " " " "	(Dutch Mission Report attached).
B-25 C	17	" " " "	Basra (Russian Mission Report attached).
P-40	15	" " " "	Calcutta (Yellow Mission Report attached).
C-39, C-53		" " " " " " " " "	).
C-53, C-47	10	" " " "	Lagos-Calcutta (ACFC-PAAF Mission Report attached).
C-39, C-60 C-68	9	" " " "	British Middle East Mission Report Attached).
C-53, C-68	(none enroute)	" " " "	Pan American Trans-Africa (For British).

DECLASSIFIED
SECRET

1.

DECLASSIFIED
DOD Dir.
5 June 1996
By ALL, LC; Date 10-10-75
NPC

X MISSION
AIRCRAFT REPORT

February 20th, 1943

X MISSION PLANES DELIVERED TO DATE

To Bangalore

B-17's 7.

to X

B-17's 20.
LB-30's 6.

X MISSION SHIPS DELIVERED

To Copper them to X

LB-30's 8.
B-17's 6.

---

20. Total

POSITION	TYPE	SERIAL NUMBER	No. of days at STATION	REMARKS
Karachi	B-17	41-2457	17	Two engines and oil tanks changed. No reliable estimate of commission as yet.
"	"	41-2465	28	Installing four motors.
"	"	41-2471		Dptd. Jan. 17th.
"	"	41-2469	28	Reported having two engines and oil tank changed. Requested one set of prop wrenches, four generators, and hydralic propeller. Engine parts shipped by Clipper. Prop wrenches at Miami. No reliable estimate of commission.
"	"	41-2396		Dptd. Febr. 7th.
"	"	41-2385	8	Ready to proceed.
"	"	41-2391		Dptd. Febr. 20th.
Aden	B-17	41-2475	15	Needs right and left magneto and one cash waste gate for Turbo super-charger engine No. 4. Parts to West Palm Beach. Also 5 feet of hose one inch in diameter and self sealing type (between fuel pump and carburetor engine No. 4.)
Habbaniyeh	B-17	41-2396	46	Jan. 15th major damage to props, bomb site and landing gear. Parts being shipped to West Palm Beach.

"X" 457.1 (6)

DECLASSIFIED

DECLASSIFIED

X MISSION
AIRCRAFT REPORT February 20th, 1942

POSITION	TYPE	SERIAL NUMBER	No. of days at STATION	REMARKS
Accra	B-17	41-2474	20	Using parts and crew of B-17, 2082 to repair this ship. Requires two new tires, also needs Radio operator.
Freetown	B-17	41-2421	14	Came in on three motors, tail-fitting badly damaged in landing. Estimate of repair 18 days as of Febr. 18th.
Belem	B-17	41-2439	42	Needs two new engines and many parts that have been removed to get other planes in commission.
Chaves	B-17	41-2405	32	Forced-landing-- no damage. Building run-way to fly plane out.
Tampa "	B-17 "	41-2392 41-2396	24	Engine change. General repair. Dptd. Febr. 18th for Wright Field for gas tank installation.
Morrison Field	B-17	41-2394	16	Ready for departure except signal lights. Mechanical check.
"	"	41-2394	20	Now flyable. Radio being installed. Mechanical check.
"	"	41-2389	7	Mechanical check.
"	"	41-2344	7	Mechanical check.
Barksdale	LB-30	AL-[illegible]	2	

COPPER MISSION

Planes delivered to Date - 5 -

Morrison Field	B-17	41-2400		Mechanical check.

T. L. MOSLEY

Lt. Colonel, Air Corps.

DECLASSIFIED

DECLASSIFIED
DOD Dir.
6 Jan. & 20 June 1974
By AGH LC; Date 11-10-75
PIC

SECRET
DECLASSIFIED

DECLASSIFIED
BY AUTHORITY OF THE
CHIEF of the ARMY
DATE INITIALS
FEB 16 1942

MEMORANDUM FOR: General Arnold

SUBJECT: Status of Aircraft.

1. It is reported as follows:

26 B-17's en way to Far East; one KR-20 via Hawaii; of these ten B-17's are down for repairs.

LPO
MARTIN F. SCANLON
Brigadier General, U. S. ARMY
Assistant Chief of the Air Staff, A-3

FEB 16 1942

File my only -
Carried by hand

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	Statistic	
				LPO							
					DECLASSIFIED						

452.1 "X" (6)

A-V1249

DECLASSIFIED
DOD Rpts.
4 Jan. & 20 June 1974
By NWN LC: Date 11-20-75
NIC

~~SECRET~~

File

X MISSION AIRCRAFT REPORT

February 6th, 1943

PLANES DELIVERED TO DATE

X MISSION SHIPS DELIVERED To X

LB-30's	6.
B-17's	15.

X MISSION SHIPS DELIVERED To Copper

LB-30's	7
B-17's	0.
	28 Total

POSITION	TYPE	SERIAL NUMBER	No. of days at STATION	REMARKS
Ceylon	B-17	41-2406	2	
"	"	41-2404	2	
"	"	41-2409		Just arrived
"	"	41-2409	8	Crashed (Over-shot runway)
Bangalore	LB-30	AL-678	24	
"	B-17	41-2417	10	
"	B-17	41-2419	24	
"	B-17	41-2420	9	
"	B-17	41-2477	4	
Karachi	B-17	41-2426		Dptd. Jan. 17th
"	"	41-2429	6	Mechanical difficulty
"	"	41-2472		Dptd. Jan. 17th
"	"	41-2473		Dptd. Jan. 20th
"	"	41-2425	7	Needs No. 1 engine and tools
Habbaniyah	B-17	41-2438	24	Major damage to props, bomb site and landing gear
Shallufa	B-17	41-2427	12	Mechanical difficulties
Cairo	B-17	41-2424		Dptd. Febr. 5th
Khartoum	B-17	41-2432		Just arrived
"	"	41-2433		Just arrived
"	"	41-2434		Dptd. Febr. 5th
"	"	41-2439		Dptd. Febr. 5th
Aden	B-17	41-2440	2	

JOHN Y. YORK, Jr.
Col, Air Corps

~~SECRET~~ DECLASSIFIED

DECLASSIFIED

X MISSION
AIRCRAFT REPORT

February 6th, 1942

POSITION	TYPE	SERIAL NUMBER	No. of days at STATION	REMARKS
Hastings	B-17	41-2474		Being dismantled by Adler
"	"	41-2500		Just arrived
Accra	B-17	41-2476	5	Bad motor
"	"	41-2481	17	Needs tires
"	"	41-2499	1	
"	LB-30	AL-606	1	
Natal	B-17	41-2479	2	
"	"	41-2482	3	Equipment being installed
"	"	41-2501	2	Bad plugs
Belem	B-17	41-2483	2	
"	"	41-2506	2	
"	"	41-2487	1	
"	"	41-2505	1	
"	"	41-2507		Just arrived
Chaves	B-17	41-2485	10	Forced landing, no damage
Ampa	B-17	41-2489	26	Four props damaged
Puerto Rico	B-17	41-2491	9	Bad tire
Tampa	B-17	41-2502	2	
"	"	41-2535		Dptd. Febr. 6th
"	"	41-2536	2	
Sacramento	LB-30	AL-573	23	Delayed weather headwinds

COPPER MISSION

Planes delivered to date -0-

Hamilton Field	B-17	41-2480	23	Delayed weather headwinds
		41-2485	23	" " "
		41-2487	23	" " "
Sacramento		41-2487	16	" " "

T. L. MOSLEY

Lt. Colonel, Air Corps

DECLASSIFIED
SECRET

DECLASSIFIED
DOD Memo
8 Jan. & 20 June 1974
By AWW NLC: Date 11-10-25

X MISSION
AIRCRAFT REPORT

February 4th, 1942

NUMBER OF PLANES DELIVERED TO DATE

AL- 572 delivered to Capper Febr. 3rd.

B-17's	14
LB-30's	11
Total	25

POSITION	TYPE	SERIAL NUMBER	No. of days at STATION	REMARKS
Bat Malema	B-17	41-2402		Just arrived
"	B-17	41-2400	3	Crashed
Bangalore	LB-30	AL-575	22	
"	B-17	41-2397	6	
"	B-17	41-2409	22	
"	B-17	41-2410	7	
"	B-17	41-2377	2	
"	B-17	41-2406	4	
Karachi	B-17	41-2386		Dptd. Jan. 17th
"	"	41-2405	4	Mech. Diff.
"	"	41-2372		Dptd. Jan. 17th
"	"	41-2378		Dptd. Jan. 24th
"	"	41-2385	5	Needs No. 1 engine and tools
"	"	41-2394	3	Needs tires
Habbaniyah	B-17	41-2426	22	Major damage, 2 props, bomb site, landing gear
"	"	41-2389		Dptd. Febr. 3rd
Shallufa	B-17	41-2387	10	Mech. Diff.
Accra	B-17	41-2440		Dptd. Febr. 2nd
"	"	41-2375	3	Bad motor
"	"	41-2401	15	Needs tires
"	"	41-2404		Dptd. Febr. 3rd
"	"	41-2408		Dptd. Febr. 3rd
"	"	41-2395		Dptd. Febr. 3rd
Freetown	B-17	41-2402		Just arrived
"	"	41-2374		Plane being dismantled by Adler
Natal	B-17	41-2382	18	Mech. Diff.
Belem	B-17	41-2382		Dptd. Febr. 3rd
"	"	41-2439	1	
"	"	41-2390	4	
"	"	41-2392	2	
"	LB-30	AL-[illegible]	1	
Amapa	B-17	41-2439	24	4 props damaged
Chaves	B-17	41-2405	8	Forced landing, no damage

DECLASSIFIED

DECLASSIFIED

X MISSION
AIRCRAFT REPORT February 4th, 1943

DECLASSIFIED SECRET

POSITION	TYPE	SERIAL NUMBER	No. of days at STATION	REMARKS
Dutch Guinea	B-17	41-2396	1	
Salem	B-17	41-2479	11	Motor trouble
Trinidad	B-17	41-2485	2	Flap trouble
"	"	41-2487		Dptd. Febr. 4th
"	"	41-2505		Dptd. Febr. 4th
Puerto Rico	B-17	41-2491	7	Bad tire
Tampa	B-17	41-2507		Dptd. Febr. 4th
"	"	41-2502		Just arrived
"	"	41-2556		Just arrived
"	"	41-2554		Just arrived
Sacramento	LB-30	AL-575	21	Delayed weather headwinds
COPPER MISSION				
Hamilton Field	B-17	41-2480	21	Delayed weather headwinds
		41-2485	21	" " "
		41-2487	21	" " "
Sacramento		41-2487	14	" " "

T.L. MOSLEY

Lt. Colonel, Air Corps

DECLASSIFIED SECRET

SECRET

DECLASSIFIED

WAR DEPARTMENT

OFFICE OF THE CHIEF OF STAFF

WASHINGTON

DECLASSIFIED
DOD Ltr.
6 Jan. & 20 June 1961
By: LC: Date: 11-14-75

February 2, 1942

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Airplanes enroute to "X"

4-Engine

Arrived in ABDA	
From Natal	19
From Hawaii	8
Total Africa	27
Enroute	
Between Tampa (excl.) and Natal (incl.)	16
Between Natal (excl.) and Cairo (incl.)	7
Between Cairo (excl.) and Bangalore (incl.)	14
Total Africa	37
Between San Francisco (excl.) and Hawaii (incl.)	1
Between Hawaii (excl.) and "X" (excl.)	0
Total Pacific	1
Total 4-Engine	64

Pursuit

Arrived in ABDA	302
Enroute	169
Total Pursuit	471

Dive Bombers

Arrived in ABDA	52
Enroute	15
Total Dive Bombers	67
Total All Types	602

H. H. ARNOLD,
Lieutenant General, U. S. A.,
Deputy Chief of Staff for Air.

Noted in WPD

452.1 "X" (6)

SECRET

DECLASSIFIED

OCS/21357-58

DECLASSIFIED
DOD Res.
6 Jan. & 30 June 1976
By: AAG, LC; Date: 11-14-75

DECLASSIFIED

1 MISSION

February 4th, 1943

POSITION	TYPE	SERIAL NUMBER	No. of days at STATION	REMARKS
	B-17	41-2459		Delivered
	B-17	41-2460		Delivered (overshot run-way - crashed at Bob Salmon
Bangalore	B-17	41-2527	6	
"	"	41-2570	5	
"	"	41-2568	2	
"	"	41-2528		Just arrived
"	"	41-2529	20	
Kharakhi	B-17	41-2665	2	Mechanical difficulties
"	B-17	41-2671		Dptd. Jan. 17th
"	B-17	41-2677	1	
"	B-17	41-2678		Dptd. Jan. 20th
"	B-17	41-2666	3	
"	B-17	41-2664	1	
"	B-17	41-2669		Dptd. Jan. 17th
"	LB-30	AL-272		Dptd. Jan. 18th
Habbaniyah	B-17	41-2656	20	Major damage,2 props,bomb clips longing gear
Khalifa	B-17	41-2657	8	Motor change
Khartoum	B-17	41-2659		Dptd. Jan. 31st
Agura	B-17	41-2675		Just arrived
"	B-17	41-2658	15	Needs tires
"	B-17	41-2676		Just arrived
"	B-17	41-2660		Just arrived
Fyoteum	B-17	41-2674		Plane being dismantled by Allen Jan. 9th
"	"	41-2667	1	
Habbaniyah	B-17	41-2655	16	Mechanical difficulties
"	B-17	41-2654		Dptd. Jan. 31st
Chapra	B-17	41-2662	6	Forced landing, no damage
Amara	B-17	41-2670	22	4 props changed
Habbaniyah	B-17	41-2653	15	Needs motor,2 mag. governors
"	B-17	41-2652	8	
"	"	41-2651	2	
"	"	41-2650	2	
Abbasea Field,Nr. Suez	B-17	41-2649		Just arrived
Fayidah	LB-30	AL-268	21	Major [illegible] equipment
"	B-17	41-2648	1	
"	B-17	41-2647	1	

452.1 X (C)

JOHN Y. YORK, Jr.
Col. Air Corps

DECLASSIFIED

DECLASSIFIED

X MISSION
AIRCRAFT REPORT
February 2nd, 1942

POSITION	TYPE	SERIAL NUMBER	No. of days at STATION	REMARKS
Puerto Rico	B-17	41-2401	5	Has bad tire
"	B-17	41-2405	4	
"	B-17	41-2407	4	
Tonga	B-17	41-2397	1	
"	B-17	41-2405		Dptd. Jan. 29th
Sacramento	LB-30	AL-572	19	Delayed weather headwinds
		AL-573	19	Delayed weather headwinds
COPPER MISSION				
Hamilton Field	B-17	41-2420	19	Delayed weather headwinds
		41-2405	19	" " "
		41-2407	19	" " "
Sacramento		41-2407	12	" " "

T.L. MOSLEY

Lt. Colonel , Air Corps

DECLASSIFIED

SECRET

DECLASSIFIED
DOD [illegible]
4 Jan. & 30 June 1976
By [illegible] NLC, Date 11-16-75

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

February 1, 1942

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Airplanes enroute to "X"

4-Engine

Arrived in ABDA	
From Hawaii	8
From Natal	17
Total [redacted]	25
Enroute	
Between Tampa (excl.) and Natal (incl.)	19
Between Natal (excl.) and Cairo (incl.)	4
Between Cairo (excl.) and Bangalore (incl.)	15
Total Africa	38
Between San Francisco (excl.) and Hawaii (incl.)	1
Between Hawaii (excl.) and "X" (excl.)	0
Total Pacific	1
Total 4-Engine	64

Pursuit

Arrived in ABDA	139 *
Enroute	253
Total Pursuit	382

Dive Bombers

Arrived in ABDA	52
Enroute	0
Total Dive Bombers	52
Total All Types	498

H. H. ARNOLD,
Lieutenant General, U. S. A.,
Deputy Chief of Staff for Air.

* This figure is subject to check. It does not conform to other information received (illegible)

452.1 X (6)

SECRET

OCS/21359-57

SECRET

DECLASSIFIED
DOD Dir.
6 Jan. & 29 Jun. 1982
By [illegible] NARS, Date 11-10-75
MC

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

January 29, 1942

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: 4-Engine Airplanes enroute to "X"

Via Africa	7	at Palembang (Destination)
	6	reported departed Bangalore
	3	at Bangalore
	5	reported departed Karachi
	4	at Karachi
	2	at Aden
	1	reported departed Habbaniyah
	1	at Habbaniyah
	1	at (Cairo) Shallula
	4	at Khartoum
	2	at Accra
	1	at Natal
	7	at Belem
	3	at Trinidad
	2	at Puerto Rico
	49	
Via Pacific	8	arrived in "X"
	1	arrived in Copper
	9	

"X" 1157

H. H. ARNOLD,
Lieutenant General, U. S. A.,
Deputy Chief of Staff for Air.

29 1942
AAG Records

DECLASSIFIED

SECRET

OCS/21359-52

DECLASSIFIED

SECRET

DECLASSIFIED
DOD Ltr.
6 Jan. & 30 June 1954
By ALW, JCS Date 11-10-75
NC

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

January 27, 1942

To CM
JOINT CHIEFS OF STAFF

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: 4-Engine Airplanes enroute to "X"

Via Africa	7	at destination
	6	reported departed Bangalore
	2	at Bangalore
	6	reported departed Karachi
	1	at Karachi
	2	at Aden
	1	at Habbaniyah
	1	at Cairo
	2	at (Cairo) Shallula
	2	at Khartoum
	5	at Accra
	1	at Freetown
	1	at Natal
	4	at Belem
	5	at Trinidad
	1	at Panama
	47	
Via Pacific	6	in "X"
	3	in Hawaii
	9	

H. H. ARNOLD,
Lieutenant General, U. S. A.,
Deputy Chief of Staff for Air.

452.1 "X" (9)

SECRET

dcs/21359-46

SECRET

DECLASSIFIED
DOD Mem.
4 Jan & 20 June 1974
By ALN NLC; Date 11-10-75
NIC

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

January 26, 1942

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: 4-Engine Airplanes enroute to "X"

Via Africa	4	at Palembang (destination)
	9	reported departed Bangalore
	2	at Bangalore
	5	reported departed Karachi
	1	at Karachi
	2	at Habbaniyah
	2	at Cairo
	1	reported departed Khartoum
	3	at Khartoum
	6	at Accra
	1	at Freetown
	1	at Natal
	4	at Belem
	1	at Amapa
	2	at Trinidad
	1	at Panama
	45	
Via Pacific	3	in "X"
	2	enroute Copper to "X"
	4	in Copper
	9	

Dew
NOTED - CHIEF OF STAFF

452.1 "X" (6)

H. H. ARNOLD,
Lieutenant General, U.S.A.,
Deputy Chief of Staff for Air.

DECLASSIFIED

SECRET

OCS/21259-42

SECRET
DECLASSIFIED

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

DECLASSIFIED
DOD Directive
8 Jan. & 20 June 1974
By ALN, NARS, Date 11-18-75
NPC

January 24, 1942

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: 4-Engine Airplanes enroute to "X"

Via Africa	4	at Palembang
	4	reported to have departed Bangalore
	5	at Bangalore
	6	at Karachi
	2	at Aden
	1	at Habbaniyah
	1	at Cairo
	3	at Khartoum
	6	at Accra
	2	at Freetown
	3	at Natal
	2	at Belem
	4	at Trinidad
	1	at Amapa
	1	at Panama
	45	
Via Pacific	3	in "X"
	2	enroute Copper to "X"
	4	in Copper
	9	

H. H. ARNOLD,
Lieutenant General, U. S. A.,
Deputy Chief of Staff for Air.

452.1 "X" (6)

OCS/21359-41

DECLASSIFIED
SECRET

SECRET

DECLASSIFIED

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 1974
NLN/NIC; Date 11-10-75
PIC

January 23, 1942

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: 4-Engine Airplanes enroute to "X"

Via Africa

1 at Destination

4 reported departed Bangalore - destination not given

8 at Bangalore

6 at Karachi

2 at Aden

1 at Habbaniyah

1 at Cairo

3 at Khartoum

3 at Accra

2 at Freetown

3 at Natal

5 at Belem

1 at Amapa

5 at Trinidad

45

Via Pacific

3 in "X"

2 enroute Copper to "X"

4 in Copper

9

H. H. ARNOLD,
Lieutenant General, U. S. A.,
Deputy Chief of Staff for Air.

DECLASSIFIED

SECRET

OCS/21359-40

DECLASSIFIED
DOD Dir.
6 Jan. & 30 June 1969
By: ALN/JC; Date: 11-20-75
NC

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

January 22, 1942

SECRET

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: 4-Engine Airplanes en route to "X"

Via Africa	1	at Destination
	11	at Bangalore
	7	at Karachi
	2	at Aden
	1	at Habbaniyah
	1	at Cairo
	3	at Khartoum
	2	at Accra
	2	at Freetown
	3	at Natal
	4	at Belem
	1	at Amapa
	6	at Trinidad
	44	
Via Pacific	3	in "X"
	2	en route Copper to "X"
	4	in Copper
	9	

H. H. ARNOLD,
Lieutenant General, U. S. A.
Deputy Chief of Staff for Air.

452.1 X (6)

DECLASSIFIED
SECRET

OCS/21359-36

DECLASSIFIED
DOD Rev.
8 Jan. & 20 June 1966
By NARS, LC; Date 11-14-75
MC

SECRET

Returned to Air Staff

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

January 18, 1942.

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: 4-Engine Airplanes enroute to "X".

Via Africa
1 at Destination
7 at Bangalore
4 at Karachi
1 at Aden
~~47~~ 46 at Habbaniyah **
2 at Cairo
2 at Khartoum **
4 at Accra
2 at Freetown
1 at Aracahu
1 at Natal
1 at Amapa
4 at Belem
8 at Trinidad
1 at Puerto Rico
~~43~~ 42 **

** Note: B 17-41-2436 damaged at Habbaniyah will be repaired with parts salvaged from B 17-41-2474 at Khartoum (remainder of which will be stored at Cairo). This ~~will~~ reduces total by one plane.

Via Pacific
3 in "X"
1 enroute Copper to "X"
4 in Copper
1 enroute U.S. to Copper

H. H. ARNOLD,
Lieutenant General, U. S. A.
Deputy Chief of Staff for Air.

SECRET

452.1 X (6)

OCS/21359-23.

UNCLASSIFIED
DOD Memo
4 Jan. & 30 June 1954
By: AGN, G.C.: Date: 10-75
PC

DECLASSIFIED

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

January 16, 1942

DECLASSIFIED

SECRET

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: 4-Engine Airplanes en route to "X"

Via Africa	3 at Bandoeng	(Destination)
	1 at Palembang	
	4 at Bangalore	
	4 at Habbaniya	
	3 at Karachi	
	4 at Cairo	
	1 at Aden	
	4 at Accra	
	3 at Freetown	
	1 at Natal	
	1 at Amapa	
	4 at Belem	
	8 at Trinidad	
	41	

NOTE: Plane forced down near Carapito now reported safe in Trinidad.

Via Pacific	3 in Australia	
	1 arrived Hawaii.	

H. H. ARNOLD,
Lieutenant General, U. S. A.
Deputy Chief of Staff for Air.

DECLASSIFIED

SECRET

OCS/21357-21

452.1 "X" (6)

DECLASSIFIED
DOD Rev.
& Jan. & 30 June 1946
By AGO/AG Dated 11-10-75
AGO/PIC

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

January 17, 1942

SECRET

DECLASSIFIED

MEMORANDUM FOR THE CHIEFOF STAFF:

Subject: 4-Engine Airplanes en route to "X"

Via Africa	4	(Destination)
	4	at Bangalore
	3	at Karachi
	4	at Habbaniyah
	1	at Aden
	4	at Cairo
	4	at Accra
	3	at Freetown
	1	at Natal
	1	at Amapa
	4	at Belem
	8	at Trinidad
	41	
Via Pacific	3	in Australia
	1	en route Copper to "X"
	4	en route United States to Copper.
	8	

H. H. ARNOLD,
Lieutenant General, U. S. A.
Deputy Chief of Staff for Air.

DECLASSIFIED

SECRET

OCS/21359-47

(6) "X" 1.254

DECLASSIFIED
DOD Ltr.
4 Jun. & 30 June 1954
By Alan J. LC; Date 11-19-75
MC

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

January 15, 1942

E.C.M.

SECRET

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: 4-Engine Airplanes en route to "X"

Via Africa	3	at Bandoeng (Destination)
	4	at Bangalore
	4	at Habbaniyah
	4	at Karachi
	4	at Cairo
	1	at Khartoum
	1	at Accra
	3	at Freetown
	2	at Natal
	4	at Belem
	1	at Amapa
	8	at Trinidad
	1	near Carapito
	1	at Coro
	41	

NOTE: Two reported Trinidad yesterday returned to Tampa. One near Carapito evidently had forced landing, condition not known.

Via Pacific	3	in Australia
	1	arrived Hawaii

H. H. ARNOLD,
Lieutenant General, U.S.A.
Deputy Chief of Staff for Air.

452.1 "X" (6)

DECLASSIFIED
SECRET

OCS/21359-19

DECLASSIFIED
DOD Memo.
8 Jun & 20 June 1994
NARA, Date 11-8-75
AUW/PIC

~~SECRET~~

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

January 14, 1942

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: 4-Engine Airplanes en route to "X"

Via Africa	3	at Bandoeng (Destination)
	3	at Bangalore
	7	at Karachi
	6	at Cairo
	1	at Khartoum
	1	at Accra
	3	at Freetown
	1	at Natal
	1	at Amapa
	4	at Belem
	13	at Trinidad
	43	
Via Pacific		
	3	in Australia
	1	enroute to Hawaii

452.1 X (6)

H. H. ARNOLD
Lieutenant General, U.S.A.
Deputy Chief of Staff for Air

DECLASSIFIED

~~SECRET~~

CCS 21369-18

2213

DECLASSIFIED
DOD Dir.
20 June 1974
NARS, Date: 10-2-75
AUW/PIC

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

January 11, 1942

~~SECRET~~

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: 4-Engine Airplanes en route to "X".

3 at Bangalore – Ship Force reached Java.
3 at Habbaniya
1 at Karachi
3 at Cairo
5 at Khartoum
4 at Kano
2 at Accra
4 at Natal
5 at Trinidad
30
64 enroute Trinidad
34

Flight of 3 enroute from Copper to X last reported on January 9th as out of Canton for Fiji.

H. H. ARNOLD,
Lieutenant General, U. S. A.
Deputy Chief of Staff for Air.

452.1 X (6)

~~SECRET~~

OCS/21359-16

DECLASSIFIED
DOD Rev.
4 Jan. & 30 June 1954
By: AGO LC: Dated 11-19-75
mc

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

January 12, 1942

SECRET
DECLASSIFIED

Secret
NOTED - CHIEF OF STAFF

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: 4-Engine Airplanes en route to "X"

3	at Bandoeng (Destination)
3	at Bangalore
1	at Karachi
3	at Cairo
4	at Aden
6	at Khartoum
1	at Accra
3	at Freetown
1	at Natal
1	at Belem
11	at Trinidad
37	

Flight of 3 en route from Copper to "X" last reported on January 9th as out of Canton for Fiji.

452.1 X (6)

H. H. ARNOLD, for
Lieutenant General, U. S. A.
Deputy Chief of Staff for Air.

DECLASSIFIED
SECRET

OCS 21359-15

DECLASSIFIED
DOD Dir.
30 June 1974
NARS, LC: Detail-10-75

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

January 10, 1942

~~SECRET~~

DECLASSIFIED

MEMORANDUM FOR THE CHIEF OF STAFF:

4-Engine Bombers out of Copper for "X"

Flight of 3 last reported departed Canton for Fiji Islands at 6 hours GCT, January 9th.

H. H. ARNOLD,
Lieutenant General, U. S. A.
Deputy Chief of Staff for Air

452.1 "X" (6)

DECLASSIFIED

~~SECRET~~

OCS/21359-14

DECLASSIFIED
DOD Rev.
6 Jan. & 20 June 1954
By: ALA JLC; Date: 11-13-75
NPC

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

January 10, 1942

SECRET

JAN 10 1942
NOTED - CHIEF OF STAFF

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Airplanes en route to "I"

3	at	Bangalore
3	at	Habbaniya
3	at	Cairo
1	at	Aden
4	at	Khartoum
6	at	Accra
5	at	Natal
2	at	Trinidad
27		

H. H. ARNOLD,
Lieutenant General, U. S. A.
Deputy Chief of Staff for Air

DECLASSIFIED
SECRET

OCS/21559-9

DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1958
By: ALAFAC; Date: 11-8-75
Plc

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

January 9, 1942

DECLASSIFIED

SECRET

MEMORANDUM FORTHE CHIEF OF STAFF:

Subject: Airplanes en route to "X"

3	at	Bangalore
3	at	Karachi
4	at	Khartoum
10	at	Accra
2	at	Natal
1	at	Belem
4	at	Trinidad
27		

NOTE: LB-30, AI607, crashed at Hammond, Montana. Crew used parachutes successfully. One crew member still missing.

for H. W. Stelmire, Col. A.C.

H. H. ARNOLD,
Lieutenant General, U. S. A.
Deputy Chief of Staff for Air.

452.1 X (6)

DECLASSIFIED

SECRET

OCS/21359-9

DECLASSIFIED
DOD ltr
1 Jan 8 20 Jan 1978
By [illegible] NARS, Date 11-12-75

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

NOTED CHIEF OF STAFF
GCM

January 8, 1942

DECLASSIFIED

SECRET

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Airplanes en route to "X"

3	at	Bangalore
3	at	Aden
1	at	Khartoum
3	at	Kano
7	at	Accra
1	at	Freetown
4	at	Natal
4	at	Trinidad
26		

452.1 X (6)

H. W. Blakemore, Col. I.G.

for H. H. ARNOLD,
Lieutenant General, U. S. A.
Deputy Chief of Staff for Air.

DECLASSIFIED

SECRET

OCS/21359-7

DECLASSIFIED
DOD Dir.
6 Jun. & 30 June 1964
By ASAG; Date 1-10-75

SECRET

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

January 7, 1942

JAN 8 - 1942

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Airplanes en route to "X"

6	at	Aden
7	at	Accra
7	at	Takoradi
4	at	Freetown
5	at	Belem
3	at	Trinidad
32		

H. W. Stearns, Col. A.C.

for H. H. ARNOLD
Lieutenant General, U.S.A.
Deputy Chief of Staff for Air

452.1 X 6

DECLASSIFIED

SECRET

OCS/21359-9

DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 1976
By: AAM LC: Date 11-18-75
MC

DECLASSIFIED

SECRET

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

File

January 6, 1942

GCW

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: 4-Motored Airplanes en route to "X"

6	at	Aden
7	at	Accra
1	at	Takoradi
4	at	Freetown
5	at	Belem
2	at	Trinidad
25		

452.1 X (6)

H. H. ARNOLD,
Lieutenant General, U. S. A.
Deputy Chief of Staff for Air.

DECLASSIFIED
SECRET

JAN 6 1942
RECEIVED-OFFICE CHIEF OF STAFF WDS

DECLASSIFIED
DOD Dir.
6 Jan. & 20 June 1974
By: ALN, LC; Date 11-10-75
/Pc

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

SECRET

January 5, 1942

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: 4-Motored Airplanes enroute to "X".

3 at ADEM (location south end Red Sea)
3 at KHARTOUM
6 at ACCRA
6 at BELEM
7 at TRINIDAD

25

NOTE: A B-17 that had just departed Tampa for Trinidad last night developed trouble(details as yet unknown) six of crew jumped successfully; pilot - co-pilot - flight engineer and airplane not located as yet.

Other departures scheduled were held at Tampa pending more information on cause of trouble.

H. H. Arnold

H. H. ARNOLD,
Lieutenant General, U. S. A.,
Deputy Chief of Staff for Air.

Return to Air Staff 2

SECRET

105/21259-38 P.N 1/5/42

DECLASSIFIED
DOD Ltr.
6 Jan. & 29 June 1946
By [illegible] LC; Date 11-10-75

DECLASSIFIED
SECRET

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

NOTED CHIEF OF STAFF
GCM

January 4, 1942

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: 4-Motored Airplanes en route to "X"

3 at KHARTOUM
3 at ACCRA
3 at FREETOWN
2 at BELEM
14 at TRINADAD
25

H. H. ARNOLD for
Lieutenant General, U.S.A.
Deputy Chief of Staff for Air

452.1 "X" (6)

DECLASSIFIED
SECRET

OCS/21359-3

DECLASSIFIED
DOD Ltr.
& Jan. & 30 June 1954
By: AAG/IPic LC: Date 11-10-75

~~SECRET~~

DECLASSIFIED
A C
CHIEF of the ARMY AIR FORCES
(Air AG)
DATE INITIALS

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

January 5, 1942.

MEMORANDUM FOR THE CHIEF OF THE AIR CORPS.

Subject: Additional instructions reference Departure Schedule of Heavy Bombers for "I".

1. Depending upon weather conditions and the result of an exploration flight now being made over the South Pacific, starting on January 9, 1942, 3 B-17 E airplanes per day will leave the West Coast for "I" or Copper.

2. By January 9 there shall have departed from Tampa, 31, B-17's and 15, LB-30's or a total of 46 planes.

3. After January 9, 1942 schedule of departure shall be as follows:

a. Three planes shall depart each day from the West Coast for seven (7) days, a total of 21 planes, (this includes the two B-17's previously ordered to Hawaii).

b. Three planes shall depart each day from Tampa for four (4) days and one (1) extra airplane on the 4th day, a total of 13 planes.

4. If conditions prevent the departure from the West Coast, only 48 hours delay will be involved in the flight from the West Coast to Tampa.

5. The Chief of the Air Corps shall establish a control point on the west coast for movement of planes along the western route, similar to control point now at Tampa. This control point shall be provided with all supplies, equipment, and personnel necessary for preparing planes for this flight.

By command of Lieutenant General ARNOLD:

WILLIAM W. BICK
Colonel, A.G.D.
Air Adjutant General

~~SECRET~~

DECLASSIFIED

Air AG 452.1 (5)

UNCLASSIFIED
DOD Ltr. 8 Jan. & 20 June 1958
By ALAG, LC; Date 11-26-75
TAC

DECLASSIFIED
SECRET

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

JAN 4 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL.

Subject: Additional instructions reference Departure Schedule of Heavy Bombers for "X".

I. It is desired that a directive substantially as follows be submitted the Commanding General AFCC and the Chief of Air Corps:

a. Depending upon weather conditions and the result of an exploration flight now being made over the South Pacific, starting on January 9, 1942, 3 B-17 E airplanes per day will leave the West Coast for "X" or Copper.

b. By January 9 there ~~will~~ shall have departed from Tampa, 31, B-17's and 15, LB-30's or a total of 46 planes.

c. After January 9, 1942 schedule of departure ~~is as~~ shall be follows:

(1) Three planes ~~will~~ to depart each day from the West Coast for seven (7) days, a total of 21 planes; (this includes the two B-17's previously ordered to Hawaii).

(2) Three planes ~~will~~ to depart each day from Tampa for four (4) days, and one (1) extra airplane on the 4th day, a total of 13 planes.

d. If conditions prevent the departure from the West Coast, only 48 hours delay will be involved in the flight from the West Coast to Tampa.

DECLASSIFIED
SECRET

DECLASSIFIED

shall
to Chief
Inf. for
A.C.

e. The Chief of the Air Corps shall establish a control point on the west coast for movement of planes along the western route, similar to control point now at Tampa. This control point shall be provided with all supplies, equipment, and personnel necessary for preparing planes for this flight.

For the Chief of the Air Staff

/s/ H. H. Vandenberg

PAUL L. MAYBURY
Colonel, Air [illegible]
Assistant Chief of the Air Staff, A-5

DECLASSIFIED

Arty AG 452.1 (5-5)

DECLASSIFIED
DOD Rpt.
4 Jan. & 20 June 1974
By ALU, LC: Date 11-10-75
mc

DECLASSIFIED
SECRET

DECLASSIFIED
C C _____
CHIEF OF THE [illegible]
(Air AG)
DATE INITIALS

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

January 5, 1942.

MEMORANDUM FOR THE COMMANDING GENERAL, AIR FORCE COMBAT COMMAND.

Subject: Additional instructions reference Departure Schedule of Heavy Bombers for "X".

1. Depending upon weather conditions and the result of an exploration flight now being made over the South Pacific, starting on January 9, 1942, 3 B-17 E airplanes per day will leave the West Coast for "X" or Copper.

2. By January 9 there shall have departed from Tampa, 31, B-17's and 15, LB-30's or a total of 46 planes.

3. After January 9, 1942 schedule of departure shall be as follows:

a. Three planes to depart each day from the West Coast for seven (7) days, total of 21 planes, (this includes the two B-17's previously ordered to Hawaii).

b. Three planes to depart each day from Tampa for four (4) days and one (1) extra airplane on the 4th day a total of 13 planes.

4. If conditions prevent the departure from the West Coast, only 48 hours delay will be involved in the flight from the West Coast to Tampa.

5. The Chief of the Air Corps will establish a control point on the west coast for movement of planes along the western route, similar to control point now at Tampa. This control point to be provided with all supplies, equipment and personnel necessary for preparing planes for this flight.

By command of Lieutenant General ARNOLD:

WILLIAM W. DICK
Colonel, A.F.D.
Air Adjutant General

DECLASSIFIED
SECRET

Air AG 452.1 x (5)

DECLASSIFIED
DOD Ltr.
4 Jan. & 20 June 1974
By AAH/PIC LC: Date 11-20-75

DECLASSIFIED Directive M[illegible]-1.

CHD/arl.

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

December 30, 1941.

452.1 "X"

DIRECTIVE MEMO FOR: A-2

SUBJECT: Pursuit Troops at Medan.

Check with G-2 on information that parachute troops have landed at Medan, and that G-2 has issued warnings to General Brett, and to control points for ferry services of airplanes being flown to "X".

By direction of the Chief of the Air Staff:

DEC 31 941
AAF Received

C. E. Duncan,
Lt. Colonel, Air Corps,
Secretary of the Air Staff.

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	Stra tegical	

DECLASSIFIED

AAF 39

DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1974
By: AUW NC Date: 11-10-75

DECLASSIFIED

Directive No. A-3

SECRET
WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES
Washington

January 3, 1942

DIRECTIVE MEMO FOR: A-3

Subject: Commitments to X.

1. The two medium bombardment group, two pursuit group, and light bombardment group units, including all services to meet the present commitments to X, will be prepared for movement not later than January 5, 1942. Close coordination with G-4 of the War Department will be maintained in connection with this movement.

By direction of the Chief of the Air Staff.

G. E. Duncan,
Lieut. Colonel, Air Corps,
Secretary of the Air Staff.

Dispatched
JAN 4 1942
AAG

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

AAF-38

DECLASSIFIED
SECRET

AIR 452.1 "X" (3)

DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1974
By ALA/LC; Date 11-18-75
PIC

SECRET ~~DECLASSIFIED~~

AAF/A-3
JHA:rlc
wrtn 1/2/42

CC 5

January 5, 1942

Crews To Be Alert In Ferrying Aircraft to "X"

Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

The crews of all airplanes being flown to "X" will be instructed to be on the alert at all times at service points in order to guard against surprise attacks of any nature. The airplanes must be in readiness at the service points for immediate take off in case of necessity.

By Command of Lieutenant General ARNOLD:

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

452.1 X (2)

Dispatched
JAN 6 1942
AAG

HEADQUARTERS ARMY AIR FORCES — COORDINATION											
Chief of Staff	Sec'y Air Staff	AAG	A-1	A-2	A-3	A-4	A WPD	A-1 & sp	Budget	Statistics	
	OKP				Van						

AAF 39

SECRET ~~DECLASSIFIED~~

DECLASSIFIED
DOD ltrs.
8 Jan. & 26 June 1974
By: ALM/LC; Date: 4-10-75
MC

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

SECRET
DECLASSIFIED

File No.

Tally No. AAF

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

SUBJECT: Crews to be alert in ferrying Aircraft to "X".

NO	FROM	TO	DATE	COMMENTS
1.	AAF C/AS	~~CCAC~~ ~~A.A.F. ACFC~~ A.A.G.	1942 1-2	Prepare in Duplicate for C/AC. to ~~AFCC~~ OCAC AAF/A-3 JHA:rlc 1. The crews of all airplanes being flown to "X" will be instructed to be on the alert at all times at service points in order to guard against surprise attacks of any nature. The airplanes must be in readiness at the service points for immediate take off in case of necessity. C.S. C/AS

DECLASSIFIED
SECRET

(Do not use reverse side)

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

Page No.

AAG AG452.1 X (2)

DECLASSIFIED
DOD Itr.
8 Jan. & 20 June 1974
By ALN/PIC LC; Date 4-10-75

DECLASSIFIED

Directive No. 8-7

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

January 2, 1942

452.1 "X"

DIRECTIVE MEMO FOR: A-8

Subject: Delivery of HB to "X".

1. Two to three B-17's or B-24'type airplanes per day will be dispatched over the Western route to "X" as soon as they can be made available. You will continue dispatching on the basis of three per day over the Eastern route to "X".

By direction of the Chief of the Air Staff.

C. E. Duncan,
Lieut. Colonel, Air Corps,
Secretary of the Air Staff.

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

AAF-39

cs/cc

DECLASSIFIED

HENRY HARLEY ARNOLD
Box 128 Folder 3

MILITARY

Decimal

SAS 452.1
"X" (41-80)

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By: [illegible] D.C; Date 1-16-75

DECLASSIFIED

July 31, 1942

Major General Ralph Royce
Allied Air Forces
APO 501 Care Postmaster
San Francisco, California

Dear Ralph:

Some time ago you sent a letter to General Harmon asking certain questions pertaining to various matters in your area. Some of these questions have already been answered for you and the following are comments of various agencies of this Headquarters regarding some of the other matters.

In regard to the maintenance standpoint of the B-17, this is the first report the Material Command has received with such a high figure as 50% failing to reach the objective. This plane has been undergoing constant tests and improvements and it was felt that this was a more or less proven airplane. However, more information regarding the specific mechanical difficulties must be had before any action to improve these difficulties can be initiated. Present production airplanes are now coming out with C-1 type automatic pilots, controllable from the pilot's cockpit.

Reference your cooperation with Navy operations, the Plans Division discussed this matter with Colonel Ritchie of the South Pacific Group. A study is being made of ways and means of producing better coordination of Army and Navy action in your area. General Marshall is personally interested and some definite corrective action will be taken. The matter will be taken up informally with the Navy and corrective measures will also be taken through them.

The point you raise concerning the shipment of supplies has been to some extent alleviated by the establishment in New Zealand of a Joint Army, Navy and Marine Corps staff for local procurement of materiel and coordination of shipment of supplies for your area. Action will be taken by blanket instructions issued to all Masters of cargo vessels bound for Australia, via the South Pacific Islands, to prevent no diversion of their cargoes consigned to Australia.

It is not believed advisable to recommend that heavy bombardment airplanes now assigned to Fiji and Noumea be transferred to the Air Commander in Australia.

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

With reference to the engines for your transports, you have received or will receive soon about forty-five engines which should help this situation.

DECLASSIFIED

The plan for the increase of airplanes over and above attrition replacements is as follows:

6	A-24's	- -	July
17	A-24's	- -	August
14	A-24's	- -	September
11	A-24's	- -	October
9	A-24's	- -	November
4	A-24's	- -	December

This increase per month will eventually bring the number of A-24's to 87 and attrition replacement will be sent each month to keep the strength at 87 planes. No increase or attrition replacements of A-29s or B-26s [illegible] planned for Australia. Six B-25s were sent in June and two during July as an increase above the normal attrition rate. The regular complement of spare parts will be forwarded for each plane.

I suspect that you probably will have been in communication with Miff before this letter reaches you and you may, therefore, have received all the answers that you needed. However, just to keep the records complete, I am sending this letter along.

The best of luck and my very best wished to all of you.

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

Dispatched
AUG 3 1942
AAG

DECLASSIFIED
D[illegible]
8 Jan
Rep[illegible]

Air Abstract (80)

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.
Fly. 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.

SECRET
DECLASSIFIED

Delivery of B-25's.

AFDAS
LSKrpfp

1 AFDAS AFAIR 1942 7/28

1. In view of our failure to meet schedules in the delivery of B-25 C and D airplanes from our West Coast to Australia, General Arnold directs immediate, intense action be taken to obtain non-Russian on which all of the major portion of the 52 B-25's in question may be shipped to Khartoum.

Dispatched
JUL 29 1942
AAG

L.S.K.
AFDAS

Air AG452.1 X (79)

File
ai 7/29/42

DECLASSIFIED
DOD ltr. 20 June 1974
NSC; Date 11-10-75

SECRET

Air AG452.1 X (79)

COPY

SECRET

AFROM G-5 :NF
bb

DECLASSIFIED
DOD Ltr.
8 Jan. & 20 June 1974
By: ALMLC; Dated 11-14-75

July 25, 1942

MEMORANDUM FOR MAJOR GENERAL RICHARDSON:

Subject: Assignment of C-45 Type Airplane.

Reference is made to your Memorandum dated July 24, 1942, requesting a C-45 type airplane for the use of yourself and staff in Australia.

The present shortage of transport airplanes makes it inadvisable to assign additional transport airplanes for the use of staffs or commands. Moreover, an airplane of the C-45 type is not considered suitable for Australia for the following reasons: its limited range is not suited to the distances between airdromes; it could not be ferried to that theatre, and maintenance problems would result since there are no airplanes of similar type in Australia and consequently no spare parts are available.

Present air transportation facilities in Australia are being augmented immediately by the addition of ten Douglas DC-3 transports and ten Lockheed Lodestar transports. It is expected that these, together with the aircraft now in Australia, will fulfill the urgent requirements for air transportation in the Australian area.

H. H. ARNOLD
Lieutenant General, U. S. A.

DECLASSIFIED
SECRET

DECLASSIFIED

SECRET

AFMSC G-5 :NF
bb

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.
Civ. Pers.
Mil. Pers.
Civ. Pers.
Surg.
J. Advoc.
Budget
Fiscal
Mgmt. Con.
Adj. Gen.
Cas. Pl.
Stat. Pl.
Leg. Pl.
A. S. C.
F. L.

452.1 "A" (78)

July 25, 1942

MEMORANDUM FOR MAJOR GENERAL RICHARDSON:

Subject: Assignment of C-45 Type Airplane.

Reference is made to your Memorandum dated July 24, 1942, requesting a C-45 type airplane for the use of yourself and staff in Australia.

The present shortage of transport airplanes makes it inadvisable to assign additional transport airplanes for the use of staffs or commands. Moreover, an airplane of the C-45 type is not considered suitable for Australia for the following reasons: its limited range is not suited to the distances between airdromes; it could not be ferried to that theatre, and maintenance problems would result since there are no airplanes of similar type in Australia and consequently no spare parts are available.

Present air transportation facilities in Australia are being augmented immediately by the addition of ten Douglas DC-3 transports and ten Lockheed Lodestar transports. It is expected that these, together with the aircraft now in Australia, will fulfill the urgent requirements for air transportation in the Australian area.

Dispatched
JUL 28 1942
AAG

H. H. ARNOLD
Lieutenant General, U. S. A.

DECLASSIFIED
E.O. 12958
By: al NLC; Date 11/10-75

AG AS 452.1 "A" (78)

DECLASSIFIED
DOD Ltr.
6 Jan. & 20 June 1958
By: ALA, LC; Date: 11-18-75
PK

SECRET
DECLASSIFIED

Secret Memorandum to General Arnold from General Richardson, dated July 24.

AFDAS
LSK:cmc

1. AFDAS AFROM 1942 7/24

1. It is requested that a draft negative reply to the enclosed paper be prepared and forwarded to this office.

2. It is suggested that the reply include reference to the fact that ten additional DC-3 type aircraft are now being assigned to Australia - distances between airdromes in Australia are not well suited to the limited range of the C-45 and the acute shortage of transports of all types for assignment to any single Command and Staff here or in the theaters.

452.1 (7-24-42)

1 Incl: Memo to Gen. Arnold dtd 7/24.

L.S.K.
AFDAS

Received
7-25 7:45am

Dispatched
JUL 25 1942
AAG

Filed 7/20/42

DECLASSIFIED
SECRET

Mr. Gray's Copy
Ltr 05 45 21 "Z"

DECLASSIFIED

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
By: ALW LLC; Date: 6-10-75
PIC

HEADQUARTERS ROUTING AND

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

SUBJECT: P-38's and Trained P-38 Mechanics

NO.	FROM	TO	DATE	COMMENT
3.	AFAAP	AFPMP	1942 7/23	1. Ref... of paragraph 1 and ... of this R&R. 2. Rep... being advi...
4.	AFPMP	~~AFPMP~~ AFCAS Hq. Army Air Forces AAG RECEIVED	19	... Altogether ... shipped, fir... Information ... movement shou...
5	AFCAS	~~AFPMP~~ AFAAP	1942 8-22	1. Rec... this paper and...
6	AFAAP	AFCAS	8-25	Investi... was attached ... A-3. That R... thru A-1.

U. S. Army Air ...
... 1942
AAG Received

AFCAS File 9-3 This info ... + date ...

9-13

SHEET

File No. _____

Tally No. AAF _____

to Australia.

AFAAP
WGB:mm

ENTS

ferred for compliance with the last sentence and the final clause of paragraph 2, Item 2

should be made directly to AFCAS, who is reference.

Exec. A-1

2-AFPMP-NRK/bms 71350

One hundred (100) P-38 mechanics will be (50) crew chiefs, and fifty (50) mechanics. The Air Transport Command indicates that be completed within three to four weeks.

CLIFFORD P. BRADLEY,
Colonel, Air Corps.

WEH/jt 5265

that inclosure be reattached and that closure be returned.

WILLIAM E. HALL
Colonel, A. C.

AFAAP
WGB/mdg 2843

has revealed that inclosure noted in Item 1 Local R&R that was originally forwarded to in AFPMP and is being returned to AFCAS

WILLIAM G. BRILL,
Lieut. Colonel, GSC.

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

see side/ that in another R+R same subject

AG 452.1 X

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
Rev. AGO ltr. Dec. 11-10-75
Note - A line will be drawn across sheet after each comment.

DECLASSIFIED

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

File No. _____

Tally No. AAF _____

SUBJECT: P-38's and Trained P-38 Mechanics to go to Australia.

NO.	FROM	TO	DATE	COMMENTS
1.	General Arnold	General Strate-meyer	1942 7-21	In my opinion we should send these P-38's to Australia as planned. It probably will be desirable to send some specially trained P-38 mechanics. In my opinion one mechanic for each airplane will be ample. For this purpose I suggest that: a. We send, say, 40 mechanics to P-38 squadrons on the Coast. b. About 40 mechanics to the Lockheed factories, each to have one month's course, or perhaps those sent to the P-38 squadrons on the Coast could replace other mechanics which could go to Australia with the first shipment of the P-38's. In any event, we should send the P-38's to MacArthur and notify him that we are so doing and also are sending him the mechanics to take care of the maintenance. /s/ H.H.A.
Incl:	Sec.Cable to Chief of Staff, 7/17/42, from MacArthur, #C122			
2.	AFCAS	Asst.Chiefs Air Staff A-3 / A-1	7-21	1. For compliance with General Arnold's directive in comment No. 1. A-3 will take the necessary action with reference to the P-38's. A-1 will take the necessary action with reference to training and assignment of P-38 mechanics. 2. Keep us posted with reference to the assignment of P-38's and the training and assignment of the P-38 mechanics. G.K.S. AFCAS
Incl.	n/c			

DECLASSIFIED

(Do not use reverse side) F-4071, AF. Rev. 8/16/41

Page No. _____

AIR 452.1 X 76B

SECRET

DECLASSIFIED

DECLASSIFIED
DOD ltrs.
8 Jan & 20 June 1974
By: ALM/LLC; Date 11-18-75
PIC

AFAAP
WGB/mdg 2843

6	AFAAP	AFCAS	8-25	Investigation has revealed that inclosure noted in Item was attached to identical R&R that was originally forwarded to A-3. That R&R is now in AFPMP and is being returned to AFCAS thru A-1.

WILLIAM G. BRILL,
Lieut. Colonel, GSC.

SECRET

DECLASSIFIED
DOD Dir.
6 Jan. & 20 June 1974
By: [illegible] LOG Date: 11-10-75
NAC

DECLASSIFIED

P-38's and Trained P-38 Mechanics to go to Australia.

WEH/jt 5265

5	AFCAS	~~AFAAP~~ AFAAP	1942 8-22	1. Request that inclosure be reattached and that this paper and inclosure be returned.

WILLIAM E. HALL
Colonel, A. C.

File 8-22-42

SECRET
DECLASSIFIED.

Encl 8452. IX

P-38's and Trained P-[redacted] Mechanics to go to Australia

DECLASSIFIED
DOD Mem.
8 Jan. & 20 June 1974
By [redacted] LC, Date 11-16-75

DECLASSIFIED

453.1 "x" (76a)

RCWB/hk 5246

13 CAS RAD 9/19

1. With reference to your question asked in paragraph 3, Item No. 12 above, no action is desired. The Air Transport states that one of these crews has already been moved and that the others will be moved in less than two or three weeks time, most likely in about 10 days.

Encl: n/c

R. C. W. BLESSLEY
Colonel, A. C.

File ai 9/20/42

Dispatched
SEP 20 1942
AAG

DECLASSIFIED

Air 8452d "x" (76a)

Southwest Pacific

SECRET
DECLASSIFIED

DECLASSIFIED
DOD ltrs
9 Jan. & 20 June 1974
By: NARS, Date: 11-10-75
PIC

F5

P-38's and Trained P-38 Mechanics to go to Australia

9 AFRAD AFCAS 8-31-42

F/BCP/mrl 72430

For your information. You will be kept informed of the progress of this movement and its final completion as requested.

Incl n/c.

GORDON P. SAVILLE,
Colonel, Air Corps.

Air AG 452.1 "A" (8-31-42) (76)

RCWB/lmm 5246

10 AFCAS AFACT 9/3

1. The above has been noted by General Stratemeyer.

2. He desires that he be informed when the movement of these airplanes and crews has been completed.

R.C.W. HESSLEY,
Col., G. S. C.

Incl.
n.c.

SECRET
DECLASSIFIED

Air AG 452.1 "A" (8-31-42) (76)

P-38's and Trained P-38 Mechanics to go to Australia

DECLASSIFIED
DOD Instr.
6 Jan. & 20 June 1974
By ... NLRR ... 75
PIC

SECRET
DECLASSIFIED

452.1 "X" (12)

RCMB/hk

6. CAS RAD 7/30 1. Noted. Please let us know when the above action has been completed.

S.H.S.
C/AS

3 Inclst m/c

Dispatched
JUL 30 1942
AAG

HEADQUARTERS ARMY AIR FORCES — COORDINATION

Chief of Staff	Sec'y Gen. Staff	G	A-1	A-2	A-3	A-4	AWPD	Actions	Budgets	Statistics	
				SECRET DECLASSIFIED							

AAF-30

Ch. AD 452.1 "X" (76)

DECLASSIFIED

DECLASSIFIED
DOD Itrs.
6 Jan. & 20 June 1974
By: BLW/LC; Date 11-10-75
Pic

P-38's and Trained P-38 Mechanics to go to Australia.

1. General Arnold — General Staff — 1942 7-21

In my opinion we should send these P-38's to Australia as planned. It probably will be desirable to send some specially trained P-38 mechanics. In my opinion one mechanic for each airplane will be ample. For this purpose I suggest that:

a. We send, say, 40 mechanics to P-38 squadrons on the Coast.

b. About 40 mechanics to the Lockheed factories, each to have one month's course, or perhaps those sent to the P-38 squadrons on the Coast could replace other mechanics which could go to Australia with the first shipment of the P-38's.

Incl: Sec.Cable to Chief of Staff, 7/17/42, fm MacArthur, #CM22

In any event, we should send the P-38's to MacArthur and notify him that we are so doing and also are sending him the mechanics to take care of the maintenance.

/s/ H.H.A.

---

2. AFCAS — Asst.Chiefs Air Staff A-3 7-22; A-4

1. For compliance with General Arnold's directive in comment No. 1. A-3 will take the necessary action with reference to the P-38's. A-4 will take the necessary action with reference to training and assignment of P-38 mechanics.

2. Keep me posted with reference to the assignment of P-38's and the training and assignment of the P-38 mechanics.

Dispatched
JUL 22 1942
AAG

Incl. n/c

O.M.S.
AFCAS

Title
DECLASSIFIED
SECRET

SECRET
DECLASSIFIED

DECLASSIFIED
DOD ltrs
8 Jan & 26 June 1974
By AUW/JLC; Date 11-10-75

452.1 (7-20-42)

Availability of B-17's for Immediate Departure to SUMAC.

AFDAS
LSK:cmc

1. AFDAS AFACT 1942 7/20

* To depart West Coast	4	B-17s	July 24
	5	"	" 27
	?	"	" 30
	14	"	Aug 5
	30		

1. Confirming telephone instructions this evening, the Deputy Chief of Staff, General McNarney, has directed that the plan for delivering 30 Heavy Bombers to SUMAC, outlined in your paragraph 2 of the memorandum attached hereto, will be placed in effect immediately.

2. The commitment resulting from the approval of this plan will be regarded as an inviolable requirement and General McNarney directed the same type action and the same degree of pressure that was applied in the movement of the B-17's and B-26's to Hawaii, prior to the Midway battle, be placed in operation to meet this obligation.

3. It is directed that a daily report on the progress of this project, together with the movement of other airplanes now in process, to that theater be forwarded to reach this office no later than four o'clock P.M. daily. It is probable that these reports will be forwarded to General Marshall.

4. The urgency of this action and the necessity for an "all out" effort to meet this time schedule cannot be over-emphasized.

L.S.K.
AFDAS

Incls:Memo for Gen.McNarney dtd 7/20/42, frm Gen.Arnold. w/2 incls: #1-Cable frm MacArthur to Gen.Marshall,7/15. #2-Memo for Gen.Arnold,7/19, unsigned. (SECRET)

Cys. to AFCAS, AFADS, AFTRR and AFUPS.

File
RCW.B
10 9/25

DECLASSIFIED
SECRET

Ans OS 452.1 "C" (5)

SECRET

HEADQUARTERS AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Ltr.
8 Jan. & 20 June 1974
By NARS, Date 11-8-75

DECLASSIFIED
SECRET
By Authority of the
Chief of the ARMY AIR FORCES
219/4 x
Init. & No. AAG

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

SUBJECT: P-38's For Australia

NO.	FROM	TO	DATE	COMMENTS
1	AFACT	AFCAS Copies to AFADS AFDPU AFROM AFRAD AFRBS	1942 7/9	WRB:vmc 1. In reference to the following directive from General Arnold forwarded from your office to AFACT for necessary action by R&R of 7/3/42: Fighters 1. "There is no way we can send fighters, or any other type except P-39's and P-40's, to Australia without reducing the number for Bolero. It is believed, however, that increase in production of P-38's and P-47's will permit us to send a squadron of P-38's to Australia at once. Accordingly, seventy-five (95) P-38's will be taken out of production for shipment to Australia; to be shipped at the rate of twenty-five (25) each month." The information below is submitted for your information. 2. Revised plans to comply with the directive contemplate committing five (5) P-38 fighter groups to Bolero prior to April 1 as follows: 1st Fighter Group — Currently 14th Fighter Group — July 82nd Fighter Group — October 55th Fighter Group — November 78th Fighter Group — January 3. Previously the 81st Group was set up as a P-38 Group for Bolero in February but the decision to send P-38's to Australia necessitates changing this Group over to a P-39 Group. 4. There is no increase in P-38 production over and above that included in previous plans (1436 P-38's deployed whereas "on hand" plus 100% of estimated production equals approximately 1445 by April 1, 1943). The recent decision to leave all fighters in a priority category below all bombers and the bulk of the Navy program raises some question as to the ability of the Materiel Command to meet existing estimates, let alone to accelerate them.

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

Page No. -1-

SECRET
DECLASSIFIED

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: P-38's for Australia

NO.	FROM	TO	DATE	COMMENTS
1	CONTINUED		7/8	5. The allocation of P-38's to Australia will be as follows: July 25 — August 25 — Sept. 25 — October 25 — 10 per month thereafter General McArthur will be advised by cable of this decision and advised that P-38's will be provided sufficient to set up and maintain two (2) squadrons which will be a part of the four (4) groups and fighter attrition replacements committed to his theater. Van H. S. V. C/AFACT
2	Cas	M&T	7/10	noted For file Capt. Hayes for A.C.A.S.

Telephone 8/AS
C 7/10/42

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

Arias 452.1 (8-9)

DECLASSIFIED
DOD Dirs
6 Jan. & 20 June 1954
By: [illegible] JC; Date: 11-2-75
SECRET
DECLASSIFIED

Combat Crews and Airplanes to be sent to Australia.

1 General Arnold C/AS 1942 7/3

Note the attached cablegram from Richardson. This was taken up at the conference in my office yesterday and the following confirms the decisions made at the conference:

a. Combat Crews:

1. General George of the Ferry Command will make necessary arrangements and insure that a definite number of combat crews are provided for attrition to be sent each month to Australia. These crews will be given first priority.

452.1 X (73)

2. 400 training center graduates will be sent to Hawaii at the earliest practicable moment for the purpose of seasoning with the Hawaiian Air Forces. Starting with a date acceptable to General Emmons, 50 of his seasoned and experienced pilots will be sent to Australia each month.

3. General MacArthur will be informed of the above arrangements and he will be further notified of additional pilots to be sent to him to supply attrition. He will also be requested to designate the month in which he will be able to start sending us 50 war-seasoned pilots each month. These pilots to be used in creating new units in the United States.

b. Transport Planes:

1. In order to supply Australia with additional transport planes, the Commanding General of the Army Air Forces will endeavor to sell the Chief of Staff the idea of taking from all Corps Area Commanders all of their Douglas DC-3 type airplanes. With the exception of about 6, all planes at Bolling Field will be pulled and operated for the benefit of all. In this manner it is believed that 10 planes can be secured and conditioned as rapidly as possible and sent to Australia.

c. Fighters:

1. There is no way we can send fighters, or any other type except P-39s and P-40s, to Australia without reducing the number for Bolero. It is believed, however, that increase in production of P-38s and P-47s will permit us to

File Copy
Incomplete

SECRET DECLASSIFIED

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Dir.
8 Jun. & 20 June 1974
By [illegible] Date 11-10-75

File No. _____

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

Tally No. AAF _____

SECRET
DECLASSIFIED

SUBJECT: Memo from Gen. Royce to Gen. Harmon

RHH/hk

NO.	FROM	TO	DATE	COMMENTS
1.	CAS	ANC	6/24	1. The following was contained in a personal letter from Gen. Royce to General Harmon and is passed to you for such action as you deem advisable: "The B17 does not do so well, mainly from a maintenance standpoint. We frequently have 6 airplanes take off from the rear areas and only 50% of them arrive at the target, due mainly to mechanical difficulties. I believe that a lot could be done to simplify the maintenance on engines and accessories of the airplanes. Incidentally, I think the A.F.C.B. is of practically no use, it must be altered so that all controls can be adjusted from the pilot's cockpit or be replaced by the standard automatic pilot." R.C.W.B. S/AS
2.	AFAEC	AFCAS	1942 6/27	1. The above instance of poor maintenance is the first to come to our attention in that such a high figure as 50% failed to reach the objective. In view of the fact that this airplane has been built for the past several years, undergoing constant tests and improvements, it was felt that this was a more or less proven airplane. It is hard to realize that 50% failed to accomplish the mission when other reports give fairly good accounts as regards this type airplane. It is requested that this office be furnished information as regards these specific mechanical difficulties. 2. Present production airplanes are now coming out with C-1 type automatic pilots, controllable from the pilot's cockpit. O.P.E. C.G., Air Force Mat. Comm.

RECEIVED JUN 27 1942 PROD. ENGR. BR., O. C. A. C.

Hq. Army Air Forces JUL 2 1942 AAG Received

SECRET DECLASSIFIED

(Do not use reverse side) AF-0071, AF. Rev. 8/16/41

Page No. _____

6/26

air AG 452.1 (72)

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By: AWLC Date 11-10-75

File No. _____

Tally No. AAF _____

DECLASSIFIED

SUBJECT: Memo from General Royce to General Harmon

RHH/hk

NO.	FROM	TO	DATE	COMMENTS
1.	CAS	A-3	6/23	1. The following was contained in a personal letter from General Royce to General Harmon and is passed on to you for such action as you deem advisable: "Right now we would like very much to know when the combat crews will arrive for the 43rd Heavy Bombardment Group and for the 38th Medium Group. Right now we would like to know whether or not we are getting any more A24s and spare engines for same. The same as regards the A20 type. Also regarding the B25 and the B26. These may seem like small questions but when you are trying to allocate small allotments of various kinds of airplanes to R.A.A.F., Dutch and American Squadrons and also keep units on Islands to the Eastward up to their proper strength, it is a hard job."
2.	AFACT	AFCAS	1942 6/26	1. In the event that you wish to reply to the personal letter from General Royce, the following plan is in effect at the present time: a. The air echelons of two squadrons of the 38th Medium Group are probably in Australia now or are enroute. Orders were issued last night for a movement of the air echelon of the third squadron of this group. The air echelon of the fourth squadron of this group should arrive in Australia approximately the first of August. b. Fourteen replacement combat crews, four engine, are leaving now for the 43rd Group. c. The plan for the increase of airplanes per month over and above attrition replacements is as follows: File DSM 8/7/42

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

SECRET DECLASSIFIED

Page No. _____

Au Ab 452.1 "X" (21)

SECRET
DECLASSIFIED
DOD Dir.
6 Jan. & 30 June 1976
By JLC; Date 12-28-76
mc

Memo from General Royce to General Harmon

2. CONTINUED

6	A-24s	July
17	A-24s	August
14	A-24s	September
11	A-24s	October
9	A-24s	November
4	A-24s	December

2. This increase per month will eventually bring the number of A-24s up to eighty-seven. Attrition replacements will be sent each month to keep the strength at eighty-seven airplanes. No increase or attrition replacements of A-20s is planned for Australia. Six B-25s will be sent in June and two in July as an increase above the normal attrition rate. Both B-25s will be sent to Australia either for increase or attrition. The regular complement of spare parts will be forwarded for each plane.

H. S. V.
G/AFAGT

DECLASSIFIED
SECRET

DECLASSIFIED
DOD ltrs
8 June 1974
By ALM/pjc Date 11-12-75
DECLASSIFIED

Memo from General Royce to General Harmon

RHH/hk

452.1 "X"

1. GAS A-3 6/23

1. The following was contained in a personal letter from General Royce to General Harmon and is passed on to your office for such action as you deem advisable:

"Right now we would very much like to know when the combat crews will arrive for the 43rd Heavy Bombardment Group and for the 38th Medium Group. Right now we would like to know whether or not we are getting any more A24s and spare engines for same. The same as regards the A20 type. Also regarding the B25 and the B26. These may seem like small questions but when you are trying to allocate small allotments of various kinds of airplanes to R.A.A.F., Dutch and American Squadrons and also keep units on Islands to the Eastward up to their proper strength, it is a hard job."

R.C.W.B.
S/AS

DECLASSIFIED
JUN 20 1942
AAF

File
6/26/42

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

MFH/hd

SECRET
DECLASSIFIED

NARS, Date 6 Jan. & 20 June 1974
By: RUNLC; Date 10-75
PKC

May 27, 1942

452.1 "X" (69)

MEMORANDUM FOR THE OPERATIONS DIVISION:

Subject: Message to General MacArthur.

1. Re General MacArthur, WDCG 102562, May 26th, suggest a message somewhat as follows be sent to General MacArthur:

"REFERENCE YOUR QUOTED MESSAGE COMMA RECOMMEND STRONGLY THAT MOST CAREFUL CONSIDERATION BE GIVEN TO THE APPLICATION OF AIR TRANSPORTS FOR PURPOSES OTHER THAN THE ESSENTIAL SUPPLY AND OPERATION OF COMBAT AIRCRAFT PERIOD THE SHORTAGES IN THIS TYPE OF AIRCRAFT AND ENGINES IS CRITICAL AND A CAREFUL CONSERVATION OF THIS MEANS OF TRANSPORTATION TO MEET MOST URGENT COMBAT REQUIREMENTS IS ADVISED".

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

MAY 27 1942
AAG

File 5/27/42

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

Air AG 452.1 "X" (69)

REPLACEMENT RATES

DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1970
By: NARS, Date 8-12-75
PNC
DECLASSIFIED
SECRET

452.1 X (68)

RMG/hk

BAS A-3 8/12

1. In view of our failure to meet the delivery dates as originally given to General MacArthur, it is suggested that you prepare and keep on hand data which may be used in reply to the accusations and recriminations which are quite likely to ensue.

Dispatched
AUG 12 1942
AAB

L.S.K.
DC/AS

Inclos: n/c

File a 8/12/42 AAG File

DECLASSIFIED
SECRET

AG 452.1 "X" (68)

DECLASSIFIED

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED DOD Dir. 5 Jan. & 30 June 1976 By: AFRC, LC: Date: 11/10/75 RC

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

File No. . . . . .

Tally No. AAF. . . . . .

SUBJECT: Reply to Cable No. 43, May 14, from Emmons.

NO.	FROM	TO	DATE	COMMENTS
1	AFAEP	AFDAS	1942 5/15	AFAEP OAA-dmn 1. Operations Division is answering Cable No. 43, May 14, from Emmons, "Request breakdown of 70 planes by types for most efficient and expeditious completion of directive contained on Urad 3708 of May 13," substantially as follows: THERE ARE 40 PURSUIT IN NEW CALEDONIA, 25 IN THE FIJIS. ANTICIPATE REINFORCEMENTS, 26 MEDIUM, 16 HEAVY, WITH STRATEGIC MOBILITY ENABLING CONCENTRATION OF 82 AIRPLANES IN NEW CALEDONIA, 67 AIRPLANES IN FIJIS. H.A.C. AFAEP
				U.S. Army Air Forces MAY 16 1942 AAG RECEIVED
2	AFDAS	AFMAG	1942 5/18	To file. LSK:pfp L.S.K. AFDAS

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

Page No. _____

DECLASSIFIED

Am 08452.1 X (67)

SECRET DECLASSIFIED

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Dtra
8 Jan & 30 June 1978
By: ALM LLC; Date 11/10/15
PKC

File No. .....

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

Tally No. AAF .....

SUBJECT: Cable No. AG 639, May 7th, from Brett

NO.	FROM	TO	DATE	COMMENTS
2. Contd	General Echols	Colonel Beebe	5/12 1942	2. The installation of a flexible feed for the side guns is now under test at Eglin Field and will be provided when it has proved satisfactory. This includes an ammunition box of 250-round capacity. 3. General Brett was informed by cablegram on March 6, 1942, of the action being taken on his cablegram of February 16th. 4. Cablegram No. 639, dated May 7th, will be answered in part today. The additional requests made by General Brett will require an engineering study. O.P.E. C.G., Air Force Mat. Comm.
3	General Arnold	General Kuter	5/13	For necessary action. AFDAS LSK:cmc
4.	AFDAS	[illegible]	1942 5/14	For file. L.S.K. AFDAS

MAY 14 942
ARC Received

File a 52.1 x 63

DECLASSIFIED

SECRET (Do not use reverse side) PAGE NO. .....

W-4071 AP. Rev. 8/14/41

AFDAS 52.1 x 63

DECLASSIFIED
E DOD ltrs.
9 Dec. & 30 June 1974
By NNL, LC; Date 11/10/75
PKC

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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

SECRET
DECLASSIFIED

File No. .....

Tally No. AAF .....

SUBJECT: Cable No. AG 639, May 7th, from Brett.

NO.	FROM	TO	DATE	COMMENTS
1.	Colonel Beebe	General Echols	5/11 1942	1. General Arnold has directed me to get the following information for him on the above cable: a. What action was taken on radio transmitted from ABDACOM on February 16th? b. What is being done now with regard to oxygen installations? c. When did you receive the information that changes in the oxygen distribution system were necessary? d. What planes have actually had the changes made in them to date? e. How much further delay will there be in providing the desired oxygen installations? 2. What action is being taken with regard to the side gun ammunition feed desired? E. H. B.
2.	General Echols	Colonel Beebe	5/12 1942	1. The following is submitted in answer to your questions above: a. Information was sent to Wright Field on February 21, 1942. b. The oxygen changes requested were incorporated in the 301st B-17E. 3/21/42 ✓ c. February 20, 1942. d. The 301st B-17E flown away March 21st and all subsequent airplanes have had the oxygen changes incorporated.

SECRET
DECLASSIFIED

(Do not use reverse side)

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

Page No. 1.

5-948

5/11

DECLASSIFIED

DECLASSIFIED
DOD Dir.
4 Jan & 30 June 1974
By: AUW 3.0; Date 4/10/75
PKC

May 15, 1942.

MEMORANDUM FOR GENERAL ARNOLD:

Subject: Return of Ferrying Crew and B-24 Airplane, No. 40-2376, from Australia.

1. Pursuant to your penned notation on memorandum from General George, dated May 7, 1942, Subject, Return of Ferrying Crews in Area of Australia, investigation was made with the following results:

a. The crew of B-24 airplane, No. 40-2376, has just returned from Australia.

b. The airplane is still in Australia, had engines changed as recently as last month, and is being used to evacuate personnel.

2. There are on hand in Australia the following heavy bombardment airplanes:

a. B-17's 28

b. B-24's 2

c. LB-30's 4

with an additional 40 B-17's, either enroute, or being prepared for overseas flight to Australia.

3. It is recommended that:

a. B-24 airplane, No. 40-2376, be left in Australia for use in that theatre due to the critical shortage of that type of airplane therein.

Pencil note on original:-
"OK HHA"

DECLASSIFIED

452.1 X " (64)

AFADS
FMW/nmb

DECLASSIFIED

b. The Ferry Command be furnished, from other sources, such additional airplanes as are necessary to maintain or augment schedule service from this country to England, Australia or India.

Army Air Forces
MAY 13 1942
AAG Received

T. J. HANLEY, JR.,
Colonel, G. S. C.,
Assistant Chief of the Air Staff, A-4.

Incls.
Memo 5/7/42 for CG/AAF frm Gen. George, abv. subj.
Cpy message to Gen. Brett frm Gen. Arnold 5/7/42.

Dispatched to Gen. George
MAY 14 1942
AAG

CONFIDENTIAL
DECLASSIFIED

AG 452.1 "A" (14)

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Dir.
6 Jan. & 20 June 1972
By AFHRC; Date 11/10/75
File No. _____

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

SECRET
DECLASSIFIED

Tally No. AAF _____

SUBJECT: B-25's to Australia

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	General Harmon	1942 5/7	I informed the President this date that 40 B-25's were being sent to Australia. I now find that there are only 37 enroute. Take the necessary action to dispatch an additional 3 B-25's to Australia, and should one or more crack up, keep sending them until you get a total of 40 delivered to Australia.
2	AFCAS	AFDMR	1942 5-8	The above instructions are direct and specific. Take the necessary action to put them into effect. M.F.H. AFCAS
3	AFDMR	AFROM	5-8	BMM:el For necessary action as directed in No.1 and No. 2 above. M.S.F. Dir.Mil.Req.
4	AFROM (E-3:bb)	AFCAS	5/9	Necessary action has been taken to dispatch three additional B-25 airplanes for Australia as soon as tank installation can be completed in the airplanes. A total of 42 B-25's have departed U.S. for Australia of which only five have not left Hawaii. Due to losses, present records indicate only 37 B-25's at or enroute Australia. Noted. C.S.F. Col. A.C. Dir. W.O.& M.

(Do not use reverse side) F-3071,AF, Rev.8/14/41

DECLASSIFIED

452.1 "X" (63)

Air AG 452.1 "X" (63)

DECLASSIFIED
DOD ltr.
6 Jan. & 20 June 1974
By: ____ LC; Date: ____

OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND RECORD SHEET

SECRET
DECLASSIFIED

506/1/1

(To be filed with correspondence)

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

DECLASSIFIED
DOD ltr.
6 Jan. & 20 June 1974
By: NNL LC; Date: 11/10/75
PKC

SUBJECT: Plansto fly pursuit planes to Australi

NO.	FROM	TO	DATE	DATA
6.	AFAFC	AFCAS	5-28	1. AFAFC recommended the Christmas route, see R&R, 4-29-42 2. AFABI stated on R&R on May 8, 1942, that both Christmas and Canton were exposed to potential enemy action and that Canton was especially difficult to supply. It further stated that Tahiti was a more desirable alternative 3. Based upon the recommendation of AFABI, given above, AFAFC recommended the Tahiti route, as an alternative to Christmas route if the Christmas route could not be defended. 4. If the security of Christmas and Canton is such that continued operation over that route can be reasonably counted on, AFAFC will return to its original recommendation of 4-29-42 and eliminate its recommendation with respect to an alternative route by way of Tahiti

CRS
Executive

H.L.G.
C.G., F.C.

452.1-1-1 (62)

(Do not use reverse side)

F-4071.4C

DECLASSIFIED

ROUTING AND RECORD SHEET

505/1/1 505/19/5 SIS/22

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

~~SECRET~~ DECLASSIFIED

File No. .....

DECLASSIFIED DOD ltrs. 8 Jan. & 20 June 1974 By: NNL LC; Date 11/4/75 PKC

Tel. No. AAF .....

SUBJECT: Plans to fly pursuit planes to Australia

NO.	FROM	TO	DATE	COMMENTS
3.	AFFC	CG/AAF	5/15	RHP/mh Immediate construction is recommended on airport sites at Tahiti and Rarotonga. It is further recommended that airport construction be expedited on Norfolk Island. Hq. Army Air Forces MAY 19 942 AAG Received H. L. G. C/S ~~G-3~~ G. H. Q.
4.	AFAEP	CG, AAF	5/25	AFAEP FEG/alm 1. The attached proposal from the Ferry Command to build a pursuit assembly station in Tahiti rather than Christmas Island because of the better harbor facilities at Tahiti is not believed to be sound. 2. Building of an assembly base at Tahiti would necessitate construction of a new field, and the establishment of a garrison to defend it, in fact an entirely new set up. Harbor improvements are already under way at Christmas Island which is now in use as a staging base and has a defense garrison. The alternate pursuit staging route, Christmas - Tongareva - Aitutaki - Tongatabu - Norfolk Isl - Australia, has been authorized and is under construction. 3. It is recommended that the enclosed R & R be returned to the Ferry Command for reconsideration of Christmas Island as an assembly base. Hq. Army Air Forces MAY 26 42 AAG Received Incl: R&Rw/incl HAC AFAEP
5	AFCAS	AFAFC	5/27	for WJF M.F.H. C/A.S.

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

Page No. 2

~~SECRET~~ DECLASSIFIED

Air AG 452.1 (62)

861115 MAI 194

ROUTING AND RECORD SHEET

506/1/1 505/A/5 SI 9-2-15

No.--A line will be drawn across sheet after each comment.

SECRET DECLASSIFIED
DECLASSIFIED
DOD Memo.
8 Jun. & 20 June 1974
By: NNLC; Date: 11/18/75
PAC

File No. .....

Tally No. AAF .....

SUBJECT: Plans to fly pursuit planes to Australia

NO.	FROM	TO	DATE	COMMENTS
3.	AFFC	CG/AAF	5/15	RWP/mh To provide a route in the shortest time possible, for delivery of pursuit aircraft to X, the following route is recommended: Best: Los Angeles - Tahiti (3,660 nautical miles) Air: Tahiti - Raretonga 728 statute miles Raretonga - Tongatabu 1,000 " " Tongatabu - Suva 500 " " Suva - Noumea 789 " " Noumea - X 918 " " Total 3,935 Alternate Route: Tahiti - Raretonga 728 statute miles Raretonga - Tutuila 890 " " Tutuila - Suva 825 " " Suva - Noumea 789 " " Noumea - X 918 " " Total 4,148 Airports must be constructed at Tahiti and Raretonga. A survey shows favorable sites are available. Harbor facilities at Tahiti are satisfactory and assembly sites are available. Scaling of route miles indicates a considerable saving in distance by shipping from California coast to Tahiti as compared to shipping from Lima, Peru, to Tahiti. This Command concurs with A-2 in recommending Tahiti for a port of debarkation. Since all cargo to Christmas Island and the Marquesas Islands must be lightered, delays as well as damage to cargo could be expected. Papeete Harbor on Tahiti Island can accommodate vessels drawing 28' and there are 2 berthing spaces with 28' to 32' alongside and able to accommodate 3 fair-sized vessels. Cargo is handled by the ship's gear and there is a small marine railroad available. The 2-lane road which skirts the island to the proposed airport site has bridges which permit the passage of [illegible] tons of load.

NOV 25 12 AM

RECEIVED
PLANS DIV.

(Do not use reverse side)

Page No. 1.

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

864115 MAI 1942

SECRET DECLASSIFIED

CENTRAL MAIL SECTION A.A.F.

SECRET

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

SOC/1/1 Sec 1 5/19/5 SI 5/27/5

DECLASSIFIED DOD Dir. 5 Jan. & 30 June 1954 By: ALAN, LC; Date: 4/10/75 PXC

File No. _____

Tally No. AAF _____

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

SUBJECT: Plan to Fly Pursuit Planes to Australia.

NO.	FROM	TO	DATE	COMMENTS
1	CG/AAF	Plans Ferry Command	1942 5/7	Sometime back, I called your attention to the desirability of having pursuit planes fly into Australia if they could. Of course we realize that this is impossible if our present ferry service is utilized. At that time the thought occurred to me that we might put in an assembly plant on the Marquesas and then the pursuit planes with the belly tanks could fly into Australia the same way we now plan to fly them across the North Atlantic. The route looks feasible from the Marquesas to Tahiti where there is already an airport, from Aitutaki to Tongatabu, at both of which places we are establishing airports, then on to the Fiji Islands where we are back on the regular route. The longest hop is from New Caledonia to Rockhampton, a distance of about 800 miles. Have somebody study this proposition for me and give me an early report. Time + slipping saved would be tremendous H. H. Arnold
2	AFCAS Col. York	AFAFC	5/9	Attention is invited to above item which is a follow up on R & R on same subject which is attached hereto as an enclosure. After report in the enclosed R & R was prepared it was referred to A-2 Division of the Air Staff. General Arnold is now personally following up on this proposition to ferry pursuit airplanes to Australia and it is directed that the comments of the Ferry Command be re-studied in the light of those which have been made by the A-2 Division and that a further reply with a definite recommendation as to the feasibility of the proposition be made with the least practicable delay. Enclosure 2 R & Rs with enclosure DECLASSIFIED SECRET J. Y. Y. Col. Air Corps

(Do not use reverse side) AGO Form No. 19, Rev. 8/14/41

Page No. 5

Air AG 452.1 X (62)

DECLASSIFIED SECRET

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

506/6/1

505/19/5

SIS/27/5

DECLASSIFIED DOD ltrs. 8 Jan. & 20 June 1974 By: BLM, J.C; Date 11/14/75 PxC

File No. _____

Tally No. AAF _____

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

SUBJECT: Sending Pursuit Airplanes into Australia

NO.	FROM	TO	DATE	COMMENTS
1	AFABI Opnl. Int. Sec.	AFCAS	MAY 8 1942	AFABI WB-veg 1. The following comments are offered on the attached R&R from General Arnold to the Ferry Command, and reply thereto referred to this Division by your routing slip dated May 1, 1942. a. Concur in paragraph 1, item 2. No docking facilities exist in the Marquesas Islands. Anchorages may be found on at least three of the four major islands, but lighterage would be required. No airdromes exist and settlements are few in number. Installation of facilities for unloading and erection of pursuit planes would represent a major problem. b. With reference to paragraph 2, item 2, while it is possible that Christmas Island might be used for unloading and erection, a short stage route from that point would necessarily involve Canton Island. Both of these bases are exposed to enemy interdiction and the latter is particularly difficult to supply. It is believed that Tahiti in the Society Group offers a more desirable alternative. This Island is 3660 nautical miles from San Francisco, or approximately 700 miles further than the Marquesas or Christmas Island. Good harbor facilities exist at Papeete. A possible site for an airdrome is to be found on the south coast of the island. The route from Tahiti to Tutuila, Samoa on the regular ferry route, may be broken into two stages by the installation of a field on Rarotonga in the Cook Islands. From Tutila the already established ferry route could be followed, the longest remaining stage of which being the section between New Caledonia and Australia, approximately 1,000 miles. The distances involved in this route are shown in the tabular summary below: By Boat: San Francisco to Tahiti 3660 nautical miles.

(Do not use reverse side) AF-40[illegible], AP. Rev. 8/14/41

DECLASSIFIED SECRET

S06/1/1

SUS

SOS/19/5

SES/27/5

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

SECRET
DECLASSIFIED
DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1974
By: NWL LC; Date 4/30/75

Rte No. _____

Tally No. AAF _____

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

SUBJECT: Sending Pursuit Airplanes into Australia

NO.	FROM	TO	DATE	COMMENTS
1.	AFABI Opnl. Int. Sec.	AFCAS	MAY 8	1942 AFABI WB-veg By Air: From — To — Tahiti — Rarotonga — 728 statute miles Rarotonga — Tutuila — 890 statute miles Tutuila — Viti Levu (Nandi) — 825 statute miles Viti Levu (Nandi) — New Caledonia (De Verneuille) — 789 statute miles New Caledonia (De Verneuille) — Brisbane — 916 statute miles Total by Air: 4148 statute miles. c. With reference to the route discussed in paragraph 3 of Item 2, the longest staging distance would be approximately 1900 miles rather than 1500 miles, as stated, due to the fact that Podesta Island, shown on H.O. Chart No. 1500, as a staging point by the A.F.A.F.C. has not been seen since it was reported in 1879. Its existence is doubtful. If a staging distance of 2400 miles could be tolerated, the route could depart South America at Talara or Lima, Peru, both approximately that distance from Easter Island, and obviate the 1500 mile stage to Valparaiso and the necessity for construction of a field in the Juan Fernandez Islands approximately 400 miles west of Valparaiso. Studies of maps and photographs of these Islands indicate that it is improbable that a field could be constructed. The chart prepared by Ferry Command shows Pitcairn Island as a staging point. It is believed that construction of a field on this Island would be impractical and that Henderson Island, a short distance to the northeast would probably furnish a site for a staging point. d. A preliminary study relative to route via South America was submitted to your office on March 9, 1942 and was entitled "Alternate Air Routes to the Far East, No. 2, South Pacific Route via South America." 1 Incl. R&R w/incl. R.L.W.

Hq. Army Air Forces
MAY 8 1942
AAG RECEIVED

(Do not use reverse side) C/A-2, AF-WD-71, AF. Rev. 8/14/41

Page No. _____

SECRET DECLASSIFIED

864115 MAI 1942 (56)

DECLASSIFIED

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By: ALN LLC: Date 11/14/75
PXC

Original To ..... Col. Kelley ✓
Duplicate Copy To .....
Triplicate Copy to Maintenance

TRANS BUDGET - TELETYPE MESSAGE

EXTRA PRIORITY

ASC-T-3319MN APRIL 29 1942 TRANS 4-30-42

TO HDQTRS. ASC
14TH AND CONSTITUTION AVE.,
WASHINGTON, D. C.

RE TELETYPE 315C DATED APRIL 28. IN ADDITION TO EXISTING TECHNICAL RADIOGRAMS 01-1-45 DATED APRIL 11, 01-1-46 DATED APRIL 15, TECHNICAL ORDER 01-35EA-44 DATED MARCH 30, 03-20B-3 DATED APRIL 22 AND 02-10GA-6 DATED NOVEMBER 21, REGARDING STARTING PROCEDURE, OPERATION OF CURTISS CONTROLLABLE PROPELLERS AND OPERATING INSTRUCTIONS ON R-2800-5 ENGINES FOR B-26 SERIES AIRPLANES, THE FOLLOWING ADDITIONAL INSTRUCTIONS ARE QUOTED FROM SPECIAL EMERGENCY INSTRUCTIONS PREPARED BY GLENN L. MARTIN COMPANY ON THESE AIRPLANES.

"A. ELECTRICAL SYSTEM EMERGENCIES. IN CASE COMPLETE FAILURE OF THE ELECTRICAL SYSTEM IS IMMINENT, THAT IS BOTH GENERATORS HAVE CEASED TO FUNCTION, AND THIS FACT HAS NOT BEEN NOTED IN TIME TO SAVE THE REMAINING ENERGY IN THE BATTERIES, WHICH IS USUALLY INDICATED BY OSCILLATION OF THE LANDING GEAR AND FLAP INDICATORS AND AUTOSYN INSTRUMENTS, PLACE PROPELLER TOGGLE SWITCHES IN OFF POSITION WHICH RESULTS IN PROPELLER BEING IN FIXED PITCH. IMMEDIATELY TURN OFF BOTH GENERATOR SWITCHES AND BATTERY SWITCHES. FOR LANDING PURPOSES WITH PROPELLER IN FIXED

Incl 1

PITCH IT HAS BEEN FOUND BY EXPERIMENTING THAT A GOOD OPTIMUM SETTING OF APPROXIMATELY 2200 RPM WITH 25" MANIFOLD PRESSURE AT 150 MPH, SHOULD PROVIDE SUFFICIENT POWER NEEDED TO DRAG THE FIELD.

B. PROPELLER EMERGENCIES. IN SOME TAKEOFFS ESPECIALLY WHERE THROTTLES ARE JAMMED ON TOO SUDDENLY TO OBTAIN ALLOWABLE RATE OF POWER OF 49" ONE OR BOTH ENGINES MAY OVER SPEED MOMENTARILY AND THE GOVERNORS USUALLY CONTROL THE RPM BACK TO 2600 OR 2650 RPM. IFHOWEVER, AS ACCELERATION OF AIRPLANE INCREASES AND THE RPM GOES ABOVE THE ALLOWABLE WITHOUT INSTANTLY COMING BACK, CUT THROTTLES AND DISCONTINUE TAKEOFF. CHECK TO SEE IF PROPELLER SAFETY SWITCHES ARE ON AND IF PROPELLER TOGGLE SWITCHES ARE ON AUTOMATIC. IF THESE ARE IN PROPER SETTINGS GOVERNOR FAILURE IS INDICATED. IF SHORTLY AFTER TAKEOFF THE PROPELLER GOVERNOR FAILS ALLOWING RPM TO INCREASE RAPIDLY CAUSING A RUNAWAY PROPELLER, THE SERIOUSNESS OF THIS EMERGENCY DEPENDS MAINLY ON THE AIRSPEED, RPM AND POWER AT TIME OF GOVERNOR FAILURE. FOR EXAMPLE, AT 120 MPH WITH LANDING GEAR RETRACTING OR FULLY RETRACTED AT 48" MANIFOLD PRESSURE AND 2600 RPM THE AIRSPEED IS INCREASING CONSEQUENTLY RPM STARTS INCREASING RAPIDLY. IN SUCH CASES THE FOLLOWING SHOULD BE ACCOMPLISHED RAPIDLY,

PULL BACK PROPELLER GOVERNOR CONTROL LEVER AND IF RPM DOES NOT DECREASE IMMEDIATELY HOLD PROPELLER TOGGLE SWITCH TO DECREASE RPM. IF RPM DOES NOT DECREASE RELEASE TOGGLESWITCH TO PLACE PROPELLER IN FIXED PITCH POSITION. RETARD THROTTLE TO MANIFOLD PRESSURE ON RUNAWAY ENGINE TO HOLD SAFE RPM.

TRANS BUDGET - TELETYPE MESSAGE

AIRPLANES OPERATING ON ONE ENGINE WILL HAVE TENDENCY TO YAW TOWARD THE RUNAWAY ENGINE. IT MAY BE NECESSARY TO REDUCE POWER AND RPM ON GOOD ENGINE TO KEEP AIRPLANE UNDER CONTROL. USE TRIM TABS TO OBTAIN BEST FLYING CONDITIONS TO HOLD 150 MPH IN LEVEL FLIGHT AS THE NOSE OF SHIP IS DROPPED, POWER MUST BE REDUCED TO KEEP FROM INCREASING AIRSPEED, WHICH IN TURN WILL CAUSE FIXED PROPELLER TO INCREASE RPM. KEEP GOOD ENGINE SLIGHTLY DOWN AND MAKE ALL TURNS PARENTHESIS GENTLE ONLY PARENTHESIS TOWARD IT AND RETURN TOWARD LANDING POSITION."
PARAGRAPH C. HYDRAULIC EMERGENCIES.

1. IN EVENT THAT THE LANDING GEAR FAILS TO RETRACT AFTER TAKE-OFF, ALTHOUGH HYDRAULIC PRESSURE WAS NORMAL PRIOR TO TAKE-OFF, THE CAUSE MIGHT GENERALLY BE ATTRIBUTED TO AN AIR EX LOCK AROUND HYDRAULIC PUMPS., BUT DUE TO THE POSSIBILITY OF THE MORE SERIOUS CONDITION EXISTING, THE FOLLOWING PROCEDURE WILL BE TAKEN IF POSSIBLE,

/A/. RETURN LANDING GEAR HANDLE TO "DOWN" POSITION.

/B/. PUMP LANDING GEAR DOWN AND LOCKED WITH HYDRAULIC HAND PUMP ON RIGHT SIDE OF PEDESTAL/. NOTE, SEE PARAGRAPH /3/ BELOW IN EVENT THAT HAND PUMP FAILS TO LOWER GEAR.

/C/. XEX. PUMP FLAPS DOWN AS DESIRED.

/D/. ALL WHITE HANDLES TO "NEUTRAL". /IMPORTANT/

/E/. CHECK LANDING GEAR INDICATOR THAT GEAR IS DOWN AND LOCKED.

/F/. DEPRESS BRAKES, PUMP UP PRESSURE TO APPROXIMATELY 1200 LBS. RELEASE AND REPEAT SEVERAL TIMES.

/G/. LAND, WITH BRAKES SLIGHTLY DEPRESSED /WARNING, DO NOT LAND WITH BRAKES LOCKED./ AND CO-PILOT STEADILY PUMPING HAND PUMP. DO N

OT

TRANS BUDGET-TELETYPE MESSAGE

FULLY RELEASE BRAKE PEDALS AT ANY TIME DURING GLIDE AND LANDING RUN, FOR THIS WILL RELEASE THE PRESSURE BEING BUILT UP ON THEM BY THE HAND PUMP. WITH THIS PROCEDURE, IT SHOULD BE POSSIBLE TO MAKE A NORMAL BRAKING STOP. IF NOT, USE EMERGENCY AIR BRAKE HANDLE / ON CENTER STRINGER ABOVE AND TO THE RIGHT OF PILOT,S HEAD/.

/H/. HAVE HYDRAULIC SYSTEM CHECKED FOR MAL-FUNCTIONING.

/2/. "BLEEDING " OF AIR IN HYDRAULIC SYSTEM CAN BE ACCOMPLISHED FROM COCK-PIT ON GROUND AS FOLLOWS.

IMPORTANT , CHECK FOR PROPER RESERVOIR LEVEL AND ACCUMULATOR AIR PRESSURE.

/A/. BOTH ENGINES IDLING.

/B/. ALL WHITE HANDLES TO "NEUTRAL" -EXCEPT LANDING GEAR, WHICH IS DOWN.

/C/. SLOWLY PUSH EMERGENCY NOSE GEAR HANDLE /RED/ TO FULL "DOWN" POSITION.

/D/. SLOWLY PUMP BRAKE PEDALS TWENTY TO THIRTY TIMES, FULLY DEPRESSING AND RELEASING.

/E/. PLACE EMERGENCY NOSE GEAR HANDLE /RED/ TO FULL "UP" POSITION.

/F/. INCREASE RPM TO 1000 - 1200.

/G/. HYDRAULIC PRESSURE SHOULD GO TO NORMAL - 950 - 1050 LBS.

/H/. IF NOT, REPEAT ABOVE PROCEDURE AND CHECK.

/I/. IF NO HYDRAULIC PRESSURE RESULTS, THE MAL-FUNCTIONING PROBABLY CAUSED BY OTHER THAN AIR IN SYSTEM.

TRANS BUDGET -TELETYPE MESSAGE

/3/. IN THE EVENT THAT HAND PUMP /AS OUTLINED IN /2/. /B/. ABOVE/ FAILS TO PUMP LANDING GEAR DOWN, "BLEEDING"PROCEDURE IN AIR MAY BE TRIED AS FOLLOWS.

/A/. CLIMB TO SAFE ALTITUDE /2000 FT. TO 4000 FT./ AND TRIM AIRPLANE FOR LEVEL FLYING.

/B/. HAVE MEMBER OF CREW CHECK FOR LEAKS AND THAT THERE IS SUFFICIENT HYDRAULIC FLUID IN RESERVOIR.

/C/. REDUCE RPM TO 1600 - 1800, INCREASING POWER TO COMFORTABLY HOLD ALTITUDE AT APPROXIMATELY 150 MPH. PILOT MUST NOT FORGET TO HOLD ALTITUDE AND AIR SPEED WHILE HE IS BUSY WITH "BLEEDING"PROCEDURE. STRAIGHT FLYING WITH NO TURNS, OR TURNS OF GENTLE BANK ONLY, RECOMMENDED.

/D/. ALL WHITE PAINTED HANDLES "NEWUTRAL".

/E/. EMERGENCY NOSE GEAR HANDLE /PAINTED RED/ TO PULL "DOWN" POSITION.

/F/. SLOWLY PUMP BRAKE PEDALS, FULL "DOWN" AND RELEASE , 20 TO 30 TIMES.

/G/. EMERGENCY NOSE GEAR HANDLE /PAINTED RED/ FULL "UP".

/H/. CHECK HYDRAULIC PRESSURE GAUGE. IF INDICATION OF PRESSURE /100 LB. TO 300 LB./ IS SHOWN IMMEDIATELY, WAIT ONE TO THREE MINUTES. IF PRESSURE DOES NOT COME UP TO NORMAL, REPEAT ABOVE PROCEDURE. USUALLY, TWO TO THREE OPERATIONS WILL BE SUCCESSFUL AND HYDRAULIC SYSTEM WILL FUNCTION NORMALLY THEREAFTER.

TRANS BUDGET-TELETYPE MESSAGE

NOTE- IF AFTER TWO OR THREE "BLEEDING" OPERATIONS, NO HYDRAULIC PRESSURE CAN BE OBTAINED, IT IS RECOMMENDED THAT THE EMERGENCY GEAR PROCEDURE AS OUTLINED ON PEDESTAL BE USED. IT MUST BE STRESSED AT THIS POINT, THAT "BLEEDING" IS USELESS IF HYDRAULIC FAILURE IS CAUSED BY LOSS OF HYDRAULIC FLUID, SO IT IS NECESSARY TO CHECK THAT SUFFICIENT FLUID IS AVAILABLE BEFORE STARTING "BLEEDING"PROCEDURE.

/4/. LOSS OF HYDRAULIC FLUID /B-26 AND B-26A AIRPLANES/

NOTE, THERE IS A STAND PIPE IN THE HYDRAULIC RESERVOIR WHICH, IN CASE OF LEAKS ANYWHERE IN THE NORMAL HYDRAULIC SYSTEM, RETAINS ENOUGH FLUID TOLOWER LANDING GEAR BY MEANS OF AN EMERGENCY LANDING GEAR SYSTEM. THIS PROCEDURE IS OUTLINED ON PEDESTAL AND IS AS FOLLOWS.

/A/. MAIN LANDING GEAR HANDLE /WHITE/ TO "DOWN"POSITION.
/B/. EMERGENCY NOSE WHEEL HANDLE /RED/ TO "DOWN" POSITION.
/C/. PUMP HAND PUMP UNTIL NOSE GEAR IS DOWN AND LOCKED.
/D/. EMERGENCY MAIN GEAR HANDLE /RED/ TO "DOWN" POSITION.
/E/. PUMP HAND PUMP UNTIL MAIN GEAR IS DOWN AND LOCKED.
NOTE, ONE MAIN GEAR USUALLY WILL UNLOCK AND GO TO THE DOWN POSITION FIRST. KEEP PUMPING HAND PUMP AND THE OTHER WILL GO DOWN AND LOCK.
/F/. RETURN EMERGENCY MAIN GEAR HANDLE AND EMERGENCY NOSE WHEEL HANDLE /RED/ TO "UP" POSITION.
/G/. PLACE MAIN LANDING GEAR HANDLE /WHITE/ TO "NEUTRAL".
/H/. WITH FLAP HANDLE "DOWN", PUMP FLAPS DOWN AND RETURN HANDLE TO "NEUTRAL". IF THERE IS SUFFICIENT PRESSURE REMAINING TO PUMP FLAPS

TRANS BUDGET - TELETYPE MESSAGE

DOWN. PLACE FLAP CONTROL HANDLE /WHITE/ TO "DOWN" POSITION. /THIS IS IMPORTANT/. MEMBER OF CREW MAY NOW CRANK FLAPS DOWN MECHANICALLY, BY MEANS OF CRANK ON REAR BULKHEAD OF FORWARD BOMB BAY.

/I/. CHECK AIR BOTTLE FORWARD OF NAVIGATORS SEAT TO SEE THAT VALVE IS OPEN AND PRESSURE IS NORMAL /1000 LB/.

/J/. IF POSSIBLE, USE BRAKING PROCEDURE OUTLINED IN PARAGRAPH /1/. /G/. BUT LANDING CAN BE MADE USING EMERGENCY AIR BRAKE. DO NOT PULL UNTIL YOU HAVE USED AS MUCH AS OF YOUR LANDING RUN TO KILL OFF SPEED, AS IS CONSISTENT WITH SAFETY. THIS MUST ALWAYS BE A MATTER OF THE PILOTS JUDGMENT. HOWEVER, REMEMBER THAT WHEN THE AIR BRAKES ARE PULLED, THE BRAKES ARE LOCKED FULLY ON AND EXERT POWERFUL BRAKING ACTION, SO IF THE SPEED CAN BE DECREASED TO 40 TO 50 MPH OR LESS, TIRES, PROPELLER TIPS, ETC. MAY BE SAVED FROM DAMAGE.

/5/. LOSS OF HYDRAULIC FLUID /B-26B WHERE EMERGENCY TANK HAS BEEN PROVIDED, STAND PIPE IN MAIN TANK HAS BEEN REMOVED/

/A/. SAME PROCEDURE AS ABOVE, EXCEPT PLACE VALVE /WHICH IS LOCATED RIGHT OF PILOT PEDESTAL/ TO "EMERGENCY" POSITION AND MAKE CERTAIN THAT THIS VALVE IS IN EXTREME POSITION FOR EMERGENCY.

IN ANY CASE OF HYDRAULIC FAILURES, WHERE THE "BLEEDING" PROCEDURE IS UNSUCCESSFUL, REBORT TO THE EMERGENCY GANDING GEAR PROCEDURE.

/6/. LOAD AND FIRE VALVE EMERGENCIES

TRANS BUDGET-TELETYPE MESSAGE

8

/A/. NOSE WHEEL GEAR

NOTE, PILOTS ENTRANCE LADDER MUST BE FOLDED UP AND SECURED BEFORE TAKE-OFF, TO PREVENT DAMAGE TO NOSE WHEEL DOORS WHEN GEAR IS RETRACTED. THIS IN TURN WILL PREVENT NOSE WHEEL GEAR LOAD AND FIRE VALVE FROM OPERATION WHEN IT IS DESIRED TO LOWER LANDING GEAR. THE MAIN GEARS WILL OPERATE NORMALLY, BUT THE NOSE WHEEL WILL NOT UNLOCK. IT IS ESSENTIAL THAT THE CREW BE FAMILIAR WITH LOCATION OF THIS VALVE AS IT WILL BE NECESSARY TO "FEEL" FOR IT WHEN FOLLOWING THIS PROCEDURE. ONE SHOULD PRACTICE ON GROUND FINDING THIS VALVE AND PROPER PLACING OF INDEX AND THIRD FINGER ON IT, IN ORDER TO HOLD IT IN FIRING POSITION.

THIS VALVE IS LOCATED OUT OF SIGHT, FORWARD AND SLIGHTLY TO RIGHT OF BELL CRANK ON UPPER END OF ROD TO LEFT NOSE WHEEL DOOR AND ON FORWARD SIDE OF CROSS MEMBER CASTING. THE VALVE LIES PARALLEL TO THIS CROSS MEMBER WITH PLUNGER FACING TOWARD LEFT.

CAUTION,

DO NOT PRACTICE WHEN GEAR IS IN NORMAL OPERATING CONDITION BECAUSE NORMAL VALVE-OPERATING CAM MAY PINCH FINGERS AGAINST PLUNGER.

/B/. THE PROCEDURE IS AS FOLLOWS,

/Q/. PLACE LANDING GEAR HANDLE IN "UP" POSITION.

CTN ABOE /1/.

CTN ABOVE /1/.

/2/. ONE OF THE CREW, WHILE STANDING IN NAVIGATORS COMPARTMENT,

9

TRANS BUDGET - TELETYPE MESSAGE

OPENS SLIDING HATCHES, RESTING BODY WEIGHT ON LEFT HAND PLACED ON COCK-PIT FLOOR.

CAUTION,

DO NOT REST WEIGHT ON NOSE WHEEL WHICH WILL BE DIRECTLY UNDER YOU.

/3/. REACH RIGHT HAND UNDER AND FORWARD UNTIL VALVE IS LOCATED, PLACING INDEX AND THIRD FINGER ON EDGES OF VALVE PLUNGER.

/4/. PRESS VALVE PLUNGER IN AND HOLD - TELL OR SIGNAL PILOT TO IMMEDIATELY RETURN LANDING GEAR HANDLE TO "DOWN" POSITION. HOLD VALVE IN UNTIL NOSE WHEEL GOES TO "DOWN" AND LOCKED POSITION.

/C/. SHOULD IT BE IMPOSSIBLE BY ABOVE PROCEDURE TO LOCATE VALVE WITH FINGERS OR IMPOSSIBLE TO PRESS IT IN AND HOLD IT, THERE IS ANOTHER PROCEDURE BY WHICH IT IS POSSIBLE TO OBTAIN DIRECT ACCESS TO THIS VALVE.

/1/. FLYING WILL BE DONE FROM CO-PILOTS POSITION DURING THIS PROCEDURE.

/2/. MEASURE BACK 5 INCHES FROM BOTTOM REAR OF BRAKE CONTROL COVER /THIS IS THE RAISED COVER EXTENDING BACK FROM BETWEEN RUDDER PEDALS ON PILOTS SIDE/ AND ONE INCH OVER TO THE LEFT FROM INSIDE EDGE OF RIGHT HAND TRACK OF PILOTS SLIDING SEAT. THIS POINT WILL BE APPROXIMATELY OVER LOAD AND FIRE VALVE.

/3/. CAREFULLY "GOUGE" A SMALL HOLE / 3 IN TO 4 IN SQUARE/ THROUGH DURAL FLOOR. EXTREME CAUTION MUST BE USED AS ENGINE CONTROL CABLES AND HYDRAULIC LINES ARE UNDER THIS POINT.

TRANS BUDGET-TELETYPE MESSAGE

/4/. PLUNGER END OF LOAD AND FIRE VALVE WILL BE EXPOSED AND CAN BE PUSHED IN WITH SCREWDRIVER OR OTHER SUITABLE MEANS AS FOLLOWS,

/A/. MAIN LANDING GEAR HANDLE "UP" POSITION.

/B/. PRESS IN LOAD AND FIRE VALVE AND HOLD. SIMULTANEOUSLY PLACING MAIN LANDING GEAR HANDLE TO "DOWN" POSITION.

/C/. HOLD LOAD AND FIRE VALVE IN UNTIL NOSE GEAR IS "DOWN" AND LOCKED.

/D/. CHECK LANDING GEAR INDICATOR FOR GEAR "DOWN" AND LOCKED.

IN SOME RARE CASES, WITH HYDRAULIC SYSTEM NORMAL BUT WITH IMPROPER ADJUSTMENT OF LOAD AND FIRE VALVE, THE NOSE WHEEL GEAR WILL NOT RELEASE. EITHER OF ABOVE PROCEDURES MAY BE FOLLOWED, BUT USE CAUTION IF THE FIRST OR "FINGER" METHOD IS TRIED AS THE VALVE OPERATING CAM MAY COME AROUND AND STRIKE CENTER OF VALVE PLUNGER WHILE BEING HELD IN.

/D/. MAIN GEAR

NOTE, THERE MAY BE A CONDITION, USUALLY RARE, WITH HYDRAULIC PRESSURE NORMAL WHERE ONE, OR THE OTHER OF THE MAIN GEAR, LOAD ANDFIRE VALVES REFUSE TO FIRE WHEN LANDING GEAR HANDLE IS PLACED TO "DOWN" POSITION. ON ONE KNOWN OCCASION, THIS WAS MADE TO FUNCTION BY THE FOLLOWING PROCEDURE, WHICH WILL BE INCLUDED IN THIS LIST, IN CASE IT SHOULD EVER BE NEEDED AGAIN. THIS MAY OR MAY NOT WORK, BUT IF IT DOES, WILL SAVE A "BELLY LANDING".

/1/. TRY RETRACTING AND LOWERING GEAR SEVERAL TIMES TO SEE IF IT WILL WORK. IF NOT, RETRACT MAIN GEAR.

TRANS BUDGET - TELETYPE MESSAGE

/2/. CLIMB TO FAIRLY HIGH ALTITUDE /10,000 TO 12,000 FT/ AS ALTITUDE WILL BE LOST DURING "BLEEDING " OPERATION.

/3/. SET PROPELLER GOVERNOR CONTROLS TO FULL HIGH PITCH/LOW RPM- APPROXIMATELY 1300/ WITH AS MUCH POWER AS IS SAFE, NOT TO EXCEED 25" HG. ABOVE 6000 FT OR 31" HG. BELOW 6000 FT.

/4/. LANDING GEAR HANDLE TO "UP" POSITION.

/5/. BLEED HYDRAULIC PRESSURE AS LOW AS POSSIBLE /300-600 LB/ BY PLACING EMERGENCY NOSE GEAR HANDLE DOWN AND PUMPING BRAKES.

/6/. WHILE CONTINUING "BLEEDING" TO HOLD PRESSURE AS LOW AS POSSIBLE , MAIN LANDING GEAR HANDLE /WHITE/ TO DOWN POSITION. IF MALFUNCTIONING WHEEL HAS NOT RELEASED BEFORE 2000 FT IS REACHED, ADVANCE RPM AND POWER AND CLIMB UP TO ALTITUDE. REPEAT PROCEDURE. IF NOT SUCCESSFUL, A "BELLY LANDING" IS INDICATED. WHEN IT IS DECIDED THAT A "BELLY LANDING" IS NECESSARY.

/A/ RETRACT GEAR. LEAVE MAIN LANDING GEAR HANDLE IN "UP" POSITION.

/B/. PLACE EMERGENCY NOSE GEAR HANDLE "DOWN".

/C/. BLEED SYSTEM AS LOW AS POSSIBLE. /300 - 600 FT /

/D/. PLACE MAIN GEAR HANDLE IN "DOWN" POSITION.

NOTE. AT THIS POINT THE GOOD MAIN GEAR MAY UNLOCK OF

IT IS IMPOSSIBLE TO BLEED HYDRAULIC PRESSURE LOW ENOUGH. OBVIOUSLY IF THIS HAPPENS IT WILL BE NECESSARY TO RETRACT ALL GEARS AND MAKE A FULL "BELLY" LANDING".

/E/. PUMP NOSE GEAR "DOWN" AND "LOCKED" BY HAND PUMP.

NOTE, ACCORDING TO THE PILOTS MANUAL, IT IS BETTER TO

TRANS BUDGET-TELETYPE MESSAGE

---- MAKE A "BELLY LANDING" WITH NOSE GEAR DOWN AND LOCKED.

XXXM

/F/. RETURN MAIN GEAR HANDLE TO NEUTRAL.

/7/ NOSE GEAR UNCLOKED ---------- CTN. UNLOCKED

NOTE. CASE WHERE THE NOSE WHEEL IS DOWN BUT LOCK PIN DOES ----- NOT INSERT /DUE TO FAULTY ALIGNMENT/ ARE INDICATED BY WARNING HORN WHEN THROTTLES ARE RETARDED AND BY POSITION OF NOSE GEAR INDICATOR INSTRUMENT. SUCCESSFUL LANDINGS /ACCOMPLISHED WITH NO DAMGE, BY THE FOLLOWING PROCEDURE.

/A/. MOVE CENTER OF GRAVITY REARWARD /WITHIN ALLOWABLE LIMITS/ BY MOVING BALLAST OR CREW MEMBERS REARWARD.

/B/. CO-PILOT INCREASE HYDRAULIC PRESSURE AS HIGH AS POSSIBLE BY HAND PUMP /USUALLY ABOUT 1200 LBS./.

/C/. MAKE NORMAL TWO-POINT /NOSE UP/ LANDING ON MAIN GEAR AS CLOSE TO END OF RUNWAY AS IS CONSISTENT WITH SAFETY. CO-PILOT STEADILY PUMP HAND PUMP DURING ENTIRE LANDING RUN AND KEEP HYDRAULIC PRESSURE AS HIGH AS POSSIBLE /HYDRAULIC PRESSURE KEEPS NOSE GEAR FROM COLLAPSING SO THIS IS IMPORTANT/. IMMEDIATELY AFTER LANDING, LOWER NOSE WHEEL GENTLY FOR A SLIGHT TAP ON RUN WAY, AND RAISE AGAIN SLIGHTLY, HOLDING ----- OFF AS X LONG AS POSSIBLE. / THIS PROBABLY WILL TAP LOCK PIN IN

TRANS BUDGET - TELETYPE MESSAGE

PLACE/. USE AS MUCH OF RUNWAY AS POSSIBLE WITHOUT USE OF BRAKES, KEEPING CONTROL COLUMN ALL THE WAY BACK. WHEN NECESSARY, APPLY BRAKES SMOOTHLY, AVOIDING SUDDEN APPLICATION.

/D/. "IMPORTATNNT" WHEN AIRPLANE HAS STOPPED,DO NOT MOVE AGAIN UNTIL NOSE GEAR LOCK PIN IS VISUALLY CHECKED. IF THE LANDING JOLTED IT IN PLACE PROCEED WITH NORMAL TAXI-IN TO LINE. IF NOSE GEAR STILL UNLOCKED LOCK BY SOME MECHANICAL MEANS USUALLY EASILY ACCOMPLIEHSHED.

/1/. CHEEKHYDRAULIC PRESSURE FOR NORMAL.

/2/. ALL WHITE PAINTED HANDLES TO NEUTRAL EXCEPT LANDING GEAR.

/3/. CHOCK WHEELS OR PULL EMERGENCY AIR BRAKE AND RELEASE BRAKES.

/4/. CUT ENGINES

IMPORTANT

"D. ENGINE FAILURE AT TAKE-OFF

/1/. PROBABLY THE MOST SERIOUS EMERGENCY WHICH CAN ARISE DURING TAKE-OFF IS FAILURE OF ONE OR BOTH ENGINES. ACTION POSSIBLE BY THE PILOT IN EVENT OF FAILURE OF BTOTH ENGINES IS VERY LIMITED, THEREOFRFORE, THIS DISCUSSION WILL BE RESTRICTED TO RECOMMENDED PROCEDURE IN EVENT OF FAILURE OF ONE EHNGINE.

/A/. IF ONE ENGINE SHOULD FAIL DURING THE GROUND RUN OF A

TRANS BUDGET-TELETYPE MESSAGE

A
TAKE OFF, THE IMMEDIATE RESULT WOULD BE THAT THE AIRPLANE WOULD SWERVE. /CTN. ABOVE OMIT 9/ THE PILOT SHOULD IMMEDIATELY CUT THE OTHER ENGINE AND USE THE BRAKES AS MUCH AS POSSIBLE. IT WILL BE IMPOSSIBLE, EVEN WITH A LIGHT LOAD, TO CONTINUE THE TAKE OFF WITH ONE ENGINE.

B. SUDDEN FAILURE OF ONE ENGINE DURING THE SHORT INTERVAL IMMEDIATELY AFTER LEAVING THE GROUND AND BEFORE REACHING THE MINIMUM SPEED FOR FLYING ON SINGLE ENGINE WILL CAUSE THE AIRPLANE TO BECOME UNCONTROLLABLE, AND IF THIS TAKES PLACE, THE PULOT SHOULD CUT THE OTHER ENGINE AND LAND STRAIGHT AHEAD. IT IS NOT PRACTICAL TO STATE DEFINITELY THE MINIMUM SPEED FOR SINGLE ENGINE FLYING AS THIS IS DETERMINED TO A LARGE EXTENT BY THE PILOTS CAPABILITIESA THE GROSS WEIGHT OF THE AIRPLANE, THE POWER AVAILABLE FROM THE REMAINING ENGINE AND THE POSITION OF THE LANDING GEAR. THE AVERAGE PILOT ON THE ALERT AND REACTING QUICKLY WILL BE ABLE TO CONTINUE TAKE OFF WITH A NORMAL GROSS WEIGHT, THE LANDING GEAR IN THE PROCESS OF RETRACTING, IF THE AIR SPEED AT THE TIME OF ENGINE FAILURE IS NOT LESS THAN APPROXIMATELY 135 M. P. H. THE AIRPLANE SPEED SHOULD NOT BE ALLOWED TO DROP BELOW THE MINIMUM OF APPROXIMATELY 135 M. P. H. AT ANY TIME DURING FLIGHT ON ONE ENGINE.

TRANS BUDGET - TELETYPE MESSAGE

C. THE FOLLOWING ACTIONS ON THE PART OKF THE PILOT, ARRANGED IN PROPER SEQUENCE, SHOULD ENABLE HIM TO ACCOMPLISH THE MOST POSSIBLE IN EVENT OF ONE ENGINE FAILURE.

/1/. IMMEDIATELY APPLY ALL THE RUDDER POSSIBLE INTO THE RUNNNING ENGINE AND AT THE SAME TIME BANK THE AIRPLANE WITH THE RUNNING ENGINE DOWN UNTIL A REASONABLE STRAIGHT COURSE CAN BE MAINTAINED.

//2/. RETRACT THE ALNDING GEAR IF IT IS NOT ALREADY RETRACTED.

/3/. FEATHER THE PROPELLER ON THE FAILING ENGINE. THIS ACTION SHOULD BE DELIBERATE AS IT WOULD NATURALLY BE DISASTROUS TO MAKE A MISTAKE AND FEATHER THE RUNNING ENGINE. ALSO, THERE IS ALWAYS A BARE POSSIBILITY THAT THE FAILING ENGINE MAY PICK UP AND START RUNNING AGAIN.

/4/. INCREASE THE POWER OF THE RUNNING ENGINE TO THE FULLEST EXTENT POSSIBLE BUT DO NOT GREATLY EXCEED RATED TAKE OFF MANIFOLD PRESSURE AS THIS WILL LEAD TO DETONATION WITH A CONSEQUENT LOSS OF POWER. DO NOT EXCEED RATED MANIFOLD PRESSURE AT ALL IF IT IS NOT NECESSARY.

/5/ REDUCE RUDDER FORCES, WHICH WILL BE HEAVY, BY USE OF THE RUDDER TRIMTAB, THEREBY ENABLING THE FLIGHT TO CONTINUE ON A STRAIGHT COURSE WITH THE WINGS NEARLY HORIZONTAL. DO NOT UNDER ANY CIRCUMSTANCES PERMIT THE RUNNING ENGINE TO GET ABOVE THE FAILING ENGINE WHILE FLYING AT A SLOW SPEED. IT IS SUGGJSTED THAT 200 MPH BE THE MINIMUM SPEED AT WHICH A TURN IS MADE INTO THE FAILING ENGINE WHILE AT LOW ALTITUDE.

/6/ IF THE PILOT IS USING 30 DEGREE WING FLAP FOR TAKE OFF, IT WILL BE NECESSARY TO RAISE THE FLAPS AS SOON AS POSSIBLE IN ORDER TO DECREASE DRAG. THIS WILL BE A DIFFICULT OPERATION AT LOW ALTITUDE

TRANS BUDGET-TELETYPE MESSAGE

AND AT SLOW SPEEDS. IN ORDER TO PREVENT LOSS OF ALTITUDE WHEN THE FLAPS ARE RAISED. IT WILL BE NECESSARY TO CONTERACT THE LOSS OF LIFT BY IMMEDIATELY PULLING THE NOSE UP. IF CONDITIONS ARE CRITICAL, I. E., LOW ALTITUDE AND SLOW SPEED, THE FLAPS SHOULD BE RAISED IN SEVERAL STEPS OR INCREMENTS IN ORDER TO AVOID LARGE CHANGES IN EITHER SPEED OR ALTITUDE.

/7/ THE DRAG OF THE AIRPLANE MAY BE FURTHER REDUCED, THEREFORE INCREASING SINGLE ENGINE PERFORMANCE, BY CLOSING THE COWL FLAP AND OIL COOLER SHUTTER ON THE ENGINE WITH THE FEATHERED PROPELLER.

D.

-- WHEN MAKING A SINGLE ENGINE LANDING IT SHOULD BE REMEMMBERED THAT THE AIRPLANE CANNOT MAINTAIN ALTITUDE ON ONE ENGINE WITH THE LANDING GEAR EXTENDED. THE RUDDER TRIM TAB USED FOR SINGLE C ENGINE FLIGHT SHOULD BE AT LEAST PARTIALLY REDUCED BEFORE LANDING TO PREVENT HIGH RUDDER FORCES WHEN THE ONE ENGINE IS THROTTLED. IT SHOULD ALSO BE POINTED OUT THAT THE PILOT IS IN SERIOUS DIFICULTY AGAIN IF HE COMPLETELY OVERSHOOTS THE LANDING FIELD WHILE ON ONE ENGINE WITH THE LANDING GEAR DOWN. ON SUCH A LANDING, THE PILOT SHOULD UNDER NO CIRCUMSTANCES PERMIT THE SPEED TO FALL BELOW 135 MPH UNTIL HE IS DEFINITELY SURE OF MAKING THE LANDING.

CTN LAST WORD IN 3RD LINE UNDER D. OMIT C

E.

-- TECHNICAL ORDER 01-1-17 DATED APRIL 23, 1942, GIVES FURTHER INFORMATION ON OPERATION OF MULTI-ENGINED AIRPLANES WITH ONE ENGINE USELESS, AND PILOTS SHOULD FAMILIARIZE THEMSELVES WITH THE CONTENTS OF THIS TECHNICAL ORDER.

IN ADDITION TO EH FOREGOING, THE FOLLOWING PILOTS CHECK LIST IS

TRANS BUDGET - TELETYPE MESSAGE

RECOMMENDED.

STARTING AND WARM-UP

1. PARKING BRAKES "ON". CHECK EMERGENCY AIR BOTTLE VALVE FOR "ON" AND PRESSURE NORMAL /1000LB/.
2. CHECK ALL HATCHES, COVERS, BOMB BAY DOORS, CAMERA DOORS, AND ENGINE COWLING FOR SECURITY. PILOTS ENTRANCE LADDER "UP" AND SECURED.
3. TURN ON BATTERY, MASTER, AND PROPELLER SAFETY SWITCHES.
4. PLACE PROPELLER TOGGLE SWITCHES TO AUTOMATIC AND PROPELLER GOVERNOR CONTROLS FULL FORWARD TO LOW PITCH /HIGH RPM/.
   NOTE- ENGINES WILL BE STARTED AND STOPPED IN THIS POSITION.
5. ENGINES IN LOW BLOWER /ALWAYS START AND TAKE-OFF IN LOW BLOWER/.
6. CARBURETOR HEAT CONTROL TO COLD.
7. TURN ON ENGINE SWITCH /ENGINE TO BE STARTED/.
8. MIXTURE CONTROLS IN "IDLE CUT OFF".
9. TURN ON BOOSTER PUMP SWITCH /ENGINE TO BE STARTED/.
10. START ENGINE WITH EITHER A BATTERY CART, AUXILIARY POWER PLANT, OR ENERGIZER -USING PRIMER AS NECESSARY. AS SOON AS ENGINE STARTS, MOVE MIXTURE CONTROL SMARTLY TO AUTOMATIC RICH. WARM UP ENGINES AT 1000 RPM.
11. BOOSTER PUMP SWITCH "OFF", AFTER FUEL PRESSURE IS NORMAL
12. CHECK HYDRAULIC PUMPS ON EACH ENGINE 750 LB MIN. AND 950 LB - 1050 LB MAX.
13. CHECK OPERATION OF COWL FLAPS, OIL COOLER SHUTTERS AND WING FLAPS.
    NOTE- COWL FLAPS AND OIL COOLER SHUTTERS MUST BE "OPEN" DURING WARM-UP AND TAKE-OFF.
14. RETURN ALL CONTROL HANDLES, PAINTED WHITE TO "NEUTRAL" AFTER OPERATION- EXCEPT LANDING GEAR CONTROL ON GROUND.
15. RELEASE AND RE-SET PARKING BRAKES.
16. AFTER PROPER ENGINE TEMPERATURES AND PRESSURES HAVE BEEN REACHED- OIL APPROXIMATELY 40 DEGREES AND 80 LB - 90 LB, CYLINDER HEAD TEMPERATURE MINIMUM OF 100 DEGREES, CHECK PROPELLER OPERATION AT

TRANS BUDGET-TELETYPE MESSAGE

25" HG MANIFOLD PRESSURE BY,

/1/. DECREASE RPM TO OBTAIN LOSS OF APPROXIMATELY 200 RPM, USING DECREASE RPM SWITCH, THEN RETURN TO ORIGINAL RPM BY USING INCREASE RPM SWITCH.

/2/ PLACE BOTH PROPELLER TOGGLE SWITCHES IN AUTOMATIC.

/3/ DECREASE RPM TO OBTAIN A LOSS OF APPROXIMATELY 200 RPM BY PROPELLER GOVERNOR CONTROL, THEN BACK TO ORIGINAL RPM BY SAME CONTROL.

17. RAPIDLY, BUT SMOOTHLY, INCREASE MANIFOLD PRESSURE TO 49 LB /NOT TO EXCEED 5-10 SECONDS/ TO CHECK THAT GOVERNOR DOES NOT EXCEED 2600 RPM
18. CHECK MAGNETOS WITH PROPELLER CONTROL IN FULL FORWARD POSITION AND ENGINE AT 30" /RPM SHOULD BE APPROXIMATELY 2000 TO 2250/ NOT TO EXCEED 15 SEC.
19. CHECK IGNITION MASTER SWITCH OFF MOMENTARILY AT IDLING RPM.
20. CHECK VOLTAGE AND GENERATOR OUTPUT WITH BOTH ENGINES AT 1900 RPM. IF THE DIFFERENCE IN GENERATOR READINGS EXCEED 15 AMPERES- INVESTIGATE.
21. CHECK RADIO.
22. ALL FLIGHT INSTRUMENTS UN-CAGED.
23. AUTOMATIC PILOT MASTER SWITCH OFF.
24. IMMEDIATELY UPON STARTING TO TAXI, TRY BRAKES FOR PROPER FUNCTIONING.

BEFORE TAKE-OFF

1. WHILE TAXIING TO TAKE-OFF POSITION, MAKE A SMART TAXI RUN UNTIL AIRSPEED INDICATES 50 - 60 MPH, CHECKING FOR NOSE WHEEL SHIMMY AND FOR

TRANS BUDGET - TELETYPE MESSAGE

PROPER BRAKE FUNCTIONING.
2. MASTER SWITCH AUTOMATIC PILOT CONTROL "OFF".
3. CHECK FLIGHT ONXXX CONTROLS FOR FREE MOVEMENT.
4. BLOWER RATIO /LOW/.
5. CARBURETOR HEAT CONTROL /COLD/.
6. COWL FLAPS /OPEN/.
7. OIL COOLER FLAPS /OPEN/.
8. MIXTURE CONTROLS /AUTOMATIC RICH/.
9. PROPELLER SAFETY SWITCHES /ON/.
   - TOGGLE SWITCHES /AUTOMATIC/.
   - GOVERNOR CONTROLS FULL FORWARD HIGH RPM.
10. SET THROTTLE AND PROPELLER LOCKS FOR PROPER FRICTION.
10A. SET AILERON TO NEUTRAL.
11. APPLY 2 DEGREES TO 3 DEGREES RT. RUDDER TAB.
12. APPLY 5 DEGREES TAIL HEAVY ELEVATOR TAB /IF LIGHTLY LOADED/.
13. LOWER WING FLAPS AS DESIRED /NORMAL 1/4 TO 1/2/.
14. CHECK GASOLINE GAUGES.
15. BOOSTER PUMPS "ON".
    NOTE- TURN "OFF" AFTER TAKE-OFF AS SOON AS PRACTICABLE.
16. SPARE INVERTER "ON".
    NOTE- TURN "OFF" AFTER TAKE-OFF AS SOON AS PRACTICABLE.
17. RUN ENGINES UP MOMENTARILY AT APPROXIMATELY 40" HG AND 2500 RPM.
18. REDUCE TO 30" HG AND CHECK MAGNETOS.
19. REMOVE SAFETY LOCK FROM LANDING GEAR HANDLE.
20. MAXIMUMS FOR TAKE-OFF.
    MANIFOLD PRESSURE 49"HG PROPELLER GOVERNORS 2600 RPM
    CYLINDER HEAD TEMP. 215 DEGREES C MAX. 100 DEGREES C MIN.

TRANS BUDGET - TELETYPE MESSAGE

OIL TEMPERATURE	95 DEGREES C MAX.	40 DEGREES C MIN.
OIL PRESSURE	90 LB MAX.	YP LB MIN.
FUEL PRESSURE	15 LB TO 17 LB	
HYDRAULIC PRESSURE	750 LB TO 1050 LB	

21. RETRACT LANDING GEAR AS SOON AS PRACTICABLE AFTER TAKE-OFF.
22. RETRACT WING FLAPS AS SOON AS PRACTICABLE. /RECOMMEND AT LEAST 300 FT TO 400 FT ALTITUDE./
23. OBTAIN 150 MPH AS SOON AS POSSIBLE.
24. REDUCE MANIFOLD PRESSURE AND RPM TO APPROXIMATELY 38" AND 2400 RPM AS SOON AS PRACTICABLE.
    NOTE- FULL MILITARY POWER OF 49" AND 2600 RPM IS ALLOWED FOR FIVE MINUTES, BUT IS NOT GOOD PRACTICE UNLESS ABSOLUTELY NEEDED.
25. CONTINUE CLIMB AT THIS POWER SETTING AND AT 170 MPH UNTIL APPROXIMATELY 1500 - 2000 FT ALTITUDE IS REACHED, THEN REFER TO ENGINE CHECK CHART FOR DESIRED AND ALLOWABLE POWER SETTINGS FOR CLIMB AND CRUISING.
26. SET COWL FLAPS AS DICTATED BY CYLINDER HEAD TEMPERATURES.
27. SET OIL COOLERS AS DICTATED BY OIL TEMPERATURES.
    NOTE- KEEP OIL COOLER SHUTTERS CLOSED OR NEARLY CLOSED IN OUTSIDE AIR TEMPERATURES 0 DEGREES C OR LESS. WITH SHUTTERS OPEN, OIL IS CONGEALED, SOMETIMES CAUSING A SEVERE RISE IN OIL TEMPERATURES, BRINGING ABOUT THE UNUSUAL PROCEDURE OF HAVING TO CLOSE SHUTTERS TO REDUCE TEMPERATURES.

BEFORE LANDING

TRANS BUDGET - TELETYPE MESSAGE

1. AUTOMATIC FLIGHT CONTROL /"OFF"/.
2. MIXTURE /AUTOMATIC RICH/.
3. CARBURETOR HEAT CONTROL /AS DICTATED BY ATMOSPHERIC CONDITIONS.
4. CHECK FOR SUFFICIENT FUEL IN MAIN TANKS.
5. REDUCE SPEED TO 150 MPH. LOWER LANDING GEAR.
6. CHECK GEAR WARNING INDICATOR THAT GEAR IS DOWN AND LOCKED.
7. CHECK HYDRAULIC PRESSURE- NORMAL 750 TO 950.
8. LOWER WING FLAPS AS DESIRED.
9. PROPELLER TOGGLE SWITCHES IN AUTOMATIC /RPM 2200 TO 2300/.

AFTER LANDING

1. LANDING GEAR HANDLE SAFETY LOCK "ON". "/IT IS RECOMMENDED THAT THIS BE DONE ONLY AFTER AIRPLANE HAS COME TO COMPLETE STOP./
2. COWL FLAPS AND OIL COOLERS /OPEN/.
3. WING FLAPS /UP/.
4. PROPELLER GOVERNOR CONTROLS FULL FORWARD /HIGH RPM/.
5. TAXI IN.
6. PARKING BRAKES /ON/ AFTER BRAKES HAVE THOROUGHLY COOLED.
7. RUN ENGINES FEW SECONDS AT 1000 RPM. MIXTURE CONTROLS TO IDLE CUT OFF. ALL SWITCHES OFF IS SOON AS PROPELLERS HAVE STOPPED.

CHIEF, FIELD SERVICES

END
MF
10 50 AM

TRANS BUDGET-TELETYPE MESSAGE

DECLASSIFIED

SECRET

HEADQUARTERS ARMY AIR FORCES

S06/1/1 S75/11/1 S05/19/5 S15/27/5

ROUTING AND RECORD SHEET

DECLASSIFIED DOD Ltr. 8 Jan & 20 June 1974 By: NLN/LC; Date: 11/4/75 PKC

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

File No. _____

Tally No. AAF _____

SUBJECT: Sending Pursuit Planes into Australia.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	Ferry Command	1942 4/2	It is desired that you make a study of the problem of sending pursuit planes into Australia by unloading them from the ships at the Marquesas and flying them in step by step, utilizing islands in the Tuamotu Archipelago, Society Islands, South Cook Islands, Samoa, Fiji Islands and New Caledonia, wherever landing fields may be created.
	[redacted]			
	[illegible]	[illegible]	1942 4/29	1. Lack of adequate harbor facilities at the Marquesas will preclude unloading of crated aircraft at that port. 2. If shipping be available, an alternative plan is suggested: that aircraft be unloaded at Christmas Island and flown from there to Australia. The distance from San Francisco to Christmas is no greater than to the Marquesas. Airdrome facilities at Christmas are adequate. Harbor improvements at Christmas are now under way and an adequate harbor should soon be available there. Map of the operation proposed is attached. 3. If it is desired to set up an alternate route to Australia side stepping Hawaii it will be necessary to do so via Valparaiso, Chile and thence westward through Juan Fernandez, Easter Island and Pitcairn. The fields between the United States and Valparaiso are sufficient and adequate. The longest hop from Valparaiso, Chile, to Australia is not more than 1500 miles. The fields between Valparaiso and Australia, in addition to those now available, could be constructed on the islands of Juan Fernandez, Mas Atierra; Podesta; Easter; Pitcairn; Tahiti; and Rarotonga. It is estimated that these airdromes could be constructed within a period of six to eight months after equipment and material is available. Map showing the route proposed is attached.

Hq. Army Air Forces
APR 30 ..2
AAG RECEIVED

1 Incl.
Maps

Incl 1

(Do not use reverse side)

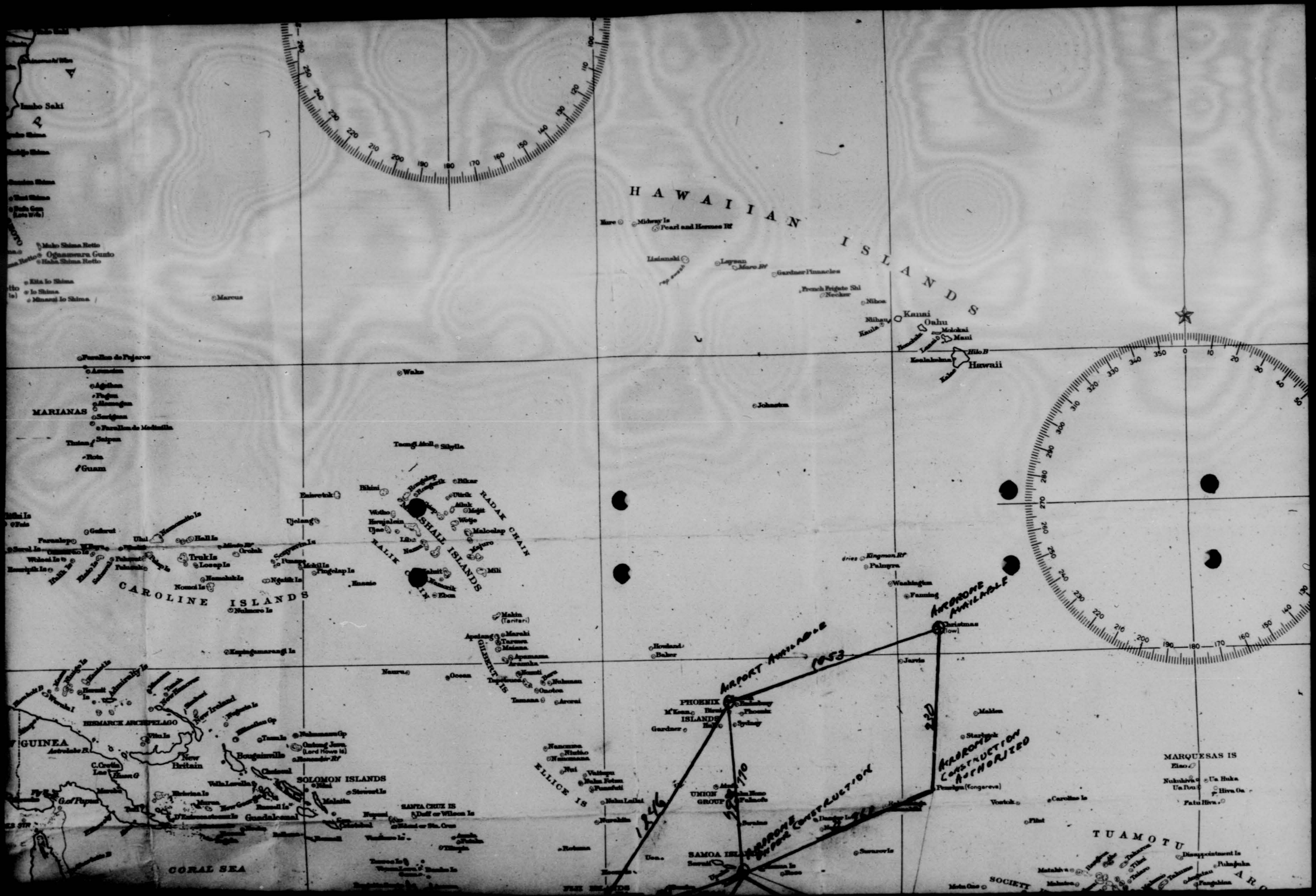
Page No. 2

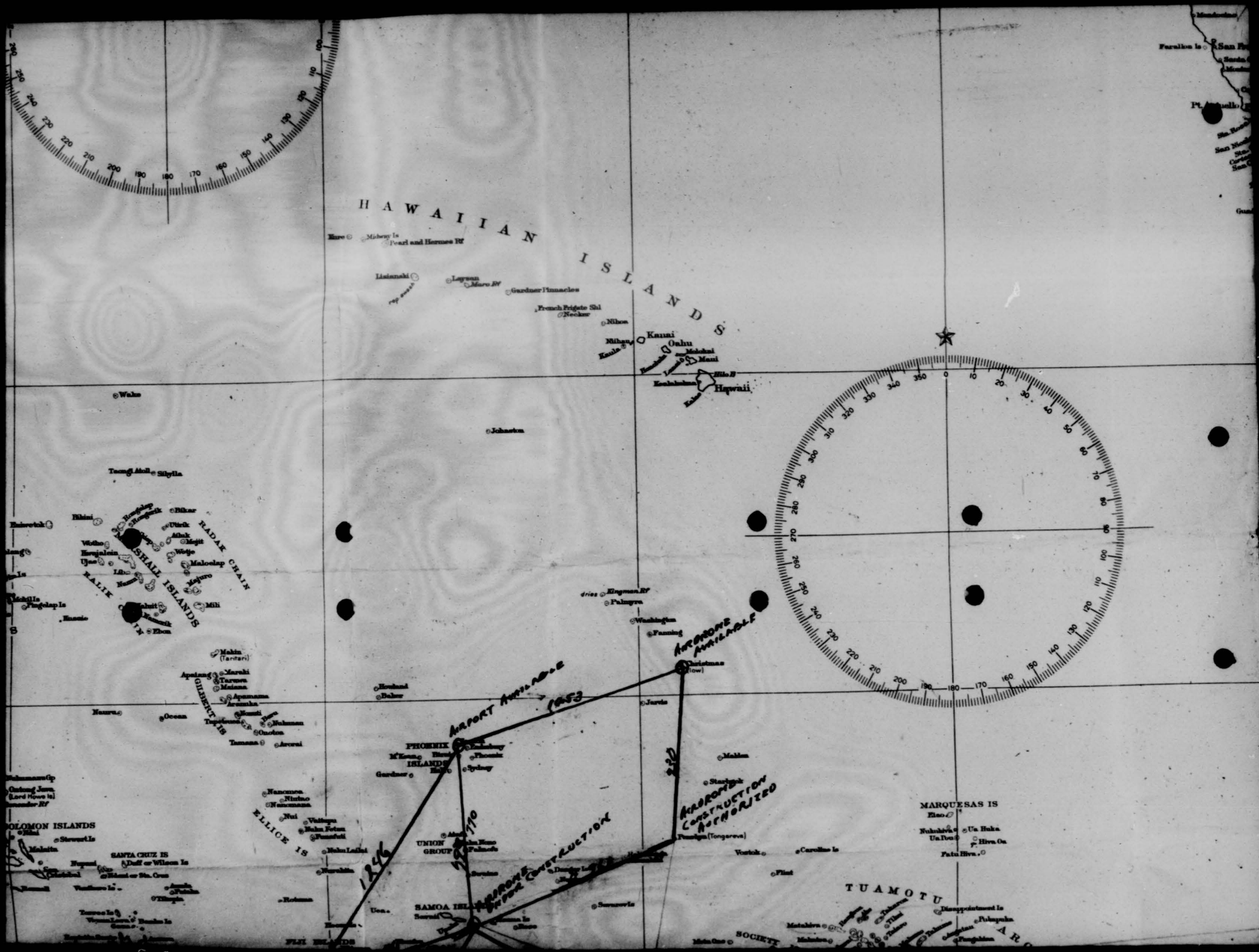
Asst. Chief of Air Staff, A-4/26/4

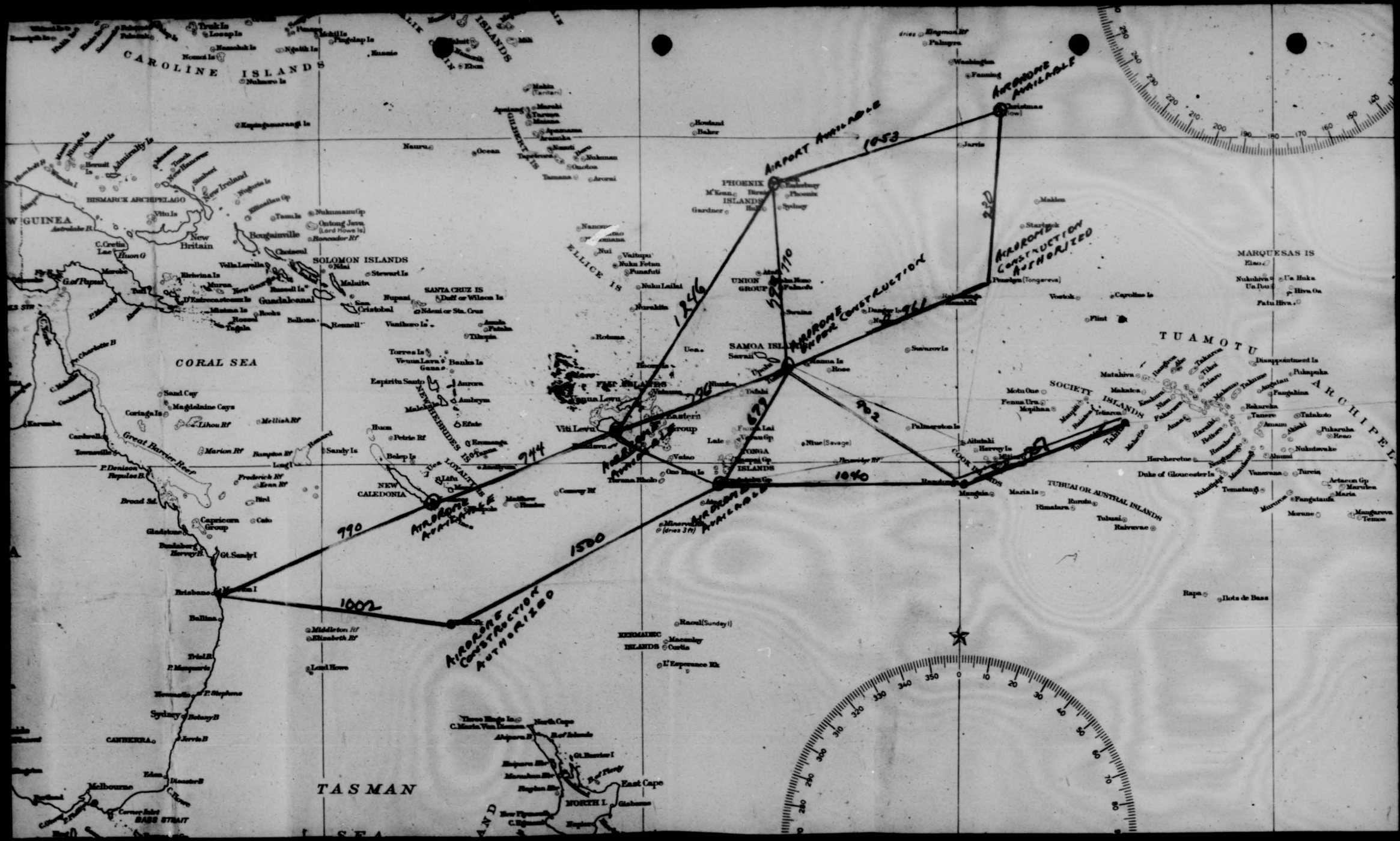
DECLASSIFIED

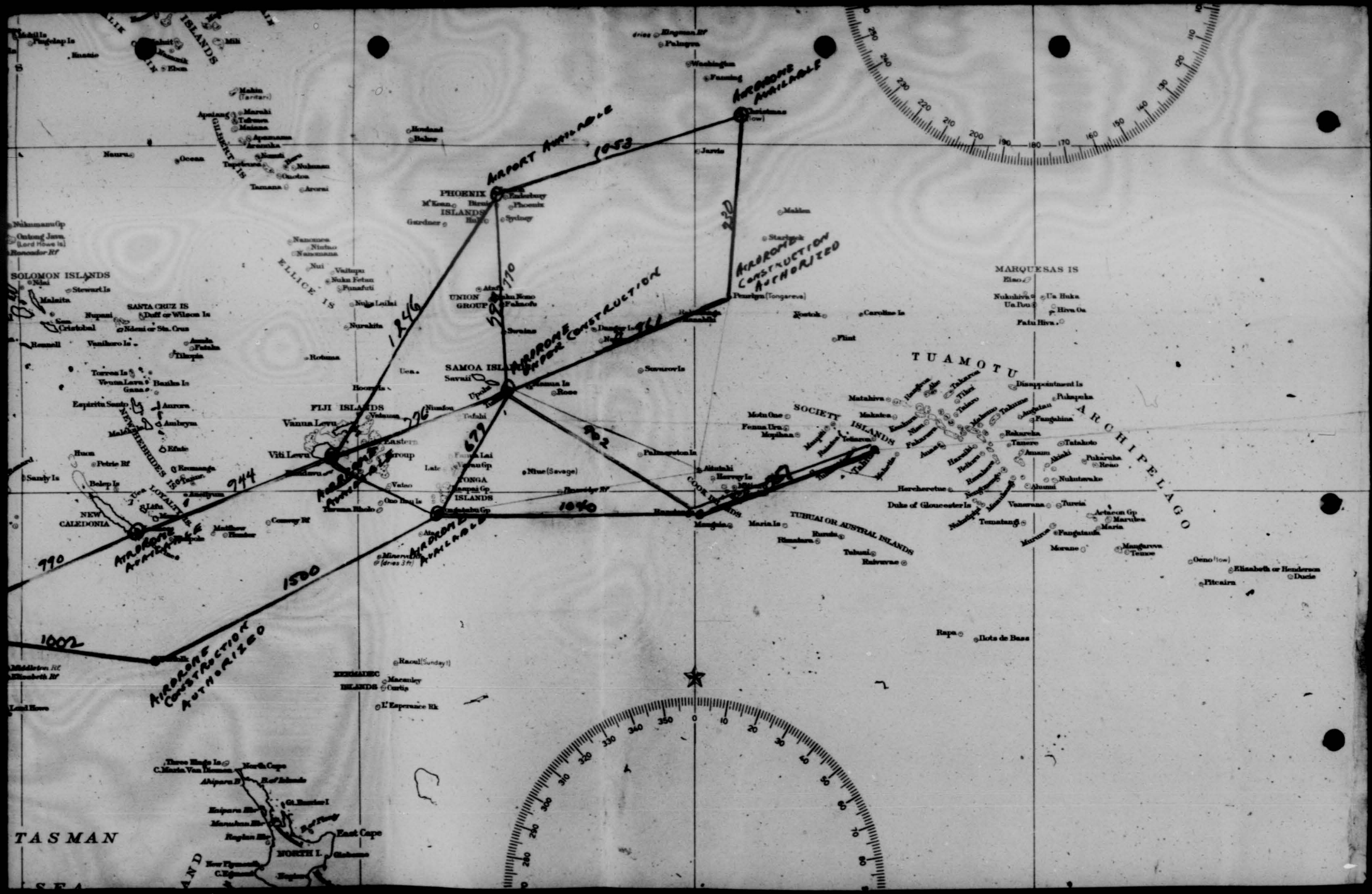
SECRET

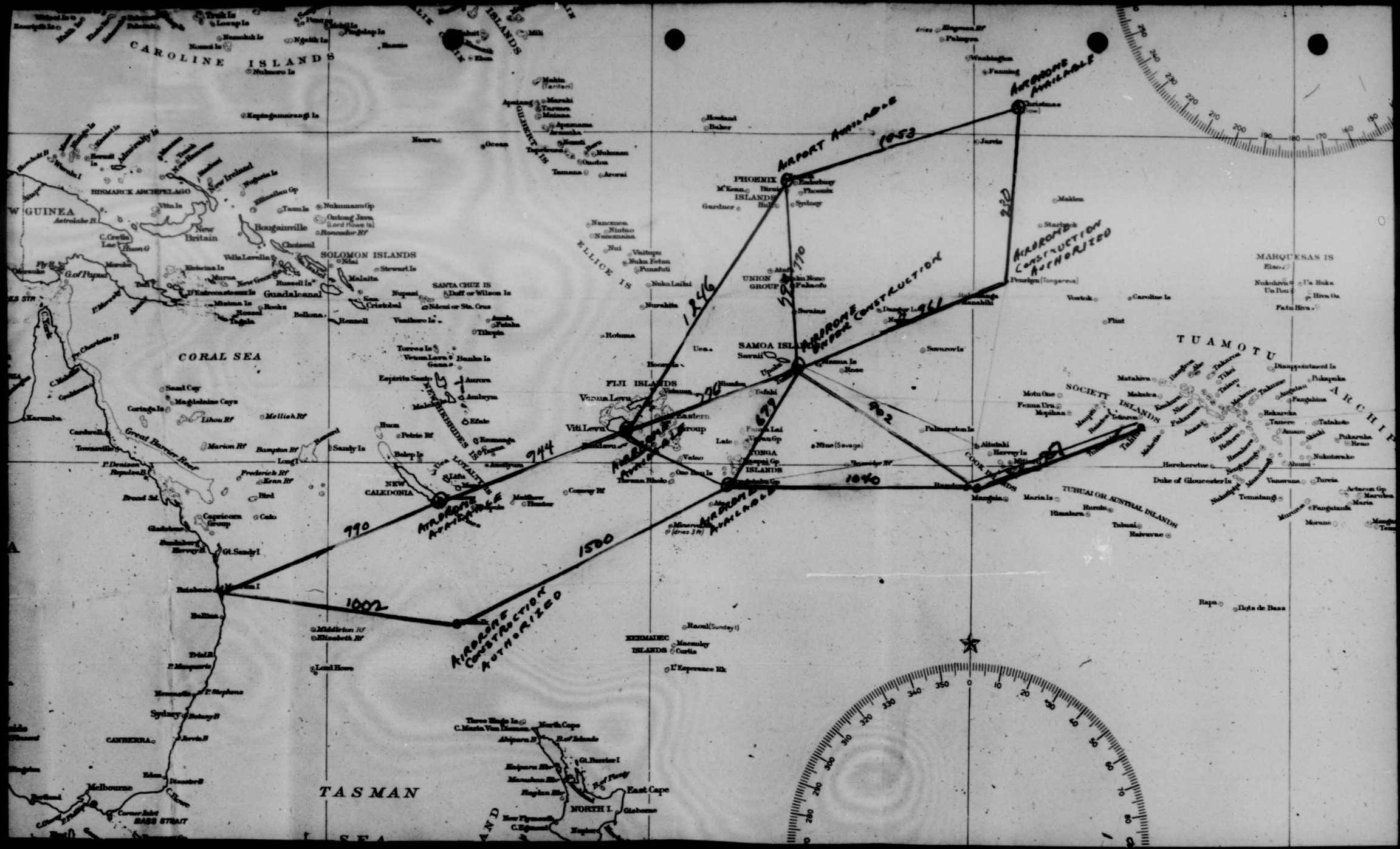
Air 014452.1 X "56"

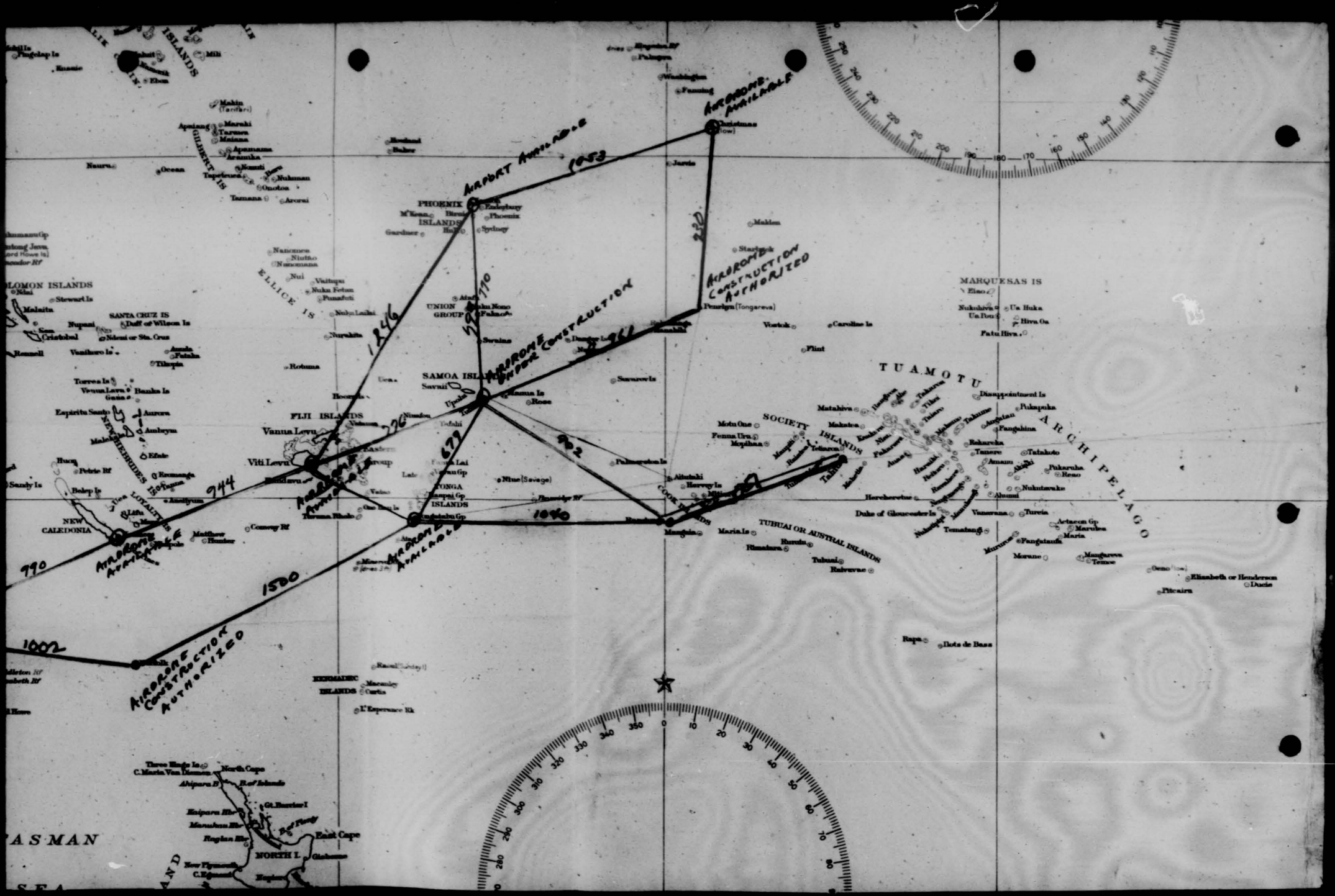

HAWAIIAN ISLANDS
Midway Is
Pearl and Hermes Rf
Gardner Pinnacles
French Frigate Shl
Necker
Nihoa
Kauai
Oahu
Maui
Hawaii
Johnston
Wake
Marcus
MARIANAS
Guam
Rota
Saipan
Tinian
Agrihan
Pagan
Alamagan
Anatahan
Farallon de Pajaros
Farallon de Medinilla
Asuncion
CAROLINE ISLANDS
Truk Is
Ponape
Kusaie
Ujelang
Eniwetok
Bikini
RADAK CHAIN
MARSHALL ISLANDS
RALIK
Mili
Jaluit
Majuro
Wotho
Ujae
Lib
Wotje
Maloelap
Mejit
Utirik
Bikar
Nukuoro Is
Kapingamarangi Is
Nauru
Ocean
GILBERT IS
Tarawa
Makin
Apaiang
Marakei
Abemama
Kuria
Aranuka
Onotoa
Tamana
Arorai
Howland
Baker
Jarvis
Kingman Rf
Palmyra
Washington
Fanning
Christmas (Low)
AIRDROME AVAILABLE
AIRPORT AVAILABLE 1953
PHOENIX ISLANDS
Gardner
Hull
Sydney
Phoenix
McKean
Birnie
AIRDROME CONSTRUCTION AUTHORIZED
AIRDROME CONSTRUCTION
AIRDROME BEFORE 1946
1946
1950
1952
UNION GROUP
Atafu
Nukunono
Fakaofo
SAMOA IS
Savaii
Upolu
Tutuila
Manua Is
Rose I
Swains Is
Tokelau Is
Penrhyn (Tongareva)
Manihiki
Rakahanga
Nassau I
Suwarrow Is
Danger Is
Penrhyn
Starbuck
Malden
Caroline Is
Vostok
Flint
MARQUESAS IS
Eiao
Nukuhiva
Ua Huka
Ua Pou
Hiva Oa
Fatu Hiva
TUAMOTU
Disappointment Is
Pukapuka
Takaroa
Takume
Tikei
Rekareka
Motutunga
Hao
Tahanea
Motu One
Makatea
Anaa
Faaite
Fangatau
Hereheretue
Tenararo
Reao
Pinaki
Pukarua
Napuka
Tepoto
Tatakoto
Vahitahi
Nukutavake
Pukapuka
Raraka
Katiu
Aratika
Kauehi
Raroia
Toau
Fakahina
Fakarava
Makemo
Hikueru
Marutea
Haraiki
Hiti
Mataiva
Rangiroa
Arutua
Manihi
Ahe
Takapoto
Takaroa
Takume
Tikei
Rekareka
Motutunga
Hao
Tahanea
Motu One
Makatea
Anaa
Faaite
Fangatau
Hereheretue
Tenararo
Reao
Pinaki
Pukarua
Napuka
Tepoto
Tatakoto
Vahitahi
Nukutavake
Pukapuka
Raraka
Katiu
Aratika
Kauehi
Raroia
Toau
Fakahina
Fakarava
Makemo
Hikueru
Marutea
Haraiki
Hiti
Mataiva
Rangiroa
Arutua
Manihi
Ahe
SOCIETY
Maiao
Tubuai
Rapa
Raivavae
Rimatara
Rurutu
Tubuai Manu
Mangareva
Pitcairn I
Henderson I
Ducie I
Oeno I
Gambier Is
Mururoa
Fangataufa
Marutea
Hao
Tahanea
Motu One
Makatea
Anaa
Faaite
Fangatau
Hereheretue
Tenararo
Reao
Pinaki
Pukarua
Napuka
Tepoto
Tatakoto
Vahitahi
Nukutavake
Pukapuka
Raraka
Katiu
Aratika
Kauehi
Raroia
Toau
Fakahina
Fakarava
Makemo
Hikueru
Marutea
Haraiki
Hiti
Mataiva
Rangiroa
Arutua
Manihi
Ahe
Takapoto
Takaroa
Takume
Tikei
Rekareka
Motutunga


HAWAIIAN ISLANDS
Midway Is
Pearl and Hermes Rf
Gardner Pinnacles
French Frigate Shl
Necker
Nihoa
Kauai
Oahu
Maui
Hawaii
Wake
Johnston
Palmyra
Washington
Fanning
Christmas
Howland
Baker
Jarvis
PHOENIX ISLANDS
Gardner
Sydney
Malden
Starbuck
Penrhyn (Tongareva)
Nanumea
Nukino
Nanumanga
Nui
Vaitupu
Nukufetau
Funafuti
Nukulaelae
UNION GROUP
Atafu
Nukunonu
Fakaofo
Swains
Rotuma
Uea
SAMOA ISLANDS
Savaii
Upolu
Tutuila
Manua Is
Rose I
Swains Is
FIJI ISLANDS
Suwarrow Is
Vostok
Caroline Is
Flint
MARQUESAS IS
Eiao
Nukuhiva
Ua Huka
Ua Pou
Hiva Oa
Fatu Hiva
TUAMOTU
Makatea
Rakahanga
Manihiki
Penrhyn
SOCIETY
Maitea
Mehetia
SOLOMON ISLANDS
Rennell
Malaita
Stewart Is
SANTA CRUZ IS
Duff or Wilson Is
Santa Cruz or Ndeni
Tikopia
Vanikoro Is
Tromelin
Ocean
Nauru
Tamana
Arorai
Onotoa
Tabiteuea
Nonouti
Kuria
Aranuka
Apamama
Maiana
Tarawa
Marakei
Apaiang
Makin (Tarifari)
GILBERT IS
ELLICE IS
Nanumea
Nukufetau
Nukulaelae
Vaitupu
Nui
Funafuti
Rotuma
Uea
Tongoa Is
Vanua Lava
Gaua
Aurora
Pentecost
Ambrym
Malekula
Efate
Erromango
Tanna
Aneityum
Futuna
Aniwa
Fotuna
Tikopia
Rennell
Malaita
Stewart Is
Ysabel
Guadalcanal
Florida Is
Savo
Bougainville
Choiseul
New Georgia
Rendova
Vangunu
Gatukai
Ranongga
Simbo
Kolombangara
Vella Lavella
Treasury Is
Shortland Is
Bougainville
Buka
Bonis
Carteret Is
Ontong Java
(Lord Howe Is)
Reef
Sikyilla
Taongi Atoll
Bikini
Rongerik
Rongelap
Utirik
Bikar
Ailuk
Mejit
Wotho
Wotje
Maloelap
Ujae
Lib
Majuro
Mili
Ebon
Namu
Kwajalein
Ailinglapalap Is
Jaluit
RADAK CHAIN
RALIK CHAIN
MARSHALL ISLANDS
AIRPORT AVAILABLE
1853
AIRPORT AVAILABLE
AIRPORT CONSTRUCTION AUTHORIZED
AIRPORT CONSTRUCTION
1946
1770
240
0
10
20
30
40
50
60
70
80
90
100
110
120
130
140
150
160
170
180
190
200
210
220
230
240
250
260
270
280
290
300
310
320
330
340
350


CAROLINE ISLANDS
BISMARCK ARCHIPELAGO
NEW GUINEA
SOLOMON ISLANDS
CORAL SEA
TASMAN SEA
PHOENIX ISLANDS
UNION GROUP
SAMOA ISLANDS
FIJI ISLANDS
Eastern Group
TONGA ISLANDS
NEW CALEDONIA
SOCIETY ISLANDS
TUAMOTU ARCHIPELAGO
MARQUESAS IS
TUBUAI OR AUSTRAL ISLANDS
COOK ISLANDS
NEW HEBRIDES
SANTA CRUZ IS
ELLICE IS
GILBERT IS
KERMADEC ISLANDS
Great Barrier Reef
CANBERRA
Melbourne
Sydney
Brisbane
Auckland
East Cape
NORTH I.
AIRPORT AVAILABLE
AIRDROME AVAILABLE
AIRDROME CONSTRUCTION AUTHORIZED
1053
1846
990
744
790
1580
1002
1040
902
1220


AIRPORT AVAILABLE
1053
AIRPORT AVAILABLE
AIRDROME CONSTRUCTION AUTHORIZED
AIRDROME CONSTRUCTION
AIRDROME AVAILABLE
AIRDROME AVAILABLE
AIRDROME CONSTRUCTION AUTHORIZED
1246
744
990
1500
1002
776
679
902
1040
PHOENIX ISLANDS
FIJI ISLANDS
SAMOA ISLANDS
UNION GROUP
TONGA ISLANDS
SOCIETY ISLANDS
TUAMOTU ARCHIPELAGO
MARQUESAS IS
SOLOMON ISLANDS
SANTA CRUZ IS
ELLICE IS
GILBERT IS
NEW CALEDONIA
LOYALTY IS
NEW HEBRIDES
TUBUAI OR AUSTRAL ISLANDS
TASMAN SEA
NORTH I.
East Cape


AIRPORT AVAILABLE
1953
AIRPORT AVAILABLE
AIRPORT CONSTRUCTION AUTHORIZED
1246
AIRPORT UNDER CONSTRUCTION
961
944
AIRPORT AVAILABLE
AIRPORT AVAILABLE
AIRPORT AVAILABLE
AIRPORT CONSTRUCTION AUTHORIZED
1002
1580
990
1040
902
679
776
232
320
CAROLINE ISLANDS
BISMARCK ARCHIPELAGO
NEW GUINEA
SOLOMON ISLANDS
CORAL SEA
TASMAN SEA
PHOENIX ISLANDS
SAMOA ISLANDS
FIJI ISLANDS
UNION GROUP
TONGA ISLANDS
NEW CALEDONIA
ELLICE IS
GILBERT IS
SANTA CRUZ IS
MARQUESAS IS
SOCIETY ISLANDS
TUAMOTU ARCHIPELAGO
TUBUAI OR AUSTRAL ISLANDS
COOK ISLANDS
KERMADEC ISLANDS
Great Barrier Reef
BASS STRAIT
Sydney
Melbourne
CANBERRA
Brisbane
Noumea
Suva
Apia
Pago Pago
Honolulu
Fanning
Christmas (Kiritimati)
Jarvis
Palmyra
Washington
Penrhyn (Tongareva)
Nukuhiva
Hiva Oa
Tahiti
Papeete
Rarotonga
Mangaia
Aitutaki
Tubuai
Rurutu
Rimatara
Raivavae
Rapa
Pitcairn
Norfolk
Lord Howe
East Cape
North I
Gisborne
Napier
Auckland


AIRPORT AVAILABLE
1953
AIRPORT AVAILABLE
AIRDROME UNDER CONSTRUCTION
AIRDROME CONSTRUCTION AUTHORIZED
AIRDROME AVAILABLE
AIRDROME CONSTRUCTION AUTHORIZED
PHOENIX ISLANDS
SAMOA ISLANDS
FIJI ISLANDS
TONGA ISLANDS
SOCIETY ISLANDS
TUAMOTU ARCHIPELAGO
TUBUAI OR AUSTRAL ISLANDS
MARQUESAS IS
SOLOMON ISLANDS
SANTA CRUZ IS
ELLICE IS
GILBERT IS
NEW CALEDONIA
LOYALTY IS
NEW HEBRIDES
KERMADEC ISLANDS
TASMAN SEA
NORTH I.
Vanua Levu
Viti Levu
Nandi
Suva
Nuku'alofa
Apia
Pago Pago
Papeete
Penrhyn (Tongareva)
Christmas (Kiritimati)
Canton
Enderbury
Hull
Gardner
Sydney
Nauru
Ocean
Tarawa
Makin
Apamama
Nukunau
Onotoa
Arorai
Funafuti
Nukulaelae
Vaitupu
Nanumea
Nanumanga
Niutao
Nui
Rotuma
Futuna
Alofi
Niue (Savage)
Suwarrow Is
Manihiki
Rakahanga
Penrhyn
Palmerston Is
Aitutaki
Manuae
Mauke
Mitiaro
Atiu
Rarotonga
Mangaia
Maria Is
Rimatara
Rurutu
Tubuai
Raivavae
Rapa
Iles de Bass
Pitcairn
Henderson
Ducie
Oeno
Hikueru
Makemo
Fakarava
Kauehi
Raraka
Katiu
Tahanea
Takaroa
Takapoto
Manihi
Ahe
Arutua
Rangiroa
Tikehau
Makatea
Matahiva
Motu One
Fenua Ura
Mopihaa
Maiao
Moorea
Tahiti
Huahine
Raiatea
Tahaa
Bora Bora
Maupiti
Nukuhiva
Ua Huka
Ua Pou
Hiva Oa
Fatu Hiva
Eiao
Vostok
Caroline Is
Flint
Malden
Starbuck
Jarvis
Washington
Fanning
Palmyra
Christmas
Baker
Howland
Makin
Apaiang
Marakei
Tarawa
Maiana
Apamama
Aranuka
Kuuti
Beru
Nukunau
Onotoa
Tamana
Arorai
Nauru
Ocean
Tapiteuea
Rotuma
Futuna
Alofi
Niue (Savage)
Suwarrow Is
Manihiki
Rakahanga
Penrhyn
Palmerston Is
Aitutaki
Manuae
Mauke
Mitiaro
Atiu
Rarotonga
Mangaia
Maria Is
Rimatara
Rurutu
Tubuai
Raivavae
Rapa
Iles de Bass
Pitcairn
Henderson
Ducie
Oeno
Hikueru
Makemo
Fakarava
Kauehi
Raraka
Katiu
Tahanea
Takaroa
Takapoto
Manihi
Ahe
Arutua
Rangiroa
Tikehau
Makatea
Matahiva
Motu One
Fenua Ura
Mopihaa
Maiao
Moorea
Tahiti
Huahine
Raiatea
Tahaa
Bora Bora
Maupiti
Nukuhiva
Ua Huka
Ua Pou
Hiva Oa
Fatu Hiva
Eiao
Vostok
Caroline Is
Flint
Malden
Starbuck
Jarvis
Washington
Fanning
Palmyra
Christmas
Baker
Howland
Makin
Apaiang
Marakei
Tarawa
Maiana
Apamama
Aranuka
Kuuti
Beru
Nukunau
Onotoa
Tamana
Arorai
Nauru
Ocean
Tapiteuea
Rotuma
Futuna
Alofi
Niue (Savage)
Suwarrow Is
Manihiki
Rakahanga
Penrhyn
Palmerston Is
Aitutaki
Manuae
Mauke
Mitiaro
Atiu
Rarotonga
Mangaia
Maria Is
Rimatara
Rurutu
Tubuai
Raivavae
Rapa
Iles de Bass
Pitcairn
Henderson
Ducie
Oeno
Hikueru
Makemo
Fakarava
Kauehi
Raraka
Katiu
Tahanea
Takaroa
Takapoto
Manihi
Ahe
Arutua
Rangiroa
Tikehau
Makatea
Matahiva
Motu One
Fenua Ura
Mopihaa
Maiao
Moorea
Tahiti
Huahine
Raiatea
Tahaa
Bora Bora
Maupiti
Nukuhiva
Ua Huka
Ua Pou
Hiva Oa
Fatu Hiva
Eiao
Vostok
Caroline Is
Flint
Malden
Starbuck
Jarvis
Washington
Fanning
Palmyra
Christmas
Baker
Howland
Makin
Apaiang
Marakei
Tarawa
Maiana
Apamama
Aranuka
Kuuti
Beru
Nukunau
Onotoa
Tamana
Arorai
Nauru
Ocean
Tapiteuea
1846
1440
990
220
776
679
992
944
1040
790
1580
1002
Three Kings Is
North Cape
C. Maria Van Diemen
Ahipara B.
Kaipara Hbr
Manukau Hbr
Raglan Hbr
New Plymouth
C. Egmont
Gt. Barrier I
East Cape
Gisborne
Napier
Wellington
Cook Strait
Auckland
Hamilton
Rotorua
Taupo
Tauranga
Whakatane
Opotiki
Gisborne
Napier
Wellington
Cook Strait
Auckland
Hamilton
Rotorua
Taupo
Tauranga
Whakatane
Opotiki
Gisborne
Napier
Wellington
Cook Strait
Auckland
Hamilton
Rotorua
Taupo
Tauranga
Whakatane
Opotiki
Gisborne
Napier
Wellington
Cook Strait
Auckland
Hamilton
Rotorua
Taupo
Tauranga
Whakatane
Opotiki

HEADQUARTERS ARMY AIR FORCES

SECRET
UNCLASSIFIED

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Dir.
6 Jun. & 28 June 1974
By: ALN, LC; Date 11/4/75
PMC

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

File No. . . . . .

Tally No. AAF. . . . . .

SUBJECT: B-26's to Australia.

NO.	FROM	TO	DATE	COMMENTS
1.	AFCAS	AFDMR	4-21	1. Reference B-26's to Australia, draft a radiogram outlining procedure for additional and special instructions to be given crews of this aircraft. This in regard to increase of safety factory. 2. This is as a follow-up on the one already sent concerning technical changes and operating procedure. M.F.H. AFCAS
2	AFDMR	AFRBS	1942 4-23	AFDMR MEG:el Forwarded for necessary action. Air Service Command has already sent out any instructions on this. MEG M.S.F. Dir.Mil.Req.
3.	AFRBS	AFASC	4/24	AFRBS - CAD/cmy 1. It is directed that draft of radio called for in paragraph 1, comment 1 above, be prepared and coordinated through Materiel Command and returned by Special Messenger to this office for further action. LPW Director of Base Services
4.	AFASC	AFRBS	4/30	(AFASC-M) CAS:cmp 1. Attached is copy of Teletype received April 30, which is forwarded [illegible]

SECRET
DECLASSIFIED

(Do not use reverse side) AF-WPD, 16, Rev. 8/18/41

Page No. 1

9620

Doc 053452.1 X (ED)

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

518

~~SECRET~~
DECLASSIFIED

File No. _____

Tally No. AAF _____

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

DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1974
By: GLA I.C; Date 11/14/75
PKC

SUBJECT: B-26's to Australia.

NO.	FROM	TO	DATE	COMMENTS
5.	AFRBS	AFDMR thru AFRDB	1942 5/3	AFRBS MD/mlrb 1. Forwarded as per request in comment #1 above. L.P.W. D/BS Incl: teletype dated 4/29
6	AFRDB	AFDMR	5/5	AFRDB or airmail letter ARH:mr 1. Recommend that cablegram essentially similar to the attached teletype be forwarded both to Australia and to Hawaii. E. P. S. Dir/Bomb Incl: teletype dated 4/29
7	AFDMR	~~AFRBS~~ AFRBS	5-7	MEG:el 1. It is one of the functions and duties of Air Service Command to issue necessary operating instructions for the handling and maintenance of aircraft. Although item No. 1 directed that a draft of a radiogram be prepared, and item No. 2 was forwarded for necessary action, it was expected that Air Service Command would issue the necessary instructions; and if such instructions were too long to be sent by radio, that they would have been sent by the next most expeditious and appropriate means, and this office notified of the action which had been taken. 2. A period of about twenty days has now elapsed, during which time the instructions probably, if properly prepared and turned over to the Ferry Command, could have been delivered to operating units in the field. 3. The attached teletype is too long for radio transmission. Therefore, the Air Service Command, or your office, should prepare in proper form, and forward the necessary instructions. No more time should be lost in getting these instructions out. ~~SECRET~~ DECLASSIFIED MEG.

Implanted

(Do not use reverse side)

Dir.Mil.Req.

Page No. 2

AAF
9C-10

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Itr.
3 Jan. & 20 June 1974
By: ALAMAC; Date 4/4/75
PAC

File No.

Tally No. AAF

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

DECLASSIFIED
SECRET

SUBJECT: B-26's to Australia.

NO	FROM	TO	DATE	COMMENTS
8.	AFRBS	AFASC	1942 5/8	1. It is directed that action outlined in comment 7 above be taken by AFASC immediatly and AFDMR be notified through this office. Incls: n/c L.P.W D./BS
9.	AFASC	AFDMR THRU: AFRBS	1942 5/13	(AFASC) LH:ar 1. Attached copy of Teletype HASC-68 is forwarded for your information. H. J. F. M. CG/ASC 3 Incls. Added Incl 2 - Cy Tele. 5/9/42 Added Incl 3 - Pamp. "Emer. Instr."
10.	AFRBS	AFDMR	5/15	AFRBS - CAD/cmy 1. Action has been taken as indicated. 2. Follow-up will be made by this office until it is definite that emergency instructions have reached all activities requireing same. 3. Recommend that inclosures one and three be forwarded to Safety Command after they have been noted by your office. Incls: n/c L. P. W D./B. S.

DECLASSIFIED
SECRET

(Do not use reverse side)

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

Page No. 3

~~SECRET~~ DECLASSIFIED

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED DOD Mem. 8 Jan. & 30 June 1972 By: GLW LLC; Date: 11/10/75

File No. _____

Tally No. AAF _____

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

SUBJECT: B-26's to Australia.

NO.	FROM	TO	DATE	COMMENTS	HCL:jr
11.	AFIMR	Director of Flying Safety	1942 5/15	1. Noted. 2. Forwarded for your information. M. S. F., D/MR Incls. n/c	
12	AFTPS	AFCAS	1942 5/19	1. Noted 2. The necessary action has been taken as indicated and the inclosed is being returned to your office for your information. S. R. H. Director of Flying Safety. Incls. n/c	

U.S. Army Air Forces
MAY 20 1942
And Received

Noted - file
WSF

~~SECRET~~ DECLASSIFIED (See reverse side) B-4091, AF, Rev. 8/14/41

Page No. —— Ai 00452.1 "X" (61)

DECLASSIFIED
SECRET

(AFASC-E)
WIN:lmc

MAY 9, 1942

W. T. HEFLEY, LT. COL., A. C.

AIR SERVICE COMMAND

RASC-68.....ADVISE IF LATEST INSTRUCTIONS ON B-26 OPERATIONS HAVE BEEN FORWARDED BY FERRY COMMAND OR AIR TO ALL OVERSEAS ACTIVITIES CONCERNED. INSTRUCTIONS REFERRED TO ARE ESSENTIALLY THE SAME AS OUTLINED IN YOUR ASC-T-3319MN DATED APRIL 29, 1942, AND CONTAINED IN GLENN L. MARTIN PAMPHLET ON EMERGENCY INSTRUCTIONS. IF THIS HAS NOT BEEN DONE YOU SHOULD SEND AT LEAST SIX COPIES IMMEDIATELY TO EACH ACTIVITY.

HQS AIR SERVICE COMMAND

SECRET

Incl 2

THE GLENN L[illegible]OMPANY

EMERGENCY INSTRUCTIONS

Emergency Instructions

Model B-26, B-26A, B-26B Airplanes

April 11, 1942

The instructions given on the following pages are those which have been followed on previous occasions and may therefore be considered as the best procedure available under the noted conditions. However, unforseen conditions may arise which have not previously been experienced. It is therefore essential that each pilot and crew member thoroughly familiarize himself with the airplane and its operating systems in order to satisfactorily accomplish intended missions.

ELECTRICAL SYSTEM EMERGENCIES

(A) In the event that a complete failure of the electrical system is imminent; i.e., both generators have ceased to function and this fact has not been noted in time to save the remaining energy in the batteries; usually there will be an indication of the coming failure by oscillation of the Landing Gear and Flap indicator and/or oscillation of the Autosyn Instruments:

1. Place Propeller Toggle Switches in FIXED PITCH.
2. IMMEDIATELY turn off both Generator Switches (This is important).
3. IMMEDIATELY turn off both Battery Switches.

NOTE: Even though Propeller Toggle Switch remains in AUTOMATIC, propellers automatically fix when electrical current is cut, but place Propeller Toggle Switch in FIXED PITCH position to prevent surge when batteries are turned back on. Remember that any change in air speed immediately changes the RPM. For instance, if cruising speed was 200 IAS, RPM 2000, manifold pressure 25", and altitude 5000 feet at time electrical current is lost, or you place propellers in fixed pitch, your RPM will remain the same as long as you accurately hold your altitude and Air Speed. If you allow nose to drop and your air speed increases to 220 MPH you may get an increase of from 200 to 400 RPM. Conversely, if you allow Airplane to climb, your RPM will immediately decrease. This entirely normal re-action of Propellers in a fixed pitch condition, sometimes in moments of stress, causes pilots to believe that Propellers are "running away" or conversely "trying to feather". Naturally changes in throttle settings will also affect your RPM; for you are now flying a Fixed Pitch Propeller Type Airplane.

After 15 to 30 minutes flying, your batteries should rebuild sufficient energy to allow you approximately five (5) minutes; (this is an estimate only), to set your propellers to desired RPM by use of INCREASE and/or DECREASE RPM Switches.

4. For landing purposes in FIXED PITCH, it has been found by experimenting that a good optimum setting is approximately 2200 RPM, with 25" manifold pressure at 150 MPH. This will give you plenty of power if needed, to drag in the field or go around again.

(B) The next condition of an electrical emergency to be considered is the discovery that both Generators have failed but that the Batteries are not completely discharged. In this condition, it is estimated from the known capacities of the Batteries that you have at least thirty minutes of full operation. In this case, if you are still several hours from a landing, follow the same procedure:

1. Set Power and RPM to Desired Cruising.

2. Place Propeller Toggle Switches to FIXED PITCH.

3. Turn off both Generator Switches.

4. Turn off both Battery Switches.

Now, with a known reserve of electrical energy in batteries, it is possible to turn on Battery Switches every ten or fifteen minutes, to check Engine Instruments, etc., reserving sufficient energy to make a normal landing at destination with Propeller Toggle Switches in AUTOMATIC. If in any doubt of sufficient current when preparing to land, follow procedure of setting propellers, etc. as outlined in (A-4) above.

PROPELLER [illegible]

PROPELLER GOVERNORS

CASE I.

On some take-offs, especially where Throttles are "Jammed" ON too suddenly to allowable rated power of 49", one or both engines may over-rev momentarily causing a howling sound. This is entirely normal and governors usually control the RPM back to 2600 or 2650 RPM. If, however, as acceleration of airplane increases, and the RPM goes above the allowable without instantly coming back:

1. Cut Throttles - discontinuing take-off.

   NOTE: On most fields this can be done with absolutely no danger even after reaching take-off speeds of from 100 to 110 MPH.

2. Check to see if Propeller Safety Switches are ON and if Propeller Toggle Switches are in AUTOMATIC. If these are in proper settings - governor failure is indicated.

3. Have Governor setting checked.

In many cases where Propellers go to as high as 2700 to 2725 RPM on take-off run, it is caused by Governor setting being a little high. An experienced pilot generally has time enough during take-off run to see if they hold at this RPM and also to try his Propeller Governor Controls to see if they decrease the RPM, and hold it. In any case of doubt, however, cut throttles and discontinue take-off.

CASE II.

If shortly after take-off a propeller Governor fails, allowing RPM to increase rapidly, causing what is known erroneously as a "Run-Away" Propeller, the seriousness of this emergency depends mainly on the Air Speed, RPM and Power at time of Governor failure.

If for instance governor failed at 120 MPH with Landing Gear retracting or fully retracted with 48" MS Manifold Pressure and 2600 RPM, your Air Speed is naturally increasing, so RPM starts increasing rapidly. If Air Speed is held at 120 MPH, RPM should remain nearly constant at 2600. However, the natural inclination and in fact, imperative one is to obtain a safer airspeed, of at least 130 MPH. In doing this, RPM will probably increase to 3000 RPM or more. We are making this problem difficult by assuming that the DECREASE RPM Switch and FEATHERING SWITCH are also Inoperative.

Naturally, if DECREASE RPM Switch is working, the correction is relatively simple by allowing Air Speed to increase where desired and holding RPM within safe limits by means of the DECREASE RPM Switch.

1. Leave good Engine alone but be prepared for YAW toward "Run Away" Engine.

2. Pull back Propeller Governor Control Handles, if RPM does not decrease immediately.

3. Hold Propeller Toggle Switch to DECREASE RPM, and if RPM does not decrease immediately.

4. Release Propeller Toggle Switch to FIXED PITCH POSITION.

5. Reduce Manifold Pressure on "Run Away" Engine to hold RPM at a maximum of 3000.

6. WATCH FOR YAW - DON'T FORGET TO FLY AIRPLANE. Until safe Air Speed and Altitude is reached, this is of more importance than anything else! It may be necessary at this point to reduce power and RPM on good Engine to keep Airplane under control. Use Trim Tabs to obtain best flying conditions to hold 150 MPH in level flight. As you drop nose, power must be reduced to keep from increasing Air Speed (which in turn will cause fixed Propeller to increase RPM). Keep good Engine slightly down and make all turns (gentle only) toward it. Return toward landing position.

It should be possible now by experimenting to find the best setting for the "Run-Away" Engine. Reduce Manifold Pressure to reduce RPM as low as possible, holding Air Speed constant but do not reduce Manifold Pressure below 15" until ready to land. Use extreme caution in making approach, being especially careful not to undershoot. Try to make your landing a good 400' to 500' inside field, remembering that this airplane can be brought to a stop in a very short distance.

CASE III.

From the above discussion it may be seen that a Propeller Governor failure while at cruising speeds and altitudes is a relatively simple problem, even should both Propeller Governors fail simultaneously.

By all laws of averages, this is an extremely remote possibility, except in the case of a partial or complete electrical power failure, which is not truly a governor failure but would cause propellers to fail to respond to governors.

Propeller setting and landing Procedure is fully covered under the heading of ELECTRICAL SYSTEM EMERGENCIES.

HYDRAULIC MALFUNCTIONS

These can be evidenced in several ways such as: (a) failure of landing gear to retract fully after take-off, (b) pressure gauge reading below normal, or (c) pressure gauge reading "0".

CASE I. B-25, B-25A, B-25B Airplanes

Hydraulic pressure normal before take-off, but Landing Gear fails to retract after take-off. This generally indicates an air lock around Hydraulic Pumps, but may be a more serious condition, so if possible follow this procedure:

1. Return Landing Gear Handle to "DOWN" position.
2. Pump Landing Gear down and locked with Hydraulic Hand Pump (on Right Side of Pedestal).
3. Pump Flaps down as desired.
4. All White Handles to "NEUTRAL". (Important)
5. Check Landing Gear Indicator that Gear is down and locked.
6. Depress Brakes; pump up pressure to approximately 1200#. Release and repeat several times.
7. Land, with Brakes slightly depressed (WARNING: Do not land with brakes locked.) and co-pilot steadily pumping Hand Pump. Do not fully release Brake Pedals at any time during glide and landing run, for this will release the pressure being built up on them by the Hand Pump. With this procedure, it should be possible to make a normal braking stop. If not, use Emergency Air Brake Handle (on Center Stringer above and to the right of Pilot's head).
8. Have Hydraulic System checked for mal-functioning.

If air is present in system, "Bleeding" can be accomplished from cock-pit by the following procedure on ground:

IMPORTANT: CHECK FOR PROPER RESERVOIR LEVEL AND ACCUMULATOR AIR PRESSURE.

1. Both Engines idling.
2. All White Handles to "NEUTRAL" - except Landing Gear, which is down.
3. Slowly push Emergency Nose Gear Handle (Red) to full "DOWN" position.

4. Slowly pump Brake Pedals twenty to thirty times, fully depressing and releasing.

5. Place Emergency Nose Gear Handle (Red) to Full "UP" position.

6. Increase RPM to 1000 - 1200.

7. Hydraulic Pressure should go to Normal - 950 - 1050#.

8. If not, repeat above procedure and check.

9. If no Hydraulic Pressure results, the mal-functioning probably caused by other than air in system.

In the event that Hand Pump (as outlined in #2 above) fail to pump Landing Gear down, "Bleeding" procedure in air may be tried as follows:

1. Climb to safe altitude (2000' to 4000') and trim airplane for level flying.

2. Have member of crew check for leaks and that there is sufficient Hydraulic Fluid in Reservoir.

3. Reduce RPM to 1600 - 1800, increasing power to comfortably hold altitude at approximately 150 MPH. Pilot must not forget to hold altitude and air speed while he is busy with "Bleeding" procedure. Straight flying with no turns, or turns of gentle bank only, recommended.

4. All White Painted Handles "NEUTRAL".

5. Emergency Nose Gear Handle (Painted Red) to Full "DOWN" position.

6. Slowly pump Brake Pedals, Full "DOWN" and release, 20 to 30 times.

7. Emergency Nose Gear Handle (Painted Red) Full "UP".

8. Check Hydraulic Pressure Gauge. If indication of pressure (100# to 300#) is shown immediately, wait one to three minutes. If pressure does not come up to normal, repeat above procedure. Usually, two to three operations will be successful and Hydraulic system will function normally thereafter.

If after two or three "Bleeding" operations, no Hydraulic Pressure can be obtained, it is recommended that the Emergency Gear procedure as outlined in Paragraph 9b used.

It must be stressed at this point, that "Bleeding" is useless if Hydraulic failure is caused by loss of Hydraulic Fluid.

so it is necessary to check that sufficient fluid is available before starting "Bleeding" procedure.

CASE II. Loss of Hydraulic Fluid (B-26 and B-26A Airplanes)

There is a Stand Pipe in the Hydraulic Reservoir which, in case of leaks anywhere in the normal hydraulic system, retains enough fluid to lower Landing Gear by means of an Emergency Landing Gear System. This procedure is outlined on Pedestal and is as follows:

1. Main Landing Gear Handle (White) to "DOWN" position.
2. Emergency Nose Wheel Handle (Red) to "DOWN" position.
3. Pump hand pump until Nose Gear is down and locked.
4. Emergency Main Gear Handle (Red) to "DOWN" position.
5. Pump Hand Pump until Main Gear is down and locked.

   NOTE: One Main Gear usually will unlock and go to the down position first. Keep pumping Hand Pump and the other will go down and lock.
6. Return Emergency Main Gear Handle and Emergency Nose Wheel Handle (Red) to "UP" position.
7. Place Main Landing Gear Handle (White) to "NEUTRAL".
8. With Flap Handle "DOWN", pump Flaps down and return Handle to "NEUTRAL". If there is insufficient pressure remaining to pump Flaps down, place Flap Control Handle (White) to "DOWN" position. (This is important). Member of crew may now crank flaps down mechanically, by means of crank on Rear Bulkhead of Forward Bomb Bay.
9. Check Air Bottle forward of Navigator's Seat to see that Valve is open and pressure is normal (1000#).
10. If possible, use braking procedure outlined in #7, Case I, but landing can be made using Emergency Air Brake. Do not pull until you have used as much of your landing run to kill off speed, as is consistent with safety. This must always be a matter of the pilot's judgment, however. Remember that when the Air Brakes are pulled, the Brakes are locked fully on and exert powerful braking action, so if the speed can be decreased to 40 to 50 MPH or less, tires, propeller tips, etc. may be saved from damage.

CASE III. Loss of Hydraulic Fluid (Both Where Emergency Tank Has Been Provided, Stand Pipe in Main Tank Has Been Removed)

1. Same procedure as above, except place valve (which is located right of pilot pedestal) to "EMERGENCY" position and make certain that this valve is in extreme position for emergency.

In any case of hydraulic failure, where the "bleeding" procedure is unsuccessful, resort to the Emergency Landing Gear procedure.

AND FIRE VALVE [redacted]

Nose Wheel Gear

been two instances where Pilot's Entrance Ladder
up and secured before take-off, resulting in
doors when Gear is retracted. This in turn will
Load and Fire Valve from operation when it is
ding Gear. The Main Gears will operate normally,
will not unlock. It is essential that the crew
ation of this valve as it will be necessary to
following this procedure. (See photograph below.)
on ground finding this valve and proper placing
finger on it, in order to hold it in firing position
d out of sight, forward and slightly to right of
end of rod to left Nose Wheel Door and on forward
r Casting. The valve lies parallel to this cross
facing toward left.

Do not practice when gear is in normal operating
because normal valve-operating cam may pinch
gainst plunger.

rocedure is as follows:

ise Landing Gear Handle in "UP" position.

e of the crew, while standing in Navigator's
compartment, opens sliding hatches, resting body
eight on left hand placed on cockpit floor.

Do not rest weight on Nose Wheel which will be
under you.

[redacted]

3. [illegible] right hand valve and forward until valve is located; placing index and third finger on [illegible] of valve plunger. (See photograph preceding page.)

4. Press valve plunger in and hold - Call or signal pilot to immediately actuate Landing Gear Handle to "DOWN" position.
Hold Valve in until Nose Wheel goes to "DOWN" and locked position.

B. Should it be impossible by above procedure to locate valve with fingers or impossible to press it in and hold it; there is another procedure by which it is possible to obtain direct access to this Valve:

1. Flying will be done from Co-pilot's position during this procedure.

2. Measure back 5 inches from bottom rear of brake control cover (this is the raised cover extending back from between Rudder Pedals on Pilot's side) and one inch over to the left from inside edge of right hand break of Pilot's Sliding Seat.
This point will be approximately over Load and Fire Valve.

3. Carefully "gouge" a small hole (3" to 4" square) through [illegible] floor. Extreme caution must be used as electric control cables and hydraulic lines are under this point.

4. Plunger end of Load and Fire Valve will be exposed and can be pushed in with screwdriver or other suitable means as follows:

A. Main Landing Gear Handle "UP" [illegible]sition.

B. Push in Load and Fire Valve and hold; simultaneously placing Main Landing Gear Handle to "DOWN" position.

C. Hold Load and Fire Valve in until Nose Gear is "DOWN" and Locked.

D. Check Landing Gear Indicator for Gear "DOWN" [illegible]

[illegible]

Main Gear

There may be a condition, usually rare, with Hydraulic Pressure normal where one, or the other of the Main Gear, Load and Fire es refuse to fire when Landing Gear Handle is placed to "DOWN" tion. On one known occasion, this was made to function by the owing procedure, which will be included in this list, in case it ld ever be needed again. This may or may not work, but if it does, save a "belly landing".

1. Try retracting and lowering Gear several times to see if it will work. If not, retract Main Gear.

2. Climb to fairly high altitude (10,000 to 12,000') as altitude will be lost during "Bleeding" operation.

3. Set Propeller Governor Controls to full High Pitch (Low RPM - approximately 1300) with as much power as is safe; not to exceed 25" HG. above 6000' or 31" HG. below 6000'.

4. Landing Gear Handle to "UP" position.

5. Bleed Hydraulic Pressure as LOW as possible (300 - 600#) by placing Emergency Nose Gear Handle DOWN and pumping Brakes.

6. While continuing "Bleeding" to hold Pressure as low as possible, Main Landing Gear Handle (White) to DOWN position. If mal-functioning Wheel has not released before 2000' is reached, advance RPM and Power and climb up to altitude. Repeat procedure. If not successful, a "belly landing" is indicated. When it is decided that a "belly landing" is necessary

   A. Retract gear. Leave Main Landing Gear Handle in "UP" position.

   B. Place Emergency Nose Gear Handle "DOWN".

   C. Bleed system as low as possible. (300 - 600#)

   D. Place Main Gear Handle in "DOWN" position.

      NOTE: At this point the good main gear may unlock if it is impossible to bleed hydraulic pressure low enough. Obviously if this happens it will be necessary to RETRACT all gear and make a full "belly landing".

   E. Pump Nose Gear "DOWN" and "LOCKED" by hand pump.

      NOTE: According to the Pilot's Manual, it is better to make a "belly landing" with Nose Gear DOWN and LO

   F. Return main gear handle to NEUTRAL.

NOSE GEAR EMERGENCY

There have been several cases where - Nose Wheel is down but lock pin does not insert (due to faulty alignment). This is indicated by warning horn when throttles are retarded and by position of Nose Gear Indicator Instrument. Successful landings have been accomplished with no damage, by the following procedure:

1. Move C. G. rearward (within allowable limits) by moving ballast or crew members rearward.

2. Co-pilot increase hydraulic pressure as high as possible by Hand Pump (Usually about 1200 lbs.).

3. Make normal Two-Point (Nose Up) Landing on Main Gear as close to end of runway as is consistent with safety. Co-pilot steadily pump hand pump during entire landing run and keep hydraulic pressure as high as possible (Hydraulic Pressure keeps Nose Gear from collapsing so this is important). Immediately after landing, lower nose wheel gently for a slight tap on run way, and raise again slightly, holding off as long as possible. (This probably will tap Lock Pin in place). Use as much of runway as possible without use of brakes, keeping control column all the way back. When necessary, apply brakes smoothly, avoiding sudden application.

IMPORTANT When airplane has stopped, DO NOT MOVE AGAIN UNTIL NOSE GEAR LOCK PIN IS VISUALLY CHECKED. If the landing jolted it in place - proceed with normal Taxi-in to line. If Nose Gear still unlocked, look by some mechanical means usually easily accomplished.

(a) Check hydraulic pressure for normal.

(b) All White Painted Handles to NEUTRAL except Landing Gear.

(c) Chock wheels or pull emergency air brake and Release Brakes (Important)

(d) Cut engines.

ENGINE FAILURE AT TAKE-OFF

a. Probably the most serious emergency which can arise during take-off is failure of one or both engines. Action possible by the pilot in event of failure of both engines is very limited, therefore, this discussion will be restricted to recommended procedure in event of failure of one engine.

(1) If one engine should fail during the ground run of a take-off, the immediate result would be that the airplane would swerve. The Pilot should immediately cut the other engine and use the brakes as much as possible. It will be impossible, even with a light load, to continue the take-off with one engine.

(2) Sudden failure of one engine during the short interval immediately after leaving the ground and before reaching the minimum speed for flying on single engine will cause the airplane to become uncontrollable, and if this takes place, the pilot should cut the other engine and land straight ahead. It is not practical to state definitely the minimum speed for single engine flying as this is determined to a large extent by the pilot's capabilities, the gross weight of the airplane, the power available from the remaining engine and the position of the landing gear. The average pilot on the alert and reacting quickly will be able to continue take-off with a normal gross weight, the landing gear in the process of retracting, if the air speed at the time of engine failure is not less than approximately 135 M.P.H. The airplane speed should not be allowed to drop below the minimum of approximately 135 M.P.H. at any time during flight on one engine.

(3) The following actions on the part of the pilot, arranged in proper sequence, should enable him to accomplish the most possible in event of one engine failure.

(a) Immediately apply all the rudder possible into the running engine and at the same time bank the airplane with the running engine down until a reasonable straight course can be maintained.

(b) Retract the landing gear if it is not already retracted.

(c) Feather the propeller on the failing engine. This action should be deliberate as it would naturally be disastrous to make a mistake and feather the running engine. Also, there is always a bare possibility that the failing engine may pick up and start running again.

(d) Increase the power of the running engine to the fullest extent possible but do not greatly exceed rated take-off manifold pressure as this will lead to detonation with a consequent loss of power. Do not exceed rated manifold pressure at all if it is not necessary.

(e) Reduce rudder forces, which will be heavy, by use of the rudder trim tab, thereby enabling the flight to continue

on a straight course with the wings nearly horizontal. Do not under any circumstances permit the running engine to get above the failing engine while flying at a slow speed. It is suggested that 200 M.P.H. be the minimum speed at which a turn is made into the failing engine while at low altitude.

(f) If the pilot is using 30° wing flap for take-off, it will be necessary to raise the flaps as soon as possible in order to decrease drag. This will be a difficult operation at low altitude and at slow speeds. In order to prevent loss of altitude when the flaps are raised, it will be necessary to counteract the loss of lift by immediately pulling the nose up. If conditions are critical, i.e., low altitude and slow speed, the flaps should be raised in several steps or increments in order to avoid large changes in either speed or altitude.

(g) The drag of the airplane may be further reduced, therefore increasing single engine performance, by closing the cowl flap and oil cooler shutter on the engine with the feathered propeller.

(4) When making a single engine landing it should be remembered that the airplane cannot maintain altitude on one engine with the landing gear extended. The rudder trim tab used for single engine flight should be at least partially reduced before landing to prevent high rudder forces when the one engine is throttled. It should also be pointed out that the pilot is in serious difficulty again if he completely overshoots the landing field while on one engine with the landing gear down. On such a landing, the pilot should under no circumstances permit the speed to fall below 135 M.P.H. until he is definitely sure of making the landing.

DECLASSIFIED

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Dir. 5200.9 & 30 June 1974
By NND 765001 NG, Date 11/10/75
PKC

File No. _____

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

Tally No. AAF _____

SUBJECT: B-26 Situation

NO.	FROM	TO	DATE	COMMENTS MSF:jn
1	AFDMR	AFACG (Gen. Arnold)	1942 4/13	1. The following action is being taken on the B-26 series airplanes: a. All B-26 series airplanes are being grounded immediately pending check and specific release in each case by the Commanding General, Materiel Command, upon determination that the changes recommended by the Spaatz Board as necessary for safety in flight, have been accomplished. It is understood that about a dozen planes have been so modified already and upon check, these may be released to the OTU's for continuation of training immediately. b. Materiel Command has been made responsible for accomplishing the changes required by the Board for safety in flight on 57 B-26's and 57 B-26A's. These changes will probably be accomplished at Patterson Field at the depot by a group of Martin personnel sent to Jackson, Mississippi, where the remainder of the B-26's are located. Upon completion of changes necessary for safety in flight, the B-26 airplanes will be turned over to OTU's for training and the B-26A's will be used for tow target ships, etc. The remaining few B-26's and B-26A's in the continental United States will go to the Technical Training Command schools for use in training mechanics. c. The B-26B's now starting off the production line will be modified to incorporate changes recommended by the Board at the factories to the greatest extent possible without undue delay in production and will be delivered directly to the 21st and 38th Groups. Any changes required before airplanes are to leave the United States will be accomplished later in modification centers. The decisions on these matters are made the responsibility of the Commanding General, Materiel Command.

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

Page No. _____ Air AG 452.1 "B" (60)

DECLASSIFIED

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Dirs.
8 Jan. & 20 June 1974
By: AAF LC: Date: 11/14/75
PnC

File No. _____

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

Tally No. AAF _____

SUBJECT: B-26 Situation

NO.	FROM	TO	DATE	COMMENTS MSF:jn
1 (cont)	AFDMR	AFACG	4/13	d. No considerable delay is anticipated in production of B-26B's which should start flowing to the two medium groups in the immediate future. W. S. F. Brig. Gen., A.C. Director of Military Requirements.
2	CG/AAF	AFDMR	1942 4/13	In connection with the above, give me an outline of how we are going to meet our schedule in sending the balance of the B-26's to Australia, and what instructions if any you have sent to Australia relative the B-26's they have. Also what instructions have you sent to Honolulu? Expedite reply.
3	AFDMR	AFACG	4-15	DECLASSIFIED SECRET AFDMR HWB:el 1. The present status of B-26 committments for Australia is as follows: 33 in Australia (4 sent by boat, 29 by air from Hawaii. All arrived OK.) 20 enroute to Australia by boat. 16 flying enroute between Hawaii & Australia 12 in Hawaii ready to go 94 still to leave U.S. for Australia (this includes 57 with the 38th Bombardment Group-M) 2. Materiel Command's preliminary estimate, subject to a more complete exploration with the Martin Company, indicates that B-26-B airplanes with all modifications required by the DECLASSIFIED SECRET

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

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Dir.
8 Jun. & 30 June 1974
By: AUL LC; Date 11/10/75
PAC

File No. .....

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

SECRET

Tally No. AAF ....

SUBJECT: B-26 Situation

NO.	FROM	TO	DATE	COMMENTS
3 Contd.	AFDMR	AFACG	4-15	AFDMR HWB:el by the Spaatz Board for combat duty outside the U. S. will be available as follows: 70 by April 30, 1942 87 by May 31, 1942. Subject to diversions to higher priorities and to operating the B-26 OTUs, it should therefore be possible to complete the Australian quota within the next two months. 3. Operating instructions covering precautions to be used in testing and operating the electric propellers and in testing, inspecting, and maintaining the hydraulic system have been cabled Australia, Hawaii, and Alaska. In the opinion of Col. Erik Nelson, member of the Spaatz Board, these instructions, if followed, will prevent the serious malfunctionings which have been occuring and render these airplanes sufficiently safe for flight, especially in view of the relatively high experience level. No other instructions have been sent outside the continental U. S. 4. All B-26 series airplanes at Patterson Field are being released for local flying today. I am following up with instruction relative special training to be given [redacted]. H. H. Wells for M.G.F. DIr. Mil. Req.

Noted by [signature]

DECLASSIFIED

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

PAGE NO. 3

AG AG 452-1 "L" (60)

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DOD ltr
8 Jan. & 20 June 1974
By ALAJ PKC
NC, Date 11/10/75

AFCAS
JYY/mwb

March 28, 1942.

MEMORANDUM FOR THE COMMANDING GENERAL, MATERIEL COMMAND:

SUBJECT: Disposition of 108 B-25 Airplanes Purchased by Netherlands East Indies.

452.1 "X" (59)

I. Discussion.

1. Due to change in the situation in the Far East involving the loss of the Dutch East Indies to the Japanese, the representatives of the Netherlands Purchasing Commission have requested certain modifications in existing arrangements pertaining to a portion of 108 B-25 airplanes.

2. Originally these airplanes were to be ferried to the Dutch East Indies jointly under contract with the Consolidated Aircraft Corporation and partly by use of Army crews belonging to the Royal Air Force. Deliveries were to have been accomplished in accordance with a schedule which would have been completed in December, 1942.

3. To date 60 Dutch B-25 airplanes have left the factory. One of these airplanes was crashed and is a total loss. A second airplane was badly damaged and a third airplane was less seriously damaged in aircraft accidents. The remaining 57 airplanes are or have been disposed of as follows:

a. 16 to Australia for the use of the Dutch. Thirteen (13) of these airplanes have arrived in Australia and five (5) others are en route between Hawaii and Australia.

b. 24 B-25's are to be dispatched to the Australian area to be disposed of by decision of the supreme Australian council meetings. Of these, five (5) are en route either in Hawaii or beyond. Thirteen (13) still remain in the United States [illegible]

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

AAF-39

DECLASSIFIED
~~SECRET~~

air ctr 452.1 "X" (59)

DECLASSIFIED

c. 6 B-25's to be assigned to the Army Air Forces for delivery to Brazil or to replace other airplanes of similar type which may have been used for this purpose.

d. 8 B-25's are in or en route to India where they will be assigned to the control of the Air Force Commander in India.

e. 4 B-25's still in the modification center and are to be held pending a decision by higher authority as to whether these airplanes are to be sent to Australia or assigned to the O.T.U. activities of the Army Air Forces.

4. The Netherlands Purchasing Commission has now relinquished the rights to ultimate deliveries of a total of 165 B-25 airplanes. To date 15 airplanes have been delivered and 8 others are on the way resulting in a total of 23 which are to be charged against the Dutch account. The remaining 142 B-25 airplanes are to be delivered in accordance with previously established schedules except for 48 airplanes which are to be delivered en route of 15 in January, 15 in February and 16 in March, 1943.

II. Action Directed

1. It is directed that 19 B-25 airplanes in addition to those which have already reached the United States be dispatched to Australia with the least practicable delay.

2. The ferrying of the 19 B-25 airplanes above mentioned will be accomplished by the most expeditious means available, utilizing either those available under the Netherlands Purchasing Commission contract with the Consolidated Aircraft Corporation or the crews available for this purpose which have been furnished by the Royal Air Force.

3. Taking into account therefrom that there will be a total of 42 B-25 airplanes in Australia, necessary action will be taken to insure an adequate amount of spares and other supplies required to complete these airplanes combat worthy.

4. In determining the quantities of spares and supplies for aircraft should be taken of the fact that the Netherlands Purchasing Commission has now [illegible] en route thereto [illegible]

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

AAF-39

SECRET
DECLASSIFIED

~~Secret~~

DECLASSIFIED

shipped by the Dutch themselves can be determined by contact with the Netherlands Purchasing Commission.

5. The five Dutch B-25 airplanes now in India will be placed under the control of the Commanding General, U. S. Forces in India and he will be so notified.

6. Necessary financial readjustments will be made with Consolidated Aircraft Corporation with reference to ferrying contracts with the Netherlands Purchasing Commission and with the Ferrying Command of the Royal Air Force. At the proper time necessary action will be taken to complete deliveries of the remaining 148 airplanes which are due the Netherlands Purchasing Commission.

7. In summary the following book-entries will be required in order to keep the matter of the Dutch airplanes straight:

a. Charge the Netherlands Purchasing Commission with 19 airplanes to Australia plus airplanes crashed Africa . . . . . Total — 19

b. Charge the United States temporarily the following:

B-25's at West Palm Beach to be repaired at expense of Dutch	2
B-25's to Australia	24
B-25's in lieu of other airplanes delivered to Brazil	6
B-25's to India	5
Total —	37
In abeyance pending decision of Combined Chiefs of Staff	4
TOTAL —	60

Declassified
APR 9 1942
AAG

For the Chief of the Air Staff:

HEADQUARTERS ARMY AIR FORCES								COORDINATION		
Chief of Staff	Sec'y Air Staff	AAG	A-1	A-2	A-3	A-4	AWPD	Army Pictorial Service		S.A.
								Colonel, Air Corps, Secretary, Air Staff.		

AAG/350.05 MAR 10

DECLASSIFIED

Air AG 452.1 "X" (59)

SECRET

DECLASSIFIED

RECEIPT

Date _____

SUBJECT: Disposition of 162 B-25 Airplanes Purchased by Netherlands East Indies.

Received from Headquarters Army Air Forces

a memorandum on the above subject dated March 28, 1942.

Officer _____ Rank _____

Office _____

DECLASSIFIED

AAG/2308

Air 09 452.1 "X" (58)

452.1 "X" (58)

2. AFDAS AFAMP 1942 4/8 Forwarded for your information and necessary action.

H. F. S.
Colonel, Air Corps.

Dispatched
APR 9 1942
AAG

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

AAF-28

452.1 "X" (58)

SECRET

ABCL-1/S-1/PWC
JCD MR
6 Jun & 27 Jun 1945
By NARS, LO; Date 11/6/75
MR

Navy Bombers Sent to India and Australia.

1	General Arnold	General Marman	1942 3/29	Note the attached. From now on this is our directory. H.H.A.

Incl: Memo for AG/S frm. Gen. Arnold, 3/29/42 re above subj. (Missing)

DECLASSIFIED
SECRET

Air AG 452.1 X (58)

DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1974
By: ALAN LC; Date 11/10/75

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

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

583

SECRET

DECLASSIFIED

File No. .....

Tally No. AAF .....

SUBJECT: Supplies to Corregidor

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	General Harmon	1942 4/2	Note and circulate where it will do the most good. H.H.A.
Incl:	Secret Message frm. MacArthur to Gen. Marshall 3/31/42 re above subj. WDH			
2.	AFCAS	AFAEP AFACT AFADS (in turn)	1942 4/3	1. It is requested the circulation of this radiogram be expedited. N. F. T. Colonel, Air Corps, Secretary, Air Staff. 4-25-42
3.	AFAEP	AFACT	1942 4/3	1. Noted H. A. C.
4.	AFACT	AFADS	4/4	Noted. H.S.V. H.S.V. C/AFACT AAF/A-3 ABO
				Incl: n/c
5.	AFADS	AFCAS	4-7	Noted. AFADS TJH/gwd TJH C/A-4
Incl. n/c				
				File with S/OS

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

Page No. --DECLASSIFIED

SECRET AAG/2248 AG 452.1 "X" (67)

DECLASSIFIED
6 Dec. & 29 June 1971
Per ALAIC; Date 1/19/75
FRC

SECRET

WAR DEPARTMENT
CLASSIFIED MESSAGE CENTER

INCOMING MESSAGE

IMMEDIATE March 31, 1942

FROM AUSTRALIA

TO GEN. GEORGE C. MARSHALL

NR 56 April 1, 1942

In order to relieve the blockade pressure in an endeavor to permit passage of supplies from Cebu to Corregidor I prepared prior to my departure delayed plans for an air attack of B-17 Bombers from here to Mindanao and thence to Mission destination. I am now preparing its prompt execution. Round 900. This effort is a critical one due to the lack of Air Force available here. I have only twelve serviceable B-17's, many of which are approaching exhaustion. I believe there is a fair hope for blockade runners from the U S to reach destination if they approach by the route north of Luzon. Their speed will give them an excellent chance to get through as the enemy is concentrating his patrols on the routes from Visayan waters and the entrance to Manila Bay is not yet mined by the enemy. I believe also that the supplies on Bataan will last beyond the date of April 15. I am in addition diverting submarines sufficient for the purpose to ferry food supplies from the Southern Philippine Islands to Corregidor. The supply should be ample for maintenance for an indefinite time. When I left on March 11, it was my estimate that serious shortage would not develop at the earliest before May 1, allowing sufficient time for arrival of blockade runners from the U S. It is of course possible that with my departure the rigor of application of conservation may have relaxed.

DECLASSIFIED

SECRET COPY No.

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

DECLASSIFIED

SECRET

WAR DEPARTMENT
CLASSIFIED MESSAGE CENTER

INCOMING MESSAGE

The long series of disasters in the Pacific Theater can be traced basically to one cause: the unopposed control of the sea lanes by the Japanese. Until this condition is remedied these disasters will continue. Line of communications control is fundamental either on land or sea. Enemy control has been complete up to the present time. I know how desperately you are pressed for reinforcements and supplies in all areas and I do not repeat not intend to harrass you by requisitions that can not be accomplished. It would however tend to relieve the dangers here if without delay a small force of say 9 B-17 Bombers could immediately made available instead awaiting the normal flow as now anticipated.

MacArthur

Action Copy: WPD
Info. Copies: SOS
CGAAF
FILE

CM-IN-0013 (4/1/42)

DECLASSIFIED
SECRET

COPY No. 37

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

AAG/22 48
Air 452.1 "2" (57)

DECLASSIFIED
DOD Dir.
5 Jan. & 28 June 1971
By NARS, Date 4/14/75

Subject: Supplies to Corregidor

SECRET
DECLASSIFIED

2. AFWAR [illegible] 1942 1. It is requested the circulation of this radiogram be expedited.
[illegible] 4/3
AFWAR
(In Turn)

Dispatched
APR 3 1942
AAG

E. F. E.
Colonel, Air Corps,
Secretary, Air Staff.

SECRET
DECLASSIFIED

Mr.

HEADQUARTERS ARMY AIR FORCES — COORDINATION											
Check when [illegible]	Date of Action	A-1 & S	A-2	A-3	A-4	A-5	A-WPD	A-Surg	Bolero	Gardner	

AAG/3-48

DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 1972
By: ALA, LC; Date: 11/10/75
PAC

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

SECRET

File No. . . . . .

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

Tally No. AAF . . . . . .

SUBJECT: Secret Message No. AG 719, May 13, 1942, frm Melbourne.

NO.	FROM	TO	DATE	COMMENTS
				AFDAS LSK:cmc
1.	AFDAS	AFAEP (Colonel Craig)	1942 5/14	1. General Arnold directed early today that "our" reply to this message be a strong one in substance similar to his message to Brett on Torpedo planes yesterday, i.e., "We sent torpedo planes to you on blank date, we sent torpedoes to you on blank date, we sent torpedo technicians to you on blank date. Your complaint about not having torpedo facilities is not understood." In addition, he wanted to add the thought that MacArthur's reports on the effectiveness of high altitude bombing in the case of the Haruna and other experiences throughout the world are not precisely consistent with the recent objection to high altitude bombing. The fact that he already has dive bombers should also be slyly inserted. 2. I have discussed this desire of General Arnold's with Colonel Ritchie who is handling the reply to this message and he believes that General Eisenhower is talking General Arnold out of his views as to action on this message. (T) 3. Please take ahold of it. L.S.K. AFDAS

MAY 16 42 AM

RECEIVED
PLANS DIV.

Incl: SECRET Message from Melbourne, No. AG719.

[redacted] secret message was answered May 14, by War Department cable AG 719 which was coordinated with General Harmon.

H.A.C.
AFAEP

Hq. Army Air
MAY 19 942
AAG Received

Incl. n/c

(Do not use reverse side)

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

Noted - file
WJF

Page No. [redacted] SECRET

AG 452.1 X (6)

26 WPJ
filed 0900/13
dg

~~SECRET~~

WAR DEPARTMENT
CLASSIFIED MESSAGE CENTER

CMMD
May 13, 1942
5:47 p.m.

INCOMING MESSAGE

PRIORITY

From: Melbourne
To: Chief of Staff

No. AG 719, May 13, 1942

Plans for use of air force during period of operations in Coral Sea Area replying your 5(# #1) 12th included extensive reconnaissance of general area Solomon Islands from New Ireland southeastward to eastern boundary of Soweetpac Area; patrol in area Buna southeasterly along north coast of New Guinea, Louisaide Islands to limit of range; then westerly south side of Louisaides to Port Moresby; Coral Sea area west of Tulagi; line Zone off Townsville to depth of 800 miles; a flank reconnaissance patrol of area Thursday Island, Badeng, Rabaul, Port Moresby and normal patrols across mouth of Gulf of Carpentaria and off Darwin Area. Maximum A11 striking force was assembled in northeast Australia for use against enemy naval elements, and alert of pursuit aviation and antiaircraft artillery maintained. These actions had been preceded by maximum attacks against enemy shipping and air installations with excellent results. All reconnaissance missions were coordinated with navy and detailed information furnished Task Force. These missions were accomplished most successfully. I arranged through Leary with COMSOPACFORCE for air reconnaissance general area Noumea and New Hebrides north and northwestward to boundary of Soweetpac Area and informed COMTASKFORCE I would support his operations to maximum extent with land based aircraft. Following operations took place on dates indicated:

Second: 8 Baker (# #2)8 attack Rabaul; 6 Baker 17 failed in later attempt on Rabaul due weather.

Third: 2 Baker 17 attack Rabaul.

CGAAF COPY

Fourth: 9 Baker (# #3) dispatched Rabaul but failed account weather But 6 attacked Lae; 6 Baker 26 attack Buna-Buna; 9 Prog 20 attempted attack Lae of which only 3 succeeded account weather.

Fifth: All Baker 17 and Baker 26 on alert.

Sixth: 3 Baker 17 attack at Buka passage of which 2 reached target; 3 Baker 17 attack at Woodlark Island.

~~SECRET~~

COPY No. 32

THE RAISING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

INCOMING MESSAGE

Boboyne.

Eighth: 8 Baker 17 attack convoy; 6 Baker 26 failed locate convoy target attacked Kitoba.

Ninth: 1 Baker 17 failed reach objective Rabaul account weather attacked planes Deboyne; 6 Baker 26 same mission failed account weather; 3 Baker 26 attack at Torlesse Island; 3 Baker 25, 2 Baker 26, 9 Baker 17 dispatched attack carrier east of Townsville but failed due to darkness.

Tenth: 7 Baker 25 dispatched against shipping at Lae and Finch failed account weather but 4 of them attacked aircraft at Deboyne; 1 Baker 26 attacked aircraft Deboyne.

Eleventh: 9 Baker 17 being unable locate carrier objective attacked shipping at Lae; 3 Baker 26 failed objective Rabaul account weather attacked Deboyne Island.

Twelfth: 3 Baker 17, (# #4) Baker (# #5)6 mission against Rabaul cancelled account weather. During this period of operations reconnaissance was continued by Baker 2(# #6), Hudson, Catalinas and some Baker (# #7).

It is felt that complete coordination was attained with naval forces. Operational results were only fair due to weather in northern part of area, to great distances flown by attacking aircraft requiring use of 1 bomb bay tank and to unsuitability of high altitude bombing aircraft against moving targets. In order to secure protection from pursuit aircraft and antiaircraft artillery fire all classes bombardment aircraft now in Australia operate at high altitudes. The conclusion is inescapable that high altitude bombing against MOVING sea targets is only partially effective and [illegible] economic from equipment standpoint. Urgent need exists for equipment of dive bomber or torpedo plane class with sufficient range, performance and defensive armament for employment at low altitudes against warship craft and without pursuit protection. With reference to range at which air forces in operating situation is invited to the fact that the limited development AG Port Moresby permits the operation of only very limited numbers of bombardment types.

There is an element of danger in the coordination of operations of this kind in that a task force commander is

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

responsible only for immediate tactical execution but movements of this nature to exercise a successful influence must be oriented with the past and the future with regard to the campaign being carried out in the area affected. Coordination of effort between air and naval forces can be effected without difficulty, but in any case in which land forces are involved the operations must be handled both as to planning and execution by the commander of the area in which the operation takes place.

MacArthur

(6 #1) Came five eight twelfth
(6 #2) Came eight Baker twenty six
(6 #3) Came nine Baker seventeen
(6 #4) Came four Baker
(6 #5) Came twenty six mission
(6 #6) Came Baker twenty four
(6 #7) Came zero Baker seventeen

Service will be made upon request.

Radio 58 (CM-OUT-2272 (5/12/42) request for account of operations of Air Forces from May 3rd to date.

Action Copy: OPD

Info. Copies: G-2
A-2
CG AAF
[illegible]
[illegible]
FILE

CM-IN-3883 (5/13/42) 10:40 PM

COPYRIGHT 1942
THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

(E-3)

~~SECRET~~ DECLASSIFIED

March 25, 1942.

MEMORANDUM FOR GENERAL HARMON:

SUBJECT: B-17E Airplanes

The ferrying of B-17E airplanes to Australia has been indefinitely delayed due to failure of auxiliary gasoline tanks installed in the nose. The tank burst on one of the airplanes. The airplane caught fire and was destroyed. Another B-17E destined for Australia crashed on the take-off. These planes have been grounded by the Ferry Command pending investigation by the Materiel Command.

GEORGE McCOY, Jr.,
Col., A. C.

File

DECLASSIFIED ~~SECRET~~

Crashed on take-off from Lowry Field. Lt. Howard pilot--Fully loaded with gasoline and the nose was heavy. He got off the runway into the mud. Couldn't lift the plane off the ground. The ship was not badly damaged and will be back in shape within three weeks--necessary to repair two engines, two propellers and one wing-tip. No lives lost.

Plane burned at Fresno--Cause unknown. There was no smoking in the airplane. They think the tank bulged or split. In flight ten minutes. Used fire extinguisher fluid and soon there wasn't any fluid left. Bailed out at Fresno. Airplane completely burned after crash and crew was badly shaken and in the hospital.

[redacted]

SECRET

WAR DEPARTMENT

[redacted]

WASHINGTON

DECLASSIFIED
DOD Dir.
6 Jan. & 30 June 1974
By: ALN, LC; Date 11/14/75
PKC

April 17, 1942.

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Plan to Get Air Support to General MacArthur.

I. Discussion.

1. The basic idea of converting freighters to aircraft carrier escort vessels has been under study by the Navy Department for some time.

2. The catapult, used in converting the C-3 type cargo vessel which has been selected by the Navy as the most ideally suited ship, is very complex and is manufactured in extremely limited quantities. All of the production facilities now available are being used. The number of conversions being made is limited only by the number of catapults that are available from present production.

3. Two vessels have already been converted and are in operation. Twenty-four (24) additional are in various stages of conversion. Because of the fact that the catapult is the critical item, the conversion of the vessels is being carried out completely, that is, a full flight deck, a hangar below this deck, and elevator to carry planes to the flight deck and bulk storage for aviation oil and gas where it is really available, etc. The flight deck of these vessels is five hundred and ninety (590) feet long and sixty-nine (69) feet wide.

4. This type of vessel has great possibilities, both for the transportation of airplanes to a theatre and for their launching in fighting condition as long as landing fields within range are available.

II. Action.

I am taking the necessary steps to arrange for a test to

DEFENSE
BUY
UNITED
STATES
DEFENSE
BONDS
STAMPS

[redacted]

SECRET DECLASSIFIED

determine whether or not a P-39 or a P-40 can be launched from the present catapults, and also to determine whether or not catapults can be built to launch larger airplanes.

Incl.:
R&R, 3/29/42, frm.
Gen. Arnold to
A-4, w/5 Incls.
as listed.

T. J. HANLEY, JR.,
Colonel, G. S. C.,
Assistant Chief of the Air Staff, A-4.

SECRET

Air AG 452.1 "Z"

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Itr.
6 Jan. & 20 June 1974
By: AFHRA LC; Date 11/14/75
PRC

544

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

SECRET

DECLASSIFIED

File No. .....

Tally No. AAF .....

SUBJECT: Plan to get Air Support to Gen. MacArthur.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	A-4 AAF	1942 3/29	Make a study of the attached and let me have your recommendations. H.H.A.
Incl:	cpy of ltr to Adm. Lee, frm. Hilyer F. Gearing, 2/27/42 /w/ Flight Ferry Command General; Advantages; Plan I; Plan II. re above subj.			

(Do not use reverse side)

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

DECLASSIFIED

SECRET

Air AS 452.1 "Z"

MAIL ADDRESS
Naval Training Station
Naval Operating Base, Norfolk, Va.
IN REPLY REFER TO

COPY

~~SECRET~~

DECLASSIFIED
DOD Dtve
8 Jan. & 20 June 1974
By: ALM, LC, Date 11/14/75
PKC

COPY

U. S. NAVAL TRAINING STATION
Naval Operating Base,
Norfolk, Virginia

February 27, 1942

My dear Admiral Lee:

After hearing the President's message which said in substance that great delay in reeforcements of air power were caused by the necessity of carrying planes in crates, and only three trips per year could be made by merchant ships, and the next day the President's statement that if he only knew how or if someone could suggest how air support could possible be gotten to MacArthur, he would most certainly do it, I assumed you again considered my plan with the information contained therein after the President's announcement particularly in that Plan TWO would permit not less than six trips a year instead of three, and Plan ONE has a better than even chance of success even with one ship at this time of year.

I therefore went to see Admiral Cox at the Newport News Shipbuilding Company and am pleased to advise you that five days after notification that conversion is desired - that is, if notification is received five days prior to arrival of designated "C" boat - by the use of catapult now being installed on a conversion job in progress. Such a ship can be readied for sailing in twelve or fourteen days. Other ships can be readied in fifteen days after arrival if catapults are available.

I assume Army planes will be used.

With kindest regards.

Very truly yours,

MILTER F. GEARING.

Rear Admiral W. A. Lee Jr., U.S. Navy,
Division of Fleet Training,
Office of the Chief of Naval Operations,
Navy Department,
Washington, D.C.

P.S. Because of it being a joint operation and in view of the President's call for suggestions, would it be advisable to place my correspondence before the President?

DECLASSIFIED

~~SECRET~~

A16S4521 X 3/27

SECRET

DECLASSIFIED
DOD Dir.
5 Jan. 4, 20 June 1974
By: ALAS, LC. Date 11/14/75
PNC

PLAN I

1. One or two, preferable four ferry fighter command ships made available.

2. Each ship carry 50 planes and approximately 4000 tons of cargo.

3. Ships load ARMY pilots , crew and mechines in Dutch Harbor or Kodiak for security.

4. Proceed unescorted through the North Pacific and pass through the Bonin-Saipan area in ~~Down~~ dusk to ~~down~~ down period separated by 100 miles.

5. Half of task force launch planes from westward of Luzon 250 miles off Pollio Island.

6. Half of task force pass Aparri - Formosa in dusk to down passage.

7. Planes from task force give total air suppost for entrance of freighters for unloading.

8. Pollio freighters endeavor to return.

9. Arrived freighters remain.

TOTAL RESULTS

Maximum (4 ships) — 200 fighter planes - 6000 tons freight.

Mimimum (1 ship) 50 fighter planes - 4000 tons freight.

Imagine it would reduce pressure of south pacific by 500 planes would permit re-basing of patrol planes and fortresses and require further thining of naval preasure in the south. The first week of attrition on the enemy arrival would be too pleasable for words.

DECLASSIFIED
SECRET
Auth 4532 "X" 8/29

SECRET

DECLASSIFIED

PLAN II

1. Load planes in ferry fighter command at Terminal Island, or other designated point.

2. Deliver planes at designated point.

3. Proceed loaded to port unloaded to discharge remaining light cargo and/or pick up ferry pilots if they are not required ashore.

4. To proceed escorted or unescorted as circumstances dictate.

5. Ten (10) such ships could deliver not less than 4000 fighter planes annually to the south pacific.

DECLASSIFIED

SECRET

Adm Ops 452-1 "X" (4) 3/29

SECRET DECLASSIFIED

ADVANTAGES

1. Freighters may unload their most important cargo, that is pilots and planes 300 or 400 miles from destination. This means landing may be affected in heavely guarded areas with minimum possibilities of interference.

2. Carrier deck operation requires months of training. One or two shots from a shore catapult and any army pilot is qualified to take off.

3. Any trip is reduced if necessary 800 miles in length. The unloading and assembly interval is eliminated.

4. In an emergency there is fighter protection to the ship on convoy.

5. With the catapults available the conversion time is greatly reduced over carrier deck conversion.

6. There are many such type ships available and catapults are the only necessity.

7. To unload a ship of 200 planes will require 24 hours.

8. The technical details have been prepared by Naval Aviators and technicians thoroughly quallified by long experience in carrier operation.

9. The acquision of a crew for such a command is no problem if personnel be made available on a volunter basis.

10. Consulation can be had in Washington in 1 1/2 hrs. after notification.

DECLASSIFIED
SECRET

SECRET

FIGHT FERRY COMMAND

GENERAL

1. Acquisition of U.S. Martime Commmission type C-2 cargo vessels which have a cruising speed of 16 1/2 knots and which make 19 to 20 knots full power.

2. Equipe ships so acquired with one pair low catapult of the electric Hydraulic Pneaumatic Type, "catapult to be installed on bow of ship. Launching capacity 40 planes an hour".

3. Carry fully ready 8 planes to fly at all times.,

4. Carry 20 planes with folding wings on false deck, ready to be brought to top side for flight.

5. 200 planes may be carried in crates. Engines and all accessories installed. Wings, tail surfaces and landing gear to be installed.

6. Stowed in holder will be 10% spaces for surfaces and engines.

7. Gasoline and oil sufficent for first flight carried in bulk in "deep tanks".

8. Radar to be installed.

9. All guns removed except aft of bridge.

10. Required aviation crew of sixty (60) rated machinest mates and medal-smiths, with a working crew of 75 men total 135 men to work on planes. 90 of these men ban be used to stand ship watches.

11. 2400 tons of cargo may be carried in holds 4 and 5

12. Ample room for pilots to be feed, exercised and bunked in cots.

13. Althought designed for fighters, any ARMY PLANE, whose weight will permit may be shot from catapult.

14. To be operated in Pacific where there is relatively calm ocean. On enemy contact fully armed planes catapulted in sufficent strength to repell attack. Pilots will be recovered planes will be expended.

15. Planes will be delivered anywhere in the Pacific or Indian Oceans, Where directed either escorted or unescorted, as may be necessary.

SECRET

DECLASSIFIED
NND 752.1 X" (54) 3/29

A-4/35

SECRET
DECLASSIFIED

DECLASSIFIED
DOD Dir.
6 Nov. & 29 June 1954
By: NNAJ, NARS Date: 11/18/75

February 26, 1942.

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, G-4:

1. Attention is invited to the attached paraphrased copy of secret radiogram No.541, dated February 25, 1942, signed Barnes.

2. The information referred to therein has been furnished the San Francisco Port of Embarkation by the Air Service Command.

3. It is requested that extra care be taken in providing instructions be issued to insure careful supervision and stevedoring on all future shipments.

452.1 "X" (50)

Incl.:
Cy. paraphrase radio #541, dated 2/25/42.

For the Chief of the Air Staff:

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

Dispatched
FEB 28 1942
AAG

Hq. Army Air Forces
FEB 27 ..
AAG RECEIVED

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

AAF-39

SECRET
DECLASSIFIED

Air WS 452.1 "X" (50)

COPY

FOOM

Time Filed 1216 25

CLASSIFIED

February 25, 1942

11:20 AM

AG 020: 1 (2-25-42)MSC

From: Melbourne

To: The Adjutant General

No. 341 Feb. 25, 1942

Our 264 is repeated: "Large quantities of unerated planes were shipped to the Philippine Islands in 1935 using a shipping method which was worked out by the Transportation Division at the suggestion of Colonel Middleton and in co-operation with the Air Corps, and which depended on careful supervision by officers and careful stevedoring. This is suggested in view of the fact that there have recently arrived, in a seriously damaged condition, shipments of unerated planes both here and to the Philippines. Further War Department investigation of the previously followed methods, with a view to determining their reapplication, is warranted considering the saving in time of handling, in material and in shipping space.

Barnes"

EXACT ACTION COPY TO: CHIEF ARMY AIR FORCES CY NO 1
EXACT INFO COPIES TO: SECRETARY GENERAL STAFF CY NO 2
A. C. OF S., WPD CY NO 3
A. C. OF S., G-2 CY NO 4
A. C. OF S., G-4 CY NO 5
THE QUARTERMASTER GENERAL CY NO 6

Distribution:

Air Forces
General Arnold
General Barnes
A-4

ACTION COPY TO AIR SERVICE COMMAND

Air Corps
A/AS

Received in Cable Section, AAF/AAS
8:20 p.m. 2/25/42
Paraphrased by Lt. King
Distribution by Capt. [redacted]

1000 W

SECRET
DECLASSIFIED

Gen. Hanley

DECLASSIFIED
DOD Itrs.
8 Jan & 20 June 1974
ALM 11/10/75
PHC

Airplanes for General Kenney's Theater

Director of Military Requirements
(Lstmr Asst. Chief of Air Staff, Operations)

March 25, 1943

General Strubenmeyer

1

GES/hd

1. General Kenney came in to me this morning and presented the following. It is desired that you investigate and see what can be done.

A-20H's

He reported that as a result of a conversation which he had with General Meyers, the production schedule on A-20H's each month is at present more than was anticipated. He was in hopes any that could be secured which did not affect our commitments and which were over and above those set up for the British and the Russians could be sent out to his theater.

Ground Echelon

He is very anxious that the ground echelon for the additional Heavy Bombardment Group, which is scheduled for allocation to his theater sometime in the third quarter, be shipped to his theater with the least practicable delay as he intends to give each squadron one or two flights and let them get organized and operating on a small scale so that when the flight echelon arrives the ground echelon will be ready to go.

Airplane Replacements

He pointed out that with the two Heavy Groups he has now, built up to 48 airplanes per group which will equal 96 airplanes, his replacements in equipment at the 20% rate would equal around 20 airplanes. He urges that these arrive monthly.

2. Again, it is desired to point out that General Kenney will take his airplanes without modification and I am inclined to believe that we can maintain his replacements and build him up to his 48 airplanes per group much more quickly than if modifications were required.

By Dot
Asstnt. Chief Air Staff, A-3
(Lstmr Asstnt. Chief Air Staff, Training)
Asstnt. Chief of Air Staff, Plans
Asstnt. Chief of Air Staff, A-1
(Lstmr Asstnt. Chief Air Staff, Personnel)

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

General Hanley

DECLASSIFIED
SECRET

Distribution
Wkly 20 Aug

air 8452.1 (11)

MESSAGES RECEIVED AS OF THIS DATE, April 5, 1943

Air Force	Point where Crews are to Report	To Whom Crews are to Report	Message No.
9th	Cairo, 13th Replacement Crews depart.	A-1 & A-3 39th Air Force will be responsible.	Cm-in-2527 April 4.
7th	Hickam Field, Honolulu, T.H.	C.G. 7th Air Force.	Cm-in-1365 April 3.
11th	Fort Richardson, Alaska.	C.G. 11th Air Force.	Cm-in-945.
12th	Oran	North W. African Training Command.	Cm-in-2131 April 3.
8th	London	8th Air Force Service Command.	Cm-in-2312 April 4.
13th	Noumea, N. Caledonia	General Breen, Com. Gen. S.O.S.	Cm-in-1669 April 3.

SECRET

DECLASSIFIED
DOD ltrs
6 Jun. & 20 June 1974
By: ALM/LC; Date 11/10/75
PKC

Airplanes for General Kenney's Theater

Director of Military Requirements
(Later Asst. Chief of Air Staff, Operations)

March 25, 1943

1

General Stratemeyer

GES/hd

1. General Kenney came in to me this morning and presented the following. It is desired that you investigate and see what can be done.

A-20G's

He reported that as a result of a conversation which he had with General Meyers, the production schedule on A-20G's each month is at present more than was anticipated. He was in hopes any that could be secured which did not affect our commitments and which were over and above those set up for the British and the Russians could be sent out to his theater.

Ground Echelon

He is very anxious that the ground echelon for the additional Heavy Bombardment Group, which is scheduled for allocation to his theater sometime in the third quarter, be shipped to his theater with the least practicable delay as he intends to give each squadron one or two Heavies and let them get organized and operating on a small scale so that when the flight echelon arrives the ground echelon will be ready to go.

Airplane Replacements

He pointed out that with the two Heavy Groups he has now, built up to 48 airplanes per group which will equal 96 airplanes, his replacements in equipment at the 20% rate would equal around 20 airplanes. He urges that these arrive monthly.

2. Again, it is desired to point out that General Kenney will take his airplanes without modification and I am inclined to believe that we can maintain his replacements and build him up to his 48 airplanes per group much more quickly than if modifications were required.

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

Cy to:
Assist. Chief Air Staff, A-3
(Later Assist. Chief Air Staff, Training)
Assist. Chief of Air Staff, Plans
Assist. Chief of Air Staff, A-1
(Later Assist. Chief Air Staff, Personnel)

General Hanley

Diplomatic Mail 20 Apr 43 AAG

Tele 3/26/43

SECRET DECLASSIFIED

This Ingram

air 08 545.1 "x" 1943

SECRET

DECLASSIFIED
DOD Dir.
5 Nov. & 30 June 1974
By: OIAM,LC: Date 4/14/75
AAC

AAF/A-4
JTW/mmb
Wrnt 2/25/42

FEB 2 8 1942

[redacted]

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, G-4:

SUBJECT: B-26 Airplanes for Overseas Destinations.

1. Attached copy of memorandum to the Chief of the Air Corps on the above subject is forwarded for information in connection with Maritime shipping requirements.

For the Chief of the Air Staff:

Dispatched
MAR 3 1942
AAG

1 Incl.
Cy memo.

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

Hq. Army Air Forces
FEB 25 19[illegible]
AAG RECEIVED

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

AAF-39

DECLASSIFIED
SECRET
Auth: NR 452.1-4 (11-19-79)

DECLASSIFIED

DECLASSIFIED

DECLASSIFIED
E.O. 11652 Sec. 5 & 20 June 1974
By: NARS, Date 11/10/75
PXC

RECEIPT

DATE _____

SUBJECT: B-26 Airplanes for Overseas Destinations.

Received from Headquarters Army Air Forces a memorandum on the above subject with 1 inclosure:

Copy memo for C/AC
above subject.

_____
Officer Rank

_____
Office

DECLASSIFIED
SECRET

HEADQUARTERS ARMY AIR FORCES — SECRET — DECLASSIFIED 50

ROUTING AND RECORD SHEET

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

AUTOMATICALLY DECLASSIFIED
DOD Dir.
8 Jun. & 20 June 1974
By: NNAJLC; Date: 11/14/75
FMC

File No. . . . . .

Tally No. AAF . . . . . .

SUBJECT: B-26 Airplanes for Overseas Destinations.

NO.	FROM	TO	DATE	COMMENTS
1.	AAF A-3	AAF A-4	1942 2/24	AAF/A-3 CMoC/ig 1. A decision has been made by the Chief of the Army Air Forces to fly all B-26 airplanes to overseas destinations. About 85 of these airplanes for "X" have either been shipped to Copper or are in the process of being crated. 2. It is desired that only 60 crated B-26's be sent to Copper. The balance of the crated B-26's should be shipped to "X" as replacement airplanes. 3. This for your information and necessary action. By Order of the Secretary of War: H. H. ARNOLD Lt. Gen., U.S.A. Chief of the Army Air Forces By AAF/A-3

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

Page No. _____

SECRET — DECLASSIFIED

AAF/A-3
JTW/mmb

Wrnt 2/25/42

DECLASSIFIED
DOD Dir.
5 Sec. 4 of 1 June 1954
By RLH NARS Date 10/10/75

FEB 28 1942

MEMORANDUM FOR THE CHIEF OF THE AIR CORPS:

SUBJECT: B-26 Airplanes for Overseas Destinations.

1. A decision has been made by the Chief of the Army Air Forces to fly all B-26 airplanes to overseas destinations contingent upon demonstrated performance and range. About 65 of these airplanes for "T" have either been shipped to CONUS or are in the process of being erected.

2. It is directed that only 40 erected B-26 airplanes be sent to CONUS. The balance of erected airplanes should be shipped to "T" as replacements.

By Command of Lieutenant General Arnold

R. C. LEWIS
Major, Air Corps
Assistant Air Adjutant General

Hq. Army Air Forces
Dispatched FEB 25 19[illegible]
AAG RECEIVED
FEB 28 1942
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	
	[illegible]					T/H/[illegible]					

AAF-39

DECLASSIFIED
Auth 48 USC 2.1 "X"

SECRET
DECLASSIFIED

DECLASSIFIED
DOD Dir.
5 Sec. 4, 20 June 1974
By: OSAF/SAC; Date: 11/10/75
PKC

AAF/A-4/331
JOS/emd

Written February 20, 1942.

FEB 21 1942

[redacted] FOR THE CHIEF OF THE AIR STAFF:

Subject: Cargo Transport Airplanes for [redacted].

1. [redacted] will be available at Long Beach, California, February 28, 1942 for the above (1) [redacted] and one (1) C-47 type Cargo Transports being [redacted] for [redacted].

For the Chief of the Air Staff

FEB 24 1942

[redacted]
Colonel, Air Corps,
Assistant Chief of the Air Staff, A-4.

452.1 "X"

Dispatched
FEB 24 1942
AAG

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

SECRET
DECLASSIFIED

AAF-39

DECLASSIFIED

DECLASSIFIED
DOD Dir.
5 Sec. 4 of 20 June 1954
By: ALAN/LCC Date: 11/14/75
PKC

A-3/58

Two C-47 Transports for "X".

AAF/A-3
CMcC/jg

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

1. Two (2) C-47 type transports have been allocated from February production for shipment to "X".

2. These transports replace two of the five C-39 type previously ordered. The total transport shipment for "X" now scheduled is two C-47 type and three C-39 type cargo transports.

3. As soon as routing of the above transports is to be done at Los Angeles, the Air Service Command desires that shipment be made from a port in that vicinity.

4. This for your information and necessary action.

HEW
C/A-3

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

AAF-39

DECLASSIFIED

DECLASSIFIED
DOD Rev.
4 Jan. & 29 June 1954
NWT [illegible] LIC; Date [illegible]
PMC

SECRET
DECLASSIFIED

AAF/A-4/357
[illegible]

(Written Feb. 21, 1942.)

DECLASSIFIED
FEB 24 1942
DATE

FEB 24 1942

MEMORANDUM FOR THE CHIEF OF AIR CORPS:

Subject: Shipment of Pursuit Airplanes Provided With Belly Tanks.to "X".

1. According to the records of Arg, the following is a shipment schedule of Pursuit Airplanes to "X".

[illegible] P-39's with "X"; 48 overdue.
[illegible] P-40B's overdue.
[illegible] P-40 D's and D1's overdue.
[illegible] P-40 D's to mail.

2. This information is furnished in connection with the directive issued by the Chief of the Army Air Forces that six (6) belly tanks be provided for each pursuit airplane [illegible] "X".

By Command of Lieutenant General Arnold.

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

452.1 "X"

Hq. Army Air Forces
FEB 25
AAG RECEIVED

Dispatched
FEB 24 1942
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Gen'l Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-MED	A-Insp.	Budget	Scientific	
	WJF					[illegible]					
						[illegible]					

AAF-39

DECLASSIFIED

452.1 "X"

SECRET

DECLASSIFIED

DECLASSIFIED
DOD Dir.
E.O. 12958
NLN[illegible] Date 11/10/75
PXC

RECEIPT

DATE _____

SUBJECT: Shipment of Pursuit Airplanes Provided With Belly Tanks to "X".

1. Received from the Headquarters, Army Air Forces, one memorandum, above subject.

_____
OFFICER RANK

_____
OFFICER

[illegible]

Ben 45 452.1 X" (44)

SECRET DECLASSIFIED

UNCLASSIFIED
DOD Dir.
6 Jan. & 30 June 1974
By: ALM/[illegible] Date 11/10/75
PuC

AAF/A-4
MFS/mhh

February 27, 1942

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, G-4:

Subject: Shipment of B-26 Airplanes from Baltimore, Maryland to X.

1. On February 24, 1942, your office (Major Wiesering) was informed verbally that the Chief of the Army Air Forces had directed that no more B-26 airplanes, other than those now in the process of crating, be prepared for water shipment.

2. In order to avoid the delay caused by breaking down B-26 airplanes for water shipment and reassembling them for operational use, every effort is being made to increase their ferry range sufficiently to permit flight delivery.

3. In view of the foregoing, it is not anticipated that there will be any B-26's to move out of Baltimore early in March.

452.1 "X" (45)

Encl.
Memo to C/AAF
2/25/42 from
G-4/29961

For the Chief of the Air Staff:

Eq. Army Air Forces
FEB 27 19..
AAG RECEIVED
Dispatched
Feb 28 1942
AAG

T. J. HANLEY, JR.,
Colonel, Air Corps,
Assistant Chief, Air Staff, A-4.

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	
						MFS					

AAF-39

SECRET DECLASSIFIED

Ans 452.1 "X" (45)

SECRET

DECLASSIFIED
DOD Dir.
4 Jan. & 20 June 1974
By: RLM JEC Date: 11/14/75
PMC

RECEIPT

DATE _____

SUBJECT: Shipment of B-26 airplanes from Baltimore, Maryland to X.

1. Received from the Headquarters, Army Air Forces, one memorandum above subject with inclosure:

Memo to C/AAF
2/26/43 frm.
G-4/32861

_____
[redacted] RANK

_____
OFFICE

DECLASSIFIED
SECRET

SECRET
DECLASSIFIED

DECLASSIFIED
DOD Dir.
5 Jan. & 20 June 1974
By: OLAW, LC: Date 11/4/75
PIC

AAF/A-4
MFS/mhh

February 16, 1942.

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, G-4:

Subject: B-26 Airplanes from Baltimore, Maryland to "X".

1. During the week of January 18, 1942, the Air Service Command attempted to make arrangements through your office for the transportation by water of thirteen (13) B-26 airplanes from Baltimore, Maryland to "X", either direct or to the West Coast Via inter-coastal service for transshipment.

2. Your office reported that water shipping accommodations were not available out of Baltimore, Maryland for the purpose, but that there was a possibility of such accommodations being available from New York City. Investigation revealed that the airplanes could not be moved by rail from the Glenn L. Martin Plant, Baltimore, Maryland, because of clearance requirements of the originating railroad.

3. A number of B-26 airplanes are scheduled for water shipment to "X" during the next six (6) months. Preparation of these airplanes for shipment could most advantageously be accomplished at the Martin Plant, if arrangements could be made to ship from Baltimore.

4. As you know, the shipment of B-26 airplanes thus far has presented a considerable problem. Your comments as to the practicability of shipping from Baltimore are requested.

For the Chief of the Air Staff:

FEB 21 1942
A.G.O.

[redacted] Y. J. BAILEY, Jr.,
Col., Gen. Corps,
COORDINATOR.

HEADQUARTERS ARMY AIR [redacted]											
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-5	A-6	A-7	Stra-tegics	

AAF-39

SECRET
DECLASSIFIED

Air AG 452.1 "X" (2-16-42)

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

SECRET
DECLASSIFIED

DECLASSIFIED
DOD Mem.
6 Jan & 30 June 1974
By: ALM/LC; Date 11/9/75
PMC

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

(14-4)

SUBJECT: Duplication of Shipments. FEB 18 1942

SECRET
DECLASSIFIED
(Authority of the Chief of the Air Corps)
FEB 18
Date Initials

TO: The Chief of the Army Air Forces.

1. Reference is made to letter from your office, same subject as above, dated January 26, 1942.

2. The records of the S. S. Malama show Air Corps material carried on it were items of supply for the Philippine Air Depot. Inasmuch as similar supplies have been furnished to Destination "X", including spares with each type of airplane, it is recommended that no duplicate shipments be made of the items listed.

For the Chief of the Air Corps:

F. F. WATSON
Major, Air Corps
Assistant Executive
Air Service Command

"X" 1 2 6 4

ASC-358

DECLASSIFIED
SECRET

Ops 452.1 "X" (44)

SECRET

DECLASSIFIED

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD ltrs.
6 Jan. & 20 June 1974
By: NNAM, LC; Date: 11/14/75
PLC

(To be filed with correspondence)

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

SUBJECT: Movement of Heavy Bombers.

NO.	FROM	TO	DATE	DATA	AAF/AS MFH/cmc
1.	AAF C/AS	AAF A-1 A-2 ✓ A-3 A-4 A-WPD	1942 2-18	1. Note attached memorandum of February 16th. With reference to paragraph 4, it is the decision of the Chief of the Army Air Forces that from now on, until further instructions, all such movements will be westward bound. 2. Please note and return for file. M.F.H. C/AS	
1 Incl: Cy.Memo.2/16,MFH to Gen.Arnold					
2.	AAF A-2	C/AS	1942 2/20	1. Noted. M.F.S. C/A-2	AAF/A-2 JTMc-cmm
1 Incl. Cy Memo 2/16,MFH to Gen. Arnold.		Hq. Army Air Forces FEB 21 AAG RECEIVED			

A-7/19 Aircraft—
AAG/132

(Do not use reverse side)

DECLASSIFIED
SECRET

5-4604, AG
AAF 452.1 (43)

SECRET
DECLASSIFIED

DECLASSIFIED
DOD Mem.
6 Jun. & 20 June 1974
By: [illegible] LC: Date 11/10/75
PHC

WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES

WASHINGTON

February 16, 1942.

MEMORANDUM FOR LT. GENERAL ARNOLD.

Subject: Movement of Heavy Bombers.

1. Of the original initial complement of B-17's for X, there still remain 11 to go:

3 are on the West Coast
1 departed yesterday
1 is at Wright Field (work on tanks)
2 are at Tampa
1 is at Tampa (robbed for spares)
3 to come from production
11

2. Required from production during February, 16 to meet attrition in X. 3 as indicated above, - total 19. Deduct 12 assigned to Task Force 11, remainder 7 to come from February production.

3. Three (3) B-17's have previously been sent to X from Hawaii October. 12 go with Task Force 11, making 15. These are to be replaced by May Octobes by 15 B-24's. These 15 B-24's will be available, provided the last proposal to Great Britain in regard to the adjustment of British and U. S. allocations as last proposed in your letter (as yet unsigned) to Mr. Currie is approved.

4. The decision should be made as to whether the B-17's now at Tampa should be dispatched east bound or properly fitted with tankage capacity for the west bound trip. This depends upon strategic considerations. Also similar decision in regard to remaining undelivered B-17's.

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

DECLASSIFIED
SECRET

AAF/AS
MFH

~~SECRET~~ DECLASSIFIED

DOD Ltr
6 Jan. & 30 June 1974
By: AAF/IC; Date 11/14/75
FHC

February 17, 1942.

MEMORANDUM FOR Brigadier General Robert S. Olds:

Subject: Movement of 4-engine Bombers.

1. Confirming my telephone conversation with you on this subject today, you are advised that the Chief of the Army Air Forces has directed that, until further instructions, the movement of all 4-engine bombers destined for X will be restrained.

H. P. MARKHAM,
Major General, U.S.A.,
Chief of the Air Staff.

4552.1 "A" (18)A

Dispatched
FEB 19 1942
AAG

HEADQUARTERS ARMY AIR FORCES		COORDINATION								
Chief of Staff	Sec'y Air Staff	AAG	A-1	A-2	A-3	A-4	A-WPD	A-Insp	Budget	Stat istics

cmc

~~SECRET~~ DECLASSIFIED

AAG 452.1 "A" (18)A

[redacted]

[redacted]

[redacted]

MEMORANDUM FOR THE COMMANDER IN CHIEF, UNITED STATES FLEET:

Subject: Telegram from Commander Aleutian Force.

1. This refers to your conference of February 14, 1942, [illegible]

2. [illegible] Department does not recommend withdrawing [illegible] because the primary responsibility of [illegible] will be by the Army and not available.

3. The present estimated state of availability of the Army [illegible] makes the present operational priority for the [illegible] be Australian bases.

Approved March 4, 1942.
This memorandum was dated March 18, 1942.

4. In conformity with the Chief of Naval Operations, the [illegible] dated February 14, 1942, [illegible] Army [illegible] Army Air Forces [illegible] Army Air Forces [illegible] Army Air Forces

SECRET
DECLASSIFIED
DOD Dir.
6 Jan. & 30 June 1954
By: [illegible] I.C. Date 11/14/75

X MISSION

AIRCRAFT REPORT February 11th, 1942

PLANES DELIVERED TO DATE

To X

LB-30's	4.
B-17's	19.

X MISSION SHIPS DELIVERED

To Copper

LB-30's	7.
B-17's	6.
30	Total

POSITION	TYPE	SERIAL NUMBER	No. of days at STATION	REMARKS
Singlem	B-17	41-2610	8	
"	"	41-2622	1	
Bangalore	LB-30	AL-276	20	
"	B-17	41-2627	15	
"	"	41-2629	20	
"	"	41-2630	14	Departed India for far East.
"	"	41-2677	9	
Karachi	LB-30	AL-258	1	
"	B-17	41-2625		Rptd. Jan. 17th
"	"	41-2626		Rptd. Febr. 8th
"	"	41-2628	11	Engine trouble- Jan. 31st. No spares requested, message to Karachi NE spares needed.
"	B-17	41-2671		Rptd. Jan. 17th.
"	"	41-2672		Rptd. Jan. 20th.
"	"	41-2674		Rptd. Febr. 7th.
"	"	41-2675	11	Requested replacement of No. 2 engine, one set of prop wrenches, and 6 generators. Engine parts shipped by clipper.
"	"	41-2676		Rptd. Febr. 7th.
"	"	41-2678		Rptd. Febr. 7th.
Aden	B-17	41-2624	1	

DECLASSIFIED
SECRET

452.1 "X" (41)

SECRET

X MISSION
AIRCRAFT REPORT

February 11th, 1942

POSITION	TYPE	SERIAL NUMBER	No. of days at STATION	REMARKS
Habbaniyah	B-17	41-2457		Dptd. Febr. 9th
"	"	41-2456	29	Jan. 19th, major damage to props, tank side and landing gear; No spares requested. Message No spares needed.
Khartoum	B-17	41-2400	3	Reported Febr. 10th requires new magneto.
Accra	B-17	41-2474	5	Equipment being installed.
"	"	41-2475	10	Febr. 1st, reported bad motor. Have asked Accra specific spares needed.
"	"	41-2397		Dptd. Febr. 10th.
Takoradi	B-17	41-2465		Just arrived.
"	"	41-2467		Just arrived.
"	"	41-2468		Just arrived.
Freetown	B-17	41-2469		Dptd. Febr. 10th
"	"	41-2536		Just arrived.
"	"	41-2479		Pilot reports failure in petrol feed from wing tank. Aircraft sank one minute after hitting water. Crew found in rubber boats by British, with exception of two, which were lost with ship. All survivors now in Freetown harbor, recovering satisfactorily. (Crew located at 0220 Febr. 10th GMT.)
Salem	B-17	41-2452	2	Repairing oil leak.
"	"	41-2458	2	Requires HAYES expander tube, brake assembly both right and left, No. 5-dash two dash 117.
Ampa	B-17	41-2439	25	Four props delivered Jan. 17th. Three motors at Miami to be shipped to Salem.
Chaves	B-17	41-2426	16	Forced landing, no damage. Building runway to fly plane out.

DECLASSIFIED

SECRET

SECRET

X MISSION
AIRCRAFT REPORT

February 11th, 1942

POSITION	TYPE	SERIAL NUMBER	No. of days at STATION	REMARKS
Tampa	B-17	41-2426	7	Maintenance.
"	"	41-2428	7	Ready for departure.
Sacramento	LB-30	AL-575	26	Delayed weather headwinds.

COPPER MISSION

Planes delivered to date -0-

Hamilton Field	B-17	41-2429	22	Delayed weather headwinds
		41-2428	22	" " "
		41-2427	22	" " "
Sacramento		41-2427	21	" " "

T. L. MOSLEY
Lt. Colonel, Air Corps.

DECLASSIFIED
SECRET auth 452.1 "A"

HENRY HARLEY ARNOLD
Box 128 Folder 4

MILITARY

Decimal

SAS 452.1
"X" (81-156)

SECRET

SECRET
Arch. Ch/Trans.
Initials
Date 5/12-43

SPSOM 452.1

DECLASSIFIED
DOD Dir.
8 Jan. & 29 June 1974
By: AUS, LC; Date 12/14/76
PKC

May 12, 1943.

MEMORANDUM FOR LT. COL. HERBERT A. BOUSHEAU, AAF:

Subject: Availability of U.S.S. CORE (ACV-13) to Ferry Aircraft to Casablanca.

1. There is inclosed copy of memorandum, dated April 10, 1943, from the Office of Asst Chief of Naval Operations, advising of the availability for loading about June 6, 1943, of U.S.S. CORE (ACV-13) for movement of aircraft to Casablanca in TSC-10. This confirms to verbal advice transmitted to your office May 8, 1943.

2. Requested this office be furnished with information as to the availability of cargo for this vessel.

For the Chief of Transportation:

EUGENE P. REYAL,
Major, Transportation Corps,
Movements Division.

1 Incl.,
Cpy memo fm Naval Trans.
Dated., May 10, 1943.

cc: Brig. Gen. Robt. H. Wylie, AC.
cc: Brig. Gen. P. J. [illegible], AAF.

SECRET

Movements Div.—[illegible]—7-5-43

Air AG 452.1 (5-6-43)

SECRET

DECLASSIFIED

In reply refer to Initials and No.

Op 30-22-MC
Serial 068039

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

SECRET

May 10, 1943.

MEMORANDUM

From: The Director, Naval Transportation Service.
To: The Assistant Chief of Transportation, Army Service Forces, War Department.

Subject: Availability of U.S.S. CORE (ACV-13) to Ferry Army Aircraft to Casablanca.

Reference: (a) Cinclant secret dispatch 061516 May, 1943, to Cominch.

1. In reference (a) the Commander-in-Chief Atlantic Fleet advised that U.S.S. CORE (ACV-13) will be made available at New York about June 6 to load Army aircraft and that the vessel will sail in UGS-10 to Casablanca.

2. Information is desired as to whether or not the Army Air Forces will be able to make cargo available for the above vessel.

3. Transmission of this letter by registered mail within the continental limits of the United States is authorized.

/s/ W. W. Smith
W. W. SMITH

cc: Cominch

DECLASSIFIED

DECLASSIFIED
DOD Ltr
6 Dec. & 20 June 1974
By: OSA/JLC; Date 10/15/76
PKC

SECRET

WAR DEPARTMENT

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

SECRET
Auth. Ch/Trans
Initials GHB
Date 2/13-43

SPSOM 452.1 May 13, 1943.

MEMORANDUM FOR LT. COL. HENRY A. BURHMAN, AAF:

Subject: Availability of U.S.S. MERRON (AGV-22) to Transport Army Aircraft to the South Pacific or Southwest Pacific.

1. Inclosure is made of copy of memorandum of May 12, 1943, from the Director, Naval Transportation Service, to the Assistant Chief of Transportation, AAF, above subject.

2. Requested this office be advised as to whether or not cargo will be available for this vessel, desired point and date of loading, and destination. Attention is further directed to request for confirmation of the availability of facilities for discharge at destination.

For the Chief of Transportation:

[signature]
[illegible],
Major, Transportation Corps,
Executive Division.

1 Incl.,
Cy of memo fm NTS,
May 12, 1943.

Noted by Gen. Handy
File
Mar
14 May '43

File
ca 5/15/43

cc: General Wylie, TC.
cc: General Handy, AAF.

SECRET

Air AG 452.1 2 (5-6)

FOR VICTORY
BUY UNITED STATES WAR BONDS AND STAMPS

UNCLASSIFIED
DOD Dir.
E.O. 11652, Sec. 3 (E) June 1971
By: GAM, NARS, Date 12/13/76
PKC

In reply refer to
Initials and No.

Op 30-22-MS
Serial 039739

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

~~SECRET~~
SECRET

May 13, 1943

MEMORANDUM

From: The Director, Naval Transportation Service.
To: The Assistant Chief of Transportation,
Army Service Forces, War Department.
Attention: Major C. P. Bayne

Subject: Availability of U.S.S. BRETON (ACV-23) to Transport Army Aircraft to the South Pacific or Southwest Pacific.

References: (a) Comairpac secret dispatch 112136 May 1943, passed by Cincpac to Vice CNO.

1. Reference (a) has made the U.S.S. BRETON (ACV-23) available at a West Coast port subsequent to 7 June for ferrying Army aircraft either to the South Pacific or Southwest Pacific theatres.

2. Information is desired as to whether or not the War Department will have a sufficient number of aircraft to utilize this vessel. If the reply is affirmative, please advise preferred port and date for loading as well as destination. Also please confirm that there are adequate port facilities to discharge planes at the latter port.

3. Transmission of this letter by registered mail within the continental limits of the United States is authorized.

A. MC CRARKEN
By Direction

cc: Cominch

CONFIDENTIAL

DECLASSIFIED
DOD Dir.
8 Jun. & 20 June 1974
By: AIA/LC; Date 10/14/76
PHC

P-47 Airplane Mechanical Troubles — Coordination — Correction

Deputy Chief of Air Staff - Major General T. J. Hanley, Jr. May 10, 1943

Asst. Chief of Air Staff, M. M. & D.
Material Division. 1
MCD:mm 3350

1. In accordance with R. and R. dated April 26, 1943, same subject, from your office, attached herewith is a copy of a weekly progress report No. 2 on the above subject.

2. Modification of one hundred (100) crated airplanes for the Southwest Pacific Area will begin this date at Middletown Air Depot, upon arrival of the airplanes.

3. Incorporation of necessary modification in the production line to make the P-47 mechanically operational is contemplated during the week of May 17, 1943.

J. P. PHILLIPS,
Colonel, Air Corps,
Chief, Develop. Engr. Br.

Incl.
Report No. 2, dtd. 5-8-43

TO: A.C. A.S., Materiel, Maintenance & Distribution. DATE 12 May 43

FROM: Deputy Chief of the Air Staff. COMMENT NO. 2
MAL/mdg/5265

Noted by General Hanley and returned.

Dispatched
MAY 12 1943
AAG

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

Incl. n/c

Title OK 5/13/43

CONFIDENTIAL Air Ag. 452.1 "X" (100)

SECRET

AFAEP
EEL/cwm/6724
Wtm. 5/8/43

AFDAS
LGS/gwd/72052
1st Page Rewtm. 5/10/43

DECLASSIFIED
DOD ltrs.
6 Jan. & 20 June 1974
1971 BIAW LC; Date 10/24/76
PKC

May 11, 1943.

Lt. General George C. Kenney,
Commanding General, Allied Air Force,
c/o Postmaster,
San Francisco, California.

Dear George,

I have received a copy of your letter to Bill Ritchie, dated April 14, 1943, and my answers to the questions raised therein follow.

Two of your heavy bombardment groups will be maintained at forty-eight (48) planes each and one at thirty-five (35) planes, plus fifty percent reserve for all three groups. This quota will be met not later than July 1st. Medium bombardment groups will be established at fifty-seven (57) airplane strength plus fifty percent reserve. The fighters will be established at reduced T/O strength plus fifty percent reserve.

Engineer equipment for your Aviation Engineer battalions, including concrete road-making machinery, will be sent to you as soon as shipping becomes available.

Specialists for the 27th and 51st Air Depot Groups will depart the United States on or about July 1, 1943. All air depot groups will hereafter be complete with these specialists.

The Air Service Command on May 5 contacted Lockheed for three (3) P-38 specialists, Consolidated for four (4) B-24 specialists, and Norden for one (1) bombsight specialist. As soon as this personnel can be processed and transportation arranged, they will depart for your theatre.

One heavy group of thirty-five (35) B-24's, one medium group and sufficient B-25 aircraft to bring the 38th Group up to strength are now enroute. The 348th Fighter Group, equipped with P-47's, will depart the United States the last of this month. Since receipt of Message OZ 117, May 2, 1943, a study has been made as to the possibility of equipping the 475th Fighter Group, to be activated in your theatre in July, with P-38 aircraft. Provided P-38 production lives up to estimates, it is now believed that P-38's will be furnished for this group. Every effort will be

SECRET

Copy for The Adjutant General

made to have the 20th (or 55th) Fighter Group, scheduled to depart the United States in September, a P-38 group.

As to the A-20G's, production has not reached the numbers anticipated at the time Benny Meyers gave you his estimate. In addition, the necessity of having all A-20 aircraft destined for Russia under Lend-Lease out of the country by June 30th has served to further delay deliveries to the Army Air Forces. For example, during March, a total of six (6) A-20's were delivered to us and in April we received only three (3). However, an increase in the number of A-20's available to the Army Air Forces is anticipated and it is planned to send you this type aircraft to implement the 3rd Bombardment Group just as rapidly as possible. Until such time as full strength in A-20's can be reached, it is assumed that you will continue to fight the 3rd Bombardment Group with the A-20's you have, supplemented by B-25's. The group to be sent you in the Third Quarter will be equipped with P-40 fighter bombers. In January, 1944, your third group will move to you with A-20's as the A-26 production will not have come in by that time.

According to the best estimate now available, the one and one half (1½) troop carrier groups scheduled to your Air Force will depart the United States during the first part of July. No effort will be spared to hurry their date of departure. Inasmuch as C-46 production barely meets the requirements of the Air Transport Command, your units must be equipped with C-47's and/or C-53's, the standard type.

It is expected that an experienced Adjutant General will be selected the first of next week, who, together with an Assistant A-1 (Major Elmer Kemp, A.C., 0-271549) will depart for your theater within the very near future. The two Signal officers requested are now enroute. Continued efforts are being made to locate a suitable A-2 (Lt. Colonel) and Assistant A-1 (Captain). Twelve (12) First Lieutenants and/or Captains, capable of interrogating crews on returning from missions, will be sent out from the next class graduating from the Air Intelligence School at Harrisburg on or about June 25th.

Neither General Whitten nor any of the members of his staff recall talking to you with reference to carpenters and carpentry tools for your airdrome squadrons. Therefore, cables have been sent to you requesting further information as to your requirements.

All possible attention is being given to the production of fragmentation bombs for your area. The individual, vertically suspended, 23-lb. parachute fragmentation bomb, now being manufactured, will be designated the M-72. Parachute fragmentation bombs of the M-72 type will be shipped to you as soon as they are physically available.

SECRET

Four (4) C-54's will depart for your theater in about two weeks. These ships are now on the west coast undergoing engine changes, camouflage jobs, etc. The crews flying these ships will be assigned to the Fifth Air Force.

A team of experts on AFCE equipment, equipped with a limited quantity of parts for the latest modification, will depart for your theater just as soon as the personnel can be processed.

Your urgent requirements for the various items listed in your letter are recognized in this Headquarters and you can be assured that every effort will be made to fulfill same.

Best wishes for your continued success.

Sincerely,

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

P. S.

As General Arnold is not to be in his office for the next three or four days, I am signing this letter for him and forwarding it on to you, rather than to hold it up pending General Arnold's return.

(Sgd)

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

Dispatched
MAY 12 1943
AAG

SECRET

5/12/43

AG 452.1 "X" (15-4)

SECRET

TO: AC/AS - [redacted]nal Plans

DATE: 4/30/43

FROM: Chief of the Air Staff

COMMENT NO: 2
WAR/ltr: 5265

General Saunders desires that you review the attached and prepare an appropriate reply thereto for General Arnold's signature.

Incl. n/c

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

Dispatched
APR 30 1943
AAF

File CA 4/30/43 SECRET

SECRET

AG AS 452.1 "X" (5-7-43)

AG AS 452.1 "X" (10-9)

SECRET

DECLASSIFIED
DOD Directive
6 Jun. & 20 June 1974
By: ALW/LC; Date 10/15/76
PIC

Commitments made to General Kenney

Assistant Chief of Air Staff, Plans

March 27, 1943

General Stratemeyer

1

GES/hd

1. It is desired that you prepare a letter for General Arnold's signature clearly setting forth the commitments that have been made to General Kenney during his visit to Washington. This will include the following and any other additional information that you consider necessary at this time.

2. His strength in Medium Bombers is to be increased without delay by 1½ groups, building his strength up to a total of three groups of 97 airplanes per group. The equipment for these three Medium Groups will be B-25 type aircraft. Any additional Medium Bombers sent to him as attrition and replacements will be of the B-25 type. You will state in this letter that the reserves that we send him are there to maintain his reserve strength and not to build up other Medium Units in order to increase strength in the Group.

3. Clearly state to him that he has agreed to accept his airplanes without modification and it is desired that you contact General Meyers and request him to write this particular paragraph of your letter per the understanding that he has had with General Kenney during his visit. The medium group of B-25's and the two additional squadrons will be dispatched with the least possible delay. No B-26's will be sent to Australia.

4. This letter will be prepared without delay and will tie in carefully with the Joint Chiefs of Staff paper which approved these commitments.

5. A similar letter will be prepared for General Arnold's signature to General H. H. Harmon for the South Pacific.

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

File a 8/2 9/43

out by special messenger SECRET

AFAEP
Jl.com 72445
Wm. 3/29/43

~~SECRET~~

DECLASSIFIED
DOD ltrs.
6 Jan. & 20 June 1974
By: AIAF LC; Date 10/14/76
PKC

March 30, 1943

Lt. General H. F. Harmon
A. P. O. 502
c/o Postmaster
San Francisco, California

Dear Miff,

A recent Joint Chiefs of Staff decision gives you the following additional air units over those presently in your theater:

Medium Bomb Groups	- 1/2 Group in 2nd quarter, 1943
Fighter Squadrons (Night)	- 1/3 Squadron in 2nd quarter; 2/3 Squadron in 3rd quarter, 1943
T/C Groups	- 1/2 Group in 2nd quarter, 1943
Observation Groups	- 1/4 Group in 3rd quarter, 1943
Photo	- 1/4 Group in 4th quarter, 1943

Your present Heavy Bombardment Groups will be brought up to new T/O strength (96 airplanes) during the 2nd quarter, 1943.

All other units except Fighter Groups will continue at reduced T/O strength until availability of planes and personnel make it possible to increase units in all theaters to new T/O strengths. Fighter Groups will be increased to new T/O strength in the 4th quarter, 1943.

It is planned to furnish a 25% reserve of airplanes for all units as soon as availability of planes will permit.

If losses justify, attrition airplanes and crews will be furnished at 20% and 15% per month, respectively.

I sincerely hope that this small increase in your assigned air units will, upon receipt, help you to continue your outstanding performance of a difficult task.

Best wishes for your continued success.

Sincerely yours,

Dispatched MAR 30 1943 AAG

Hd. H. H. Arnold

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

F de SK 3/30/43

Copy for General Arnold

~~SECRET~~

Air 08 452.1 X (158)

CONFIDENTIAL

DECLASSIFIED
DOD Dir.
5 Sec. 4 of 20 June 1974
By: MAH, JCS Date: 10/14/76
PRC

Agreement Gen. Arnold made with Gen. Kenney. 3/23/43

General Stratemeyer

3/23/43

Colonel Carmichael

1.

This is confirmation of the oral agreement that General Arnold made with General Kenney this morning. First, that 50 skeleton crews are to be returned from Australia and to pick up 50 B-26 type airplanes for delivery to Australia, and second, the Heavy Group plus future replacement combat crews to General Kenney are to be earmarked, and that part of their instruction dealing with amusive air tactics is to be discontinued by 2nd Air Force.

R. H. C.

TO: Director of Military Requirements
(Later Asst. Chief Air Staff, Operations)

DATE March 24, 1943

FROM: General Stratemeyer

COMMENT NO. 2

1. You will initiate the necessary action to comply with the oral agreement made by General Arnold with General Kenney as listed in Comment #1. Action should be taken without delay to have installed in B-26 airplanes the tanks essential to fly B-26 airplanes to Australia.

2. Also, your attention is invited to the fact that General Kenney has expressed a desire that his airplanes need not be modified. He desired that they come to him direct from the factory. All modifications will be made by him in his theater. The Material Command has received instructions direct from General Arnold relinquishing the subject of modification for General Kenney's airplanes.

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

Cy to:
Asst. Chief Air Staff, A-3
(Later Asst. Chief Air Staff, Training)
Asst. Chief Air Staff, A-1
(Later Asst. Chief Air Staff, Personnel)

Dispatched
MAR 24, 1943
AAG

File
SK
3/24/43

CONFIDENTIAL

Miss Ingram

SECRET

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
By: NNAJ, LC; Date 10/14/76
PMC

Airplanes for General Kenney

3/23/43

General Meyers

General Arnold

1.

Notify all concerned that for the time being all planes destined for General Kenney's Air Force will be shipped and flown unmodified, as he desires to make the modifications after arrival in Australia, in order to save time on delivery. All necessary gadgets, accessories, new pieces and parts will be either shipped with the airplanes or flown to Australia for the airplanes.

It is very desirable that you get in contact with General Kenney right away with a view of deciding upon details in connection with this policy, and also fixing upon a tentative date for its termination.

H. H. A.

CC:
General Stratemeyer ✓

Dispatched
MAR 23 1943
AAG

File
D/c
3/24/43

DECLASSIFIED
SECRET

AG 452.1 X (147)

AFDMR
Capt. McKay/cda 72429

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
By: ALM LC; Date 10/24/74
PMC

452.1 (11-7-43) (146)

SECRET
DECLASSIFIED

2nd Ind.

Hq, Army Air Forces, Washington, D. C. APR 16 1943

To: Commanding General, Thirteenth Air Force, c/o Postmaster, San Francisco, California.

1. The present plan for the Thirteenth Air Force is to support the two (2) existing three-squadron groups with five (5) airplanes per month per squadron until such time as P-38 production is sufficient to convert the P-40 units to P-38's. Present estimates of availability of P-38's indicate that this will be in July, 1943. You will then have, by this conversion, three (3) squadrons equipped with P-38's and three (3) squadrons equipped with P-39's.

2. Two (2) additional squadrons are authorized for your theatre in the last quarter of 1943. It is planned that these units will be activated in your theatre and equipped with P-38's and P-39's (or P-63's), respectively.

By the Commanding General, Army Air Forces:

(Sgd)

L. C. Saunders,
Brig. Gen. U. S. A.,
Deputy Chief of Air Staff.

Dispatched
APR 16 1943
AAG

Copy for Chief of Air Staff

1 de
6 4/17/43

AFDMR OPD AG/[redacted], Plans AG/AS, Allocations, Plans & Programs Division

SECRET

452.1 X (146)

[redacted] SECRET [redacted]

DECLASSIFIED
DOD ltrs.
2 Jan. & 20 June 1974
By: ALM LC; Date 10/14/76
PKC

Fighter Aircraft, South Pacific

A-3

March 22,1943

Chief of the Air Staff

WEH:JT 5296

1

For recommendation and preparation of reply based on your recommendation.

1 Incl.
Ltr fr CG. 13 AF
3-20-43

Dispatched
MAR 23 1943
AAG

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

File
3/24/43

Air 08 452.1 "X" (146)

SECRET

Air 08 452.1 "X" (146)

[redacted] [redacted]

SECRET

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
By: OJMF, LC; Date: 10/14/76
PKC

Status Aircraft and Combat Crews, South Pacific

MAR 17 1943

Chief of the Air Staff

Operational Plans

1

EHE:cwm 6114

1. In response to written notation by General Stratemeyer on the basic paper, there is attached proposed letter to General Harmon.

2. General Harmon's information as to OPD commitments was correct at the time his letter was written, but a new commitment chart was approved February 8, 1943 which reduced South Pacific commitments to 72 Heavy Bombers, 52 Medium Bombers, 150 Fighters and 13 Transports.

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

2 Incls:
1 - Basic ltr frm Gen. Harmon dtd 1/26/43
2 - Proposed ltr to Gen. Harmon

TO: Operational Plans - ATTENTION: General Anderson. DATE 20 March 43

FROM: Chief of the Air Staff COMMENT NO. 2
WEH/mdg/5246

1. I believe that events of the last week have changed this picture.

2. Will you please check and bring the proposed letter up-to-date.

Dispatched
MAR 21 1943
AAG

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

Incl. n/c

file
GK
3/22/43

DECLASSIFIED
SECRET

wid 88 V52, 1, "V" (1 V5)

HEAD[redacted]ERS ARMY AIR FORCES

[redacted]

ROUTING AND RECORD SHEET

~~SECRET~~

DECLASSIFIED - DOD ltrs 8 Jan. & 20 June 1974 [redacted]

TALLY NO.	
FILE NO.	

SUBJECT: Data for Conferences with Generals Kenney and Twining

TO: Chief of the Air Staff

DATE 3/13/43

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

COMMENT NO. 1

WHB/jit/6701

1. Attached chart is forwarded for your information. It is based on estimated aircraft arrivals in the theaters rather than allocations.

2. It is believed it presents valuable data for use in the current conferences with Generals Kenney and Twining.

3. U. S. Navy and direct aircraft allocations to the Australian and New Zealand Governments are not reflected in this chart.

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

Incl.
Chart ("Status of Active Theaters")

Chart w/d
File
WHH

723

~~SECRET~~

PAGE [redacted] Air Ops 452.1 "X" (143) 3-1109 A.F.

COPY

SECRET

Copy for Gen. Stratemeyer

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By: ALM LC; Date 10/14/76
PAC

452.1 "42" (1941)

1st Ind. AFRAD/F

HQ., ARMY AIR FORCES, Washington, D. C. March 2, 1943.
TO: Commanding General, Fifth Air Force, APO 923, % Postmaster, San Francisco, California.

1. This Headquarters notes with interest your account of the splendid performance of P-38 aircraft in your Theater and is taking action to circulate this information to all units equipped with this type aircraft.

2. As you undoubtedly know, the situation in Northwest Africa has reached a rather critical stage, and therefore it has been necessary to increase greatly the originally planned allotment of aircraft to this theater and due to the very high attrition rate in Northwest Africa, it is anticipated that all P-38's must be shipped to Africa for the next several months.

3. From January production of P-38 aircraft, your Theater was allotted eight, but it has become necessary to take all of February production and dispatch it to Northwest Africa. As stated in our radio 1491, February 24, 1943, no more P-38's can be shipped to you until June or July.

4. Plans for allocation of P-39 aircraft to your Theater are as follows:

15 in March
None in April
15 in May and each month thereafter

SECRET

COPY

SECRET

RELASSIFIED

b. P-39 aircraft available to the Army Air Forces are rather limited due to the large proportion of production being diverted to foreign governments.

c. The present allocation plans for P-40 type aircraft indicate none for your Theater until June when 40 will be dispatched and each month thereafter a sufficient number will be sent to maintain authorized strength for your Theater.

d. Production of Allison-powered P-40 aircraft has dropped off due to a switch-over in model and as in the case with the P-39's, the number available to the Army Air Forces is limited due to foreign "giveaways".

e. By a program of simplification and stripping, the performance of both the P-39 and P-40 has been greatly improved. No protective features have been removed from these airplanes, and it is believed this increased performance will outweigh the required reduction in range and fire power.

For the Commanding General, Army Air Forces:

George E. Stratemeyer,
Major General, U. S. A.
Chief of the Air Staff.

Dispatched
MAR 7 1943
AAG

Fib Stk 3/7/43

RELASSIFIED

SECRET

Air Ag 452.1 "X" (141)

DECLASSIFIED
DOD Dir.
E.O. 11652 Sec. 3 & 5B June 1974
By: NARS, Date: 10/14/76
PML

Status of Movement of Aircraft to Pacific Theater.

Asst. Chief of Air Staff, A-3 1 March 43

Deputy Chief of the Air Staff 1

MAL/mlg/5265

General Stratemeyer does not desire these reports any longer; however, he directs that he be notified when all the aircraft involved in this project have left the U. S.

Dispatched
MAR 3 1943
AAG

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

Att: Memo for General Stratemeyer from Aircraft Div., 2/27/43.

File
BK
3/3/43

SECRET

SECRET

ARMY
Air Force, WDAS
Wsh. 3/30/43
DECLASSIFIED
DOD Dir.
5 Nov. & 30 June 1974
By OSD/ISA, Date 10/14/76
Ltr.

MAR 30 1943

Lt. General George C. Kenney
Commanding General, Allied Air Forces
c/o Postmaster
San Francisco, California

Dear George,

I appreciate your letter of January 23rd and the information and data contained therein.

In view of the fact that you have probably been in Washington and have had the opportunity of presenting all of your problems and proposals to the planners here, I will not attempt to answer your letter in great detail.

I long very much to see us in Tokyo and as soon as it gets into April we should thereafter see if the Japanese air strength can be substantially reduced. [illegible]

Your figures on the Japanese production of combat aircraft are considerably at variance with the G-2 figures available here and the most recent figures published by combat intelligence. Our latest G-2 figures on Japanese aircraft production is 700 planes per month.

The figures you submit on possible Japanese air reinforcements in your area are also at variance with our G-2 figures. [illegible] G-2 figures show that, within thirty days, all of combat type aircraft can be brought to bear by the Japanese in operations [illegible] the South Pacific area.

A recent G-2 Estimate of Shipping Situation gives you the following additional air units which may [illegible] your area or en route thereto:

Heavy bomb groups - 1 in 2nd quarter, 1943
Medium bomb groups - 1/2 group in 2nd quarter; 1 group in 3rd quarter, 1943
Light and dive bomb - 1 group in 2nd quarter; 1 group in 4th quarter, 1943
Fighter groups (land) - 2 groups in 2nd quarter; 1 group in 4th quarter, 1943

Copy for Gen. Arnold

SECRET

NAB 452.1 X (138)

SECRET

[redacted] - 2 squadrons in 3rd quarter, 1943
[redacted]
P/D Groups - 1-1/3 groups in 3rd quarter; 1 group in 3rd quarter, 1943
Photo - Proposed units to be built up to 1 group in 3rd quarter, 1943
Observation Groups - 1 Group in 3rd quarter, 1943

All Heavy Bomb Groups to be at new T/O strength. The additional Group to depart U. K. in May, 1943.

All other units to be at present T/O strength until availability of planes and personnel makes it possible to increase units to new T/O strength.

It is planned to furnish a 50% reserve of airplanes for all units on basis of availability of airplanes with guns, but reserve airplanes required by you are to be used as reserve and not with any understanding to be used to increase strengths of existing troops or to equip proposed new units.

If losses justify, airplane replacements will cease will be furnished on the rate of 5% and 10% per month, respectively.

The Pilot Replacements which allotted you by the Joint Chiefs of Staff will be dispatched to your theater at such other time as you may direct. The airplanes in these units, together with all future replacement airplanes sent to you, will be of the best type.

The additional Fighter Groups allotted to you will be shipped one (1) in May, the remaining two (2) in early August units, if possible, and (1) in June and the remaining one (1) in August.

All B-24, B-25, and A-20 airplanes dispatched to your theater, with exceptions allowed by you, will have undercoat painting have undercoat, or its equivalent with the finished overcoat. Complete instructions govern the camouflage painting will be shipped to all units where modifications are not made.

In accordance of your requirements and the army organization (as stated by you and as agreed by us), arranged with the understanding that you are now equipped to organize, train and operate such you are no longer the Supreme Unit.

This Headquarters will do the utmost keep you informed, at least one month in advance, of the replacements which you are scheduled to receive.

SECRET

I sincerely hope that the outstanding performance of your Air Force in the recent Bismarck Sea engagement will have shared with the rest of South West Pacific and other readers in the theater.

Best wishes for your continued success.

Sincerely yours,

Sgd. H. H. Arnold

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

Dispatched
MAR 30 1943
AAG

File
SK
3/30/43

SECRET

DECLASSIFIED
DOD Dir.
5 Nov. & 20 June 1974
By: [illegible] LC; Date: [illegible]
NSC

[redacted]
ARMED FOR VICTORY

[redacted]

Office of the Commanding General

29 January, 1943.

Dear General Arnold,

While I know that you are doing what you can to keep this show out here going, I am going to give you the picture as it is now, how it looks for the coming [illegible] and [illegible].

I am putting a [illegible] report, as my attempt to [illegible] this show right for [illegible] and [illegible] my [illegible] with Lyman but in charge of [illegible] [illegible] [illegible] by the [illegible] [illegible] with [illegible] [illegible]. [illegible], for example, I [illegible] [illegible] [illegible] [illegible]. In addition I [illegible] [illegible] [illegible]

SECRET

Lieut. General H. H. Arnold 23rd January, 1943

On October 1st the total combat number was 336; on November 1st 636; on December 1st 909 and on January 1st 963.

Hence my alarm if this process keeps up.

I want to emphasize all over again that if the Air Forces gets in trouble out here there is no estimate of the situation needed to tell you about the ground forces. They will simply fold up.

We have good reason to believe that the Japs have gotten the Burma all railroading at Rangoon going so that it is no longer necessary to make the long haul back from Japan to Burma, Malaya and the Netherlands. The enlargement this shipping lane (from Japan) the Japs have put in and is building a string of aerodromes and supply centers across the north coast of New Guinea, from which his fighters will convoy the merchant vessels. Wewak Island, Hansemann, Aitape (only in early May and just completed to 5000 ft.), Hollandia (on Dutch Island in Geelvink Bay), Manokwari (new major airfield construction), Babo (?), Wasile, Amahai, Piroebaddoe and Ceram Seaplane Base on the Western tip of New Guinea, make up a chain which certainly seems convincing. The big increase of Jap air and ground forces in Timor and the evacuation of the last of the United Nations there, the recent increase in air forces throughout the N.E.I., the occupation and establishment of supplies bases in the Solomons and New Caledonia and a lot of attention to the west coast of New Guinea all point to a desire to safeguard the new supply routes southward from the N.E.I. and their recently developed sources of raw materials to the New Britain/New Ireland/Solomons theatre. The recent arrival of the U.S. 6th Division, a special landing outfit of combat troops, at Port Moresby (south west of New Guinea) presages a step in this area essential in the war future.

To oppose this Jap ring, which stretches from Timor to Rabaul, and leaving the Philippines to South Pacific forces, I was assigned from the N.E.I. (where 7th Air Forces contained about 700 combat aircraft (counting everything that can be used legitimately in a shooting war), which must be spared from Burma to Rabaul, or Port Moresby, to Milne Bay and around to Fortuna.

With the increased Jap potential to be sure between Rabaul and the west coast of New Guinea I have already found it necessary to withdraw one squadron of B-17's in the Darwin area for reconnaissance and bombing of shipping and aerodromes. I cannot

/overlook .....

SECRET

Lieut. General H.H. Arnold -2- 23rd January, 1943

[redacted]

SECRET

Lieut. General H.H. Arnold 23rd January, 1943.

through heavy B.17's. What a hundred airplanes in that theatre will only bring that total to, I cannot imagine but the United Air Force Commander.

The Jap certainly has geography in his favour when it comes to replacing losses. Furthermore, he has only one theatre to worry about. Burma and China fronts are both static. Russia has her hands full and what Alaskan show of ours is merely ridiculous food. The Jap can concentrate a real air, army and navy show in the Timor/Darwin area or the New Guinea area or in the Solomons any time he feels like it and give us a real run for our money. However, now agreed that air power is the one thing that can hit him. I can give him, and have been giving him, a real argument right now, by simply look I have my reserves if he repeats on us. He can't replace his losses in a day or two and I shall start over again. I repeat, I consider that our air force is down to a point where I cannot keep the air ascendant. I may have even lost Guinea and yet the fight of the show definitely behind the eight ball.

Here is a rough analysis of how I stand today:-

[redacted]

	Aircraft	Aircrew	Ground Crew
43rd Group H/B (B.17)	[illegible]	[illegible]	[illegible]

Due to the hard service the B.17's of this group have had over the past six months, we are scheduling about twenty consistently in depot overhaul to get all B.17's back to group and reduce attrition through wear and tear to a minimum. The four squadrons of the 43rd Group will average at least nine planes each through February. Taking operation attrition into account and assuming that the six reported on operation for the past two months actually do arrive, this group will be operating at about twenty-four planes to the squadron, with ten in depot overhaul, by June 30th. At the present time, with fifty percent of the planes in daily output efficiency and twenty-five percent of them on reconnaissance duty, this means a striking force from the 43rd Group of fourteen heavy bombers. By June 30th, unless the group is changed or is brought, the group striking force will be nine heavy bombers.

	Aircraft	Aircrew	Ground Crew
90th Group H/B (B.24)	[illegible]	[illegible]	[illegible]

This group is now progressively taking over the major proportion of the heavy duty of bombardment and reconnaissance in this theatre. Monthly losses through June, 1943, will probably amount about eight, which is about the number you have promised me to take care of attrition.

/The maintenance .....

SECRET

The maintenance of the B-24 is proving a greater problem than the maintenance of the B-17 and the operative strength will probably average somewhat less than 60% of the total present in unit strength. Considering the distances involved, this gives the 90th Group a striking force of 216 heavy bombers. In other words, so far as our heavy bomber strength is concerned, our maximum effort on a single mission is around twenty-nine bombers. A second mission could be performed about twelve hours later by sixteen aircraft and an emergency third mission in another twelve hours with about ten. My heavy bombardment punch would then be sore for twenty-four hours until the planes were put back in operating condition. To be in a position to deliver even this small effort, I have found it necessary to omit day bombing except in an emergency, due to the fact that daylight operations do put many more planes out of commission than they might operations.

To maintain the 90th Group and replace the B-17's of the 23rd Group, I recommend that there be sent this theatre thirty-five B-24's in February and twenty-five per month thereafter through June, 1943.

[redacted]

90th Group (less two sq in Puggy) H/B (B-24)

	Serviceable	Unserviceable	Damaged	Missing
90th and 93rd Squadrons of 2nd Group ..	27	19	8	4
	26	22	7	-
TOTAL	53	41	15	4

The 90th Group, less two squadrons, is short ten airplanes at present and the two squadrons of the 2nd Group might now equipped with B-24's switched to their right General Hand calling fifty good and ready operative first-line bombers or heavy bombers for daily bombing are short fifty planes. We are losing an average of eight B-24's a month, so that the situation in regard to this type is serious.

To completely equip the 90th Group less two squadrons and the two squadrons of the 2nd Group now equipped with B-24's, and allowing twenty-five percent reserve for depot overhaul, fourteen B-24's will be needed in February with a replacement rate of fourteen per month thereafter.

/ 93rd Group .....

SECRET

SECRET

22nd Group M/B (B.26):

On hand	In repair	In depots	On route
25	22	6	2

All B.26's of this group have been withdrawn from combat and are being given a complete overhaul, as they are in extremely bad shape after six to eight months' combat work. The striking force of this group is zero until some time in March at the very earliest.

Recommend that forty B.25's be sent out here immediately and that eight additional replacements per month be set up to equip the group less one squadron with B.25's, the remaining squadron to use the B.26's which should last until June 30th, 1943, when they will have to be replaced.

The total medium bombardment strength now available daily for a single mission is about twenty-four. This will be increased, when the B.26's come back from overhaul, to thirty-six - assuming that attrition rates on the B.25 have been met meanwhile.

[redacted]

3rd Group less two sqdns. (A.20A):

On hand	In repair	In depots	On route
25	23	3	15 being prepared for shipment

The available A.20's have been reduced to the point where the 8th and 89th Squadrons of the 3rd Group have been combined to operate what amounts to one squadron. If the sixteen A.20A's now being prepared for shipment arrive in February it will be possible to maintain one squadron of A.20's until June 30th. In the meantime, my light bomber striking force is about fifteen planes.

Pending the re-equipment of the 3rd Group with A.25's, which will probably not be completed before September 1943, it is recommended that two squadrons of the 3rd Group be brought up to strength with A.20's. This will mean the shipment of a total of nineteen in February and ten per month through June.

[redacted]

8th, 35th and 49th Groups (P.39's, P.40's and P.38's):

On hand	In repair	In depots	On route
304	288	111	P.38's - 15 per mo. P.39's - 15 Mar, 15 May 15 June P.40's - 15 Apr, 15 May 15 June

RELEASED

SECRET

DECLASSIFIED

Present attrition rates indicate that the replacement schedule will result in the following numbers on hand each month until June, 1943:

February	..	315
March	..	315
April	..	330
May	..	345
June	..	360

The fighter picture from the standpoint of present allotted organisations is satisfactory. In this connection, however, beginning February 1st, the 8th Group has to be pulled back to the mainland from Milne Bay to get rid of malaria. The medicos tell me that at least eighty percent of the Group and about the same percentage of the 403rd Heavy Bombardment B.17 Squadron (also at Milne Bay) have malaria and should be given treatment. Some of these men will be found to have the maligmant type and cannot be safely returned to malarial country. These I cannot absorb in the Air Service Command will have to be sent home. When the 8th Fighter Group is cured (which will take about six weeks) I will have to send the 35th Group back to the mainland and then follow them later with the 49th. In other words, I cannot depend on more than two-thirds of my fighters being available for combat. In a few weeks we are moving fighters over the range to Dobodura. What the malaria rate will be there I don't know but from all I can learn it is likely to be as high as the rest of New Guinea. Five or six months is the limit of continous field duty in this section of the world, regardless of the quantity of quinine you take. Quinine does not prevent malaria; all it does is prevent you from knowing you have it.

CARGO

Present figures are as follows:

374th Troop Carrier Group	..	52	C.47's
317th Troop Carrier Group	..	19	C.47's
		7	C.49's
		3	C.39's
		10	C.60's
		2	LB.30's
		1	B.17C
		1	B.17E

One DC.2, two C.50's and three C.53's have been loaned to the R.A.A.F. Transport Command in order to utilise their trained crews. In addition, we have contracted with various Australian civil

/ air lines .....

DECLASSIFIED SECRET

air lines to maintain and operate for the 5th Air Force one DC.3, one DC.5, five C.56's and two Lockheed 14's hauling our air freight and passengers. These two batches of equipment, like some of the miscellaneous planes of the 317th Group, are all pretty old and maintenance is extremely difficult on account of the number of non-standard parts, non-standard engines and equipment, much of which it is impossible to procure any longer.

I would like to get both groups of the 5th Air Force equipped with the C.47 as soon as possible, with a replacement rate of fifteen per month in order to have one type to maintain.

I would like to hire crews from the air lines to fly the remaining cats and dogs now in the 317th Group, or lend them to the R.A.A.F. to operate. The R.A.A.F. has a tough problem in air supply of the Darwin sector that I have constantly have to help out on.

As I told you when you were out here last fall, cargo planes are essential to the maintenance of any real effort in this theatre. As we advance in New Guinea, we will need them more and more. Another group of fifty-two ought to be on the way to me now for the next phase and still another group should follow it early this Summer.

SUMMARY

To summarize, here is what I need in February and the replacement rate per month thereafter to keep the present 5th Air Force organization going:-

B.24's .. 35 in February - 25 per month through June, 1943.
B.25's .. 54 in February - 22 per month through June, 1943.
A.20's .. 19 in February - 10 per month through June, 1943.
C.47's .. 33 in February - 15 per month through June, 1943.

To take care of the military problem confronting me, however, the notes I gave you out here last fall (with minor additions) still hold true. They were as follows:-

4 Heavy Groups of four squadrons each, with twelve planes to the squadron, requiring 250 heavy bombers in Australia with a monthly replacement rate of 50.

4 Medium Groups of four squadrons each, with thirteen planes to the squadron, requiring 275 medium bombers in Australia with a monthly replacement rate of 55.

DECLASSIFIED SECRET

SECRET DECLASSIFIED

Lieut. General H.H. Arnold 23rd January, 1943.

3 Light Groups of four squadrons each with eighteen planes to the squadron, requiring 269 light bombers in Australia with a monthly replacement rate of 54.

6 Fighter Groups of four squadrons each with twenty-five planes to the squadron, requiring 788 fighters in Australia with a monthly replacement rate of 157.

4 Troop Carrier Groups of four squadrons each and thirteen planes to the squadron, requiring 260 cargo planes in Australia with a monthly replacement rate of 39.

These figures are all based on twenty-five percent of the combat planes in Australia being continually in depot work or overhaul.

A depot group is needed for each three tactical groups and one service group for each tactical group. The four squadron group is sound and saves overhead. The twelve plane heavy bombardment squadron is not only sound administratively but tactically also. It gives you a nine plane formation for the first mission and six or more for the immediate follow-up. I don't like to send out less than a six-plane formation, as that is the minimum for a good defense against fighters and carries the minimum punch necessary to take out most of our targets. When we have to mingle two squadrons to get a six to nine plane formation it is not good. The squadron techniques vary, the show is not under its regular flight and squadron leaders and results are generally painful. We have had some bad experiences from mixing squadrons in the same formations and just don't do it any more.

By the way, Stratemeyer recently wrote a letter to Don Wilson in which he said that he thought we were being done well by because with two heavy bombardment groups we had one hundred and twenty bombers (heavy) in Australia, whereas the number at eight per squadron should only allow us seventy and so it looked like there was a lot of gravy there. I hope that some new table of allotment is not going to be used to shut me up. I have built all my tactics, training of squadrons, operations, construction of aerodromes and everything else on the twelve plane heavy bombardment squadron and right in the middle of a war is no time to revise all this. I told Don not to worry, for I was sure you were not going to let us drop to any seventy heavy bombers because of some table of allotment.

Now that the Papuan campaign is over, we are busy planning the next phase. The next jump should be easier as we are much smarter than the first time. This, of course, is assuming that

/ you are .....

SECRET DECLASSIFIED

Lieut. General H.H. Arnold — 23rd January, 1943.

you are going to keep on giving me some airplanes. In the meantime, Rabaul shipping and aerodromes in that vicinity are the major daily targets, and these, together with an occasional convoy or an attempt by the Nip to replace planes at Lae, keep us on our toes.

The boys are doing quite well by themselves, as you can see from the enclosed charts, which I have posted each month for my own amusement. If you are interested, I will keep on sending them.

Sincerely,

GEORGE C. KENNEY
Lieutenant General, U. S. A.
Commander.

DECLASSIFIED
SECRET

DECLASSIFIED SECRET

POSTSCRIPT

In your higher staff revision of ideas from time to time, has anyone brought up the possibility that the quickest way to beat Hitler is to lick Japan right away before she gets too tough and then go along with the Russians through the back door into Germany? That front seems to be the only vulnerable one Hitler has.

After North Africa is cleared out, an invasion of the European continent looks to me like doing it the hard way. It would seem like a good thing then, with Suez safeguarded and with Iraq, Iran and India out of danger, to put some extra push on Japan now, clear that opponent out of the way and free us to really help Russia. As it is, while Russia seems to be doing a marvellous job, the difficulty of helping her in a big way is throwing most of the burden on the Russians, and I doubt whether they can ever turn the trick alone. On the other hand, if Japan is allowed 1943 to develop the resources of the territory she now holds and harness the millions of hands under her control to produce what she needs to fight this war, she is going to be really tough. Suppose that it takes through 1944 before we are ready to go after Japan. By that time it is a sure thing that we will do it all alone. Our allies will be so exhausted by that time that they will be able to contribute little or nothing to the effort.

A big combined show launched as soon as possible, smashing west from New Guinea and the Solomons and east through Burma, would separate Japan from her vital materials and especially oil, clear the Burma Road, put China back into the war, get back the Philippines, give us bases from which to bomb Japan and ensure cleaning the Pacific Ocean in the shortest possible time. Maybe Russia would come in against Japan and help in the fairly early stages.

Hitler may be skidding, but I cannot help but remember that we conquered Germany the last time only by starving her out. She won't starve this time. If we wait for the blood toll to bring her to her knees, we are talking in terms of years. In the meantime we and our Allies will take a terrible blood-letting in Europe that will count heavily against us when we finally get around to licking the Jap - who will be getting stronger every day that we allow him to hold the rich empire he has already seized.

This may be heresy, but it is the way it looks from where I sit.

G.C.K.

DECLASSIFIED SECRET

SECRET

DECLASSIFIED
DOD ltrs
6 Jan. & 20 June 1974
By AUL/LC; Date 10/14/76
PKC

Allied Air Forces - Southwest Pacific Area.

General Stratemeyer 3-1-43

General Arnold 1

In view of information contained in this letter, will we not be faced with the same situation in the Australian theater that we are now faced with in the North African theater? Shouldn't we take the necessary steps now to anticipate it and lick it before it gets on us?

H.H.A.

Encls:
Ltr to Gen. Arnold 1-23-43
fm Gen. Kenney.
4 charts "Allied Air Forces -
S.W.P.A."

To: Ass't Chief of Staff, Plans Date: March 2, 1943

From: General Stratemeyer Comment #2.

1. Note General Arnold's comment #1, particularly the question in the last sentence, "Shouldn't we take the necessary steps now to anticipate it and lick it before it gets on us?"

2. You will prepare a reply to General Kenney for General Arnold's signature.

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

Incl: n/c

Dispatched
MAR 3 1943
AAG

File
3/3/43

DECLASSIFIED

SECRET

Ari AS 452.1 X (139)

Allied Air Forces S.W.Pac. DECLASSIFIED

DECLASSIFIED
DOD ltrs.
8 Jun. & 20 June 1974
By: RJM/LLC; Date: 10/4/76
PKC

TO: A-3 DATE March 11, 1943

FROM: Chief of the Air Staff COMMENT NO. 4
WDH:JT 5205

1. General Stratemeyer does not feel that the requirement for "a solution of Kenney's predicament" has been met unless you are of the opinion that the information contained herein is "the study" and the "solution".

2. If such is the case, will you please so indicate by return AAH with the recommendation that this program be adhered to or, if this is a change, that it be adopted.

Encls. MAR 11 1943 WILLIAM H. HALL,
n/c AAG Colonel, G. S. C.,
Secretary, Air Staff

File GK 3/12/43

SECRET

Air AG 452.1 X (138)

Air AG 452.1 X II (137)

SECRET

DECLASSIFIED

Allied Air Forces, S.W.P.A.

General Stratemeyer — Feb. 23, 1943.

General Arnold — 1.

Herewith is a statement from General Kenney reference airplane losses in his theater. In some instances it is quite apparent that he is calling "Wolf, Wolf". In other instances he has a justifiable kick and unless we watch our step, some drastic action will have to be taken similar to that in North Africa.

A study of the chart inclosed herewith indicates that the highest loss Kenney had in fighters in any one month was 43%, and the lowest, 11%, an average of around 21%. The highest loss in bombers in any one month was 28%, and the lowest about 18%, an average of about 17%.

It is desired that you make a study of the attached letter and chart and bring me a solution of Kenney's predicament at the earliest possible moment. I don't want this matter to go so far that we will be in as deep as we were in North Africa.

H. H. A.

Incl:
Ltr. to Gen. Arnold 2/23/43 frm Gen. Kenney.
Chart re above subject.

DECLASSIFIED
DOD Itrs.
8 Jan. & 20 June 1974
By: LC; Date 10/4/74

TO: Assistant Chief of Air Staff, A-3 — DATE Feb. 24, 1943

FROM: General Stratemeyer — COMMENT NO. 2
GES/hd

1. Your attention is invited to directive issued by General Arnold in Comment No. 1.

2. You will prepare a reply to the attached letter for General Arnold's signature insofar as it refers to airplanes and the attached chart, along with a study as directed by General Arnold.

3. It is my understanding that all Air Force Commanders have been informed that our allocation to Heavy Bombardment Groups is 35 airplanes per Group until we reach the point where we can increase the allocation to 48. Be sure that in your letter you cover this in a paragraph, very definitely stating what we are attempting to do in all theaters and that as soon as airplanes become available we will increase the allocation from 35 to 48.

Dispatched FEB 24 19[illegible]
AAS

Incl: n/c

SECRET

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

Miss Ingram

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By: ALM, LC: Date 10/14/76
PAC

DECLASSIFIED

FEB 19 1943

Lieut. General George C. Kenney, U.S.A.,
Headquarters Allied Air Forces,
Southwest Pacific Area.

Dear George:

Receipt of your letter of January 27th in regard to the Australian Commission is acknowledged.

I agree with you that we should not undertake to put the Australians in the Air Transport business, and believe your statement that they manufacture only such airplanes as cannot be flown across the Pacific is sound.

With specific reference to your recommendation that the Australians be persuaded to manufacture the P-47 airplane, I agree that of the airplanes available this is probably the most logical one for them to undertake, particularly since you believe they will be able to manufacture the R-2800 engine. However, there are certain very definite problems in connection with your proposal. There is still a serious shortage of R-2800 engines due to our increased program and the Republic management, which was always weak, is just getting started on their new plant in the Middle West. Mr. Ralph Damon has not been well this winter and this, of course, has added greatly to the many problems encountered by this organization.

All of these problems may be overcome in time, but I am not too optimistic about our ability to get this, or any other airplane, in production in Australia within six months.

When the Australian Commission arrives we will discuss this matter fully with them and try to follow out your suggestion.

Sincerely yours,

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

Dispatched
FEB 19 1943
AAG

Copy for General Arnold's file

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By ALM, LC: Date 10/14/76

DECLASSIFIED
DOD Rtn.
3 Jan. & 20 June 1974
By: ALM LC: Date: 10/14/76
PNC

Australian Commission to Tour Aircraft Factories in the United States.

General Echols 2/12/43

General Stratemeyer 1

Your attention is invited to the attached letter from General Kenney to General Arnold. General Kenney very carefully describes all the Australian representatives who are on the Australian commission that will shortly visit Washington. General Kenney makes a very definite recommendation in the next to the last paragraph of his letter.

It is desired that you prepare a reply to General Kenney's letter for General Arnold's signature, and that same be in this office by noon, 17 February.

G.E.S.

Incl: Ltr to Gen. Arnold, 1/27/43
fr Gen. Kenney /w/ clipping
fr Brisbane Courier Mail,
1/26/43.

vc

sent in envelope

Rec'd 2/12/43

~~SECRET~~

Flight Delivery of P-38 Aircraft over South Pacific.

Director of Military Requirements.

Deputy Chief of the Air Staff.

15 Feb. 1943

SR.

[redacted]/cmm/6371

The above report on the ferrying of P-38's to New Caledonia is most interesting. The recommendations contained therein should receive the most earnest attention of the type directors and Base Services for implementation.

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

Encl: List of Spare Parts carried by the P-38's on subject flight.

Dispatched
FEB 16 1943
AAG

air ob USA/1 "K" (23)

File a 8/17/43

~~SECRET~~

Miss Quigley
air ob USA/1 "K"

SECRET

DECLASSIFIED
DOD Dir
5 Sec. 3 (E) June 1974
By NNAA, Date 10/11/76
AUC

Flight Delivery of P-38 Aircraft over South Pacific.

Brig. Gen. T. J. Hanley, Jr., Deputy Chief of Staff. 2/5/43

Air Transport Command 1.

AFATC/PDR/HRC/HTO/pfp 71315

1. There is submitted herewith a report of the initial flight delivery of P-38 aircraft from Hawaii to New Caledonia and recommendations regarding future ferrying operations over this route.

2. The Ferrying Division, Air Transport Command was charged with the responsibility of delivering nine P-38 aircraft from Hawaii to New Caledonia. The 6th Ferrying Group, with headquarters at Long Beach, California, accomplished the actual flight delivery. Permission was obtained from AFSWP to use two B-24's being ferried to Australia as lead ships to mother the flight.

3. The itinerary was as follows: Ferrying crews arrived Hawaii December 5th. All P-38's were delivered in Honolulu December 8th and assembly completed by December 21st. On December 23rd eight P-38's and one B-24 departed Hickam for Hilo. Flying time was 1 hour, 55 minutes - distance 189 miles. December 24th, remaining P-38 with B-24 arrived Hilo. December 25th, all planes departed Hilo and arrived Christmas Island. Flying time was 6½ hours - distance 969 miles. December 27 all planes departed Christmas and arrived Canton. Flying time was 4 hours, 17 minutes - distance 916 miles. January 1st all planes departed Canton and arrived Samoa. Flying time was 3 hours, 32 minutes - distance 697 miles. January 3rd all planes departed Samoa and arrived Nandi. Flying time not reported - distance 717 miles. January 5th one B-24 departed Nandi and arrived New Caledonia. January 6th eight P-38's and one B-24 departed Nandi and arrived New Caledonia. Flying time not reported - distance 686 miles. The other B-24 returned to Nandi to accompany remaining P-38 delayed by engine trouble. January 7th, B-24 and remaining P-38 completed flight to New Caledonia.

4. Formations of five and four were used, each led by a B-24 were flown on the first legs. From Canton on, one B-24 preceded the main flight as weather ship, the nine pursuits following the second B-24 in one flight an hour later.

5. Before departure from Hickam Field planes were given flight tests by Air Depot personnel and then ferrying pilots put fifty hours on each ship to check gasoline consumption and general performance. Contrary to ferrying pilots' requests, one plane was checked by Air Depot personnel and required new gyro instrument because it was not caged during slow roll.

6. Considerable mechanical trouble developed all along the route. On departure from Hickam one P-38 turned back due to engine trouble and found one magneto breaker not installed. On flight to Christmas four P-38's reported rough engines and all spark plugs on these ships were changed. The flight was held up one day at Christmas and three days at Canton due to rough engines. At Canton timing of all P-38 engines was checked and reset, with help of Allison Engine representative stationed there. Timing on six planes was found faulty. Enroute to Samoa one P-38 reported supercharger

SECRET
2.

Flight Delivery of P-38 Aircraft over South Pacific.

Brig. Gen. T. J. Hanley, Jr. 2/1/43

Air Transport Command

AFAEG/FTR/HRC/HTR/pcp 71315

trouble and experienced difficulty holding altitude at 21,000 ft. Roughness of engines was reported by most pilots at beginning of this flight but smoothed out shortly, apparently as moisture in distributor head dried out. At Nandi flight was held up one day due to burned out magneto and incorrect valve clearances on one P-38. Several motors were reported rough on landing at New Caledonia. Six of the pursuits reported that oxygen leaked at night and supplies for replenishment were not available at some stops.

7. The flight was held up by weather one day (December 31st) at Canton and one day (January 2nd) at Samoa. Enroute Nilo - Christmas, two P-38's went on instruments for about an hour when a warm front reaching up to 17,000 ft. was encountered, and the B-24 they were following could not climb fast enough because of heavy load to clear the cloud tops. Both planes lost radio contact and descended to avoid collision. One of these ships with receiver still functioning continued on course following the Christmas range in. The other pursuit, whose transmitter and receiver were both out was picked up later by one of the B-24's which had turned back on its course for 15 minutes after emerging from the front. The rest of the flight had cleared the top. In two other instances warm fronts were encountered by the weather ship and information radioed back to the main flight assisted them in avoiding instrument conditions. Coming into New Caledonia the single P-38 and B-24 had to fly in very close formation to keep contact when a warm front with 900 ft. ceiling was encountered. With the exceptions noted, weather offered no problems.

8. This mission is considered to have proved the feasibility of flight delivery of P-38's from Nandi to New Caledonia. The following recommendations for improving future operations of this type were developed from this experience:

a. Pilots of both P-38's and land ships must be especially qualified, able to fly close formation, able to fly on instrument if necessary, in good physical condition, and P-38 pilots must be small in stature to avoid being cramped in cockpit.

b. Flights over six hours in duration are considered unwise, due to pilot fatigue.

c. Instrument flight should be avoided.

d. Size of flight should not exceed five ship vees. Larger formations lead to delay in departure, require time to assemble and make close formation over long flights difficult.

e. An advance weather ship is helpful, but if pre-arrangement can be made with any other passing planes, it need not be assigned to the flight.

Flight Delivery of P-38 Aircraft over South Pacific.

Brig. Gen. T. J. Hanley, Jr. 2/4/43

Air Transport Command

AFATC/PER/EDC/EVG/pfp 1. 71315

f. All planes should be equipped with radio compasses so that wing ships can take bearings on both the lead ship and intermediate bases not equipped with radio ranges.

g. Cargo on B-24's should be held down since these ships need minimum load to maintain cruising speeds and maximum rate of climb. Spare parts for P-38's must be carried, but some parts should be sent ahead to various stops.

h. Oxygen supplies should be provided at all stops.

i. Pursuits should be flown ten hours by pilots before over-water flight. Consignment of planes to Air Transport Command rather than NAD should be required and no plane flown by anyone but the pilot to whom it is assigned.

j. Every effort should be made to have planes in proper condition. It is recommended that timing in particular be checked at factory and not tampered with. Oxygen equipment should be carefully checked for leaks before each flight.

k. Pursuits should be equipped with special life raft and parachute to make for pilot comfort. It is understood the British have developed a combination parachute-life raft. On this flight there was not room in the cockpit for both parachute and life raft. Pilots chose to leave the parachutes behind. Emergency rations and equipment should be included.

l. Installation of radio ranges at Nandi and New Caledonia would be helpful.

9. The Allison engine representative at Canton joined the flight from there to New Caledonia. His help contributed to the successful accomplishment of this flight. Such a representative should be on hand at NAD.

10. There is attached a list of spare parts carried by the B-24's on this flight. The list was prepared by the Engineering Officer of the 6th Ferrying Group.

SECRET

cc: Bin. of Air Materiel

By Authority of
The Commanding General
Air Transport Command

2/4/43 Gal Tan
Date Initials Division

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

SECRET

SECRET

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
By: RHM, JCS; Date 10/8/74
PNC

To-a-3.
Your information
G.E.S.

MEMORANDUM FOR GENERAL STRATEMEYER

SUBJECT: Status of Airplanes.

1. As of this date, February 14, 1943, the status of B-26 airplanes for the South Pacific area is as follows:

PROJECT	AIRPLANES	KELLOGG	HAMILTON	HAWAII	TERMINAL
26071 ***	4	0	2	2	0
26072	12	0	2	7	2
26126	18	12 *	2	0	0
RE-20	2	2 **	4	0	0
Total	36	14	11	9	2

* 10 a/p of this number are to be flown to Sacramento Air Depot and will be delivered from there by replacement groups from the 4th A. F. This group of a/p have been delayed at Kellogg Fld due to weather. Estimated Departure - Feb. 16th.

** A/p delayed due to weather. Estimated departure - Feb. 16th.

*** This project for Australia.

452.1 X (131)

2. There are 36 B-26B/D airplanes earmarked for the South Pacific. 26 airplanes are completed, enroute or are ready to depart from staging areas.

3. As of February 14, 1943, the status of heavy bombardment replacement airplanes and groups is as follows:

a. 90th Bombardment Group (H) B-17's (destined for U.K.)

b. 6 - Hamilton
10 - Hawaii
6 - Salem
2 - Fourth Base
Ground echelon at Sioux City.

4th AF

SECRET

452.1 X (131)

A-1431

SECRET

Memo for Gen. Stratemeyer
Subj.-Status of Airplanes.

a. 498th Bomb Sq - B-24's.
488th Sq. departed Mobile for Morrison 2/12/43.
379rd and part of the 374th Sqs. will depart 2/14/43 and the balance of the 374th and the 378th Sqs. will depart 2/18/43.
Ground echelon at De Ridder, La.

b. 806th Bomb Sq. - B-24's (4th Sq. of the 44th Gp.)
6 at Puerto Rico
2 at Morrison Field
Ground echelon enroute to New York.

c. 2nd Bomb Gp. - B-17's (destined for U.K.)

1. This group at present completing its Gulf Navigation Flight and should leave Kearney on or about February 15th for Morrison Field.

2. Ground echelon is at Great Falls.

d. Replacement airplanes for the South Pacific.

1. Movement of 15 replacement crews and airplanes.

(a) 14 arrived Hickam Field, Hawaii.

(b) 1 ready for departure at Hamilton Field as of February 13th.

2. Project NE-96.

(a) 7 airplanes and crews are scheduled to complete the Gulf Navigation Flight February 14th and 15th.

(b) It is estimated by the 2nd Air Force that this group of airplanes and crews will be at point of departure not later than February 20th.

e. Alaska.

1. 8 B-24's from the December allocation are at Great Falls.

2. The one airplane from the January allocation has already been delivered to the theater.

- 2 -
SECRET

1431

SECRET

Memo for Gen. Streetemyer
Subj.-Status of Airplanes.

1. Status of 12 B-17 airplanes for the 30th Anti-Submarine Squadron. (destined for Newfoundland)

a. 7 of the above indicated airplanes are now at Middletown Air Depot for winterization and modification.

1. At this date, all winterization on these 7 airplanes has been completed, all radio installation completed. The airplanes are now being delayed due to lack of parts necessary to complete modification. It was estimated by the engineering officer at Middletown Air Depot that subject airplanes would be available for delivery not later than February 19th, pending arrival of necessary parts to complete modification.

2. The Middletown Air Depot has requested that the remaining 5 airplanes be delivered to that depot by the 17th of February, 1942.

3. High priority has been given the procurement of the necessary parts to complete modification on these airplanes.

4. The current status of the 1st and 2nd Anti-Submarine Squadrons in the E. F.:

a. This group of airplanes has dropped down to approximately 16 airplanes now on hand.

b. 4 replacement airplanes and crews are being dispatched approximately February 20th.

H. H. ARNOLD,
Colonel, A. C.,
Chief, Current Operations.

SECRET

A-142.

DECLASSIFIED
DOD Dir.
5 Nov. A 30 June 1954
By: GLM LC; Date 12/15/75
PKC

SECRET

February 10, 1943

MEMORANDUM FOR GENERAL STRATEMEYER:

SUBJECT: Status of Movement of Aircraft in South Pacific Theater.

HEAVY BOMBARDMENT B-24's: Total Project 28

9 have been delivered to theater.

8 in Hawaii, arrived 2/2 and 2/8.

Diverted to Hawaii:

8 enroute Hawaii from Hamilton (one returning to Hamilton - mechanical trouble).

1 at Hamilton, ready, will depart tonight if weather permits.

2 at Topeka ready, grounded.

Note: Next project for 7 B-24's at Topeka, grounded. (All B-24's temporarily grounded by 2nd A.F. - does not apply to those at or beyond Hamilton).

MEDIUM BOMBARDMENT B-25's: Total Project 30

2 in Theater.

7 at Hawaii (3 arrived 1/31; 4 arrived 2/2).

2 at Sacramento - expect to move to Hamilton today.

1 at Sacramento, starter trouble, ready 2/11/43.

6 enroute Battle Creek to Sacramento.

12 at Battle Creek, of which 3 are expected to depart 2/10/43
8 are expected to depart 2/11/43
1 is expected to depart 2/12/43

AIRCRAFT DIVISION - AFROM
February 10, 1943

DECLASSIFIED
SECRET

A-3

Air AG 452.1 "A" (13)

SECRET

HEADQUARTERS [illegible] AIR FORCES
ROUTING AND RECORD SHEET

SECRET 1949
By Authority of
The Commanding General
of the Army Air Forces
File No. DEC 19 1945
Tally No. AAF
DATE INITIALS

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

DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1974
By: BLM, LC; Date 10/22/76
AKC

3032

SUBJECT: Trouble with B-24's in Australia.

NO.	FROM	TO	DATE	COMMENTS
				14:hmr 72485
1.	AFRDB	AFADS	1942 12-11	1. The B-24 type airplane has had a history of nose wheel trouble, which involved shimmying with and without structural failure, and structural failure due to hard landings, rough fields, etc. The manufacturer has "beefed up" the structure several times, and the current production models have an improved shimmy dampener believed to be satisfactory. 2. All cases of shimmy known to this office have been traced to inadequate maintenance. Cairo and London have reported, by cable, that they have had absolutely no trouble with shimmying, which indicates that their maintenance is satisfactory. 3. The Consolidated Aircraft Company has sent nine representatives to Australia, who should have arrived by this time. In view of this and the information contained in the original cable from Australia that effective local measures had already been initiated, it is recommended that no further action be taken. E. L. BURNAM Brig. Gen., U.S.A. AFADS: MAF/cem 4849
2.	AFADS	AFRDB	12-16	1. General Arnold is not satisfied with the explanation that the shimmy trouble with the B-24's in Australia is caused by faulty maintenance. It is understood that General Kenny has been requested to investigate this trouble and furnish a complete report. As soon as his report is received, copy should be sent this office for transmittal to General Arnold. FRANK M. WILLIAMS Lt. Colonel, G. S. C. Executive

(Do not use reverse side)

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

Page No. 1

SECRET

Air AG 452.1 "X"

SECRET

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
By: NLRH DC; Date: 10/15/76
PRC

TALLY NO.	
FILE NO.	ADS-1848

SUBJECT: Trouble with B-24's in Australia.

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

DATE Feb. 9, 1943

FROM: Bombardment

COMMENT NO. 3

1. Mr. John K. Montgomery, Consolidated Engineer, who was sent to Australia on this project, has just reported personally.

2. He stated that the nose wheel shimmy collars were modified in accordance with a technical order change; that the parts were manufactured locally; that little time was lost and nobody in Australia knew what the excitement was about; that the B-24's [illegible] satisfactorily by the time he arrived.

3. In view of above, recommend this correspondence be closed.

B. L. EUBANK,
Brig. Gen., U.S.A.

To: Chief of the Air Staff.

Date: 2/12/43
Comment No. 4
MIF/mhh/2879

From: Assistant Chief of Air Staff, A-4.

Attention is invited to preceding item.

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

To C/AS to note

File

879

SECRET -2-

3-1109 A.F.

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
By: ALM LOG; Date 10/14/76
PKC

SECRET

BY AUTHORITY OF A.C. OF S., OPD

OPD 452.1 PTO (2-6-43)

Date Initials

February 8, 1943.

MEMORANDUM FOR ADMIRAL COOKE, NAVY DEPARTMENT:

Subject: Army Air Strength in the South Pacific Area

Reference: Memorandum, same subject, from Chief of Staff to Admiral King, February 2, 1943.

1. In response to your telephoned request, following is the status as of 1630 February 8, 1943, of movement of the aircraft referred to in paragraph 2 of the reference memorandum:

a. Heavy Bombardment, B-24's

(1) of the 28 under consideration:

9 are in the South Pacific Theatre or have departed Hawaii for that destination,
1 is in Hawaii,
1 departed Hamilton Field for Hawaii at 1615 February 7, 1943,
14 are at Hamilton Field. Of these, a minimum of six and a maximum of eleven will depart for Hawaii late February 8; the remainder departing February 9.
1 is enroute from March Field for Hamilton Field and is expected to depart for Hawaii within the next few days, probably not later than February 13.
2 are still at Salina, Kansas. Definite departure date cannot be stated. You will be informed further in this regard on or before February 15.
28 Total

(2) The seven additional Heavy Bombardment B-24's and crews which were mentioned in the reference memorandum are now being processed at Salina, Kansas. Further information will be furnished you on or before February 15.

b. Medium Bombardment, B-25's - Total 30.

ARCHIVES
FEB. 9 1943
A.H.R. - 88. AAF

9 are in Hawaii or beyond, enroute South Pacific, and 3 are enroute Hamilton Field. The remainder

CAS

SECRET

Copy for CG AAF

463[illegible]

SAS 452.1 "X" (12) B

c# D-5938
838

WDGS 452.1 PTO (2-8-43)

February 8, 1943.

are in the process of preparation. Further details will be furnished you on or before February 15.

2. The Commanding General, Air Transport Command, has been instructed to deliver to the Hawaiian Air Force such of the above mentioned aircraft as are necessary to replace those sent to the South Pacific under your recent instructions to Admiral Nimitz.

THOS. T. HANDY
Major General
Assistant Chief of Staff

FEB 11 43 A
RECEIVED
Air Adjutant General

Air AG 452.1 "V" (12-8-43)

DECLASSIFIED
DOD Dir.
5 Dec. & 30 June 1954
By: BAM/LC; Date 10/14/76
PRC

COPY

SECRET

UNITED STATES FLEET
Headquarters of the Commander in Chief
Navy Department, Washington, D.C.

COMINCH FILE
FF1/A16-3
Serial 00201

Feb. 3, 1943.

MEMORANDUM FOR: General Marshall.

Subject: Air Reinforcements for the SOUTH PACIFIC.

Reference: (a) My Memorandum, file FF1/A16-3, Serial 00195, dated February 2, 1943.

Enclosure: (A) Copy of Comsopac Despatch 022120 (February).
(B) Copy of Cincpac Despatch 022107 (February).
(C) Copy of General MacArthur's Despatch 030340 to Comsopac.
(D) Copy of Comsopac Despatch 030329 (February).

1. The enclosures, just received, amplify the very serious situation now existing in the SOUTH PACIFIC, with special regard to the lack of Army aircraft in the Area. It is noted in Enclosure (B) that the allocation of movements to the SOUTH PACIFIC AREA for January were 29 Heavy Bombers and 23 Medium Bombers, whereas the actual planes en route from the coast were 7 and 8, respectively, or 15 out of 52.

2. Would it not be desirable that you and I be furnished weekly a statement of these air movements to this Area related to the total allocation and total commitments? I will gladly do the same thing, if you wish it, in regard to Naval air movements.

/s/ E. J. King,
Admiral, U.S. Navy,
Commander in Chief, United States Fleet,
and Chief of Naval Operations.

FEB 9 43 AM

RECEIVED
Air Adjutant General

FEB 8 1943

SECRET

Copy for CG AAF Attn. Gen Strutemeyer to complete his personal file. (CG AAF has also been provided with copy of Enclosure "A")

45918

CAS

DECLASSIFIED
DOD Dir.
5 Sec. 3 of 5 June 1974
By NARS, Date 10/14/76

COPY

SECRET

RELEASED

From: Comsopac (Radio Noumea)

Date 2 February 1943

Tor Coderoom 1905/1955

Decoded by Schall/Bracken

Actions:
CINCPAC
(RADIO HONOLULU)

Informations:
COMINCH (RDO WASH)
COMAIRSOPAC
COMSOWESPAC (RDO CANBERRA)
COMGENSOPAC (RDO CANBERRA)

021120 NCR 9485

COMSOPAC QUERIES. ACTION CINCPAC. INFO COMINCH BUAER COMAIRSOPAC COMSOWESPAC AND COMGENSOPAC WHO HAS. RDO STATIONS PLEASE PASS.

MEDIUM BOMBARDMENT THIS AREA. TOTALS 5 B 25. 13 B 26. OPERATIONAL AT THE MOMENT TOTAL BOTH TWELVE. WHAT IS ENROUTE AND WHAT CAN BE DONE TO PROVIDE URGENTLY NEEDED REENFORCEMENTS.

SECRET

RELEASED

Am Cy 452.1 "X" (128)

COPY

SECRET

NAVAL MESSAGE

FROM: CINCPAC (NPM)

DATE: 2 FEBRUARY 1943

TOR 020822 COR: 2212/2150

DECODED BY: Eckhardt/Hutchinson

For Action: COMINCH (WDC) DECLASSIFIED

Precedence: OP OP OP

Informations: COMSOPAC, COMGENHANDEPT, COMAIRPAC

Priority OP OP OP

022107 NCR 9557-8

Text:

From CINCPAC Action COMINCH, Info COMSOPAC, COMGENHANDEPT, COMAIRPAC.

My figures air strength Sopac substantially same as COMSOPAC 271210 and 312399 January. Your 301549 Jan. gives allocation 29 heavy, 23 medium bombers for January. Actual enroute from coast during month 7 B-24D and 8 B-25C. Detachments key flight personnel for service in other theaters have reduced effective flight crews below number required for full use of small number of aircraft available.

Request 2 Army heavy bomber groups complete with combat crews be sent immediately and that JCS commitment for Army medium bombers be met fully. See Halsey's 021120. Inevitable attrition during current major operations requires immediate drastic action. This is a real punch coming up and it needs to be countered.

- - - -

DECLASSIFIED

SECRET

COPY

SECRET

NAVAL MESSAGE

NAVY DEPARTMENT

FROM: GEN MACARTHUR (COMSOWESPAC) (RDO CANBERRA)

FOR ACTION: COMSOPAC (RDO NOUMEA)

INFORMATION: COMINCH)PASS BY
CINCPAC)COMSOPAC

DATE: FEBRUARY 3, 1943

*030340 NCR 9949-S

TEXT (COMSOWESPAC PASSING TO COMSOPAC FOR MCARTHUR.)

MY BOMBER RESOURCES ARE SO LIMITED THAT IT IS IMPOSSIBLE TO DETACH ELEMENTS THEREOF TO YOUR COMMAND WITHOUT RISKING DISASTER HERE. REPLYING COMSOPAC 02101. FROM THEIR PRESENT BASES I AM USING SUCH AS I HAVE TO MAXIMUM CAPACITY TO SUPPORT YOU AND IN ADDITION THEY ARE IN A POSITION TO PROTECT MY OWN FRONT. AT PRESENT THEREFORE THEY PERFORM THE DUAL FUNCTION WHICH WOULD NOT BE THE CASE IF THEY WERE SENT TO YOUR AREA. AS STATED IN MY 020241 I AM GIVING YOU EVERY POSSIBLE SUPPORT WITHIN THE LIMIT OF THE EXIGENCIES AND PERILS OF MY OWN POSITION AND THE PAUCITY OF THE FORCES ASSIGNED THIS AREA. THE INFORMATION AVAILABLE TO ME DOES NOT INDICATE THAT THE ENEMY HAS YET COMMITTED HIMSELF TO A DEFINITE ZONE OF ADVANCE AND POINT OF ATTACK. MY OWN FRONT MAY STILL BE THE OBJECTIVE. LET ME HAVE YOUR SPECIFIC MISSION REQUESTS AND I SHALL DO EVERYTHING POSSIBLE TO FULFILL THEM.

* ABOVE PASSED BY COMSOPAC 030719 TO COMINCH AND CINCPAC FOR INFO.

DECLASSIFIED

SECRET

COPY

SECRET

NAVAL MESSAGE

NAVY DEPARTMENT

FROM: COMSOPAC

FOR ACTION: CINCPAC

DATE: 3 FEBRUARY 43

INFORMATION: COMINCH
COMAIRPAC
COMGENHANDEPOT
COMAIRSOPAC
BUAER

030329

NCR 9813 S

TEXT

(COMSOPAC SPEAKS TO CINCPAC INFO COMINCH COMAIRPAC COMGENHANDEPOT COMAIRSOPAC BUAER.)

YOUR 022107 DURING JANUARY AND TO DATE ONLY FIVE ARMY B 24'S AND TWO MEDIUM BOMBERS ARRIVED THIS AREA FOR SOPAC.

REFERENCE IS COMINCH ONLY SEALED SECRET

ACTION: F-1

SECRET

SECRET

DECLASSIFIED
per SOD ltrs.
8 Jun. & 20 June 1974
By: NARS, LC; Date 10/14/76
PLC

DECLASSIFIED

OPD
CDS
Ext 6454

OPD 452.1 PTO (2-3-43)

MEMORANDUM FOR ADMIRAL KING:

Subject: Air Reinforcements for the South Pacific.

1. Your memorandum on the above subject, dated February 3, Serial 00201, was doubtless written prior to receipt of my memorandum of February 2, in which I indicated the steps being taken to reenforce Army Air strength in the South Pacific Area.

2. I agree that a weekly statement of the movement of aircraft to the Pacific Area, with relation to the allotted quota and total commitments, will be of value. I propose that these reports of Army and Navy air movements be exchanged as of each Wednesday, and that such reports show, by dates, departures from the United States, by air or by surface vessel.

Chief of Staff

fam

DECLASSIFIED

SECRET

DECLASSIFIED
DOD Dir.
6 Jun. & 30 June 1974
By: ALN/J.C. Date 10/24/76
PNC

SECRET

RELEASED

February 2, 1943

MEMORANDUM FOR ADMIRAL KING:

Subject: Army Air Strength in the South Pacific Area.

1. Reference your memorandum of February 2, Serial 00195, on the subject of Army air strength in the South Pacific Area, there is a considerable difference in the number of airplanes shown as on hand in your memorandum, and those shown in our status reports. We are taking steps to check the figures shown in our report against those that you report.

2. We are taking necessary action to expedite delivery to the South Pacific Theatre Army aircraft as follows:

a. Heavy Bombardment

As of February 2nd:
4 had arrived in the theatre.
2 had departed Hawaii for the theatre.
3 are now in Hawaii.
1 is at Hamilton Field ready to depart.
3 are being prepared and should depart any moment.
15 are moving from Salina February 3rd to an area where instruments can be calibrated and crews processed. It is expected that these airplanes will depart the United States February 7th.

The above totals 28 Heavy Bombers. In addition, 7 are due out of modification centers this week, and will be modified and processed with high priority for departure to South Pacific.

It is suggested that the most practicable method to reinforce effectively the South Pacific Area at once is to dispatch from the heavy group stationed in Hawaii trained heavy bombardment crews with airplanes, and replace them with the crews and airplanes due to arrive in Hawaii enroute to the South Pacific. This, of course, is a matter for Admiral Nimitz's decision.

b. Every effort is being made to dispatch to the South Pacific 30 Medium Bombardment airplanes with crews, and it is anticipated that they will depart by February 16th.

c. Fighters

Our status reports of January 31st show 210 Fighters on hand instead of the 134 shown in your memorandum. Our records show 42 Fighters enroute by boat. Pending clarification of the status of aircraft, no additional action in reference to Fighters is proposed.

RELEASED

SECRET

Chief of Staff.

~~CONFIDENTIAL~~

~~RESTRICTED~~

DECLASSIFIED
DOD Dir.
5 Jun. & 20 June 1974
By: AJNJLC; Date 10/14/76
PKC

A-31's for Australia.

War Organization and Movement (Atten: Colonel McCoy). 2/6/43

A-3, Assistant Chief of Air Staff. 1

OSP/vms/6110

1. General Hanley's original directive that A-31's be grounded and placed in Class 26 has been modified to apply only to A-31's belonging to the Army Air Forces and has been further modified so that they shall not be placed in Class 26. Request you issue instructions to the Air Service Command to place all A-31's belonging to the Army Air Forces in commission and to the Materiel Command to accomplish modifications necessary to make these aircraft acceptable to the Australians. This is primarily a change-over from electrical fuel pumps to gear driven fuel pumps. When the aircraft are in commission, we are authorized to have them moved to the modification centers specified by the Materiel Command, by Air Transport Command pilots even though they have electric fuel pumps.

2. Colonel Longmead, by direction of General Hanley, is conducting negotiations with the Australians to turn over to them one hundred (100) modified A-31's as soon as possible in exchange for one hundred (100) A-35's to become available to the Australians at a later date from their allocations. This trade is being made at the request of the Australians.

Air as 452.1 "X" (12-7-43)

By ltr AFDAS. FEB 6 '43 PM ROBERT W. HARPER
Colonel, G. S. C.

RECEIVED
Air Adjutant General

Tde a 2/8/43

~~RESTRICTED~~

~~CONFIDENTIAL~~

Air as 452.1 "X" (12)

DECLASSIFIED
DOD Dir. 5200.9
Sec. 4 30 June 1964
By NARS, Date 10/14/76
PKC

RECLASSIFIED

C-87 for South Pacific

Plans Division

2/3/43

Chief of the Air Staff

3

MAL/mdg/5265

1. Note General Stratemeyer's Comment #4 above.

2. No C-87 is available for assignment as requested in Item #1.

Incl. n/c

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

Dispatched
FEB 4 1943
AAG

air AG 452.1 "X" (126)

Tele 2/5/43

RECLASSIFIED

air AG 452.1 "X" (126)

DECLASSIFIED
A WDD Ltr
June 19[illegible]
By AGO; Date 10/24/46
FHC

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

SECRET

TALLY NO.	
FILE NO.	

SUBJECT: Aircraft for General Harmon, Pacific Theater.

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

DATE 1/13/43

FROM: Deputy Chief of the Air Staff.

COMMENT NO. 1
TJH/evs/6371

1. Please prepare cablegram to Harmon informing him of the types of airplanes which will be sent to his theater as replacements, the reasons therefor, and the method of elimination of the B-17's which he now has, that is, whether they will be permitted to disappear by attrition or whether they will be returned to the United States. It is advisable to give short reasons for this action so that he will be fully informed.

2. Similar information should be prepared for other theaters at any time there is any question of change of type or plan.

3. Attached telegrams should be returned to the Air Adjutant General's Office when you have finished with them.

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

Incls: SECRET memo to Gen.Stratemeyer frm Col.Hunter dtd 1/11 this subj; Cpy #18 SECRET outgoing message #3471 1/9/43; Cpy SECRET incoming message #3892 1/9/43; Cpy #18 SECRET incoming message #3892 1/9/43; Cpy #18 SECRET outgoing message #2790 1/8/43; Cpy #18 SECRET incoming message #5207 1/11/43 - all messages re this subject.

1/15/43
Comment No. 2
OSP/vma/6110

To: Deputy Chief of Air Staff.

From: A-3, Assistant Chief of Air Staff.

1. Distribution of information copy of cable sent General Harmon on 1/15/43 will be made to you by the Cable Secretary.

2. Cables attached returned to Lieutenant Blakemore, A-2, who signed to the Cable Secretary for them.

Incl.
Memo for Gen Stratemeyer frm A-2, subj this, 1/11/43

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

SECRET

PAGE ____

3-1109 A.F.

AAF AG 452.1 X (24)

SECRET

DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1974
By NND 760030; Date 10/14/76
AHC

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

January 11, 1943

MEMORANDUM FOR MAJOR GENERAL STRATEMEYER
Chief of the Air Staff

SUBJECT: Aircraft for General Harmon, Pacific Theatre.

1. There is only one B-24 in this theatre which arrived on the 27th of December, 1942. There are 45 B-17's.

2. Under the present approved plan no more B-17's will be sent to either the Pacific Theatre or the Southwest Pacific Theatre so there will be no possibility of sending these B-24's to Australia and B-17's to General Harmon.

3. There seems to be some considerable question as to whether General Harmon has been fully advised of this plan. Had he known of the plan he would not have sent the cable asking to be advised of the type of plane he was to receive to fill commitments for January, February, and March.

4. The reply stating that B-24's would be sent did not make it clear that no more B-17's would be sent at any time in the near future and that he should make all necessary arrangements with reference to B-24 spares and any key personnel which might be necessary to indoctrinate the ground crews on peculiarities of this plane.

E. O. HUNTER,
Lt. Colonel, Air Corps,
Chief, Current Intelligence Section, A-2.

11/Jan/43
To- Gen. Hanley
See that Harmon
is advised.

DECLASSIFIED

SECRET

A.A.F. 452.1 X (12-41)

B-1393

CONFIDENTIAL

DECLASSIFIED
DOD Dir.
5 Jan. & 30 June 1976
By: [illegible] Date: 10/24/76
ARC

Air Transport Operations in the Southwest Pacific Area.

To: Assistant Chief of the Air Staff, A-3. Date 1/26/43

From: Deputy Chief of the Air Staff.

Prepare cablegram carrying out your recommendations.

R. C. RIDLEY, Jr.,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Incl. n/c

Disposition
JAN 25 1943
AAF

CONFIDENTIAL

CONFIDENTIAL

RESTRICTED

UNCLASSIFIED
DOD Dir.
E.O. 10 June 1974
By: JCS/SLC: Date: 14/14/76
PTC

Air Transport Operations in the Southwest Pacific Area

The Chief of the Air Staff 1/22/43

A-3, Assistant Chief of the Air Staff 4

330.13/ak/6701

1. Since basic letter was written fifty (50) C-47 transports of the 317th Troop Carrier Group have arrived in Australia increasing General Kenney's air transportation by 100% approximately.

2. Because of recent "give-aways" the estimated monthly delivery of heavy and medium transport airplanes to the Army Air Forces during the first quarter of 1943 will not permit the shipment of transports to theaters in accordance with the planned monthly 10% attrition figure. It will be fortunate if we can maintain Troop Carrier Groups at T/O strength in the theaters.

3. It is recommended that General Kenney be advised that due to the tight situation regarding transports that replacements will of necessity have to be based on reported losses.

[illegible]
Colonel, G. S. C.

Incl. n/c

RESTRICTED

CONFIDENTIAL

file AG 452.1 "A" (1-23)

CONFIDENTIAL

DECLASSIFIED
DOD Instr.
6 Sep. & 30 June 1974
By: NARS, Date: 10/15/76
PKL

Air Transport Operations in the Southwest Pacific Area.

Asst Chief of Air Staff, A-3. 1/14/43

Chief of the Air Staff 1

To note the attached and for information upon which to base a reply.

Dispatched
JAN 14 1943
AAG

Atts: Ltr to Chief AAF fm. General Kenney, 12/14/42.

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

AG 452.1 X (13)

file 1-14-43

CONFIDENTIAL

AG 452.1 Z (13)

SECRET

DECLASSIFIED
DOD ltrs.
8 Jun. & 20 June 1974
By: NARS, LC; Date 10/24/76
PMC

Utilization of General Kenney's Airplanes for Troop and Supply Transportation.

Asst. Chief of Air Staff, A-3. 17 Feb. 43

Deputy Chief of the Air Staff

6

MAL/mdg/5265

General Hanley desires that you report any changes in the status of this matter by comment hereon.

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

Incl. n/c

Dispatched.
FEB 17 1943
AAG

File c 21.873

SECRET

Air 16452.1 "X" (121)

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DOD ltrs.
3 Jan. & 20 June 1974
By: ALAMAC; Date 10/24/76
PKC

DATE 1/27/43

TO: General Stratemeyer

COMMENT NO. 5

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

330.8/ak/6701

1. One (1) Troop Carrier Group (313th) can be made available for movement overseas during February by cutting in half the number of groups available to meet the minimum requirement for Airborne Training.

2. Because Troop Carrier units have been ordered overseas prior to completion of their training it has been extremely difficult for General Barnes to establish a definite training program which will insure the steady flow of one (1) Troop Carrier Group a month.

3. It is recommended by this Division that no movement of Troop Carrier units be made until March, at which time one (1) group will be available and one a month thereafter.

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

Encl. n/c
Concurrences:
AFTAS ( )
ASWP ( )

~~SECRET~~
DECLASSIFIED

A.G.O. 452.1 (121)

SECRET

DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1974
By: NNLC; Date: 10/14/76
PKC

Utilization of General Kenney's airplanes for Troop and Supply Transportation.

General Stratemeyer 1/6/43

General Arnold 1

Information received from Australia indicates that Kenney has been forced through circumstances over which he had no control to utilize practically every aircraft available to transport troops and supplies. It is a well-known fact that he has carried 105 mm howitzers together with their tractors and crews, cannon and ammunition in B-17's. It is also known that he has supplied 7 Australian Divisions by air.

Such operations as the above, of necessity, use airplanes that Kenney should send out as a striking force. Quite obviously he cannot use B-17's for hauling howitzers and tractors and at the same time hold them as a striking force. These conditions are going to get worse as MacArthur's troops in New Guinea will increase in strength.

If all of Kenney's airplanes are used for hauling supplies and troops, none will be left for a striking force. I note that the Troop Carrier Command now has about 211 transports in the United States. The only plans we have for utilising these units contemplate their being sent to the United Kingdom or North Africa. From my point of view the need is much greater in MacArthur's outfit than in Eisenhower's.

With the above in mind, I would like to have our Staff start a study at once with the view of determining just when an additional Troop Carrier Group can be sent to MacArthur in Australia, when the planes can be ready with their extra tanks - pilots - navigators, for flying them to Hawaii, approximately what date they can be delivered to MacArthur, and what effect such a move would have on training airborne units in the United States and on operations in Europe.

H.H.A.

TO: Assistant Chief of Air Staff, A-3 DATE 1/7/43

FROM: General Stratemeyer COMMENT NO. 2

1. It is desired that you start and complete the study directed by General Arnold in comment #1. It should be completed with your recommendations for his approval by the time he returns from his contemplated trip.

Dispatched
JAN 7 1943
AAG

File

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

SECRET

a: a8 452.1 (12)

SECRET

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
By: NLW LC; Date: 10/24/76
PHC 3373
GRS/nd

Airplane Situation in General Kenney's Theatre.

Assistant Chief of Air Staff, A-3 **1-5-43**

Chief of Air Staff. **1**

1. Attention is invited to the attached letter from General Kenney to General Arnold and General Arnold's comment to me on his memorandum to General Marshall which reads as follows: "Certain action must be taken re this - prepare reply. H.H.A."

2. You will initiate the action required and prepare reply for General Arnold's signature.

Incl:
Memo to Gen. Marshall fr Gen. Arnold re above subj. dtd 12-29-42 w/ Ltr to Gen. Arnold fr Gen. Kenney dtd 12-10-42 and rpt on Loading of B.17E with 105 mm. Gun & Equip., 11/13/42

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

Dispatched
JAN 5 1943
AAG

File

SECRET

(120)

HEADQUARTERS ARMY AIR FORCES

SECRET

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: Army Aircraft in the South Pacific.

DECLASSIFIED
DOD Dirs.
8 Jun. & 20 June 1974
By: ALAMLC; Date 10/15/76
PKC

TO: Deputy Chief of the Air Staff

DATE 1/2/43

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

COMMENT NO. 1

JAN 2 - '43 PM

GSP/mmc/6110

For your information.

Incl.
Memo for CofS 452.1 (11-7-42)
Memo fr A-3 to AAF

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

RECEIVED
Air Adjutant General
1/5/43

To: Air Adjutant General

From: Deputy Chief of the Air Staff.

2
MAL/imm 5265

1. Noted by General Hanley.

2. For files.

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

Incl.
n.c.

File
ci 1/6/43

SECRET

AAG 452.1 (11-7-42) A.P.

517

SECRET

O P Y

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
OPERATIONS DIVISION
WASHINGTON

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By: ALM LC; Date 10/14/76
PKC

OPD 452.1 (11-7-42)

December 31, 1942

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Army Aircraft in the South Pacific

1. Reference is made to B/T from the Assistant Chief of Air Staff, A-3, on the above subject, December 20, 1942.

2. In view of the understanding that was reached with the Navy in the JCS Meeting, November 10, I agree that the commitment to the South Pacific may be considered as a special case with regard to Depot and Ready Reserve. In view of the above consideration, the South Pacific Commitment in the Chart Showing Commitments of Army Air Forces will be changed to eliminate the aircraft in the column headed, "Depot and Ready Reserve."

3. While in this special case the Depot and Ready Reserve is being eliminated, I consider this omission to be unsound. In the South Pacific, as much as in other theaters, effective operation of Unit Equipment requires aircraft in Depot and Ready Reserve. Your recommendation to eliminate these aircraft is concurred in only because of the special understanding with the Navy.

4. The status of aircraft in the South Pacific on December 20, 1942, along with the agreement with the Navy contained in Tab "C", JCS 97/5, is as follows:

TYPE	COMMITTED JCS 97/5	IN THEATER Dec. 20, 1942	PERCENT COMPLETE
H/B	70	47	61.5
M/B	92	26	42.4
Fighters	150	158	105.

This situation exposes the War Department to criticism by the Navy; such criticism is implied in JCS 97/7.

/s/ Thos. T. Handy

THOS. T. HANDY
Major General
Assistant Chief of Staff

RELEASED

SECRET

ABS 452.1 X (19) B

SECRET
RECLASSIFIED

DECLASSIFIED
DOD Ltr
8 Jan & 20 June 1974
By: DLN/LC; Date 10/14/76
PKC

To: Air Adjutant General

1/5/43

From: Deputy Chief of the Air Staff.

2
MAL/imm 5265

1. Noted by General Hanley.

2. For files.

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

Incl.
n.c.

SECRET
RECLASSIFIED

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
By: ALM LC; Date 10/14/76
PHC

CONFIDENTIAL

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO	
FILE NO	

SUBJECT: Request for Allocation of Plane to Brig. Gen. R. G. Breene.

ITEM NO.	FROM	TO	DATE	COMMENTS TJH:eva 6371
1.	Deputy Chief of Air Staff.	Assistant Chief of Air Staff, A-3	1942 12/29	1. The attached is being forwarded for your recommendations. T. J. H. Incl: Memo for Gen. Hanley dtd 12/24/42 frm MG LeR. Lutes, SOS, re above subj. T. J. HANLEY, JR., Brigadier General, U.S.A., Deputy Chief of Air Staff. JJO'S:ek 6701
2	Asst. Chief of Air Staff A-3	Deputy Chief of Air Staff	1943 1-1	1. There are only thirteen (13) PBY 5A's (OA-10's) in the Army Air Forces, distributed as follows: 6 Caribbean Defense Command (6th Air Force) 2 Western Defense Command 5 Air Transport Command. 2. In view of the limited number, it is recommended that no PBY 5A be assigned to General Breene. ROBERT W. HARPER Colonel, G. S. C. Incl. n/c

JAN 2 - '43 PM

RECEIVED
Air Adjutant General

File
GR
1/11/43

Gen. Arnold saved from
" - Nothing
" no
the army - TJH
File

CONFIDENTIAL

a a & 452.1 "X" (11)

WAR DEPARTMENT
HEADQUARTERS, SERVICES OF SUPPLY
WASHINGTON, D. C.

December 24, 1942.

MEMORANDUM FOR: Major General T. J. Hanley, AAF,
Room 3 E - 1039, Pentagon Bldg.

Dear Tom:

1. The C.G. of the S.O.S. (Brig. Gen.R.G.Breene) of the South Pacific Area needs a plane to go from island to island on official business. He needs a plane for all weather flying and one that can land on water in case landing fields are not available or cannot be found.

2. A Navy PBY-5-A would appear to meet the foregoing requirements.

3. It is recommended that the C.G.,AAF, request the allocation of the foregoing type plane for the C.G.,SOPA. (Gen. Breene has requested such plane).

LeR. LUTES
Major General,G.S.C.
Assistant Chief of Staff
for Operations.S.O.S.

A-3
for recommendation

ais 3 452.1 "X" (118)

DECLASSIFIED
DOD ltrs
8 Jun. & 20 June 1974
By: [illegible] Date: 10/14/76

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

SECRET

TALLY NO	AFPMF-9B
FILE NO	

SUBJECT: Answer of Cable.

ITEM NO	FROM	TO	DATE	COMMENTS
				9B-TKG-eg-72379
1.	AFPMP	AFACG	12-17-42	1. This Directorate answered action cable, no number, dated December 14, 1942, from New Caledonia, substantially as follows (Paraphrased):

DEC 19 42 PM

RECEIVED
Air Adjutant General

"Present allotment of three B-25 Crews for December to your command cannot be increased due to limited availability. Combat crews are not scheduled to fly the 5 B-25 Planes referred in radio, no number, December 14th."

J. M. BEVANS,
Colonel, Air Corps.

File a/c 12/21/42

air AG 452.1 "X" (12)

SECRET

PAGE ___ air AG 452.1 "X" (12)

3-1109 A.F.

DECLASSIFIED
DOD Itr.
8 Jan & 20 June 1974
By: NNMLC; Date 10/14/76
PKC

COMINCH FILE

UNITED STATES FLEET

HEADQUARTERS OF THE COMMANDER IN CHIEF
NAVY DEPARTMENT, WASHINGTON, D. C.

FF1/A4-3(7)

Serial: 00186

SECRET
SECRET

JAN 30 1943

RELEASED

MEMORANDUM FOR GENERAL ARNOLD.

Subject: Employment of Heavy Bombardment Aircraft in the South Pacific.

1. Replying to your memorandum of 17 December 1942 on the subject, I wish to advise that without question both the theater commander and his air commander are aware of the desirability of employing formations of nine or more planes in high level bombing attacks against maneuvering targets. In the early phases of the Solomon Islands campaign a few attacks were made by single planes, or by sections of three, but such tactical employment of his aircraft was at the discretion of the group commander, who, it is understood, was trying a method of bombing devised within the group, which, if successful, would have been most economical. Bombing in groups of 5-7 planes has since been the practice, as such were the maximum which could be got off and formed in a reasonable time. Bombing from lower altitudes than the usual 15-20 thousand feet might have increased the effectiveness of these small groups. The effectiveness of high level bombing by the 11th Bombardment Group in the South Pacific Area undoubtedly has been adversely affected by the inadequacy of fields in the combat area and the insufficiency of gasoline at Guadalcanal for extensive operations of four engine planes from that base. From your recent inspection of the area and other information available to you, it should be apparent that these conditions were unavoidable and are being corrected as rapidly as combat conditions permit.

2. The matter of using B-17 aircraft for routine search is one of balance. Search is admittedly necessary. In those sectors covering the Solomon Island chain, in which combat with enemy fighters is expected and generally occurs daily, the use of PBY's would be worse than foolish. Remaining sectors are normally

RELEASED

DECLASSIFIED
DOD Dir
E Jan 6 20 June 1978
Date Prep 10/14/76
BUN
PKC

COMINCH FILE

Gen. A's folder
7-E-5

UNITED STATES FLEET

HEADQUARTERS OF THE COMMANDER IN CHIEF
NAVY DEPARTMENT, WASHINGTON, D.C.

FF1/A4-3(7)

Serial: 00186

JAN 30 1943

SECRET
SECRET

Subject: Employment of Heavy Bombardment Aircraft in the South Pacific.

---

covered by PBY's, though B-17's are used often in sectors where a carrier contact is expected. In the first four carrier contacts made by PBY's, three were shot down. In each of these three instances, not only was the plane lost but, more important, the contact was lost also. I am advised that the number of B-17's used for search is kept to an absolute minimum consistent with an effective service of information. With the eventual advent of patrol plane squadrons in the South Pacific, equipped with B-24 airplanes, the need for using heavy bombers for this purpose should in general disappear.

3. Subject to the foregoing comment, I agree thoroughly with your wishes, as expressed in your memorandum, a copy of which I am forwarding to the Commander in Chief, Pacific Fleet.

4. The delay in replying to your memorandum has been occasioned by my desire to thoroughly investigate the subject and to obtain first-hand information from officers recently engaged in air operations in the South Pacific Area.

E. J. King
Admiral, U.S. Navy.

H.H.A
W
1/31

RELEASED

File
6/16/43

Air As 4:2.1 "X" 016

SECRET

DECLASSIFIED
DOD ltrs.
8 Jun. & 20 June 1974
By: ALN/LC; Date 10/14/76
AAC

SECRET
By Authority of
The Commanding General
Air Service Command
DEC 11 1942
Date Initials

December 11, 1942

MEMORANDUM FOR: The Commanding General, Army Air Forces.

SUBJECT: Lockheed Representatives for Australia.

1. Referring to your log comment dated December 10, Message No. A 1303, from Brisbane, directing that an expert on P-38 aircraft be dispatched to Australia at once, this action has been anticipated by this Headquarters.

2. Mr. Alex F. Gribben was dispatched to Brisbane on September 16 and arrived on or about September 20. On September 28, Mr. Jay R. Whitner was dispatched, and arrived on or about October 4. Mr. Burtis Hopkins is now en route by air and will arrive at Brisbane on or about December 14. In addition to these specialists, two Lockheed representatives have been in Australia since about August 1, 1942.

3. This Headquarters has informed Mr. R. A. Von Rohr, Vice-President and Production Manager of Lockheed Aircraft Corporation of the unsatisfactory conditions stated in Cable No. A 1303, and they have been instructed to take immediate remedial action.

DEC 12 42 PM

For the Commanding General:

12/16/42 A-4 Fine - glad it was beaten to the draw. H.H.A.

GEORGE MARSHALL
Brigadier General, U.S.A.
C/S, Overseas Division

RECEIVED
Air Adjutant General
ASC 37

SECRET

A-1322

452.1 "Z"

SECRET

DECLASSIFIED
DOD Itr.
8 Jan. & 20 June 1974
By: NNRC; Date 12/14/76
PKC

Operations of the 90th Bombardment Group.

1373
CRS/hd

1	AFCAS	Colonel Tucker	1942 12-1	1. You will prepare a cable for General Arnold's signature, quoting General Kenney's cable reference the operations of the 90th Bombardment Group which was sent to General Kenney from Hawaii. I want to see this cable before it is dispatched.

Cy for:
General Manley

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

Taken to Col Tucker
by messenger
NC

File
C 12/3/42

Air CRS 452.1 "K" (11-42)

SECRET

Air CRS 452.1 "K" (11-42)

DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1974
By: ALM, LC; Date 10/14/76
PKC

SECRET

Attached Letters from General Harmon to General Arnold

WEH:JT 5246

4 APCAS APAEP 1942 12-5

Dispatched
DEC 5 1942
AAG

It is desired that the proposed attached letter for General Arnold's signature be rewritten incorporating the following:

1. Some reference to General Harmon's long discussion of C-47's contained in his letter of November 2nd.

2. Brief discussion concerning the latter part of General Harmon's paper of October 31st concerning use of Army Aircraft.

3. A remark concerning the apparently desirable relations existing between Admiral Ingley and General Harmon.

Encls.
n/c

WILLIAM H. WILE
Colonel, G. S. C.

SECRET

Air AG 452.1 "A" (11)

DECLASSIFIED
DOD ltrs.
6 Jan. & 20 June 1974
By [illegible] JLC; Date 10/15/76

SECRET

Attached Letters from General Harmon to General Arnold

WEH:JT 5246

2 AFUSE AFAEP 1942 11-21

1. Your attention is invited to Item #1 above and listed inclosures.

2. General Stratemeyer directs that you dispatch attached R & R's as indicated directing their return to you for preparation of letter referred to in second sentence of Item #1.

SECRET

Arnold 452.1 "X" (NU)

SECRET

RELEASED

Attached Letters from General Harmon to General Arnold

2 APCAS AFAEP 11-21 CONTINUED -

3. It is desired that when the letter to General Harmon is prepared it be forwarded through this office.

Incls.
n/c

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

Dispatched
NOV 22 1942
AAG

File
ci

RELEASED

SECRET

SECRET

Australia

DEC 1 1942

Major General George C. Kenney
Commanding General, Fifth Air Force
Brisbane, Australia

Dear George:

With reference to your letter of October 19, 1942 every effort is being made to meet your requirement for five (5) Ch-10's at the earliest possible date.

At the present time no Ch-10's (PBY5A's) are being produced, the entire production capacity being utilized in the construction of PBY5's (flying boats). We have requested the Navy to schedule five (5) PBY5 boats for delivery to the Army Air Forces as early as possible.

When the delivery schedule is definitely indicated we plan to assign the five (5) boats to General Brett and transfer five (5) Ch-10's from his theater to you.

You will be informed when a definite schedule is arranged.

Best wishes to you and your men.

Sincerely,

Sgd. H. H. Arnold

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

Dispatched
Dec 1 1942
AAG

DECLASSIFIED
DOD ltrs.
8 Jan & 20 June 1974
By: ahc; Date: 6/14/76

Copy for office of signature

SECRET

Gen Arnold

DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1974
By [illegible] NNLC; Date 10/19/76

~~SECRET~~

Necessity for Flying Boats at Fifth Air Force.

1	General Arnold	A-3	1942 11/18	For preparation of reply for my signature.

H. H. A.

Incl: Ltr to Gen. Arnold
frm Gen. Kenney, 10/19/42
re above subj.

JJO'Brien 6Nov

2	AFACT	AFAOP	11-26	

1. At the present time there are thirteen (13) OA-10's in the Army Air Forces, distributed as follows:

6 Caribbean Defense Command (6th Air Force)
5 Air Transport Command
2 Western Defense Command

2. No OA-10's (PBY5A) are currently in production; however, Commander George Anderson of the Bureau of Aeronautics has informally indicated that the Navy can schedule five (5) PBY5 boats for early delivery to the Army Air Forces. A request has been made to the Navy for a delivery schedule and should be forthcoming shortly.

3. When the PBY5's are definitely scheduled, it is planned to assign the boats to General Brett since the facilities there are better for handling boats than in the Southwest Pacific Area, and five (5) of the OA-10's now in the Caribbean will be dispatched to General Kenney.

4. General Brett has been requested to advise us if the exchange is satisfactory. He replied today that he agrees so long as the boats are delivered to him prior to withdrawal of the OA-10's.

~~SECRET~~

Ltr OB 452.1 "A" (20)

SECRET

CLASSIFIED

Necessity for Flying Boats at Fifth Air Force.

2 (Continued)

5. Attached hereto for your signature is reply to General Kenney explaining the situation to him.

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

Incl added:
Ltr frm Gen. Arnold
to Gen. Kenney

Reply sent 12/1 thru
Miss Ingram

J. W. Carls Capt AC
Rec'd 12/1

SECRET

CLASSIFIED

AG A2 452.1 "X" (110)

SECRET

HEADQUARTERS
FIFTH AIR FORCE

APO. 923

October 19th, 1942.

Lieutenant-General H.A. Arnold,
Commanding General
Army Air Forces,
[redacted] D.C.

Dear General Arnold:

In this island warfare there are many instances when a flying boat can accomplish a job which otherwise must be abandoned. Landing intelligence parties on a hostile coast; rescuing our crews who crash-up on the beach or make their way to the coast after coming down in the jungle; landing a party of say 75 men who can seize, hold and prepare a piece of ground suitable for landing of troops in air transports; these are some of the situations which can be met with flying boats, simply because the water provides an ever-ready landing and take-off space.

To accomplish these missions it is necessary that we have five flying boats preferably amphibians. The Consolidated PBY5A (our designation OA-10) is the airplane desired. It is hoped five (5) of these can be furnished in the near future, because there is an increasing need for the service which can be derived from such equipment.

With kindest regards, I am,

Sincerely,

GEORGE C. KENNEY,
Major-General,
Commanding.

SECRET

DECLASSIFIED
DOD dtrs.
8 Jan. & 20 June 1974
By [redacted] NARS, Date 12/14/76

DECLASSIFIED
DOD Ltr
4 Jan. & 30 June 1974
By: ALM LC; Date 10/14/76
PAC

~~SECRET~~

Army Aircraft in the South Pacific.

3373
GHB/hd

1 AFCAS Assistant Chief of Air Staff Plans 1942 11-13

1. Your attention is invited to the enclosed memorandum to me from General Arnold, subject: " Army Aircraft in the South Pacific", dated November 12th. Note carefully the fourth paragraph of this memorandum which I quote herewith:

"In order that there will be no further controversy in this matter, the following is the initial allocation of units and airplanes as approved by the undersigned:"

2. You will see that General Arnold's instructions are complied with.

452.1X (10) C

Incl:
Cy of above mentioned memorandum

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

Cy to:
Assistant Chief of Air Staff, A-3
Military Council (Col. Gabail)

DISPATCHED
NOV 13
AAC

~~SECRET~~

M. Gray
A-G 452.1X (10) C

DECLASSIFIED
DOD Dirs
1 Jan. & 20 June 1974
By: ALMIO; Date 10/12/76
PHC

November 12, 1942

MEMORANDUM FOR GENERAL STRATEMEYER:

Subject: Army Aircraft in the South Pacific

The conversations which have taken place during the past few days with reference to the allocation of Army aircraft in the South Pacific indicate that there are several interpretations of J.C.S. 97/5.

At a meeting of the J.C.S. this date it was quite evident that the underlying principle of both the Army and the Navy for this deployment were the same. That is, that there would be a total of about 70 Heavy Bombers, 52 Medium Bombers, and 150 Fighters manned by the United States Army on the bases at Fiji, New Caledonia, Efate, Espiritu Santos, Ndemi, and Guadalcanal. In addition to the above, there are 25 Fighter planes to be operated by the New Zealand Air Force on Tongatabu. This is in accordance with Table C of 97/5.

It was definitely the opinion of the undersigned when he agreed to the Table that all of the above airplanes would be manned by Army Air Force personnel, and further, that there would be a constant flow of attrition planes to this area to maintain that strength.

In order that there will be no further controversy in this matter, the following is the initial allocation of units and airplanes as approved by the undersigned.

	Heavy Bombers	Medium Bombers	Fighters
Guadalcanal			1 Sqdn.
Ndemi		1 Sqdn.*	1 Sqdn.
Espiritu Santos		1 Sqdn.	1 Sqdn.
Efate		1 Sqdn.*	1 Sqdn.
New Caledonia	2 Grps.**	1 Sqdn.	1 Sqdn.
Fiji		1 Sqdn.	1 Sqdn.
Tongatabu			1 Sqdn.**
TOTALS	2 Grps (8 Sqdns.)	5 Sqdns.	7 Grps. (6 Sqdns.)

* - This Squadron of Medium Bombers originally at Efate will be moved to Ndemi when that field is ready for it. The Squadron at New Caledonia or Fiji can then be moved up to Efate.

** - These two Groups, consisting of 6 Squadrons, to be located at such stations as desired by the Commanders concerned. The plan of the Army

SECRET

Air 8 45-3.1 X (109)

SECRET

Air Forces contemplated that 2 Squadrons would be operating out of Espiritu Santos with 4 Squadrons held for rotating replacements and as reserves.

ccc -This is an R.N.Z.A.F. Unit which brings the total Fighters in this area to 2 Groups plus 1 Squadron, or a total of about 175 airplanes.

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

SECRET

ar 9B 452.1 XC

~~CLASSIFIED~~ ~~SECRET~~

DECLASSIFIED
DOD Itrs
8 Jan. & 30 June 1974
By: [illegible] NLC; Date 10/14/76
PKC

Army Aircraft in the South Pacific.

3373
OMS/hd

452.1 X (109) B

1 AFCAS Assistant Chief of Air Staff Ap3 1942 11-13

1. Your attention is invited to the enclosed memorandum to me from General Arnold, subject: "Army Aircraft in the South Pacific", dated November 12th. Note carefully the fourth paragraph of this memorandum which I quote herewith:

"In order that there will be no further controversy in this matter, the following is the initial allocation of units and airplanes as approved by the undersigned:"

2. You will see that General Arnold's instructions are complied with.

NOV 13 1942
AAG

Incl:
Cy of above mentioned memorandum

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

Cy to:
Assistant Chief of Air Staff, Plans
Advisory Council (Col. Cabell)

~~CLASSIFIED~~ ~~SECRET~~

Air AG 452.1 X (109) B

DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1974
By: ALAN, J.C.; Date 10/14/76
PAC

Army Aircraft in the South Pacific.

3370
Gen/hd

1 AFCAS Advisory Council 1942 11-13
Attn: Col. Cabell

1. Your attention is invited to the enclosed memorandum to me from General Arnold, subject: "Army Aircraft in the South Pacific", dated November 12th. Note carefully the fourth paragraph of this memorandum which I quote herewith:

"In order that there will be no further controversy in this matter, the following is the initial allocation of units and airplanes as approved by the undersigned:"

2. You will see that General Arnold's instructions are complied with.

452.1 (10-9-42)

NOV 13 1942
AAG
File

Incl:
Cy of above mentioned memorandum

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

Cy to:
Assistant Chief of Air Staff, Plans
Assistant Chief of Air Staff, A-2

SECRET

AAG 452.1 (10-9-42)

SECRET

DECLASSIFIED
DOD Dir.
5 Jan. & 30 June 1974
By: ALAFLC; Date 10/24/76
PKC

Ferrying P-38 Aircraft to South Pacific

RMEmce 8642

5. AFDAS AFRAD 1942
11-7

1. The recommendation contained in paragraph 2, Item 1, concurred in.

2. AFTSW advises that weather conditions between Hawaii and New Caledonia are most favorable at this time of year. AFATC advises that the maximum safe cruising range for the P-38 type airplane with long-range auxiliary tanks installed is approximately 2,000 miles. Since the longest flight necessary between the above points is approximately 1100 miles, it is considered both feasible and desirable, from the standpoint of rapid movement of aircraft, that this recommendation be approved.

3. AFRAD has advised that replacement pilots are available to ferry these airplanes as requested.

NOV - 8 42 PM

RECEIVED
Air Adjutant General

HENRY PROBERT,
Brig. Gen., U. S. A.
DIR. ROMR.

TJH:eva 6371

6. AFDAS AFRAD 1942
11-10

1. Recommendation to fly P-38 aircraft from Hawaii to New Caledonia is approved, subject to compliance with the method of ferrying recommended by the Commanding General, Air Transport Command. See attached memo dated November 17, 1942.

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

Encl: Secret Memo to CG,AAF, fm Gen.Tunner,ATC, dtd 11-17, subj. as above. w/1st ind fm Gen.C.E.Smith to CG,AAF, Attn: AFRAD. Dispatched

NOV 19

SECRET
DECLASSIFIED

Ltr (Sec'd) 11-14-2

Air As 452.1 "X" (10)

SECRET
DECLASSIFIED

DOD Mrs.
6 Jan. & 20 Jul. 1976
By: RAM LC; Date 10/12/76
PKC

November 17, 1942

MEMORANDUM TO: Commanding General
Air Transport Command
Washington, D. C.

Attention: Brigadier General C. H. Smith

SUBJECT: Ferrying of P-38 Aircraft to South Pacific

1. The following information has been received from War Organization and Movement: Nine P-38 aircraft reported available at this time for ferrying to the South Pacific. Replacement crews for these airplanes have been reported available.

2. In order to accomplish recommendation in Item No. 4, R & R, Subject "Ferrying of P-38 Aircraft to South Pacific", the Ferrying Division, Air Transport Command requests the following:

a. Two B-24D type aircraft destined for delivery to Australia to be used as lead ships for the movement of the nine P-38 type aircraft.

b. Radio compasses be installed in three of the nine P-38 type aircraft. This installation has been coordinated with Production Engineering, and it will be possible to install these compasses upon arrival of the P-38's in Hawaii. Two compasses will be shipped.

c. That experienced Ferrying Division P-38 pilots ferry the pursuit ships equipped with radio compasses so that if weather or other difficulties are encountered, these pilots can take over the lead of their flight.

d. That the Ferrying Division be informed as to the date P-38 aircraft will arrive in Hawaii and when the radio compass installation has been completed on these airplanes.

SECRET

c. That six P-38 replacement crews be made available for this flight.

3. The Ferrying Division will furnish two B-24D crews and three P-38 pursuit pilots for this movement.

WILLIAM H. TUNNER
Colonel, Air Corps
Commanding

1st Ind. AFATC/GRS/RHT/GDC/dm

Headquarters, Air Transport Command, Washington, D. C., November __, 1942.
TO: Commanding General, Army Air Forces, Washington, D. C. Attention: Deputy Chief of Air Staff.

1. The above is concurred in.

2. Two B-24D's for delivery to Australia can be used as lead ships for this movement.

3. If subsequent flights of P-38 type aircraft are contemplated, it is recommended that B-24D aircraft be used as lead ships and also to return Ferrying Division crews from New Caledonia to Hawaii for additional flights. These B-24D aircraft are eventually to be delivered to Australia upon completion of the pursuit movement to New Caledonia.

For the Commanding General:

C. R. SMITH
Brigadier General, U. S.A.
Chief of Staff

AAF B 452.1 K (107)

SECRET

DECLASSIFIED
DOD Dir.
8 Jun. & 20 June 1974
By: ALM/LC; Date 10/17/76
PKC

A-1/AS
A-2/AS
Asst. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
A. Def.
Bomb.
Gr. Sup.
Base S.
War Game
Ind. Tr.
Tech. S.
Comm.
Weather
Traffic
Photo. Mapg.
Tech. Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pers.
Sec.
Adjt.
Budget
Fiscal
Mgmt. Con.
Air Ex.
Org. Pl.
Stat. Pl.
Log. Pl.
Hist. C.
A.S.C.
P.C.

WDO: JB 5780

2 AFMAG AFRCM 10-30 For comment.

FRED C. MILNE
Col., A.G.D.
Air Adjutant General

Dispatched
OCT 30 1942
AM

File
a

SECRET

Air AG 452.1 (10-7)

SECRET

DECLASSIFIED
DOD Itr
8 Jan & 20 June 1974
By: CNA/LC; Date 10/14/76
PKC

Ferrying P-38 Aircraft to South Pacific

1 AFRAD AFCAS 1942 10-29

1. Present schedule calls for the furnishing of twenty-five (25) P-38 type aircraft from November production to New Caledonia.

2. It is strongly recommended that these aircraft be shipped to Hawaii, assembled there, and flown to New Caledonia by replacement pilots furnished from the 4th Air Force.

3. This recommendation is made for the following reasons:

a. Considerable time will be saved in the delivery of the airplanes to this active theater.

b. The danger of losing all twenty-five (25) airplanes due to a submarine sinking the ship would be avoided.

c. The facilities for assembling aircraft in New Caledonia are very limited, whereas Hawaii has excellent facilities for accomplishing this work.

d. By sending bomber or other type airplane ahead to check on weather and by covering each four or six fighter aircraft with a bomber, it is believed that the possible loss on fighter aircraft would be very small. The present ferry route bases in the Pacific are sufficiently close together to allow an ample safety factor considering the present ferrying range of P-38 aircraft.

MORRIS R. NELSON,
Colonel, Air Corps,
Acting Director.

SECRET

Arab 452.1 "A" (107)

DECLASSIFIED
DOD ltrs
6 Jan. & 20 June 1974
By: ALAN LLC, Date 10/14/76

~~SECRET~~

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

File No. _____

Tally No. AAF _____

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

SUBJECT: Naval Message fr COMAIRWING 1 dated October 23, 1942.

452.1 "1" 106

NO.	FROM	TO	DATE	COMMENTS
		NOV 5 42 PM		
4	AFAEP	AFCAS	NOV 5 1942	GS:dns 71127 1. Plans Division concurs that no action is required on the attached cablegram. Incl. n/c For O. A. ANDERSON, Brigadier General, U. S. A.

RECEIVED
Air AG Document Center

11/5/42
Of File
Noted
W.S.

~~SECRET~~

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

Page No. 2

Air AG 452.1 "1" (10)

DECLASSIFIED
DOD Ltr.
8 Jan. & 20 June 1974
By AJN/PKC Date 10/14/76

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

SECRET

TALLY NO	
FILE NO	

SUBJECT: Naval Message fr CINCPACAIRWING 1 dated October 23, 1942.

ITEM NO	FROM	TO	DATE	COMMENTS
1	APCAS	Assistant Chief of Air Staff Plans	1942 10-24	3373 Opns/hd 1. The enclosed Naval message is forwarded to you for your information. It is suggested that it be brought to the attention of the Assistant Chief of Air Staff, A-3 in order to give him some idea of the replacements per month desired by the Navy. 2. In view of these extravagant figures, it is not believed that any action is required. 3. Your comments are desired however. G.C.S. GEORGE E. STRATEMEYER, Major General, U.S.A., Chief of the Air Staff.
Incl: Above mentioned message				
2	AFAEP	AFACT	NOV 2 1942	RFW:dns 71127 1. To note. 2. In the opinion of this Division, aircraft for replacement should be computed for planning purposes on a basis of 20% per month of the aircraft in the combat island zone of the South Pacific Theatre. Replacements for aircraft on islands not in danger of imminent combat should be furnished attrition at 5% per month, if consistent with other highest priority allocations.
				[redacted]
				1. Item 2 above is believed reasonable for planning purposes. 2. Forwarded herewith is a report on attrition suffered by the AAF in all theaters. It is believed that they substantiate to a considerable degree our planning factors, and might be of interest to General Stratemeyer. ROBERT W. HARPER Colonel, G. S. C. Incl. n/c Asst. Chief of Air Staff, Plans

(Do not use reverse side) F-4071, AF, Rev 8/14/41

SECRET

NAVAL MESSAGE — NAVY DEPARTMENT

DECLASSIFIED DOD Dir. 5 Jan. & 20 June 1974 By: NLRB, D.C. Date: 4/4/76

DRAFTER — EXTENSION NUMBER — ADDRESSEES

FROM: COMAIRWING 1

RELEASED BY:

DATE: 23 OCT 1942

TOR CODEROOM: 1623/21

DECODED BY: PENNE

PARAPHRASED BY: J ALLEN

FOR ACTION: COMAIRSOPACFOR — PRIORITY / ROUTINE RRR / DEFERRED

INFORMATION: COMSOPAC CINCPAC COMAIRPAC COMINCH BUPERS — PRIORITY / ROUTINE RRRR / DEFERRED

INDICATE BY ASTERISK ADDRESSEES FOR WHICH MAIL DELIVERY IS SATISFACTORY.

LT. GARTH 2~~0~~1497* NCR 1792

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE.

ORIGINATOR FILL IN DATE AND TIME — DATE — TIME — OCT

TEXT

PASS TO COMMARAIRWINGSPAC. PASSED BY CINCPAC TO BUPERS AND COMINCH FOR INFO.

ESSENTIAL THAT RESERVE AIRCRAFT BE MAINTAINED BUTTON AREA FOR REPLACEMENTS AT CACTUS. PAST EXPERIENCES HAVE REQUIRED FIFTY PERCENT REPLACEMENTS SAIL BAKER DOGS AND FOX FOUR FOXES EVERY TEN DAYS. SHOULD JAP PRESSURE CONTINUE CACTUS WILL REQUIRE EIGHTEEN FOX FOUR FOX AND EIGHTEEN SAIL BAKER DOG WITH ONE HUNDRED PERCENT FLIGHT CREWS EVERY TEN DAYS.

*DELAYED DUE TO SERVICE

150 VB replacement per month
54 SBD
54 F4F4 } per month

DISTRIBUTION:

COMINCH....COG

MARCORPS....BUPERS....4[illegible]....BUAER....

No. 1 ADMIRAL. — No. 2 FILE. — No. 3 F-1 OR CHARTROOM. — No. 4 SPECIAL.

SEALED SECRET

Make original only. Deliver to communication watch officer in person. (See Art. 76 (4) NAVREGS.)

NCR 10 — 16—62520-1 U. S. GOVERNMENT PRINTING OFFICE

SECRET

Revised 9-30-42

8

- OBSERVED RATES OF ATTRITION -

Attrition rates given below are found by the formula:

$$\text{Attrition} = \frac{\text{Monthly Plane Losses}}{\text{Average Number of Planes in Commission during month}}$$

DECLASSIFIED
DOD Dir.
8 Jan & 20 June 1950
By: ALAG/LC; Date 10/14/76
PKC

The reason for selecting in commission planes as a base is, that in theory, losses are replaced at a fixed percent of the unit equipment in a theatre. Note: Total planes include Unit Equipment (In Commission), Depot Reserve (Out of Commission) and Ready Reserve (Kept for intense rate of effort). In actual practice, where plane shortages exist, the same fixed attrition rates are often applied to the total planes on hand. This is done for the following reasons:

(1) Planes in commission will have to be operated at a greater rate to make up for shortages and hence need greater attrition replacements.

(2) By feeding in replacement planes at a greater rate than required, the number of planes in commission will be kept at a higher level and will thus more nearly approach the desired unit equipment strength.

- OBSERVED MONTHLY ATTRITION RATES -	
5% - Theatres E.D.C., W.D.C., Hawaii, Alaska (June-Aug. 1942)	
Heavy Bombers	6.7%
Medium Bombers	4.9%
Light Bombers	4.0%
Fighters	6.4%
Combat Types	5.9%
20% - Theatres Australia, India, Middle East and U.K. (June-Aug. 1942)	
Heavy Bombers	20%
Medium Bombers	42%
Light Bombers	33%
Fighters	11%
Combat Types	19%

Attrition rates are expected to vary greatly from one month to another being influenced by enemy action, strategic plans and natural causes. These figures show, therefore, a remarkable agreement with the assumed rates 5% and 20%.

AAF - Management Control

Office, Director Statistical Control

SECRET

Air Ab 452.1 "2" (10-8)

SECRET

DECLASSIFIED
DOD Dir.
1 Jan. & 20 June 1974
By: ALM/LC; Date: 9/24/76
PKC

Puddle-Jumpers.

3373
GHB/hd

1 AFCAS Assistant Chief of Air Staff A-3 1942 10-17

1. During General Arnold's inspection in the Southwest Pacific, a cablegram was received from him with instructions to get some puddle-jumpers out to General Harmon and out to General Kenney.

2. A report is desired hereon as to the action that has been taken reference General Arnold's instructions.

452.1 "X" (21)

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

JJO'S:ak 6701

2 AFACT AFCAS 10-17

1. Attached is copy of action taken by this Division on October 7th.

2. Information today indicates that beginning October 19th four (4) of these airplanes per day will be available (crated) at the factory and will move by first available water transportation.

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

Incl:
Cy R&R to AFRDM fm AFACT 10/7/42, subj: "Puddle Jumpers to Australia and New Caledonia."

3 AFCAS Assistant Chief of Air Staff A-3 1942 10-19

3373
GHB/hd

1. General Kenney and General Harmon will be informed reference the information furnished on the attached Memo, Subject: "Puddle Jumpers to Australia and New Caledonia", dated October 7th and the information furnished in Comment #2 signed by Colonel Harper dated October 17th.

2. General Arnold has noted the attached and directed that these cables be sent.

File
A/C 10/22/42

Incl:
No Change

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

SECRET

By officer messenger

A/C on 452.1 "X" (105)

DECLASSIFIED
DOD Dir.
6 Jan. & 20 June 1974
By: NLN/JLC; Date 10/15/76
PMC

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

SECRET

TALLY NO	3269
FILE NO	

SUBJECT: Cable No. A-761, October 12.

RELEASED

3373 GBS/hd

ITEM NO	FROM	TO	DATE	COMMENTS
1	AFCAS	Director of Bombardment Gen. Embry.	1942 10-14	1. Reference Cable No. A-761, October 12th, containing a request for bomb trainers, General Arnold directs that we take immediate steps to see if we can not disassemble one of two of these trainers and have them flown to Kenney. It is very necessary that they have these trainers in the Southwest Pacific. 2. General Arnold also desires that some of these trainers be shipped by boat and that they be definitely marked for Kenney or Harmon so there will be no question as to their delivery to the right activity. They must be marked so that they will not be picked up or ~~be~~ stored in some Quartermaster or Signal Corps warehouse. Kenney should be advised by cable stating the number that are being shipped, how they are being shipped, and the name of the ship if they go by water. Give this your immediate attention. G.S. GEORGE E. STRATEMEYER, Major General, U.S.A., Chief of the Air Staff.
2	AFRDB	AFCAS Gen. Stratemeyer	10-14	E.L.E/fg 71676 1. Reference R&R concerning cable A-761 and General Arnold's instructions, the following action has been taken: (1) One bomber trainer being dismantled for air shipment. As trainers are not constructed to permit such dismantling it will be necessary to cut in several places. However, these can be readily welded on the field. Ten trainers for Kenney and two for Harmon will be shipped by water, especially marked. (2) Reference precision stands, five are being prepared immediately for water shipment. Action on other ten is being held up, asking Kenney to make a recheck of his requirement in view of plan to use D-8 sites on all medium bombers. Further information including date of air and water shipment will be furnished you. E. L. EUBANK Brig. Gen., U. S. A.

Hq. Army Air Forces
OC 14 1942
AAG Received

Noted
H. H. A.

File per O.A.S.

RELEASED

SECRET

3-1108 A.F.

AAG 452.1 X (100)

452.1 (10)

SECRET

DECLASSIFIED
E.O. 12958 Sec. 3.6
By: ALM NARA Date 10/14/76
PKC

SUBJECT: Cable No. A-761, October 12. CHS/hd 3373

1. AFCAS | Director of Bombardment General Eubank | 1942 10-14

1. Reference Cable No. A-761, October 12th, containing a request for bomb trainers, General Arnold directs that we take immediate steps to see if we can not disassemble one or two of these trainers and have them flown to Kenney. It is very necessary that they have these trainers in the Southwest Pacific.

2. General Arnold also desires that some of these trainers be shipped by boat and that they be definitely marked for Kenney or Harmon so there will be no question as to their delivery to the right activity. They must be marked so that they will not be picked up or stored in some Quartermaster or Signal Corps warehouse. Kenney should be advised by cable stating the number that are being shipped, how they are being shipped, and the name of the ship if they go by water. Give this your immediate attention.

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

E.L.E/fg 73676

2 AFMSD AFCAS 10-14
Gen. Stratemeyer

1. Reference MSR concerning cable A-761 and General Arnold's instructions, the following action has been taken:

(1) One bomber trainer being dismantled for air shipment. As trainers are not constructed to permit such dismantling it will be necessary to cut in several places. However, these can be readily welded on the field. Two trainers for Kenney and two for Harmon will be shipped by water, especially marked.

(2) Reference precision stands, five are being prepared immediately for water shipment. Action on other ten is being held up, asking Kenney to make a restudy of his requirement in view of plan to use B-25 sights on all medium bombers. Further information including date of air and water shipment will be furnished you.

E. L. EUBANK
Brig. Gen., U. S. A.

DECLASSIFIED
SECRET

AFAB 452 1 "Y" (00

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
By: AUM LC; Date 10/15/76
PKC

SECRET

Substitute of B-24's for B-17's in Australia

452.1 "X" (79)

Dispatched
OCT 14 1942
AAG

WDH:JT 5246

3 AFDAS AFABI 1942 Radiogram dispatched.
10-13

Encl.
W/4

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

SECRET

Ans to 452.1 "X" (79)

DECLASSIFIED
DOD Dir.
5 Jan. & 30 June 1958
By: AIAG LC; Date 10/25/76
PKC

Extract from General Kenney's Letter

WEH:JT 5896

1 AFCAS AFRDB 1942
AFAMC 10-10

1. Following is an extract of a letter from General Kenney to General Arnold which is submitted for your information and necessary action:

"Regarding nose guns, everyone knows - and all the engineers will prove by the slide rule - that the headon attack is ineffective. The fact remains that the Japs are actually doing it and when the bullets start coming through the front end of a bomber the bombardier has a tough time keeping his mind on his work. The pilot and co-pilot also do not seem to care for it. In spite of mathematics, I wish you would explain to Nichols that a couple of 50 caliber flexible guns are essential in the nose of any bomber. At the same time tell him that the ball turret (Sperry) is the only bottom turret. The Bendix lower turret is just dead weight.

"We are filling the fron end of the A-20 full of 50 caliber guns for aerodrome and troop strafing with top fighter cover."

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

452.1 "A" (88)

File
ce 10/11/42

Dispatched
OCT 11 1942
AAG

SECRET DECLASSIFIED

AG AB452.1 "A" (88)

DECLASSIFIED
DOD Mem.
8 Jan. & 20 June 1974
By: ALM LC; Date 10/12/76
PRC

SECRET

Extract from General Kenney's Letter

WEH:JE 5246

1 AFCAS AFHDB 1942
AFAHC 10-10

1. Following is an extract of a letter from General Kenney to General Arnold which is submitted for your information and necessary action:

"As for the medium bombers, I know you have set me up for the B-25's but the B-26 is a much better combat job. While the B-26 may be frowned on in some circles at home, the boys here prefer it to the B-25 every time. The B-26 has a better bomb load, more range, is faster, more maneuverable and stands up much better in a crackup. Most important of all, it has a tail gun. Whenever Mr. Tojo finds out that you have no tail gun that is where he goes to work. If you have any trouble selling B-26's please remember that we will buy all you have. In peacetime the boys would probably prefer the B-25, as it is considerably easier to fly, but when they are shooting for keeps, the B-26 takes care of itself and comes home. This month the B-26's have really been carrying the load, as the B-25's have all been out of commission - getting more guns installed to give them a fighting chance."

2. The favorable remarks concerning the B-26 should serve a good purpose in raising the morale of our B-26 units in the 3rd Air Force.

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

File, 8/1/42
cc

SECRET

Air Abs 5-1.2 (97)

				Hq. Army Air Forces OCT 9 1942 AAG Received

d. A proposed reply to attached letter, of which original was previously received, has been prepared in this Division and forwarded with the concurrence of AFAIP to Secretary, General Staff, through OPD.

2. Copy of proposed reply as forwarded is attached herewith for your information.

3. This Division is receiving daily position reports on Navy aircraft and is endeavoring to keep informed on Navy plans for utilization of its aircraft so that questions of "who should send what where" may be evaluated on the basis of the joint Army-Navy picture.

Incl. added
Cy ltr to C-in-C, U. S.
Fleet & C/of Naval Operations.
Abv sbj.

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

3.	AFDAS	AFMAG	10/14	Noted. by ~~FREEMAN~~ GES SECRET ~~CLASSIFIED~~

LSK:fjw 6371

H.

3-1108 A.F.

PAGE — Air AG 452.1 "A" (95)

DECLASSIFIED
DOD Mtr.
8 Jan. & 20 June 1974
By: DAW/JLC; Date 10/14/76
ARC

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

SECRET
RESTRICTED

File No. _____

Tally No. AAF 2-287

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

SUBJECT: Fighter Plane Reenforcements to Guadalcanal.

NO.	FROM	TO	DATE	COMMENTS	LSK:cmc 6371
1.	AFDAS	AFACT	1942 10-5	The attached secret memorandum to the Chief of Staff, U. S. Army, from the Commander in Chief, U.S.Fleet, and Chief of Naval Operations, dated September 17, 1942, is forwarded for remark and recommendation. Please contact Plans.	

Incl: Copy of Secret Memo dated 9-17-42 to the Chief of Staff, U.S.Army, from the Commander in Chief, U.S.Fleet.

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

452.1 WW II

SECRET RELEASED

DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1974
By: OLW LC: Date 12/14/76
PXC

SUBJECT: Fighter Plane Reinforcements to Guadalcanal.

TO: The Commander-in-Chief, United States Fleet and Chief of Naval Operations.

1. Your letter of the seventeenth of September, subject as above, has been given careful consideration and the questions raised have been weighed in view of developments in the Solomon Islands Area to date.

2. The combination of the outstanding success achieved by Navy F4F fighters on the scene in very recent operations with negligible losses to themselves plus the arrival of thirty-nine additional F4F's in the area has resulted in a substantial strengthening of the Navy fighter force available rather than the falling off which might have been expected on the basis of the August 21st through September 11th returns.

3. In reference to your expressed misgivings that the supply of Army fighter aircraft available in the South Pacific would soon be exhausted, it is believed that the trend as indicated in the Army fighter strength now placed at Admiral Ghormley's disposal represented by 173 fighters on hand and en route should allay such misgivings at this time. It is contemplated that the units of the Army Air Forces now committed in the South Pacific Theater will receive adequate support in consonance with the overall problems confronting the Army Air Forces in the many theaters in which they are engaged.

4. While I appreciate the importance of the Solomon operation and the need for maintenance of Air Forces in the area, I cannot concur in according absolute, highest priority to any operation other than the Special Operation, whose priority has been directed by higher authority.

COPY

SECRET RELEASED

SECRET

COPY

DECLASSIFIED
DOD Num.
8 Jan. & 20 June 1974
By: NWD/LC: Date 10/14/76

UNITED STATES FLEET
Headquarters of the Commander in Chief
Navy Department, Washington, D.C.

Cominch File
00994

September 17, 1942

SECRET MEMORANDUM

From: The Commander in Chief, United States Fleet, and Chief of Naval Operations.

To : The Chief of Staff, U. S. Army.

Subject: Fighter Plane Reenforcements to Guadalcanal.

Enclosure: (a) Fighter Plane Losses at Guadalcanal, August 21 to September 14, 1942.

1. Navy and Marine Corps fighter planes have arrived at Guadalcanal as follows:

21 August	-	19 F4F-4
30 August	-	19 F4F-4
11 September	-	24 F4F-4
	TOTAL	62 F4F-4

2. As of September 14, the status report of these planes was as follows:

On hand, operating	30 F4F-4	= 48% of receipts.
On hand, damaged	5 F4F-4	= 8% of receipts.
Destroyed	27 F4F-4	= 44% of receipts.

3. The rate of losses of these fighter planes, based on the full 25 day period, has been 57% per month. Enclosure (A) gives a detailed analysis of the losses, which shows this percentage to be conservative. The Navy is unable to meet this rate of attrition and continue to operate carriers.

4. There can be no question as to the vital necessity of holding Guadalcanal. The number of Army, Navy and Marine Corps aircraft there will soon be exhausted. Some Marine and some Army replacements are enroute now to the area. It is obvious that no additional movements can take place without early decision in each case. It is therefore imperative that the future continuous flow of Army fighters be planned, starting at once, irrespective of, and in higher priority than, the commitments to any other theater.

10/3/42 Gen Sterbo Check these figures ATA

SECRET

E. J. KING

a-1137

COPY

SECRET

DECLASSIFIED
DOD Itr.
8 Jan & 20 June 1974
By: ALN/LC; Date 10/17/76
PXC

SECRET

Subject: Fighter plane losses in Guadalcanal, August 21 - September 14, 1942.

1. Fighter planes have been flown in to Guadalcanal and their status reported as follows:

Date	Fighters flown in.	Destroyed since last report	Percent of remainder destroyed	Overall Monthly rate of destruction
Aug. 21-30	19 F4F-4 14 P-400			
Aug. 30		7 F4F-4 4 P-400	37% 28%	110% 84%
Aug. 30	19 F4F-4			
Sept. 10		14 F4F-4	45%	82%
Sept 11	24 F4F-4			
Sept. 14		6 F4F-4 1 P-400	15% 10%	57% 43%
TOTALS	62 F4F-4 14 P-400	27 F4F-4 5 P-400	42% 36%	57% 43%

2. Status report as of September 14, 1942:

Type	On hand Operating	On hand Damaged	Destroyed to date
F4F-4	30 = 48% of receipts	5 = 8%	27 = 44%
P-400	5 = 36% of receipts	4 = 28%	5 = 36%
	35 = 46% of receipts	9 = 12%	32 = 42%

ENCLOSURE "A"

SECRET

A-1157

Aircraft 432.1 00994 (95)

SECRET

DECLASSIFIED
DOD Instr.
8 Jan. & 20 June 1974
By: DNL NLC. Date 10/14/76
PNC

3. AFMAC ARMAS 28/14 Reproduced by NES

LBJ Lib 69-2

L.S.K.
By E.O. 12

SECRET

Mr. Hoover

DECLASSIFIED
DOD Mem.
6 Jan. & 26 June 1974
By: ALN/LC; Date 10/14/76
PKC

SECRET

Fighter Plane Reenforcements to Guadalcanal.

LSK:cmc 6371

1. AFDAS AFACT 1942 10-5

The attached secret memorandum to the Chief of Staff, U. S. Army, from the Commander in Chief, U.S.Fleet, and Chief of Naval Operations, dated September 17, 1942, is forwarded for remark and recommendation. Please contact Plans.

Incl: Copy of Secret Memo dated 9-17-42 to the Chief of Staff, U.S.Army, from the Commander in Chief, U.S.Fleet, and Chief of Naval Operations.
w/incl: "A".

Dispatched
OCT 6 1942
AAG

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

452.1 (9-5-42)

File 9/6/42

SECRET

Air AG 452.1 (9-5-42) (95)

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

UNCLASSIFIED
DOD Dir.
8 Jan. & 20 June 1974
By: NARS, Date 10/14/76
File No.

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

CONFIDENTIAL

Tally No. AAF

SUBJECT: B-24 Airplanes for General Kenny.

NO.	FROM	TO	DATE	COMMENTS
1.	AFCAS	CG, Materiel Command	10-3	GES:ml 1. This is to confirm instructions issued to you this date by General Arnold for you to take immediate steps to secure and completely equip 1 B-24 heavy bomber with all the most modern and attendant equipment; such as armor, machine gun, turrets, etc., and have it delivered to General Kenny in Australia for complete combat test. 2. A report will be made hereon when this airplane is made available and turned over to the Air Transport Command for delivery to General Kenny.
Copies to:	Director of Bombardment Ass't Ch of Staff, A-3 Ass't Ch of Staff, A-4 War Organization and Movement Director of Military Requirements			GEORGE E. STRATEMEYER Major General, U.S.A. Chief of the Air Staff.
2	Mat Comm	Gen Fairchild		Pertains to your office
				MSF:j 6765
3	AFDMR	AFCAS	10/6	1. A B-24D airplane completely modified and with a lower Bendix retractable turret with amplidyne control and fitted with experimental improved sight with 70° field of view, clear optics and continuously erect sight image throughout 360° azimuth, has been assigned to General Kenney's Command. This airplane will be flown to General Kenney by a trained B-24 crew from the Second Air Force, who will be assigned to General Kenney's Command. The airplane will be accompanied by a Proving Ground Command sergeant expert on the maintenance and employment of the Bendix turret, on temporary duty orders, to demonstrate and instruct in the use of this turret. He will be

Hq. Army Air Forces
OCT 6
AAF RECEIVED

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

Page No.
DECLASSIFIED
CONFIDENTIAL
Am-7 8c
2-2-43
air ag 452.1 "X" (94)
452.1 "X" (94)

CONFIDENTIAL

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: B-24 Airplanes for General Kenney

ITEM NO.	FROM	TO	DATE	COMMENTS — MSF:j 6765
3 (cont)	AFDMR	AFCAS	10/6/42	returned to the Proving Ground Command upon completion of this duty. The picked crew is presently enroute to Eglin Field and should depart that field Wednesday, October 7th, for as quick a trip as possible to General Kenney's Headquarters. 2. Cable has already been sent to General Kenney informing him of the prospective arrival of this airplane, its armament and other equipment, and requesting comprehensive combat tests and advice as to whether he desires the Bendix turret installed in the remainder of his B-24s as soon as production permits. H.H.A MUIR S. FAIRCHILD, Major General, U.S.Army

Air Forces
AAG RECEIVED

CONFIDENTIAL

PAGE ____

3-1109 A.F.

DECLASSIFIED
DOD Dir.
5 Jan. & 30 June 1974
By: ALM/LC; Date 10/14/76
PKC

CONFIDENTIAL

B-24 Airplanes for General Kenny.

8573
CMS ml

1. AFCAS OS,Material 10- 6
Command

1. This is to confirm instructions issued to you this date by General Arnold for you to take immediate steps to secure and completely equip 1 B-24 heavy bomber with all the most modern and streamlined equipment such as armor, machine gun, turrets, etc., and have it delivered to General Kenny in Australia for complete combat test.

2. A report will be made hereon when this airplane is made available and turned over to the Air Transport Command for delivery to General Kenny.

452.1 "X" (94)

Copies to: Director of Armament
Asst'l Ch of Staff, A-3
Asst'l Ch of Staff, A-4
War Organization and Movement
Director of Military Requirements

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

Dispatched
OCT 5 1942
AAG

File
a

CONFIDENTIAL

Gen. Kenny
Air Ag 452.1 "X" 94

DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1974
By: ALNLC; Date 10/14/76
PKC

CONFIDENTIAL

Air Forces for certain South Pacific Islands.

3373
GES:ml

1.	AFCAS	Ass't Ch of Staff Plans	10-5

1. This is to confirm instructions issued by General Arnold this date that in our planning, we should arrange for medium and light bombardment to be located at such places as Christmas Island, Canton Island, Tongatabu, etc, withdrawing the pursuit squadrons that are now there.

cc-Director of Bombardment
Director of Air Defense
Ass't Ch of Staff, A-3

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

Dispatched
OCT 5 1942
AAG

CONFIDENTIAL

Ltr dtd 45211

ADDRESS REPLY TO
ARMY AIR FORCES
HEADQUARTERS, AIR TRANSPORT COMMAND
WASHINGTON, D. C.

UNCLASSIFIED
DOD Dir.
E Sec. 4 of 20 June 1954
By: [illegible] LC; Date: 10/24/74

CONFIDENTIAL

ARMY AIR FORCES
HEADQUARTERS, AIR TRANSPORT COMMAND
WASHINGTON

September 24, 1942

MEMORANDUM FOR: Brigadier General L. S. Kuter

SUBJECT : Aircraft Movement

1. Information received today states that aircraft in question was in New Caledonia at 0250 GCT September 24, 1942.

Milton W. Arnold
MILTON W. ARNOLD
Lt. Col., Air Corps
Executive, A-3

452.1 "A" (92)

File

File
cc 9/28/42

FOR VICTORY
BUY UNITED STATES DEFENSE BONDS AND STAMPS

CONFIDENTIAL

cc a/d 452.1 "A" (92)

SECRET

DECLASSIFIED
DOD Dir.
6 Jun 6 2[illegible] Trans 1955
By: ALM/PKC Ltr. Date 10/21/76

WDCSA 452.1 S. Pac. (9-9-42)

October 15, 1942.

Major General H. F. Harmon,
Headquarters USAFISPA,
Noumea, New Caledonia.

Dear Harmon:

The detailed report contained in your letter of September 9 was of great benefit to those of us in Washington who normally receive only fragmentary situation reports by radio. In General Arnold's absence your letter was referred to General Stratemeyer and the Air Staff for their information and whatever action was necessary that could be expeditiously taken.

No doubt General Arnold's recent visit to your Headquarters proved a great satisfaction to the people in the field. Such visits are also of inestimable value to us in Washington.

Your thoughtfulness in writing to me and the thoroughness of your report are deeply appreciated. Please feel free to give me your frank views at any time that you feel I can be of help.

Faithfully yours,

(Sgd) G. C. MARSHALL

Chief of Staff.

Hq. Army Air Forces
OC 16 1942
AAG Received

ORIGINAL DISPATCHED FROM OFFICE CHIEF OF STAFF
OCT 15 1942

Copy for originating office

AFWAG 10-17 FOR FILE

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

RECEIVED
OCT 15 1942
A.G.O. - War. Dept.

1257533

SECRET

DECLASSIFIED
DOD Dir.
8 Jun. & 20 June 1974
By: NLMM, LC; Date 10/14/76
ANC

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
DISPOSITION FORM

SECRET
BY AUTHORITY OF THE
CHIEF OF AIR FORCES
10/14/76 BC
DATE INITIALS

1942

AG

AAF

SUBJECT: Letter to General Harmon.

	USW	ASW	ASWA	B-LP	BOWD	BPR
	C/S	G-1	G-2	G-3	G-4	WPD
	XX 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
XX 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 _____

For the Commanding General:

John B. Cooley.

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

OCT 14 1942

Incls:
Ltr. to Gen. Harmon
for sig. C/Staff
Ltr. Gen. Harmon 9-9 to
Gen. Marshall

WAR DEPARTMENT
OFFICE OF CHIEF OF STAFF
RECEIVED
OCT 15 1942
GEN. - DEL. AAF

SECRET REMOVED

1257333

WDSA 452.1 (9-9-42) Pacific Ops. (9-4-42)

89, A.C.

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By: RLW, LC; Date 10/14/76
RKC

SECRET ~~DECLASSIFIED~~

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

October 10, 1942

NOT USED

Major General Millard F. Harmon, U.S.A.,
Headquarters USAFISPA,
Noumea, New Caledonia.

Dear ~~General~~ Harmon,

Your letter of September 9th ~~was received by me with a great deal of interest~~ I was greatly interested in. In the absence of General Arnold, it was referred to General Stratemeyer for circulation among the interested agencies of the Air Staff for their information and whatever action was indicated and could be expeditiously effected.

~~I have~~ No doubt ~~that~~ General Arnold's recent visit to your headquarters proved to be one of great satisfaction, ~~to all concerned. You may rest assured that the mutual benefits derived from~~ Such a visit will be of inestimable value to us in ~~the successful prosecution of our cause.~~ Washington

The detailed report contained in ~~Your thoughtfulness and thoroughness in~~ communicating with me in this manner relative to the situation existent in your theatre is deeply gratifying. Your remarks, so transmitted are more satisfying and valuable than a multitude of fragmentary situation reports.

Please accept this expression of my appreciation and personal well wishes, I am

Faithfully yours,

NOT USED

Chief of Staff

SECRET ~~DECLASSIFIED~~

1257533

DECLASSIFIED
DOD Dir.
6 Jan. & 20 June 1950
By: [illegible] LC: Date 10/1/76
FRC

SECRET

AUTHORITY OF CHF
[illegible] 1942
DATE INITIALS

Letter to General Harmon.

xx Sec, G.S

452.1 (11-x)

x

For the Commanding General:

JOHN E. CONLEY
Col., A.G.D.
Asst. Air Adjutant General

Incls:
Ltr. to Gen. Harmon
for sig. C/Staff
Ltr. Gen. Harmon to
Gen. Marshall

Dispatched
OCT 14 1942
AAG

~~AFCAS~~ (Col Lobby)

SECRET

AG AAG 452.1 x (91)

DECLASSIFIED
DOD Dir.
6 Jan. & 20 June 1972
By: RLA/LC; Date: 10/24/74
NHC

SECRET

AFCAS
MAL 5265

October 10, 1942

Major General Millard F. Harmon, U.S.A.,
Headquarters USAFISPA,
Noumea, New Caledonia.

Dear General Harmon,

Your letter of September 9th was received by me with a great deal of interest. In the absence of General Arnold, it was referred to General Strutemeyer for circulation among the interested agencies of the Air Staff for their information and whatever action was indicated and could be expeditiously effected.

I have no doubt that General Arnold's recent visit to your headquarters proved to be one of great satisfaction to all concerned. You may rest assured that the mutual benefits derived from such a visit will be of inestimable value to us in the successful prosecution of our cause.

Your thoughtfulness and thoroughness in communicating with me in this manner relative to the situation existent in your theatre is deeply gratifying. Your remarks, as transmitted are more satisfying and valuable than a multitude of fragmentary situation reports.

Please accept this expression of my appreciation and personal well wishes. I am

Faithfully yours,

Chief of Staff

"Comeback"
SECRET

Air As 432.1 "X" (9)

SECRET

DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 1954
By: OSD/LC; Date 10/14/76
PMC

Letter from General Hutson to General Marshall

WDH:JT 5846

4 AFOAS Advisory Council 10-5 (Attn: Col.Smart) 1942

1. It is my impression that General Huter has discussed this with you. Will you please get in touch with me so we can proceed to prepare the letter as directed.

2. Colonel Cabell should be able to help us considerably in view of his recent trip.

Incl.
N/H

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

WHH:JT 5865

3 AFOAS AFHAS 10-12 1942

For dispatch.

2Incls.
Added - Reply
Prepared for C/S sig

WILLARD A. LIMEY
Lt. Col., G. S. C.

SECRET

Air-AS 452.1 "X" (91)

SECRET

DECLASSIFIED
DOD Dir.
5 Jan. & 20 June 1974
By: RIAD, LC; Date 10/14/76
PKC

Letter from General Harmon to General Marshall.

2. AFADS AFACT 1942 9/26

TJH/mhh 5316

1. Noted.

2. No materiel problems are presented in this letter other than those relating to assignment of new aircraft. Maintenance will be improved with the dispatch of the 13th Air Depot Group which is now under orders to leave for this Theatre.

T. J. HANLEY, JR.,
Brigadier General, U.S.A.

Incl. n/c

SECRET

AMAS 452.1 X (9)

SECRET

DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 1978
By: OCMH, LC; Date 10/29/76

RELEASED

Letter from General Harmon to General Marshall

MAGeck 6781

3 AFAGT AFCAS 1942
10-1

Submitted for your information, the following status of aircraft in and to Peggy and Fantan as of 1200 September 30, 1942.

Army

Type	Model	Total on hand	En route	Being Prepared in U. S.
H/B	B-17F	32 (at Nadzab & Milne)	0	0
H/B	B-26B	11	0	0
Fighter	P-38E-1	0	15 (by boat)	0
	P-39F,K-1	35	40 (by boat)	0
	P-40D	4	0	0
	P-40K-1	0	8 (by boat)	0
	P-43	2	0	0
	P-400	6 (at Townsville)	0	0

Transports C-47: Air schedule of 13 airplanes scheduled to leave U. S. October 5, 1942.

Navy

H/B	B-17E	9	0	0
H/B	B-25	0	0	7
	B-26B	11	0	0
Fighter	P-39D,K-1	32	8 (by boat)	0
Observation	L-2A	2	0	0

RELEASED

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

Encl. n/c

SECRET

DECLASSIFIED
DOD Dir.
5 Jan. & 20 June 1974
By: RLN, LC; Date 10/24/76
PAC

SECRET

Letter from General Harmon to General Marshall.

3373
GEB ml

452.1 "X" (91)

1. AFCAS In Turn 1942 Sept 23
Asst Ch. of Staff, A-4,
Asst Ch. of Staff, A-3,
Chief of the Air Staff

1. It is desired that comments on the enclosed letter be made and that it be returned to the Secretary of the Air Staff, who will prepare a reply to General Harmon for General Marshall's signature.

2. Upon receipt of the letter by the Secretary of the Air Staff, it will be turned over to me to retain with papers for General Arnold's information.

Encl:
Ltr to Gen. Marshall from Gen. Harmon 9-9-42

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

Dispatched
Sept 24 1942
AAG

File
Ci

SECRET

Arnold 452.1 "X" (91)

CONFIDENTIAL

AFAF
OAA-dan

DECLASSIFIED
DOD Dir.
4 Jan. & 20 June 1974
By: RWH LC; Date 10/14/76
PRC

August 26, 1942

Air Marshal R. Williams,
Royal Australian Air Forces Representative,
Room 122, Public Health Building,
Washington, D.C.

Dear Air Marshal:

I trust that your contacts with our planners in the preparation of and final passage of CCS 91 by the Combined Chiefs of Staff has kept you informed as to the air dispositions set up in that agreement and the various limiting factors which made it impossible to do more for the RAAF at this time. We have not yet received a reply from General MacArthur to our proposal for increasing the strength of the RAAF by ten additional squadrons through the transfer of aircraft from American to Australian units. Further consideration of this plan will necessarily be deferred until the views of both General MacArthur and your own military authorities have been received.

The procedure to be followed in allocating aircraft to the RAAF from American production is prescribed in the agreement. The basic plan provides, except for a one month's delay in the case of A-31's, for the delivery of American aircraft in eight monthly increments beginning with August production.

Attrition factors now used for American air units in that theater were used for determining airplane requirements to meet the RAAF program. It is believed that these factors will prove ample until a more vigorous offensive is launched in that theater by either our own or enemy forces. We are endeavoring to build up as rapidly as possible an appropriate reserve to meet such a contingency.

I regret with you the delays we have experienced in arriving at an approved plan to meet initial requirements of the RAAF and trust that we shall be able to effect subsequent modifications that become necessary in more timely manner.

Sincerely yours,

Sgd. H. H. Arnold

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

Dispatched
AUG 26 1942
AAG

File Copy for R 2013

CONFIDENTIAL

AAG 452.1 (8-26-42)

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES

Date Apr. 20

MEMORANDUM FOR:

GENERAL HALL.

1. There is no copy of F. D. R's note to General Arnold. It was only a couple of lines and directed a suggested reply be sent to State Department as I recall.

2. General Arnold told two people to prepare reply. General Harper by R & R attached and Gen. Meyers by writing on copy of message.

3. Proposed reply coordinated with General Harper, & General Meyers. Proposed copy of reply attached.

4. General Hall delivered proposed reply to Mr. Sumner Welles, State Department, leaving with him copy of F. D. R.'s note to General Arnold.

Maj Harper

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

3-6313, AF

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES

Date _____

MEMORANDUM FOR:

Col Libby -

Mr Wiles took all of my papers with the result that I have no note from FDR or file copy of the proposed reply will you see if you can assemble a file so I can make a pertinent record.

WSD

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

3-6313, AF

DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 197[illegible]
By: ALAFLC; Date 10/14/76
AKC

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

SECRET DECLASSIFIED

TALLY NO.	
FILE NO.	

SUBJECT: Airplane Supply in Canberra Area

TO: General Harper

DATE 4/8/43

FROM: General Arnold

COMMENT NO. 1.

Prepare a suggested reply for me, and then I will go see the Secretary of State.

H. H. A.

Incl: Memo for Gen. Arnold frm the President, 4/8/43
Telegram for the Sec. of State and the President /s/ Johnson 4/6/43 #77.

TO: General Arnold.

DATE: 4/10/43
COMMENT NO. 2
WRB:als/4270

FROM: General Harper.

Suggested reply for dispatch by State Department as directed above is submitted herewith.

Incl. n/c
Added: Draft of Cable.

R. W. HARPER,
Brig. General, U. S. Army.

SECRET DECLASSIFIED

PAGE ____

3-1109 A.F.

SECRET

ARMY AIR FORCES
HEADQUARTERS MATERIEL COMMAND

DECLASSIFIED
DOD Dirs. 5200.9 & 5200.10 June 1974
By AIN/PKC NLC, Date 10/14/76

INTER-DESK MEMORANDUM

TO: General Meyers

SUBJECT: Attached Cable from Canberra

Date: April 13, 1943.

The action copy of this cable was sent to General Harper with an R&R for him to prepare the reply. Attached is a copy of his proposed reply, which is in accordance with our agreement reached with General Kenney and is concurred in by this office.

Major Harper, (Room 3E 1047) has the action copy and the proposed reply and would like to attach this to it to prevent duplication. Please send it on down to Major Harper. (Room 3E 1047)

MEMORANDUM FOR RECORD

Proposed reply cleared by General Arnold and delivered to Mr. Sumner Wells by General Hall (4-14-43). Mr. Wells indicated his concurrence with the proposed reply and stated that it would be dispatched in the form of a State Department cable.

From: Colonel Sessums

W-7135, A.F.

DECLASSIFIED

Proposed reply to M. 77 Canberra

SECRET

DECLASSIFIED

DECLASSIFIED
DOD ltr.
8 Jan. & 20 June 1975
By: OLM, LC; Date 10/14/76
PKC

April 10, 1943.

(CABLE FOR DISPATCH BY STATE DEPARTMENT TO CANBERRA)

SUGGESTION OF HARTNETT WAS RAISED BY GENERAL KENNEY DURING HIS VISIT HERE AND ALL PRACTICABLE STEPS HAVE BEEN ARRANGED TO EFFECT RAPID DELIVERY OF AIRCRAFT ALLOCATED TO SOUTHWEST PACIFIC THEATER WITH MINIMUM ADAPTATION WORK DONE HERE PERIOD WAR DEPARTMENT ADVISES THAT GENERAL KENNEY PERSONALLY APPROVED THE ARRANGEMENTS PERIOD CONDITION REGARDING EXCESS DISPERSED AIRCRAFT DOES NOT EXIST AT THIS TIME IN THAT MODIFICATION CAPACITY NOW EQUALS AIRCRAFT PRODUCTION CAPACITY AND ALSO THE BACKLOG HAS BEEN CLEARED UP PERIOD PRESENT AND FUTURE AIRCRAFT PRODUCTION IS EARMARKED TO CARRY OUT POLICIES APPROVED BY THE COMBINED AND JOINT CHIEFS OF STAFF WITH THE AUSTRALIAN THEATER SCHEDULED FOR AN APPROPRIATE SHARE IN CONSONANCE WITH THE REQUIREMENTS OF OTHER THEATERS

Copy for Col. Seasums
Maj Harper
Ext 73691

SECRET

DECLASSIFIED

Aus A6452 1"x (88)

SECRET

Transport Squadron for Australia DECLASSIFIED

DECLASSIFIED
DOD Itr.
9 Jan. & 20 June 1974
By: OSD/ISC; Date 10/24/76
PKC

452.1 "X" (8)

WDH:JT 5265

2 AFCAS AFAKP 1942 9-17 For recommendation.

Encl. WILLIAM H. HALL
N/C Colonel, G. S. C.

Dispatched
SEP 17 1942
AAG

File
ci 9/17/42

SECRET DECLASSIFIED

Arcas 452.1 "X" (8)

SECRET RESTRICTED

DECLASSIFIED
DOD Dir.
8 Jun. & 20 June 1974
By: OLN/LC; Date 10/14/76
PMC

452.1, V, 1, (8)

Trainer Type airplanes for the Southwest Pacific Area.

MAL/lmm 5265

15 AFCAS AFDMR 11-2 Returned to your Directorate in order that you may note comments of AFRES/Sup stated in item #13.

Dispatched
NOV 2 1942
AAG

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

Incl.
n.c.

File
Ci

SECRET RESTRICTED

452.1 V 1 (87)

DECLASSIFIED
DOD Instr.
6 Jan. & 20 June 1974
By: ALN LC; Date 10/24/76
PKC

Trainer type airplane for the Southwest Pacific Area

SECRET

452.1 "A" (9)

22 [illegible]
AAG

WEH/hk 5265

8. CAS DMR 9/21 As directed in Item No. 3.

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

Dispatched
SEP 22 1942
AAG

File
Cy

RELEASED

Air Ag 452.1 "A" (87)

SECRET
DECLASSIFIED

DECLASSIFIED
DOD Dirs.
8 Jan. & 20 June 1974
By: GWN LC; Date 10/4/76
PKC

Trainer Type Airplane for the Southwest Pacific Area.

3373
GES/hd

3. AFCAS Assistant Chief of Air Staff A-3 1942 9-10

1. Note General Arnold's Comment No. 2.

2. The correspondence referred to is attached hereto in the form of a letter from Major General H. F. Harmon. After extracting that data that you need to complete this paper, it is desired that the attached letter from General Harmon with General Arnold's note to me be forwarded to the Assistant Chief of Air Staff, A-4, Assistant Chief of Air Staff, Plans, Assistant Chief of Air Staff, A-2, and the Director of Military Requirements in order that they may extract such data as desired. This paper will then be returned to General Arnold's office for files.

Dispat
SEP 11
AAG

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

Incls:
Ind. No. 174, 8/31/42
Ltr to Gen. Arnold from
Gen. Harmon 8-28-42

SECRET
DECLASSIFIED

Air AG 45-2.1 "X"

DECLASSIFIED
DOD Dir.
8 Jun. & 20 June 1974
By: [illegible] I.C: Date 10/5/76

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

SECRET

TALLY NO	
FILE NO	91

SUBJECT: Trainer Type Airplane for the Southwest Pacific Area.

ITEM NO	FROM	TO	DATE	COMMENTS
14.	AFARI	AFCAS	10-31 1942	EPS:lh 5613 1. Noted. 2. A true copy has been made for the Historical Section, A-2. EDGAR P. SORENSEN Colonel, G. S. C. 2 Incls. n/c
		RECEIVED Air Adjutant General		
15	AFCAS	AFDMR	11-2	MAL/imm 5265 Returned to your Directorate in order that you may note comments of AFRBS/Sup stated in item #13. MAL. M. A. LIBBY, Lt. Col., G.S.C. Incl. n.c.
16	AFDMR	AFCAS	11-3	Noted MCG. (Ex 3020) AFDMR
		Eq. Army Air Forces NOV 4 1942 10:10 AM Mail Received		
17	AFCAS	AFMAG	11-4	MAL/imm 5265 For file in accordance with paragraph 2, item 3. MAL. M. A. LIBBY, Lt. Col., G.S.C. Incl. n.c.

SECRET

3-7 91

PAGE — air ag 452.1 5 (82)

3-H09 A.F.

DECLASSIFIED
DOD Itr.
8 Jun. & 30 June 1974
By: GLW/PAC LC: Date 10/24/74

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED

TALLY NO.	
FILE NO	

SUBJECT: Trainer Type Airplane for the Southwest Pacific Area.

OSP:vme 6110

ITEM NO.	FROM	TO	DATE	COMMENTS
1	AFACT	General Arnold	1942 9/4	1. Your office informed this Division that you had personally handled this message by advising General Harmon that small commercial airplanes would be sent him. 2. Materiel Command states few suitable airplanes are left to purchase. 3. If none are procurable, recommend six (6) AT-6's--not eighteen (18)-- be diverted from the Flying Training Command. 4. The Flying Training Command is currently short 802 two-engined trainers, and is forced to use AT-6's instead. Hq. Army Air Forces 8 1942 AAG Received Incl. Rad. No. 174 8/31/42 ROBERT W. HARPER Colonel, Air Corps
2	Gen Arnold	To: GCM	9/9/42	Strategy See correspondence on this sent you this date GCM

DECLASSIFIED

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

[redacted]

2043

File No. _____

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

Tally No. AAF _____

SUBJECT: Trainer Type Airplane for the Southwest Pacific Area.

NO.	FROM	TO	DATE	COMMENTS 3373 GES/hd
3.	AFCAS	Assistant Chief of Air Staff A-3	1942 9-10	1. Note General Arnold's Comment No. 2. 2. The correspondence referred to is attached hereto in the form of a letter from Major General H. F. Harmon. After extracting that data that you need to complete this paper, it is desired that the attached letter from General Harmon with General Arnold's note to me be forwarded to the Assistant Chief of Air Staff, A-4, Assistant Chief of Air Staff, Plans, Assistant Chief of Air Staff, A-2, and the Director of Military Requirements in order that they may extract such data as desired. This paper will then be returned to General Arnold's office for files. GEORGE E. STRATEMEYER, Major General, U.S.A., Chief of the Air Staff. Incl: Memo. No. 174, 8/31/42 [illegible] to Gen. Arnold from [illegible]. Harmon 8-28-42
4	AFACT	AFADS	9/14	OSP:vms 6110 1. For your information. 2. This Division understands that you have directed the procurement of six (6) C-78's for General Harmon. ROBERT W. HARPER Colonel, G. S. C. Incl. n/c

(Do not use reverse side)

Page No. _____

[redacted]

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

SECRET

DECLASSIFIED

TALLY NO.	
LE NO.	

SUBJECT: Trainer Type Airplane for the Southwest Pacific Area (Continued)

ITEM NO.	FROM	TO	DATE	COMMENTS
				RHB/nmb 2879
5.	AFADS	AFAEP thru: AFACT	1942 9/17	1. War Organization and Movement have been directed to send six (6) C-78's for General Harmon. RHB for T. J. HANLEY, JR., Brig. General, U. S. A. Incl. n/c
6.	AFACT	AFAEP	9/17	JJO'S:vme 6110 Noted. ROBERT W. HARPER Colonel, G. S. C. Incl. n/c
7.	AFAEP	AFCAS	9-18	Noted. A. J. Anderson Col. G.S.C.
				WEH/hk - 5265
8.	CAS	DMR	9/21	As directed in Item No. 3. WILLIAM E. HALL Colonel, G. S. C. HCL:ha 5132
9.	AFDMR	AFRBS	9/24	1. Pursuant with instructions in 8 above, your attention is directed to page 5 reference belly tanks for fighter airplanes. Take necessary action to remedy condition and report on action taken through this office. DECLASSIFIED SECRET MUIR S. FAIRCHILD, Major General, U. S. Army. Incl: n/c

1755

PAGE ____

Air AG 452.1 "X" (31) 3-1109 A.F.

DECLASSIFIED

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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

File No. [redacted]

Tally No. AAF _____

SUBJECT: Trainer Type Airplane for the Southwest Pacific Area.

NO.	FROM	TO	DATE	COMMENTS (RBS-4-S) CWF:bcm 6435
10.	AFRBS/ SUP	AFROM	1942 9/28	1. Forwarded for comment and return through this Directorate prior to the return to the Air Staff. 2. This matter, insofar as it pertains to the Air Service Command, is being forwarded to that Command for further comment and necessary action. L. P. WHITTEN Colonel, Air Corps Incl. n/c
				JFF:krm 71050
11.	AFROM	AFDMR	1942 10-3	1. Necessary instructions have been issued to have two (2) each C-78 airplanes crated for shipment to Fiji, New Zealand, and New Caledonia. Present information indicates airplanes will depart factory crated not later than October 8th. HUME PEABODY Brig.Gen., USA Dir., [redacted] Incl. n/c
				HHM/br 5132
12	AFDMR	AFRBS	10/4	1. Returned as requested in comment number 10. 2. Return through this office to A-2 and CAS. M.S. FAIRCHILD, Major General, U. S. A. Incl. n/c

(Do not use reverse side) AF-0071, AF, Rev. 8/10/42

Form No. [redacted]

DECLASSIFIED

~~SECRET~~
~~RESTRICTED~~

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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

File No. RBS/SUP 452.11 (Spares, airplane)

Tally No. AAF _____.

SUBJECT: Trainer Type Airplane for the Southwest Pacific Area.

NO.	FROM	TO	DATE	COMMENTS (PBS-4-S) CWT:bcm 6435
13.	AFRBS/ SUP	AFARI AFCAS In turn Through AFDAR	1942 10/28	1. Reference comment #9 dated September 24, 1942, subject: "Trainer Type Airplane for the Southwest Pacific Area", information regarding belly tanks was extracted by this office to the Commanding General, Field Services, Air Service Command on September 30, 1942 with a request that the condition be investigated and a report be forwarded to this office. That office replied by first indorsement dated October 20, 1942, copy attached, indicating the following action: a. The Production Engineering Section of the Materiel Center states that all fighter aircraft now being delivered to this area are being equipped with belly tanks. b. The Production Engineering Section can offer no further information on this subject in view of the fact that shipments have been going forward with the belly tanks. c. There have been no direct shipments of fighter airplanes from the mainland to Cactus. 2. The Commanding General, Air Service Command advises that additional information on this subject will be forwarded at a later date, at which time same will be furnished your office. for L. P. WHITTEN Colonel, Air Corps 2 Incls. #1 - n/c Added - 1st Ind. dtd. 10/20/42 (Cy).

(Do not use reverse side) F-4071, AF, Rev. 8/16/41

Page No. 5.

~~RESTRICTED~~ Air AF 452.1 "A" (87)

UNCLASSIFIED
E.O. 12958 Sec.
3.3 & 3.5 June 2006
By LL/LLO; Date 8/24/06

SECRET
SECURITY

WAR DEPARTMENT
CLASSIFIED MESSAGE CENTER

WVY 171
0744Z/31
EW

INCOMING MESSAGE

CCMD
AUG 31 1942
17306

From: New Caledonia
To: War

No. 174 Aug 31 1942

Due to high winds, lack OP hangers, excessive distances between islands this theatre paddle jumpers not considered satisfactory. Harmon to Arnold re your War two six two zero five. Urgently request minimum of six advanced trainer type to each island base, Fantan, Porly and New Zealand. Total eighteen.

No sig

V.G.

A-3 Look into & let me know HAA

Refer (CM-OUT- 8119 8/26/42) CG AAF

ACTION COPY: CG AAF

INFO COPIES: OPD, G-2

CM-IN- 0008 (9/1/42) 0028Z

ACTION COPY

SECRET
SECURITY

COPY No. 21

THE RETURN OF AN EXACT COPY OF THIS MESSAGE IS REQUESTED

DECLASSIFIED

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By: ALN, LC; Date 10/14/76
PAC

Noumea, New Caledonia
28 August 1942

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

Dear General Arnold,

Will not burden you with a great mass of discussion and data. I have written to Bill Street within the past few days, going into considerable detail. Admiral Ghormley, his Chief of Staff, Admiral Callahan and his Operations, Brig Gen. Peck, M.C. continue splendid to work with. Twining and I are on board almost daily. Missed today. Breene has been contacting Admiral Turner and his staff on logistic matters and was on board today getting some problems of supply co-ordinated.

Cols. Everest, Strother and Saunders (doing a fine job with the 11th Group) are with Mc Cain at Button where he has his flag on the Curtiss. Some differences in doctrine of operational employment (Captain Mat Gardner is Mc Cain's C/S) come up but our two fellows have done a fine job, practically serving on Mc Cain's staff, and Saunders in addition to functioning in an advisory capacity, exercises command of his own unit. Some functions of command for operations that we would normally leave with the Group commander, Mc Cains assumes. However, as an example of his good attitude in this respect: On August 24 a carrier contact was received about 1200. This meant that an attack would necessitate return to Button after dark. Mc Cain did not order an attack but left the matter entirely in Saunders hands. Saunders after checking the weather, position reports and then decided, quite properly, to attack. Well, it showed consideration and a trust in Saunders judgement on Mc Cains part.

Our estimate of Jap losses since July 31st and to include August 25 are as follows:

a. Jap airplanes destroyed and damaged by combined efforts of Sowestpac and Sopac - 200.

b. 11th Bomb Group

(1) Airplanes definately destroyed on the surface and shot down -- 23

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By: ALN, LC; Date 8/24/76

Office, C. G., A.A.F.
SEP 5 1942
Received

DECLASSIFIED

6-1090
air 08 452.1 "A" (82)

(2) 1 CL August 19, South of Tulagi. Direct hits and burning fiercely. Confirmed by Marines from shore observation but reported by them as large DD. After analysis all reports I accept it as a CL.

(3) 1 CA August 24, hit and burning. 500 lb bomb.

BB - Battleship
CV - carrier
CA - heavy cruiser
CL - light cruiser
DD - destroyer

(4) 1 CL August 24, hit by 3 to 4 - 500 lb bombs and broke in two.

(5) On August 24 Majors Maniere (with 3 B-17s) and Stewart (with 4 B-17s) took off on carrier attack mission. Maniere attacked large carrier "dead in the water" at 1720L. Carrier escorted by 2 CA and 2 DD. First stick of bombs was over. On second run four direct hits, 500 # were claimed and confirmed by Nav., Bomber, lower turret and tail gunners. Photos of second run do not substiantiate but show splashes more than 2500 yards away. All say impossible as they were directly over C.V. We are trying to check this and there may be some mix up on photo sequence. I am sending my G-2 to Button tomorrow to make careful investigation. I believe this must be the same CV our carrier planes attacked August 24 and which was reported in a report dated August 24 as burning near Lat. 09° , Long. 162, although this position report seems a bit too far south. We need a careful check on times and positions before we can piece out the picture.

Stewart at 1810 (quite dark) attacked what looked like a small carrier escorted by 1 BB, 4 CL and 4 DD. They all thought it a carrier except one lower turret gunner who said it had turrets "as the hits knocked the turrets off." A fighter pilot who was along as an observer (that means for the fun of it) said it was a "flat top". Reconnaissance reports showed a carrier in this position. In addition flight was attacked by Zeros. I feel reasonably sure the ship attacked was a small carrier. Two or more hits were claimed but results not observed. Flight was attacked by Zerosof which a "sure" 5 and "probable" 7 were shot down. AA was heavy during this attack but no personnel injuries although two B-17s were shot up a bit.

There is always the sad part of every story. You know the field at Button is just cut through the jungle and there are some low hills fairly close. For about an hour it rained "tropically". The ships came back during that time and although there was a moon outside the rain area it was pitch black within. They had all lights on of course but Lt. Gunther made a slight turn to the right in his approach and plowed into the trees on a small hill. Five killed. His number 4 engine was feathered which may have

DECLASSIFIED
DOD ltrs. 8 Jun & 20 June 1974
By: LC; Date 8/24/76

A-1090

 Air AG 452.1 "A" (87)

accounted for his turn to the right in his approach. Saunders radio report just received. States, "No. 4 engine failure during heavy rainstorm causing bad approach. When attempt to recover speed and altitude engines on left side caused steep right bank and forced plane into hillside." He gives primary cause as "materiel failure" but it was the combination of that, the terrain, narrow approach and the storm.

The net result of all this is that we think and hope 2 CV were destroyed but we are not yet positive about either.

(6) A great deal of damage done and a number of Japs killed in softening up attacks on the Cactus-Ringbolt area prior to August 7.

(7) Many thousands of miles of patrol.

Known damage to surface objectives by Sopac forces other than by the 11th Group:

1 CA (KAKO) sunk by submarine (believed definite)
(2 AP or AK (1 very large-one medium) burning
* (fiercely-burning at stern.
(2 DD - 1 sunk - 1 leaving heavy oil trail.
(1 CA - Left on fire.

* By carrier or Marine planes operating from Cactus.

1 Large carrier attacked by our carrier planes Believed same large carrier attacked later by Maj. Maniere's flight of B-17.

Total Ships sure or probable:

1 CV - large
1 CV - small
3 CA
2 CL
2 AP or AK - large / medium.
2 DD

It is quite possible I have missed something in Navy reports but I do not believe so.

We are doing our best, with the help of some parts from Hawaii, to get 50 cal. in the nose of all the B-17. Be glad when we get them all so equipped.

DECLASSIFIED 8 Jan & 20 June 1974 DOD Ltr. By [illegible] LC; Date 4/24

We originally had 35 B-17. Have held over four from Sumac, equals 39. Sent 2 to Sumac for 4th echelon maintenance (spars shot away), will eventually get these back, I hope. That

G-107 [illegible] away 452.1 "X" (87)

DECLASSIFIED
SECRET

left 37. Lost one in combat (hit by flaming Zero at #3 engine) two missing and one forced landing in water. That leaves 33. One crashed Button 31. Total on hand Sopac area 31. In Sumac 2. Total losses 6.

Originally had 23 B-26 (Poppy and Fantan). Lost one due fire from auxilliary power plant. Held 2 over from Sumac. Total available 24. Now installing 20 MM in nose and two cal. waist guns. Crews are raring to go but can't give them any action until we can operate them from Cactus. Unless the Jap barges in on Button Roses, Poppy or Fantan.

Am afraid airdrome construction at both Button and Cacuts is going to be disappointingly slow as neither the Navy Cub units nor the Marine Aviation Bns. have any worth-while equipment with them. The Japs however left some excellent equipment including bull-dozers, rollers etc. and (I am told today) about 200 fine trucks at Cactus. If that is true we should "move along" there.

Have stressed with Ghormley the necessity all along of expediting the employment of airplanes out of Cactus and he is pushing it. Once we can get some B-17 and B-26 staging through Cactus and later operating from there we will have the whip hand.

Have followed up on your directions to insure proper co-relation of Ghormleys and McArthurs air effort but it is a rather delicate assingment. Bring it up in conference every few days and every once in awhile hand Ghormley a message suggesting he might want to send it to McArthur. He usually does.

August 28. A report from Fletcher came in while we were on board this A.M. and gave Jap losses inflicted by his forces as follows for past few days action. Period not stated but don't believe it duplicates anything I have reported above:

Rujo (The big carrier). Very badly damaged. 4 bomb and two torpedo hits. This was prior to our B-17 attack and explaines why she was "dead in the water", but at the time of our attack she was actually under tow of a large DD or a cruiser.

2 Cruisers torpedoed. 1 BB hit with 1 - 1000 lb bomb.
1 Sub. Direct hit, 500 lb bomb.
2 Twin Engine Bombers and 1 - 4 Engine. Patrol plane shot down.
He estimates Jap carrier plane losses at not less than 50 planes.

DECLASSIFIED
DOD ltrs.
8 Jan & 20 June 1974
By: [illegible] LC; Date 8/24/76

4. SECRET

OP-1090
OP-20-G 750.1 A7 (80)

DECLASSIFIED
SECRET

Word just in on 20 fighter pilots by air to Fantan/Poppy. That is fine. Am going to hold them all Fantan and bring from Fantan to Poppy two experienced flight leaders plus twelve pilots. Why do your young fellows send me fighters with no belly tanks? Have radioed to expedite two for every fighter this area. Can only sent fifteen more to Cactus with tanks available here. No, we cannot return tanks from Cactus. Not yet anyway. Lucky if we get AK's in there and keep them there long enough to unload food, fuel and ammunition. It is open road stead operation and there were 18 Bombers and 12 Fighters reported this A.M. by watcher on Bourganville as moving Southeasterly. Hope they do. Or did. No damage. They bombed Cactus the other day from 27,000 feet. Killed a few people, 4 or 5, but no appreciable damage. Neither the Marines nor our P-400 cam bother them much up there. The P-400,,on account being equipped with British air-pressure oxygen system, are operating Cactus without oxygen and could not do anything at that altitude anyway. Later we could bring tanks out by B-17 but we should not have to relay and should keep them available there for use that area.

Fourteen of the fifteen P-400 we started from Poppy are now in Cactus. The 16th one did not leave Button on account of leak in tank.

Today again stressed with Ghormley the necessity of rapid improvement airdrome facilities Cactus in order to get our B-17's operating from there and extend range. They are going after it and I will keep following up. Long range operations from Cactus will open a wide field of action.

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
By Ala, NSC; Date 8/24/76

SECRET

5.

a-1090

air ltr 8-2.1 "X" (EZ)

DECLASSIFIED SECRET

Have not let up on getting Breene to BOBCAT and Tahiti to complete investigation relative assembly depot and airdrome for Fighters but transportation is a most difficult problem. Have been constantly in contact with Navy on this but everything they have in this particular region is pretty much on the job. Now it appears the Marine CG at STRAW can make a boat available. Mr. Forrestal is here and leaves tomorrow, Monday, August 31, for Hawaii via FANTAN and STRAW. Am arranging have Breene go with him to STRAW and then from there to BOBCAT and Tahiti as soon as Com. Gen. STRAW can make his boat available. If any hitch in this will send Breene STRAW by land plane and if STRAW flying boat busted or not available will try to get something from Hawaii - will expedite as much as possible. Could you get me a good flying boat. Fear continued trouble depending upon the Navy and it makes it difficult carry out inspection responsibilities self and staff. Situation will of course improve when we get landing fields in Aitutaki, Tongareva, Bobcat and Norfolk.

Mail out in just a minute so please excuse haste in my efforts complete this letter.

As always my respects and kindest regards.

/s/ M.F. Harmon

Planes operating out of CACTUS got three D.D.s (destroyers) ? day before yesterday i.e. August 28th just at dark - about 1810 L.

M.

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
By: [illegible] LC; Date 8/24/76

SECRET

6 air ag YSA.1 A (87)

A-1090

DECLASSIFIED
SECRET

Have not let up on getting Breene to Bobcat and Tahiti to complete investigation relative assembly depot and airdrome for fighters but transportation is a most difficult problem. Have been constantly in contact with Navy on this but everything they have in this particular region is pretty much on the job. How it appears the Marine C.G. at Straw can make a boat available - Hon. Forestal is here and leaves to-morrow, Mon. Aug. 31 for Hawaii via Tantan and Straw. Am arranging have Breene go with him ~~for~~ to Straw and then from there to Bobcat and Tahiti as soon as Comgen Straw can make his boat available. If any hitch in this could send Breene Straw by land plane and if Straw flying boat busted or not available will try to get something from Hawaii - Will expedite as much as possible. Could you get me a good flying boat. Fear continued trouble depending upon the Navy and it makes it difficult carry out inspection responsibilities Self and staff - Situation will of course improve when we get

A-1090

6. SECRET

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By: alw, JC; Date: 8/24/76

landing fields in Aitutaki, Tongareva, Bobcat and Norfolk.

Mail out in just a minute so please excuse haste in my efforts complete this letter -

As always my regards and kindest regards.

Hal Harmon

Planes operating out of Castus got three DD's day before yesterday ie: Aug 28. just at dark - about 1810 L.

HH.

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By: Abs, LC; Date 8/24/76

DECLASSIFIED
DOD ltr.
8 Jan. & 20 June 1974
By AUN, J.C. Date 10/24/76
PNC

1st Ind. 8-48

AAF HQ FLD Servs AAS Patterson Fld Fairfield O, October 20, 1943. To: Commanding General, Army Air Forces, Washington, D. C. ATTN: Director of Base Services.

1. With reference to paragraph 3 of the basic communication, the following information is submitted:

a. The Production Engineering Section of the Material Center states that all fighter aircraft now being delivered to this area are being equipped with belly tanks.

b. The Production Engineering Section can offer no further information on this subject in view of the fact that shipments have been going forward with the belly tanks.

c. There have been no direct shipments of fighter airplanes from the mainland to Casbus.

2. It is believed that there is no further action to be taken to remedy this condition insofar as the Air Service Command is concerned.

For the Commanding General:

RALPH NEMO
Colonel, A. G. D.
Adjutant General

DECLASSIFIED
SECRET

Incl. #2.

43-18674

Trainer Type airplane for the Southwest Pacific Area.

15 AFCAS AFDMR 11-2

MAL/imm 5265

Returned to your Directorate in order that you may note comments of AFRBS/Sup stated in item #13.

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

Incl.
n.c.

DECLASSIFIED
DOD Ltr.
6 Jan. & 20 June 1974
By: NNI, LC; Date 10/14/76
mc

SECRET

DECLASSIFIED

Trainer Type Airplane for the Southwest Pacific Area.

1h. AFABI AFCAS 10-31 1942

EPS:lh 5613

1. Noted.

2. A true copy has been made for the Historical Section, A-2.

EDGAR P. SORENSEN
Colonel, G. S. C.

2 Incls. n/c

SECRET

DECLASSIFIED
DOD Dir.
1 Jan. & 30 June 1974
By: RAM LC; Date 10/14/76
AFC

SECRET

RELEASED

WED/rrb 5791

2. AFMG AFDAS 9/5 In the absence of General Arnold, do you wish to direct action upon the attached radiogram?

W. W. D.
Col., A.G.D.
Air Adj. Gen.

Incl. n/c.

File 9/6/42

Dispatched
SEP 9 1942
AAG

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

RELEASED

AAF-39

SECRET

Air 18452.1 X (86)

SECRET

DECLASSIFIED
DOD Dir.
4 Jan. & 20 June 1974
By: OLAN, LC; Date: 10/24/76
PAC

Trainer Type Airplane for the Southwest Pacific Area.

OPD:vms 4110

1 AFACT AFACC 1942 9-4

1. It is recommended by this Division that six (6) AT-6's be diverted from Flying Training Command and assigned two (2) each to the stations indicated in attached cablegram.

2. Flying Training Command is short 802 twin-engine trainers, and is forced to use AT-6's instead.

Incl.
Rad. No. 174
8/31/42

ROBERT W. HARPER
Colonel, Air Corps

SECRET

AG 452.1 "A" (86)

DECLASSIFIED
DOD Wash. A
8 Jan & 20 Jun 2004
By: ALM, LC; Date: 12/2/76
PNC

SECRET

RESTRICTED

September 14, 1942

MEMORANDUM FOR: COMMANDER IN CHIEF, UNITED STATES FLEET, AND CHIEF OF NAVAL OPERATIONS.

SUBJECT: Need for Army Aircraft in the Current SOLOMONS Operation.

1. Reference is made to your memorandum of September 5, 1942, subject as above.

2. Apparently there is a lack of common understanding as to the accepted overall strategic policy of the United Nations. My understanding of the strategic concept on which our policies are based is that given in C.C.S. 95 as follows:

> "To conduct the strategic offensive with maximum forces in the Atlantic-Western European Theater at the earliest practicable date, and to maintain the strategic defensive in other theaters, with appropriate forces."

Nothing has been agreed to, in C.C.S. 95 or otherwise, which in any way alters that fundamental concept. It is my understanding also that as one definite step in furtherance of our policies under that concept, the President has directed the special operation. In accordance with the directive of the President and Mr. Churchill, the Combined Chiefs of Staff have placed the special operation in highest priority.

3. Commitments of the air forces elsewhere at a time when their diversion would jeopardize the success of that special operation are not, to my mind, consistent with that established priority. The special operation is extremely hazardous and failure would cause grave repercussions. Any policy or action which does not contribute to its success, is in my opinion, unsound.

4. The special operation as now conceived requires the gaining of initial lodgements and their rapid and progressive exploitation. The initial phases will require increasingly heavy actions with all types of forces, air, ground and sea, and will cover a period of

As rewritten in General Arnold's Office

File Cy 9/4/42

RESTRICTED

SECRET

A-1105

SECRET

several months. The ultimate plans requires forces adequate for the full and progressive exploitation of opportunities created by the special operation for further offensive action against Germany. During the initial phases, the strength of the air forces which can be directly employed in the operation will be insufficient because of a lack of proper bases which can be seized, a lack of a proper operational organization, and inadequacy of supply facilities. The operation cannot stand on its own feet. The concurrent air offensive, of increasing intensity, against the continent from the United Kingdom is therefore an absolute essential to its success. This air offensive is now compelling and will continue to compel Germany to divert aircraft that otherwise could be used with material and perhaps decisive effect against the operation.

5. Your attention is invited to the remarks of General Marshall contained in the Minutes of the 32d Meeting of the Joint Chiefs of Staff quoted in part below:

> "General Marshall reviewed the consideration which led to the removal of the 15 groups from Bolero commitments and said that at the time the decision had been reached on this change of allocations, it had been reserved only as an agreement for the transfer of planes from one jurisdiction to another. He also felt that the priority of allocation over commitments to the special operation and possibly the Middle East had been fulfilled, should be made in accordance with strategic necessity as the planes become available. . . ."

6. It is my firm conviction that withdrawal of any of the 15 groups from Bolero commitments at this time would strongly militate against and might even preclude the success of the special operation. In my opinion, therefore, any further action which you may consider necessary in this matter and which is inconsistent with the views stated herein, should be a subject for careful consideration by the Combined Chiefs of Staff.

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

Dispatched
SEP 14 1942
AAG

SECRET

A-1105

Air 9452.1 X 85

DECLASSIFIED
DOD ltrs.
8 Jan' & 20 June 1974
By: ALM LC; Date 10/17/76
PRC

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

SECRET
DECLASSIFIED

File No. _____

Tally No. AAF _____

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

SUBJECT: Need for Army Aircraft in the Current Solomons Operation.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	Colonel Cabell	1942 9/9	Note the attached. Tie in with OPD and prepare reply for my signature. Incl: Memo to CG/AAF, 9/5/42, frm C-in-C, U.S. Fleet and Ch. Naval Oper. Cy. memo. for C-in-C, U.S. Fleet, 9/8/42, frm Gen. Arnold /w/ cy. of Tab "A", all re above subj. } Withdrawn for Gen Arnold's files
2.	Colonel Cabell	General Arnold	1942 9/11	CPC/lr 72720 Complied with. Draft of reply to Commander in Chief, United States Fleet, and Chief of Naval Operations, attached. C. P. CABELL Col. Air Corps

SECRET
DECLASSIFIED

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

Page No. _____

AF-1105

PREPARED BY ADVISORY COUNCIL

September 12, 1942

MEMORANDUM FOR COMMANDER IN CHIEF, UNITED STATES FLEET, AND CHIEF OF NAVAL OPERATIONS.

SUBJECT: Need for Army Aircraft in the Current SOLOMONS Operation.

1. Reference is made to your memorandum of September 5, 1942, subject as above.

2. Apparently there is a lack of common understanding as to the accepted overall strategic policy of the United Nations. My understanding of the strategic concept on which our policies are based is that given in C.C.S. 71 as follows:

> "To conduct the strategic offensive with maximum forces in the Atlantic-Western European Theater at the earliest practicable date, and to maintain the strategic defensive in other theaters, with appropriate forces."

Nothing has been agreed to, in C.C.S. 94 or otherwise, which in any way alters that fundamental concept. It is my understanding also that as one definite step in furtherance of our policies under that concept, the President has directed the special operation. In accordance with the directive of the President and Mr. Churchill, the Combined Chiefs of Staff have placed the special operation in highest priority.

3. Commitments of the air forces elsewhere at a time when their diversion would jeopardize the success of that special operation are not, to my mind, consistent with that established priority. The special operation is extremely hazardous and failure would cause grave repercussions. Any policy or action which does not contribute to its success, is in my opinion, unsound.

4. The special operation as now conceived requires the gaining of initial lodgements and their rapid and progressive exploitation. The initial phases will require increasingly heavy actions with all types of forces, air, ground and sea, and will cover a period of

Rewritten in Gen. Arnold's Office

A-1105

DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1974
By: ALM LC; Date 10/14/76
PKC

SECRET

DECLASSIFIED

several months. The ultimate phase requires forces adequate for the full and progressive exploitation of opportunities created by the special operation for further offensive action against Germany. During the initial phase, the strength of the air forces which can be directly employed in the operation will be insufficient because of a lack of proper bases which can be seized, a lack of a proper operational organization, and inadequacy of supply facilities. The operation cannot stand on its own feet. The concurrent air offensive, of increasing intensity, against the continent from the United Kingdom is therefore an absolute essential to its success. This air offensive is now compelling and will continue to compel Germany to divert aircraft that otherwise could be used with material and perhaps decisive effect against the operation.

5. Your attention is invited to the remarks of General Marshall contained in the Minutes of the 32d Meeting of the Joint Chiefs of Staff quoted in part below:

> "General Marshall reviewed the consideration which led to the removal of the 15 groups from Bolero commitments and said that at the time the decision had been reached on this change of allocation, it had been reserved only as an agreement for the transfer of planes from one jurisdiction to another. He also felt that the priority of allocation upon commitments to the special operation and possibly the Middle East had been fulfilled, should be made in accordance with strategic necessity as the planes become available. * * * *

6. It is my firm conviction that withdrawal of any of the 15 groups from Bolero commitments at this time would strongly militate against and might even preclude the success of the special operation. In my opinion, therefore, any further action which you may consider necessary in this matter and which is inconsistent with the views stated herein, must be a subject for careful consideration by the Combined Chiefs of Staff.

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

DECLASSIFIED

SECRET

A-1105

DECLASSIFIED
DOD Dir.
8 Sec. & 20 June 1974
By: NARS, Date 10/24/76

12

COMMON FILE

UNITED STATES FLEET
HEADQUARTERS OF THE COMMANDER IN CHIEF
NAVY DEPARTMENT, WASHINGTON, D.C.

FF1/A16-3(1)

Serial 00924

MEMORANDUM

~~SECRET~~ SECRET

SEP 5 1942

From: Commander in Chief, United States Fleet, and Chief of Naval Operations.
To : Commanding General, Army Air Forces.

Subject: Need for Army Aircraft in the Current SOLOMONS Operation.

1. The receipt of your Memorandum on the above subject, dated September 3, 1942, is acknowledged.

2. The statement made in Paragraph 4 with regard to further assignments of aircraft to the SOUTH PACIFIC "is not possible without reduction from commitments approved by the Combined Chiefs of Staff" is not understood. C.C.S.-94, which has been approved by the Combined Chiefs of Staff, states in Paragraph e. as follows:-

"e. That over and above the U.S. forces required from BOLERO for operations in North and North West Africa, the following readjustment of present U.S. commitments to BOLERO will be made for the purpose of furthering offensive operations in the Pacific:

(1) Withdrawal of the following air forces:

3 groups heavy bombers
2 groups medium bombers
2 groups light bombers
2 groups fighter planes
2 groups observation planes
4 groups transport planes

(2) Probably shipping to move one infantry or Marine divisions from U.S. West Coast to South West Pacific."

This action gave approval to augmentation of aircraft in the PACIFIC AREA even before the existence of the increased urgency that has now come about.

ERNEST J. KING

M-1106

DECLASSIFIED
DOD Dir.
6 Jan. & 20 June 1974
By: ALN LC: Date 10/14/76
PKC

COMMON FILE

FF1/A16-3(1)

UNITED STATES FLEET
HEADQUARTERS OF THE COMMANDER IN CHIEF
NAVY DEPARTMENT, WASHINGTON, D.C.

Serial 00924

SEP 5 1942

MEMORANDUM

SECRET ~~SECRET~~

Subject: Need for Army Aircraft in the Current SOLOMONS Operation.

3. I consider the Combined Chiefs of Staff have already given approval for this movement, and that the existing urgency demands it.

4. Your early further comment is requested.

E. J. KING.

Copy to:
Chief of Staff, U.S. Army.

Office, C G., A.A.F.
SEP 7 1942
Received

CLASSIFIED

A-1105
aia 319.1 452.1 X 85

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

SECRET

DECLASSIFIED
DOD Dir.
6 Jun. & 29 June 1954
By: NARS, LC; Date: 10/12/76
PHC

File No. _____

Tally No. AAF _____

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

SUBJECT: Memorandum to Admiral King.

NO.	FROM	TO	DATE	COMMENTS LSK:cmc 6371
3.	AFDAS	AFAEP	1942 9-5	1. General Arnold noted the enclosed paper and, in accordance with our earlier discussion (General Kuter - Colonel Williams), decided that he would not sign the paper and that no action would be taken on the two Navy radios enclosed herewith. 2. For reference purposes in this office, please provide me with one copy of each of the three memoranda for the Commander in Chief, U. S. Fleet, enclosed herewith. L. S. KUTER Incls: n/c Brig.Gen., U.S.A. Added: 2 Memos for Com.in Ch., U.S.Fleet.
4	AFAEP	AFDAS	9/7	RPW:dms 71127 1. Enclosed copies of memoranda required by 3 above. for O. A. ANDERSON, 4 Incls.- #1 2 Naval messages. Colonel, G.S.C. #2 Cy memo for Cinch,US Fleet, 9/3/42(Air Reinforce... #3 Cy memo for Cinch,US Fleet, 9/3/42(Need for Army aircraft in current Solomon operation) #4 Cy memo for Cinch,US Fleet, 9/4/42(Combat performance of Army Air Force aircraft).
		Hq. Army Air Forces SEP 8 1942 AAG RECEIVED		
5	AFDAS	AFMAG	1942 9/27	AFDAS LSK:pfp To file. L. S. Kuter, Brig. General, USA.
				Dupl. n/c

(Do not use reverse side)

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

Page No.

SECRET

Ans Ab 452.1 K (39)

DECLASSIFIED
DOD Dir.
6 Jan. & 20 June 1978

NAVAL MESSAGE — NAVY DEPARTMENT

DRAFTER	EXTENSION NUMBER	ADDRESSEES	PRECEDENCE
FROM COMAIRSOPAC	FOR ACTION	CINCPAC COMSOPAC	PRIORITY ROUTINE DEFERRED
RELEASED BY DATE SEPTEMBER 1,1942.			
TOR CODEROOM DECODED BY PARAPHRASED BY	INFORMATION	COMINCH CTF 61	PRIORITY ROUTINE DEFERRED

INDICATE BY ASTERISK ADDRESSEES FOR WHICH MAIL DELIVERY IS SATISFACTORY.

310402 NCR 7947 S

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE.

ORIGINATOR FILL IN DATE AND TIME — DATE — TIME — GCT

TEXT

REINFORCEMENT 17 F4F-4 12 SBD ARRIVED CACTUS JUST IN TIME AFTERNOON AUGUST 30. PILOTS IN CACTUS VERY TIRED. OF 19 F4F-4 PUT IN ON AUGUST 24TH 5 FLYABLE AN ATTRITION RATE OF 14 IN 10 DAYS. CACTUS DESIGNED BY ENEMY AS MAJOR BASE FOR WHICH ADMIRALTY LOCATED

AND IS MAKING MAJOR EFFORT TO RECAPTURE OF WHICH DAILY BOMBINGS ARE A PART. AGAINST ENEMY POWER THUS FAR SHOWN 40 FLYABLE HIGH ALTITUDE VF DAILY NECESSARY TO PROTECT. P 400'S

NO GOOD AT ALTITUDE AND DISHEARTENING TO BRAVE MEN WHO FLY THEM. F4F-4 MORE SUCCESSFUL HERE DUE IN PART TO BELLY TANKS ON ZEROS IN PART TO COOL MANEUVERING AND EXPERT GUNNERY.

P-38'S BELIEVED BETTER BUT TWO FULL SQUADRONS OF P-38'S OR F4F IN ADDITION TO PRESENT STRENGTH SHOULD BE PUT INTO CACTUS AT ONCE WITH REPLACEMENTS IN TRAINING TO SOUTH. ONE OF THESE TYPES SHOULD BE REPLACEMENT AND REINFORCEMENT PLANES FOR P-400 AND P-39 SQUADRONS IN SOPAC AREA WHOSE PILOTS ARE HIGHLY TRAINED. THE SITUATION ADMITS OF NO DELAY WHATEVER. NO HELP CAN OR SHOULD BE EXPECTED OF CARRIER VF UNLESS BASED ASHORE. WITH

SUBSTANTIALLY THE REINFORCEMENT REQUESTED CACTUS CAN BE A SINK[illegible] HELE FOR ENEMY AIR POWER AND CAN BE CONSOLIDATED EXPANDED AND EXPLOITED TO ENEMY'S MORTAL HURT. THE REVERSE IS TRUE IF WE LOSE CACTUS. IF THE REINFORCEMENT REQUESTED IS NOT MADE AVAILABLE CACTUS CAN NOT BE SUPPLIED AND HENCE CAN NOT BE HELD.

SEALED ~~SECRET~~

Make original only. Deliver to communication watch officer in person. (See Art. 76 (4) NAVREGS.)

Encl. 1

87137

DECLASSIFIED
DOD Mem.
8 Jun. & 30 June 1976
By: NLRR/DCC, Date: 11/19/76

NAVAL MESSAGE — NAVY DEPARTMENT

DRAFTER | EXTENSION NUMBER | ADDRESSEES | PRECEDENCE

FROM: CINCPAC
RELEASED BY:
DATE: SEPTEMBER 2,1942
TOR CODEROOM:
DECODED BY:
PARAPHRASED BY:

FOR ACTION (CLASSIFIED): COMINCH

INFORMATION: COMSOPAC, COMAIRSOPAC, CTF 61, COMGENHAWDEPT.

PRECEDENCE: PRIORITY / ROUTINE / DEFERRED

INDICATE BY ASTERISK ADDRESSEES FOR WHICH MAIL DELIVERY IS SATISFACTORY.

012331

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE.

ORIGINATOR FILL IN DATE AND TIME | DATE | TIME | GCT

TEXT

HANDLE AS MOST SECRET. COMAIRSOPAC 310402 COMSOPAC 010305 ALL AIRCRAFT THAT CAN BE SPARED FROM ENTERPRISE SARATOGA BEING TRANSFERRED COMSOPAC FOR USE PRESENT CAMPAIGN. COMGENHAWDEPT HAS. EMPLOYMENT CARRIER AIRCRAFT AND PILOTS FROM SHORE BASES NECESSARY BECAUSE OF LACK SUITABLE ARMY TYPE PLANES FOR GUADALCANAL FIGHTING BUT SUCH USE CARRIER PILOTS MOST UNECONOMICAL FROM MILITARY VIEWPOINT AND OUR PRESENT SHORTAGE TRAINED CARRIER AIR GROUPS. TO ENSURE SUCCESS PRESENT CAMPAIGN STEADY FLOW TO SOPAC OF SUITABLE ARMY AIRCRAFT WITH TRAINED PILOTS MUST BE INSTITUTED AT ONCE. CONSIDER P-38, A-24, B-25, B-26 SUITABLE PRESENT TYPES. SEE MY 252241 AND MY SERIAL 0164W OF 17 JULY 1942. LETS GIVE CACTUS THE WHEREWITHALL TO LIVE UP TO ITS NAME. SOMETHING FOR THE JAPS TO REMEMBER FOREVER.

SEALED ~~SECRET~~ (CLASSIFIED)

Make original only. Deliver to communication watch officer in person. (See Art. 76 (4) NAVREGS.)

37197

SECRET
DECLASSIFIED
DECLASSIFIED
DOD Dir.
1 Jan. & 20 June 1974
By: ALNAVCO; Date: 10/12/76
PMC

September 3, 1942.

MEMORANDUM FOR THE COMMANDER IN CHIEF, UNITED STATES FLEET:

Subject: Air Reinforcements for the Guadalcanal - Tulagi Area.

1. As of this date there are available in activities under Admiral Nimitz' control, the following numbers and types of Army aircraft:

	On Hand	En Route or Being Prepared	Total
Heavy Bombers	105	44	149
Medium Bombers	46	11	57
Light Bombers	7	0	7
Fighters	270	174*	414

*Including 30 from Australia.

2. Replacements set up for this theater for the month of October are as follows: Heavy Bombers - 12; Medium Bombers - 15; Fighters - 31.

3. The time factor involved in providing aircraft reinforcements for the operations now taking place in the Guadalcanal Area makes it appear mandatory that full use be made of those aircraft within tactical supporting distance of that operation. It is not possible to move short-range aircraft from the United States in sufficient time to meet requirements for the operations now being conducted in that area. If the aircraft now available to meet requirements at the Guadalcanal Area are fully utilized, it should be possible to meet attrition replacements over an extended period of operations of the present intensity.

4. The extreme reluctance to use P-40 type Fighters, and resultant requirement for P-38's as expressed in your requests on General MacArthur, is not understood in the light of the results being obtained by P-40 equipped fighter units in Australia. The report of the action at Darwin on August 23 when a P-40 equipped unit met 27 Jap Bombers and 20 Zeros and destroyed 4 Bombers and 7 or 8 Zeros (all verified)

SECRET
DECLASSIFIED

Encl. 2

SECRET
DECLASSIFIED

with no losses to the P-40 units; and to a report three days later at Milne Bay, when 6 P-40's met 10 Zeros and 5 Dive Bombers, and destroyed 2 Zeros, 1 Dive Bomber and 1 Dive Bomber probably, and badly damaged another Dive Bomber, with the loss of 1 P-40 which was reported as missing.

5. The reinforcement which you propose can only be effected by diversion from Torch. All the P-38's now in U. K. or being organized in the U. S. for movement to U. K. are allotted to Torch and the number is believed to be insufficient. No other fighter planes can make the long initial flights required across the Atlantic or from U. K. to Casa Blanca and Oran but the P-38 type. If we withdraw these planes we, in effect, impose a drastic change, if not the abandonment of Torch. This should be considered by the U. S. Chiefs of Staff and the President, I think, before going to the Combined Chiefs of Staff.

DECLASSIFIED
SECRET

SECRET
DECLASSIFIED
DOD Dir. 5 Jun. & 20 June 1974
By: RLN NLC; Date 10/22/76
PHC

September 3, 1942.

MEMORANDUM FOR THE COMMANDER IN CHIEF, UNITED STATES FLEET:

Subject: Air Reinforcements for the Guadalcanal - Tulagi Area.

1. As of this date there are available in activities under Admiral Nimitz' control, the following numbers and types of Army aircraft:

	On Hand	En Route or Being Procured	Total
Heavy Bombers	105	44	149
Medium Bombers	46	11	57
Light Bombers	7	0	7
Fighters	270	174*	414

*Including 30 from Australia.

2. Replacements set up for this theater for the month of October are as follows: Heavy Bombers - 12; Medium Bombers - 15; Fighters - 31.

3. The time factor involved in providing aircraft reinforcements for the operations now taking place in the Guadalcanal Area makes it appear mandatory that full use be made of those aircraft within tactical supporting distance of that operation. It is not possible to move short-range aircraft from the United States in sufficient time to meet requirements for the operations now being conducted in that area. If the aircraft now available to meet requirements at the Guadalcanal Area are fully utilized, it should be possible to meet attrition replacements over an extended period of operations of the present intensity.

4. The extreme reluctance to use P-40 type Fighters, and resultant requirement for P-38's as expressed in your requests on General MacArthur, is not understood in the light of the results being obtained by P-40 equipped fighter units in Australia. The report of the action at Darwin on August 23 when a P-40 equipped unit met 27 Jap Bombers and 20 Zeros and destroyed 4 Bombers and 7 or 8 Zeros (all verified)

DECLASSIFIED

Encl 2

SECRET
DECLASSIFIED

with no losses to the P-40 units; and to a report three days later at Milne Bay, when 6 P-40's met 10 Zeros and 5 Dive Bombers, and destroyed 2 Zeros, 1 Dive Bomber and 1 Dive Bomber probably, and badly damaged another Dive Bomber, with the loss of 1 P-40 which was reported as missing.

5. The reinforcement which you propose can only be effected by diversion from Torch. All the P-38's now in U. K. or being organized in the U. S. for movement to U. K. are allotted to Torch and the number is believed to be insufficient. No other fighter planes can make the long initial flights required across the Atlantic or from U. K. to Casa Blanca and Oran but the P-38 type. If we withdraw these planes we, in effect, impose a drastic change, if not the abandonment of Torch. This should be considered by the U. S. Chiefs of Staff and the President, I think, before going to the Combined Chiefs of Staff.

DECLASSIFIED
SECRET

UNCLASSIFIED
DOD Dir.
6 Jan. & 30 June 1974
By: [illegible] Date: 10/14/76
AFC

DECLASSIFIED

AFAEP
RPH-dmm

wtn 9/3/42

MEMORANDUM FOR THE COMMANDER-IN-CHIEF, U.S. FLEET:

Subject: Need for Army aircraft in the current Solomon Operation.

1. Reference is made to cable from CINCPAC, September 2, regarding the need for Army aircraft in the current Solomon operation.

2. The War Department and the Army Air Forces have extended every possible effort to assist the current action in the Solomons. A compilation of the steps taken is given in Tab A.

3. Briefly summarized from Tab A action taken includes the following:

a. Thirty-five heavy bombers and seventy-six fighters have been sent to the South Pacific since July 1st, a total of 111 airplanes.

b. Available or enroute to the South Pacific with its relatively restricted airport facilities are a total of 240 fighter and bomber aircraft, divided as follows:

36 Heavy Bombers
24 Medium Bombers
180 Fighters

c. The deployment or shifting of this force is at the discretion of Admiral Ghormley.

d. In this connection, twenty-one P-40E-1 fighters at Tongatabu Island are available for transfer to the Solomon Islands.

e. 398 bombers and fighters have been sent since July 1st to the South and Southwest Pacific, Canton and Christmas Islands.

SECRET

Incl 3

f. General Harmon has been authorized to divert aircraft from the Australian ferry flow as seems to him proper. Four B-17's and 2 B-26's have been diverted.

g. 65 bombers and fighters are planned for September shipment to Australia and the Pacific Islands, and 48 to Hawaii.

h. 15 P-400 airplanes have been sent from the Fiji to the Solomons.

i. 20 P-39's are being troop-shipped from Australia to Noumea, 22 to arrive September 15 and 8 September 18. 20 additional fighters enroute to Fiji were diverted to Noumea. General Harmon disapproved further diversion from Fiji in view of the Australian troop-shipment.

j. Adequate authority has been granted General MacArthur to augment the South Pacific using P-38 airplanes from Australia (32 delivered, 43 enroute), and steps thereafter are enroute by air. However, mid altitude fighters will remain a necessity in the theatre.

k. Admiral Nimitz may at his discretion draw on the Hawaiian Air Force to augment the South Pacific. The Hawaiian Air Force is being augmented by one heavy group in September.

l. One Heavy Group from Hawaii is now operating in the South Pacific.

4. Army Air Forces augmentation of the South Pacific from the United States beyond the currently planned forces is not possible without reduction from commitments approved by the Combined Chiefs of Staff.

5. In view of the above, the dispatch of Army Air Forces from the United States to the South Pacific beyond those currently planned is not an Army Air Forces possibility.

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

1 Incl.- Tab A.

DECLASSIFIED
DOD ltr.
8 Jan. & 20 June 1974
By: [illegible] LC: Date 10/14/76
PXC

SECRET
RELEASED

TAB A

ACTION TAKEN BY THE WAR DEPARTMENT AND THE ARMY AIR FORCES TO ASSIST THE GUADALCANAL ISLAND ACTION

(1) Airplanes have been sent to the South Pacific, Southwest Pacific, Canton Island and Christmas Island in the quantities shown, since July 1, 1942:

	Heavy Bombers	Medium Bombers	Fighters
South Pacific	35	0	76
Southwest Pacific	29	99	174
Canton and Christmas			25

The 35 heavy bombers were sent when the Navy Group was temporarily transferred from Hawaii to the South Pacific. Of the 76 fighters, 30 are by trans-shipment from Australia to Noumea, 20 were diverted from the Fiji Islands to Noumea, and 26 are enroute to the Fijis.

Total aircraft sent since July 1st:

Heavy Bombers	64
Medium Bombers	99
Fighters	235
TOTAL	398

(2) In addition, 13 heavy bombers, 22 medium bombers and 22 fighters are being prepared for the Southwest Pacific and one heavy group is scheduled to reinforce Hawaii in September.

(3) The net result of this effort is that as of September 1, 1942, the air situation in the Pacific is as shown below:

Airplanes on Hand:	H/B	M/B	Fighters	Pilots
Australia	[illegible]	[illegible]	53	577
Hawaii	49	-	7	162
Fiji Islands	6	12	0	16
Tongatabu	0	0	0	21
Canton	0	0	0	0
Christmas	0	0	0	19
New Caledonia	26	12	0	31

RELEASED
SECRET

DECLASSIFIED

	H/B	M/B	D&L/B	Ftr.
Total - South Pacific (Incl. Ferry Route Islands)	24	86	0	88
Total - Pacific Areas	142	106	60	567
Airplanes Enroute:				
Australia	9	20	0	104
Hawaii	0	0	0	15
Fiji Islands	0	0	0	16
Tongatabu	0	0	0	2
Canton	0	0	0	18
Christmas	0	0	0	7
New Caledonia	2	0	0	49
Total - South Pacific (Incl. Ferry Route Islands)	2	0	0	92
Total - Pacific Areas	11	20	0	211
Airplanes Being Processed in United States:				
Australia	12	14	0	39
Hawaii	36	0	0	68
Fiji Islands	0	0	0	0
Tongatabu	0	0	0	0
Canton	0	0	0	0
Christmas	0	0	0	2
New Caledonia	0	0	0	16
Total - South Pacific (Incl. Ferry Route Islands)	0	0	0	18
Total - Pacific Areas	48	14	0	125

DECLASSIFIED

Total - South Pacific (On hand, enroute & being prepared)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total - Pacific Areas (On hand, enroute & being prepared)	201	140	60	903	1304

(3) The flow of aircraft planned for September follows:

Australia and Pacific Islands (Incl. Hawaiian Navy Comp, Canton and Christmas Islands)	[illegible]	16
	[illegible]	22
	P-38	75
	Total	[illegible]
Hawaii	[illegible]	[illegible]
	[illegible]	0
	[illegible]	1
	P-38	12
	Total	[illegible]
Total flow to Pacific in September of types listed		113

(4) Fifteen P-400 fighters have been sent from New Caledonia to the Solomons by General Harmon. It is understood that disenfranchisement has been experienced with the P-400 and P-39 airplanes, and that P-38's are acceptable. It is pointed out that old altitude fighters will be required in the theatre.

(5) Thirty P-39's have been trans-shipped from Australia to Hawaii, 20 to arrive September 15 and 8 on September 26. General Harmon recommended against the diversion to the Solomons of 24 P-39K airplanes enroute to Fiji, after consideration of the fact that 30 fighters were being trans-shipped from Australia.

(6) [illegible] airplanes are in Australia and 43 enroute, a total of 75. General Brereton has been notified that one of these airplanes may be made in the Solomons. They may be ferried to Guadalcanal. Fifty crews (1 Pilot, 2 Technician each) are enroute by air.

SECRET
DECLASSIFIED

(7) Twenty-one P-40E-1 fighters are at Tongatabu and two enroute. These airplanes are available to Admiral Ghormley for transfer to the Solomons.

(8) The cable states that A-24 airplanes are considered suitable for use in the Solomon Islands. Experience in the Southwest Pacific has indicated that this airplane is not satisfactory for combat in that theatre.

(9) One Hawaiian Heavy Group is operating in the South Pacific.

(10) General Harmon has been authorized to divert aircraft from the Australian Ferry Flow as seems to him proper. He has diverted four B-17's and two B-26's.

(11) Admiral Ghormley has been authorized to shift aircraft from one point in the South Pacific to another.

(12) Admiral Nimitz has been granted authority to move any or all Hawaiian Army airplanes and crews to support the Solomon action.

DECLASSIFIED
SECRET

DECLASSIFIED
DOD Dir.
5 Sec. & 30 June 1972
By: AUM, LC; Date 10/14/76
PKC

SECRET

RELEASED

AFAEP
RPW-dns

MEMORANDUM FOR THE COMMANDER-IN-CHIEF, U.S. FLEET:

Subject: Combat performance of Army Air Force aircraft.

1. Reference is made to cable September 1, from Commiscopac regarding the need for P-38 aircraft in the Guadalcanal area, copy attached.

2. At present there are in the South Pacific area, including Canton and Christmas Islands, or enroute thereto, 36 heavy bombers, 24 medium bombers and 180 fighters, a total of 240 airplanes, all of which Naval authorities may, at their discretion, divert to support the Guadalcanal action.

3. The majority of these 240 airplanes are B-17, B-26, P-40, P-400 and P-39 types. With some of these dissatisfaction has been expressed. I am inclosing (Tab A) for your information a record of the fighting performance of Army aircraft during the period February 1, 1942, to August 30, 1942. Particular attention is called to the following:

a. In the Southwest Pacific:

(1) P-39 airplanes, although opposed to a superior number of Jap planes, roughly 5 to 3, actually shot down two for one.

(2) B-17's, although outnumbered three to two, shot down five to one.

b. In China Army Air Force P-40's, outnumbered over two to one, took over six Jap aircraft for our one lost.

c. The American Volunteer Group, almost entirely P-40 equipped, destroyed 272 Jap planes for 64 lost, from December to June, inclusive. Of these, 218 Jap and 68 AVG were destroyed in air combat.

Encl. #4

RELEASED

SECRET

4. Even more impressive is the August A-2 Current Intelligence Report (Tab B). Noteworthy facts are:

a. In the Southwest Pacific area, despite a Jap numerical superiority in the overall aircraft engaged, Jap aircraft losses are of the order of five to one.

b. P-40 airplanes, with a small numerical superiority of five to four, took eleven Jap planes without a loss.

c. During the same time 34 P-39's destroyed 12 Jap aircraft out of 25 engaged. Roughly one Jap plane was destroyed out of every two engaged, with but three P-39's, 12%, missing.

5. As mentioned in my letter, September 3, 1942, subject: "Need for Army Aircraft in the Current Solomon Operation," the dispatch of aircraft from the United States in excess of those currently planned is not an Army Air Forces possibility.

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

3 Incls.- #1 Cy of cable
#2 to Commireospac.
#2 Tab A.
#3 Tab B.

DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1978
By ALN
PKC
10/14/76

SECRET
RESTRICTED

Table A

PLANES ENGAGED IN COMBAT IN SWPA, February 1 to August 30:

	P-39	P-40	A-24	B-17	B-25	B-26
No. U.S. Planes	330	453	7	213	74	78
No. Jap Planes	548	441	2	313	89	116
No. U.S. Lost	28	51	3	13	8	9
No. Jap Lost	39	61	0	65	8	25

PLANES ENGAGED IN COMBAT IN CHINA, February 1 to August 30:

	P-40	B-25
No. U.S. Planes	53	9
No. Jap Planes	113	11
No. U.S. Lost	2	1
No. Jap Lost	13	0

THE AMERICAN VOLUNTEER GROUP, period December to June, inclusive:

U.S. Losses 84 (68 in air combat, 16 on ground)

Jap Losses 282 (218 in air combat, 54 on ground)

SECRET
RESTRICTED

SECRET

A-2 CURRENT INTELLIGENCE SECTION

(SWPA - in black print)
(China- in red print)

AERIAL COMBAT REPORT

(August 1--30, inclusive)

DECLASSIFIED
DOD Mem.
8 Jun. & 30 June 1974
By: NLW LLC: Date 10/19/76
PKC

	P-38	P-39	P-40	A-20	A-24	B-17	B-24	B-25	B-26	Totals
No. engaged, US AAF	0	34	50 8	0	0	65	0	0	28	177
No. engaged, Jap AF		25	39 42			109			23	196
No. lost, US AAF			2			6			3	9
No. lost, Jap AF		12	11 2			30			4	57
No. missing, US AAF		3								3
No. prob. dest., Jap AF			3			6			3	12
No. damaged, US AAF		2	2 1			7			1	12
No. damaged, Jap AF		4				16				20
Total casualties, US AAF		5	2 3			13			4	24
Total casualties, Jap AF		16	14 1			52			7	89

NOTE: This data is based only upon recorded results of aerial combat encounters in the air.

SECRET

DECLASSIFIED
DOD Dir.
8 Jun. & 20 June 1994
By: RAM LC: Date 10/14/76
AFC

SECRET

SI 9/1-1

September 5, 1942.

MEMORANDUM FOR: The Chief of Staff

Subject: Air Reinforcements for the Guadalcanal - Tulagi Area.

Request that the attached corrected memorandum be forwarded to Admiral King to replace memorandum of September 5, 1942, regarding the same subject.

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

1 Encl.-
Memo to CINC
U.S. Fleet.

Hq. Army Air Forces
SEP 11 1942
AAG RECEIVED

893763 ATC

SECRET

SEP 6 1942

452.1 X (84)

DECLASSIFIED
DOD Rec.
By: LLC; Date: 14/23/76

SECRET

September 5, 1942.

MEMORANDUM FOR THE COMMANDER IN CHIEF, UNITED STATES FLEET:

Subject: Air Reinforcements for the Guadalcanal-Tualagi Area.

1. Request that this Memorandum supersede my Memorandum of September 3, 1942, regarding the same subject.

2. As of September 2, 1942, there were available in activities under Admiral Nimitz' control, the following numbers and types of Army aircraft: #

	On Hand	En Route or Being Prepared	Total
Heavy Bombers	75 (1)	44 (2)	119
Medium Bombers	24 (3)	11	35
Light Bombers	7	0	7
Fighters	270	202 (4)	472

Based upon statistics as of September 2, 1942, with losses reported from South Pacific through 8/24/42.

(1) Includes 1 en route to Australia
" 4 " " " , and now diverted to South Pacific.

(2) Includes 6 shown on Vital Statistics report as being enroute to Australia.

(3) Includes 2 en route to Australia and now diverted to South Pacific.

(4) Includes 30 being transferred from Australia.

3. Replacements set up for this theater for the month of October are as follows: Heavy Bombers - 12; Medium Bombers - 15; Fighters - 44.

893168

SECRET
Copy for AAF

4. The time factor involved in providing aircraft reinforcements for the operations now taking place in the Guadalcanal Area makes it appear mandatory that full use be made of those aircraft within tactical supporting distance of that operation. It is not possible to move short-range aircraft from the United States in sufficient time to meet requirements for the operations now being conducted in that area. If the aircraft now available to meet requirements at the Guadalcanal Area are fully utilized, it should be possible to meet attrition replacements over an extended period of operations of the present intensity.

5. The extreme reluctance to use P-40 type Fighters, and resultant requirement for P-38's as expressed in your requests on General MacArthur, is not understood in the light of the results being obtained by P-40 equipped fighter units in Australia. The report of the action at Darwin on August 23 when a P-40 equipped unit met 27 Jap Bombers and 20 Zeros and destroyed 4 Bombers and 7 or 8 Zeros (all verified) with no losses to the P-40 units; and to a report three days later at Milne Bay, when 6 P-40's met 10 Zeros and 5 Dive Bombers, and destroyed 2 Zeros, 1 Dive Bomber and 1 Dive Bomber probably, and badly damaged another Dive Bomber, with the loss of 1 P-40 which was reported as missing.

6. The reinforcement which you propose can only be effected by diversion from Torch. All the P-38's now in U. K. or being organized in the U. S. for movement to U. K. are allotted to Torch and the number is believed to be insufficient. No other fighter planes can make the long initial flights required across the Atlantic or from U. K. to Casa Blanca and Oran but the P-38 type. If we withdraw these planes we, in effect, impose a drastic change, if not the abandonment of Torch. This should be considered by the U. S. Chiefs of Staff and the President, I think, before going to the Combined Chiefs of Staff.

For the Chief of Staff:

(Sgd) JOSEPH T. McNARNEY

JOSEPH T. McNARNEY,
Lieutenant General, U. S. Army,
Deputy Chief of Staff.

SEP -5 1942

ORIGINAL DISPATCHED FROM
OFFICE CHIEF OF STAFF

P.M.

DECLASSIFIED
DOD Dir.
4 Jan. & 20 June 1974
By: RLW/J.C. Date 10/14/76
PMC

SECRET

Memorandum to Admiral King.

LSK:emc 6371

3. AFDAS AFAEP 1942 9-5

1. General Arnold noted the enclosed paper and, in accordance with our earlier discussion (General Kuter - Colonel Williams), decided that he would not sign the paper and that no action would be taken on the two Navy radios enclosed herewith.

2. For reference purposes in this office, please provide me with one copy of each of the three memoranda for the Commander in Chief, U. S. Fleet, enclosed herewith.

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

Incls: n/c
Added: 2 Memos for Com.in Ch.,U.S.Fleet.

Dispatched
SEP 6 1942
AAG

SECRET

~~SECRET~~ RESTRICTED

HHA
CO/AAF

UNCLASSIFIED
DOD Dir
8 Jun 82, 20 June 1994
By ALN Date 10/24/76
PKC

September 3, 1942.

MEMORANDUM FOR THE COMMANDER IN CHIEF, UNITED STATES FLEET:

Subject: Air Reinforcements for the Guadalcanal - Tulagi Area.

1. As of this date there are available in activities under Admiral Nimitz' control, the following numbers and types of Army aircraft:

	On Hand	En Route or Being Prepared	Total
Heavy Bombers	105	44	149
Medium Bombers	46	11	57
Light Bombers	7	0	7
Fighters	270	174*	444

*Including 30 from Australia.

2. Replacements set up for this theater for the month of October are as follows: Heavy Bombers - 12; Medium Bombers - 15; Fighters - 31.

3. The time factor involved in providing aircraft reinforcements for the operations now taking place in the Guadalcanal Area makes it appear mandatory that full use be made of those aircraft within tactical supporting distance of that operation. It is not possible to move short-range aircraft from the United States in sufficient time to meet requirements for the operations now being conducted in that area. If the aircraft now available to meet requirements at the Guadalcanal Area are fully utilized, it should be possible to meet attrition replacements over an extended period of operations of the present intensity.

4. The extreme reluctance to use P-40 type Fighters, and resultant requirement for P-38's as expressed in your requests to General MacArthur, is not understood in the light of the results being obtained by P-40 equipped fighter units in Australia. The report of the action at Darwin on August 23 when a P-40 equipped unit met 27 Jap Bombers and 20 Zeros and destroyed 4 Bombers and 7 or 8 Zeros (all verified)

RECEIVED SEP 5 1942 CHIEF - USA, AAF

WDCSA 381 So Pacific Area 9-3-42 Air AG 452.1 X "1" (84)

~~SECRET~~ RESTRICTED

893546 CAS

SECRET

with no losses to the P-40 units and to a report three days later at Milne Bay, when 6 P-40's met 10 Zeros and 5 Dive Bombers, and destroyed 2 Zeros, 1 Dive Bomber and 1 Dive Bomber probable, and badly damaged another Dive Bomber, with the loss of 1 P-40 which was reported as missing.

5. The reinforcement which you propose can only be effected by diversion from Torch. All the P-38's now in U.K. or being organized in the U.S. for movement to U.K. are allotted to Torch and the number is believed to be insufficient. No other fighter planes can make the long initial flights required across the Atlantic or from U.K. to Casa Blanca and Oran but the P-38 type. If we withdraw these planes we, in effect, impose a drastic change, if not the abandonment of Torch. This should be considered by the U.S. Chiefs of Staff and the President, I think, before going to the Combined Chiefs of Staff.

(Sgd) G. C. MARSHALL

Chief of Staff

ORIGINAL DISPATCHED FROM
OFFICE CHIEF OF STAFF
SEP - 4 1942

Orig. sent 8:15 am 9/4/42

SECRET

DECLASSIFIED
DOD Dir.
6 Jan. & 20 June 1974
By: NLN
PAC
10/14/76

SECRET
RESTRICTED

Memorandum to Admiral King.

1 AFRAS AFAHP 1942 9/2

AFRAS
LSK:pdp 6371

1. General Arnold desires that these radios be returned with a memorandum from him to Admiral King, referring to them stating substantially the following:

a. There have been approximately X Y Z P-40's and P-17's etc. at Guidalcanal. In addition you have had L M and N that could have been advanced to the Guidalcanal Area.

b. In Australia there have been X Y and Z P-40's and P-17's etc. These airplanes were opposed by A B and C Jap aircraft. The results of combat in Australia have resulted in the destruction of E F and G Jap aircraft.

c. In China so many P-40's opposed by so many Zeros have succeeded in destroying X Zeros with a loss of Y P-40's.

Incls.
2 Secret Naval Messages,
310402 NSR 9947 S and 012831.

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

Dispatched
Sep 3 1942
AAG

File
ci 9/3/42

SECRET
RESTRICTED

Mr Gray
AFRAS 452.1 (84)

DECLASSIFIED
DOD Rpt.
8 Jan. & 20 June 1974
By: RLN NLC: Date 10/14/76
PKC

SECRET

DECLASSIFIED

Radio to General Harmon.

AFDAS
LSK:pfp 6371

1 AFDAS AFAEP 1942 9/2

1. General Arnold wants a radio sent to General Harmon asking him in substance the following:

How many and what types army aircraft do you now have, and have you maintained in the Guadalcanal Area?

How many additional airplanes have you had under your control in other areas which could have been moved to the Guadalcanal Area?

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

Dispatched
SEP 3 1942
AAG

File ai 9/3/42

SECRET

DECLASSIFIED

Mr Gray
ai AA452. 1 X (83)

DECLASSIFIED
DOD Dir.
8 Jun. & 20 June 1974
By: ALAJ/LC: Date 10/14/76
PAC

~~SECRET~~
DECLASSIFIED

AFCAG
H.H.A

MEMORANDUM FOR THE PRESIDENT:

Subject: Erection Depot in South Pacific.

Considerable study has been made with reference to establishing an erection depot for fighter aircraft on the Marquesas. Were this possible, it would cut the shipping time to Australia in half and take off about three or four weeks from the shipping time to the South Pacific Islands. All of the above is in accordance with your directive to General Arnold.

Dispatches received from the surveying party in the South Pacific indicate the Marquesas have no suitable site. However, the survey is continuing with a view of establishing an erection depot probably in Tahiti, or the nearest group to the United States where there is suitable terrain for the establishment of required facilities.

It is hoped that the location problem will be solved and that construction can be started within the next few weeks.

Chief of Staff

Dispatched to OCS re memo from C/S 8/13 to Gen Arnold
AUG 31 1942
AAG

File
H

452.1 (8-27-42) (82)

SECRET
DECLASSIFIED

Gen 452.1 (8-27-42) (82)

DECLASSIFIED
DOD Instr.
6 Jan. & 30 June 1976
By: OJCS LC; Date: 10/14/76
PKC

SECRET

Pursuit Aircraft for Pacific Islands

4 APCRS APACT 1942 8-24 1. Forwarded.

WEM:JT

W. E. R.
G/S

Dispatched
AUG 14 1942
AAG

SECRET

Chi OPS 452.1 "X" (8-24)

HENRY HARLEY ARNOLD
Box 128 Folder 5

MILITARY

Declined

SAS 452.1
Yugoslavia

DECLASSIFIED
SECRET

DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1954
By: RWM NARS Date: 11/4/75
PKC

Air AG 452.1 Yugoslavia (3)

TO: Assistant Chief of Air Staff, Operations, Commitments & Requirements
FROM: Air Adjutant General

Date: 15 Sep 43

Comment No. 4
WDG:JB 5791

For compliance with par. 2 of Comment #3. The original of the memo for Chief of Staff has been dispatched.

JOHN B. COOLEY,
Colonel, A. G. D.,
Actg. Air Adj. Gen.

Incl n/c

Dispatched
15 SEP 1943
AAG

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

DECLASSIFIED

Air AG 452.1 Yugoslavia (3)

16—29342-1 U. S. GOVERNMENT PRINTING OFFICE

DECLASSIFIED
DOD Dir.
8 Jan & 20 June 1974
By: ALN/ Date: 11/4/15
PKC

DECLASSIFIED

TO: Chief of the Air Staff, Attention Secretary of Air Staff DATE 13 SEP 1943

FROM: Asst. Chief of Air Staff, Plans. COMMENT NO. 2
JGH/lay/71189

Action on Case No. 7361 was completed and forwarded to the Chief of the Air Staff on 13 September 1943.

Att: w/6 (Incl #1)
Incls 2, 3 & 4 H/C
Added: Memo to Chief of Staff with ltr. to the President

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

DECLASSIFIED

DECLASSIFIED
DOD Dir.
8 Jan & 20 June 1994
By: NLAJ 11/4/75
PKC

DECLASSIFIED

Commissioning of Yugoslav Officers and Enlisted Men in the U.S.Army

(1) The Air Adjutant General
(2) AC/AS, Operations, Commitments and Requirements
Deputy Chief of the Air Staff

9-14-43

WEH:JT 5246 3

(1) For immediate dispatch of pertinent papers.

(2) a. It is directed that you appoint a project officer in your division to handled this matter and follow through on the arrangements for the ceremony at Bolling Field, etc.

b. Your attention is invited to the fact that there is a very limited amount of time remaining as September twentieth (20) is the date set for the presentation.

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

DECLASSIFIED

UNCLASSIFIED
DOD Mem.
6 Jan 8 30 June 1954
By: ALAG Date 11/1/75
PKC

SECRET

DECLASSIFIED

Commissioning of Yugoslav Officers and Enlisted Men in U.S. Army.

Asst. Chief of Air Staff, Plans. 10 Sept. 43

Chief of the Air Staff. 1

WRB/mdg/73691

1. Attached correspondence is forwarded to your division for necessary action.

2. Request that the Chief of Staff's pink Record Form be returned through the Air Adjutant General, on 9/10/43.

W. R. BURT,
Major, Air Corps,
Asst. Secretary of Air Staff.

Atts Disp. Slip fm. Sec. Gen. Staff w/4 inels.

Dispatched 10 SEP 1943 AGO

AAG 452.1 Yugo. (2)

File 10 Sept 43

SECRET
DECLASSIFIED

AAG 452.1 Yugo (2)

DECLASSIFIED
DOD Dirs.
8 Jun. & 20 June 1974
By: ALM I.C. D: 11/11/75
PKC

13 September 1943

Gen. Hall:

In view of the President's personal note and the high level on which this discussion is being maintained, I believe a signature no lower than that of the Chief of the Air Staff is necessary on this paper.

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

HENRY HARLEY ARNOLD
Box 128 Folder 6

MILITARY

Decimal

SAS 452.11
(1-72)

craig

WAR DEPARTMENT
Headquarters Army Air Forces
Office, Chief of the Air Staff
Air War Plans Division

Date 1/14/42

TO:

All Officers _____

Lt. Col. George _____

Lt. Col. Walker _____
Maj. Fair _____
Maj. Taylor _____
Capt. Alling _____

Maj. Hansell _____
Maj. Lindsay _____

Lt. Col. Craig ✓ _____
Lt. Col. Partridge _____
Maj. Wolfinbarger _____
Maj. Gillespie _____
Capt. Oscanyan _____

Lt. Col. Anderson _____
Maj. Anderson _____

Maj. Glantzberg _____

Capt. Harper _____
Mr. McPherson _____

I think you should see this before we send to Wolfe

___ Information
___ Primary Interest
___ For coordination
___ For concurrence
___ Comment
___ Prepare reply
___ Necessary action
___ File
___ Return
___ Forward to _____

AAF-392

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

Date. 1/13/42

TO:

___ Chief of the Army Air Forces
___ C.G., Air Force Combat Command
___ Chief of the Air Corps
___ Chief of the Air Staff
___ Secretary of the Air Staff
___ A-1 Division
___ A-2 Division
___ A-3 Division
___ A-4 Division
✓ Air War Plans Division
___ Budget Section
___ Medical Section
___ Public Relations Section
___ Statistics Section
___ Inspector, Army Air Forces
___ Adjutant General, Army Air Forces
___ A.F. Files

If this equipment is available, prepare necessary action papers

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

AAF-217

WAR DEPARTMENT
Headquarters Army Air [redacted]es
Office, Chief of the Air [redacted] Staff
Air War Plans Division

Date 1/18/41

TO:

All Officers _____

Lt. Col. George _____

Lt. Col. Walker _____
Maj. Fair _____
Maj. Taylor _____
Capt. Alling _____
Major Wooley
Maj. Hansell _____
Maj. Lindsay _____

Lt. Col. Craig _____
Lt. Col. Partridge _____ Noted EEP
Maj. Wolfinbarger _____
Maj. Gillespie _____
Capt. Oscanyan _____

Lt. Col. Anderson _____
Maj. Anderson _____

Maj. Glantzberg _____

Capt. Harper _____
Mr. McPherson _____

___ Information
___ Primary Interest
___ For coordination
___ For concurrence
___ Comment
___ Prepare reply
___ Necessary action
___ File
___ Return
___ Forward to _____

Dis

AAF-392 JAN

AAF/A-WPD
CHW/lml

CONFIDENTIAL

DECLASSIFIED
DOD
By OSD/ESC Date 11/14/75

Headquarters, Army Air Forces

January 20, 1942.

Aircraft Branch,
Office, Production Management,
Washington, D. C.

Attention: Mr. R. E. Lees

Gentlemen:

In connection with Americanization of airlines in Central America, it is desired to afford all possible assistance to Transportes Aereos Centro Americanos in maintaining an efficient and dependable operation over the routes now flown.

The normal and ordinary attrition due to continued operation has rendered much of the T.A.C.A. equipment unserviceable. Lack of repair parts and necessary spares has prevented return of this equipment to service although the required material has long been on order.

Demands of the U. S. Armed Forces on the company for service within and without the area normally served by T.A.C.A. are increasing and must be met. To this end it is desired that blanket authority be extended to provide the necessary A-1 A priorities for the proper and reasonable requirements of spare parts and repair materials necessary to the continued efficient operation of T.A.C.A.

For the Chief of the Air Staff

patched
1 21 1942
AAG

E. P. CURTIS
Lt. Colonel, 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	
	[illegible]										
						[illegible]					

AAF-39

CONFIDENTIAL

Air AB 452-11 (72)

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

CONFIDENTIAL

DECLASSIFIED

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

File No. .....

Tally No. AAF .....

SUBJECT: Assistance for TACA operation in Central America.

NO.	FROM	TO	DATE	COMMENTS	AAF/A-WPD KFG/sl
1.	AAF/ A-WPD	CAAF	1942 1/7	1. There is attached correspondence pertaining to: (a) the authorization, shipment and release of maintenance and repair equipment ordered by TACA and necessary to its continued operations. (b) equipment needed by the Honduras Air Force to enable it, by virtue of service to be performed by TACA, to continue operations. 2. The equipment referred to in "a" above is not considered excessive; in many instances has been procured and only awaits shipping release. Part of the equipment requires authorization by the joint aircraft committee. 3. The Americanization program undertaken in the case of TACA and its complement in the Americanization of the air forces of Central American countries will be further implemented by authorization of the desired parts and replacement spares covered by the attached correspondence. 4. It is recommended that necessary authorization for procurement and delivery of equipment be procured.	

JAN 14 42 AM PM

RECEIVED
AIR WAR PLANS DIV.

Hq. Army Air Forces
JAN 12 1942
AAG RECEIVED

45 for
HLG
C/A-WPD

Incls.
1. ~~One~~ ltr d. 12/22/41 frm Lt. Col G.S.C. to A/CS -G-2
2. ltr. d/ 12/22/41 frm Lieut. Col. G.S.C. to A/CS -G-2
3. ltr. frm Mr. Carter to T.A. Austin d. 12/17/41 & ~~copies~~ purchase ord.
4. Two (2) files No. 452.11 TACA.

13 1942
AAG Received

DECLASSIFIED

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

Page No. ---

CONFIDENTIAL CONFIDENTIAL

AG 452.11 (72)

TEGUCIGALPA, HONDURAS, C. A.,

December 22nd, 1941.

Subject: Airplane parts for Taca.

To: Assistant Chief of Staff, G-2, Munitions Building, Washington, D. C.

1. Herewith is copy of letter, dated December 17th, 1941, from Lieut. Colonel Harold A. White, Comandante of the Honduras Air Force.

2. At my suggestion, this Air Force has cut down all operations, except patrolling, until my departure, by my office. While not experienced in aviation maintenance, I have good reason to believe that their equipment is in poor shape and that they do not have sufficiently trained personnel to maintain the few planes they have. Before departure, arrangements had been made with Taca, who has a very complete maintenance shop in Tegucigalpa, to service Honduranian Government planes upon request, if parts are available.

3. The North Americans, the Fairchilds' and the Boeings should all be placed in first class shape and kept in that condition, as the two latter types can be used to transport both personnel and materiel throughout Central America. The three North Americans will prove to be of value for courier service, as well as observation.

4. The undersigned is of the opinion that it would be of great benefit to our armed forces to have the parts requested in Lieut. Colonel White's letter secured by the lease lend law, if necessary, and shipped to the Honduran Air Force without delay.

5. If a well qualified air maintenance mission cannot be sent to Tegucigalpa, I know that arrangements can be made with Taca to service the Honduran Air Force planes during the emergency.

6. The undersigned is desirous to know what action may be expected on the request made in this letter.

Thomas A. Austin Jr.

THOMAS A. AUSTIN, Jr.,
Lieut. Colonel, G.S.C.,
Military Attache.

1 Incl

WDGS-G-2 DEC 23 1941

3-3

am 8045211 (72)

3221 452.11 12-22-41

(38) 1128

TEGUCIGALPA, Honduras, C. A.,

December 22nd, 1941.

Subject: Aviation parts for Taca.

To: Assistant Chief of Staff, G-2, Munitions Building, Washington, D. C.

1. Inclosed herewith is a letter dated December 17, 1941, to the undersigned from the Operations Manager of Transportes Aereos Centroamericanos, S. A. (Honduran Div.) which is self-explanatory.

2. It is the opinion of the undersigned that the continued operations of Taca are of extreme importance to the Carribean Defense Command. From personal inspection, I know that this Company is having a difficult time in keeping a minimum number of planes in the air due to shortage of airplane parts. The Company itself does not seem to know to whom to apply in order to get authority for having the parts shipped. Neither does the undersigned, but I firmly believe that it is an absolute necessity to our air service, particularly if they are to operate in Central America, to have all [redacted] air lines and maintenance facilities operating at full blast.

3. Please refer these papers, including copies of these letters, to some office so that some action may be gotten on these parts, or the necessary information as to how to secure such action, and send direct to Mr. Carter of Taca, or the undersigned, who expects to be back in Tegucigalpa not later than January 5th, 1942.

Thomas A. Austin Jr.

THOMAS A. AUSTIN, Jr.,
Lieut. Colonel, G.S.C.,
Military Attache.

Encl.
(letter Mr. Carter and copy purchase Order TACA)

452.11 12-22-41

WDGD-G-2 DEC 29 1941

AM 452.11/72

TRANSPORTES
AEREOS
CENTRO-
AMERICANOS

CABLE ADDRESS: TACA
TEGUCIGALPA,
HONDURAS, C. A.

December 17, 1941

Col. T. A. Austin,
American Legation,
Tegucigalpa.

Dear Colonel Austin:

Enclosed you will find two groups of copies of purchase orders which we have placed in the United States. Group "1" is composed of orders for material which we need the most urgently to complete work that is now waiting to be done on our airplanes. Group "2" is comprised of vital material that we will need for subsequent maintenance work.

I have made comments in red on each purchase order indicating what, if any, information we have from the supplier as to when it is expected that the material will be ready for shipment. You will also notice that each purchase order shows the destination of the shipment -- in some cases for San Jose, Costa Rica and other cases for Tegucigalpa, Honduras, and in a few cases for Puerto Cabezas, Nicaragua. While we have designated the point in our system where we desire to receive this material, still it will be satisfactory to have all of the material shipped to anyone of the points designated provided that proper consular declarations are made.

I should like to remind you that the number of our planes in our shops awaiting overhaul is increasing continually, because we do not have the material necessary to complete their overhaul. At the present time we have barely enough planes in service to maintain our normal operations. We shall soon be forced to curtail our operations due to lack of equipment and at the same time we will be forced to dismiss many of our trained employees because of the lack of material to work with. We are endeavoring to maintain in our organization all of our trained employees despite the lack of materials, because we realize that once we have dimissed a number of employees it will be difficult to secure them again.

We thank you for your cooperation and efforts in our behalf.

Sincerely,
TRANSPORTES AEREOS CENTROAMERICANOS, S. A.

C. R. Carter.

TACA
CRC:AL
Enc.

FUERZA AEREA HONDUREÑA
TEGUCIGALPA, HONDURAS
CENTRO AMERICA

December 17th, 1941

Lt. Col. Thomas A. Austin Jr.
Military Atache
American Legation,
Tegucigalpa, Honduras C.A.

My dear Colonel:

In accordance with your suggestion I am submitting the following, which, in my opinion, are needed to keep our equipment in condition to best serve our common purpose.

HAVE:

Three North American two place Airplanes, Model NA 16-2A powered with a 550 H.P. Pratt and Whitney Wasp S3HI Engine, with a Hamilton Standard Controllable Propeller, 9' dia.

NEED:

One spare 550 H.P. Pratt and Whitney Wasp S3HI engine.
" " Hamilton Standard Controllable Propeller Hub 12D40-6, Blades 6101A-12.
Sufficient spare engine parts to give first overhaul to the three Wasp S3HI engine now installed in the North American Airplanes.

HAVE:

Three Stinson 2 place open cockpit Military airplanes powered with a 260 H.P. Lycoming R-680-5 engines with a Hamilton Standard Controllable Propeller.

NEED:

One spare 260 H.P. Lycoming R- 680-5 engine
" " Hamilton Standard Propeller Hub 2B-20 Blade 6109-9
Sufficient spare parts to overhaul three Lycoming R680-5 engines now installed in the Stinson airplanes.

HAVE:

Two Boeing "95" and three "40B" airplanes powered with a 525 H.P. Pratt and Whitney Hornet A-2 engine with adjustable 10' 4" diameter propeller. These are ideal planes for getting in and out of our small airfields with a load of approximately 1500#. We have very few parts for these engine and they are practically impossible to purchase during the emergency. With a 550 H.P. Wasp S3HI and Controllable Propeller we should carry 2000# loads.

NEED:

Five or more 550 H.P. Wasp S3HI engines with controllable propeller for the above airplanes.
Sufficient spare parts to properly service and maintain five engines.
One spare controllable propeller.
We have three additional Boeing 40 B Airplanes which could be assembled if engines were available.

HAVE:

Three Fairchild "45" 5PCLM airplanes, powered with 350 H.P. Wright R- 760- E2 engine, with a Hamilton Standard Controllable Propeller.

FUERZA AEREA HONDUREÑA
TEGUCIGALPA, HONDURAS
CENTRO AMERICA

NEED:

One spare 350 H.P. Wright R- 760 E2 engine
" " Hamilton Standard Controllable Propeller Hub 2E20-23, Blades 6135A-6
Sufficient spare engine parts to give third overhaul to the three Wright R- 760E2 engines now installed in the Fairchild "45" airplanes, including 14 cylinders # 89825 complete with valves etc. Engine # 14322, 14327, 14392.

HAVE:

One Curtiss Condor T- 32 powered with two 720 H.P. Wright Cyclone SGR 1820 F2 engines, with three blade Hamilton Standard Controllable Propellers.

NEED:

One spare 720 H.P. Wright Cyclone SGR 1820 F2 engine
" " Hamilton Standard Controllable Propeller Hub 3E-40-51 Blades 6105
Sufficient spare engines parts to overhaul two installed in the Condor, including 18 Cylinders # 89455 complete with valves etc. and pistons with rings etc. (or 18- .015 pistons complete with rings etc. for # 61444 cylinders) Engines # 21439, 21428. Possibly two later type engines of greater H.P. would serve better.

NEED:

To complete and put in good service the radio sets in the three North American Airplanes we need the following radio equipment:

Two Dynamotors
Electric Specialty Co. Type RA- 5
Primary- 12 volts D.C. 50 Amps. 4000RPM
Secondary- 1725 Volts D.C. .220 Amps. 380 Watts.

One Transmitter, the same as used in the other two airplanes, RCA Type AVT- 12 B
(Lear VT- 6 from Lear Development, Inc.
N.Y. City, recommended in place of the RCA Transmitter)

One # 30426 Vibretor Transformer, as installed in RCA Transmitter Type AVT-12B

Respectfully submitted.

Lt. Col. Harold A. White
Comandante.

AIR 08 45 2.11 (72)

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

Date _____

TO:

This Saca
file is to be
returned to
Lt. RW Smith,
M.A. Section 3508

A-W P. DIVISION

X-225-E, A.C.

G-2/MA
RVS

WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM

AG
G-2 MID 452.11 (12-22-41)
SUBJECT: Airplane Parts for Iran.

Date December 30, 1941

TO:	___C/S	___G-1	___G-2	___G-3	___G-4	___CG	___Army
	___TAG	✓ WPD (2)	___USW	___ASW	___ASWA	___CG	___Army Corps
	___AC	___BLP	___BOWD	___ExRA	___NGB	___CG	___CA
	___INF	___FA	___CAV	___CAC	___ENGR	___CG	___Div
	___ORD	___QMG	___CSO	___SG	___FIN	✓ Army Air Forces (1)	
	___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

For the Acting A. C. of S., G-2:

W. M. ADAMS
Captain, Military Intelligence
Chief, Military Attache Section

vdh

AAF/A-4
TJH/gwd

CONFIDENTIAL

DECLASSIFIED
DOD DIR
E.O. 5200 June 1974
By ALNPAC, Date 1/14/75

Supply of Airplane Parts. January 14, 1942.

Commanding General, Newfoundland Base Command,
U. S. Army,
A. P. O. #801,
Newfoundland.

1. Reference 3rd Endorsement, dated January 3, 1942, to basic letter of December 24, 1941, from the Office of the Operations Officer, Forty-First Reconnaissance Squadron (H) APCC, above subject.

2. This matter has been referred to the Chief of Air Corps for necessary action to effect a correction of the conditions reported.

For the Chief of the Air Staff:

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

Dispatched
JAN 17 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

CONFIDENTIAL

air 12452.11 (71) 8

DECLASSIFIED
DOD 5...
By ... Date 11/4/75

FORTY FIRST RECONNAISSANCE SQUADRON (H) AF CO
OFFICE OF THE OPERATIONS OFFICER

Newfoundland Air Base,
December 24, 1941.

SUBJECT: Supply of Airplane Parts.

TO : The Commanding Officer, 41st Reconnaissance Squadron, U. S. Army Air Base, Newfoundland.

1. In order to enable this organization to perform it's mission at it's present station, it is essential that various airplane parts that have already been requisitioned by the Base Supply Officer be furnished. Repeated attempts have been made to obtain this equipment; on every side the answer is, "It is on requisition," "It is on the way," etc. Shipment by rail and boat is uncertain, therefore it appears necessary that a regular air transport service from supply depots to this station be established. Every organization airplane that went back to the United States brought back a capacity load of parts; but in every instance it had to leave a much larger load on the floor of the warehouse. Transport squadrons were evidently too busy supplying local airbases to give us a hand with our supply, and so we had to depend on ourselves. Now, an order has been published forbidding our planes to return to the United States with the result that our airplanes are in the following condition (complete nomenclatures are not given because everyone supposedly concerned with this situation already has the necessary information).

2. Air Corps Equipment:

A. B-17B Airplane No. 39-10.

a. 1 ea. Vacuum Pump (fails to work; this means that instruments and deicers will not work at the same time).
b. 4 ea. Gaskets fuel booster pump (Pumps are leaking badly- that means a fire hazard).
c. 4 ea. Cushions, fuel booster pump seat. (Also causing fire hazard).
d. 1 ea. Flight indicator (worn bearings: Indication erratic).
e. 1 ea. Pilots clock, type A-9 (Fails to run. This is normal; those clocks never run.)
f. 2 ea. Scoops, exhaust, outboard (missing: these scoops directly affect the amount of carburetor heat available).
g. 1 ea. Heater, boiler (missing: causes extreme discomfort at loss of efficiency on long missions).
h. 200 Sq. inches plexiglass, 1/16" thick (Broken tunnel door).
i. 1 ea. Thermocouple, cylinder head temperature (defective insulation).

B. B-17B Airplane No. 39-9

a. 1 ea. Tachometer transmitter (reading fluctuates badly).

b. 1 ea. Supercharger (Inboard - 358 hours. Removal required in 62 hours).
a. 1 ea. Motor, night landing gear, retracting (wheel must be cranked up by hand).
d. 4 ea. Gaskets, fuel booster pump (see above).
e. 4 ea. Cushions, fuel booster pump seal (see above).
f. 1 ea. Tachometer Receiver (numbers one and two tachometer very erratic).
g. 1 ea. Tachometer drive shaft, inboard (defective).

C. B-17B Airplane No. 38-259.

a. 1 ea. Engine primer (defective pump).
b. 1 ea. Turn indicator (drifts excessively).
c. 1 ea. Bank and Turn Indicator (Sluggish because of worn bearings; undependable; it has been necessary to disconnect this instrument).
d. 1 ea. Tachometer Drive shaft, outboard. (Worn, causes severe fluctuations).
e. 1 ea. Oil temperature transmitter (sticking autosyn motor).
f. 1 ea. Rate of Climb Indicator, type A-6 (gives erratic descent readings).
g. 4 ea. Gaskets, fuel booster pumps. (leaking: see above).
h. 4 ea. Cushions, fuel booster pump. (see above).
i. 1 ea. Heater boiler. (Three required for cold weather flights; only two installed).
j. 1 ea. Fuel flow meter transmitter (fails to operate).

D. B-17B Airplane No. 38-610.

a. 2 ea. Valves, brake return booster (leaking).
b. 1 ea. Check valve, hydraulic (sticking). Causing severe pressure fluctuations).
c. 1 ea. Oil temperature transmitter (oil could overheat without any indication to the pilot).
d. 1 ea. Oil temperature receiver (failed).
e. 1 ea. Tachometer shaft, inboard (worn, causes erratic readings).
f. 1 ea. Tachometer shaft, outboard (worn, causes erratic readings).
g. 1 ea. Horn, landing gear warning (but you can't hear them anyway).
h. 1 ea. Cuno filter element, hydraulic. (Blades defective with resultant poor filtering).

E. B-17B Airplane No. 39-8.

a. 1 ea. Flight Indicator, C-5 (Erratic).
b. 1 ea. Tachometer transmitter (Indicates 150 R.P.M. too slow).
c. 1 ea. Tachometer shaft, inboard (worn gears cause erratic operation).
d. 1 ea. Tachometer shaft, outboard (broken).

a. 1 ea. Transmitter, fuel pressure (Reads low).
f. 1ea Plug, six pole for A.F.C.E. (This equipment not working because of this; however, this marvelous equipment does'nt work most of the time).

F. B-17B Airplane No. 39-2.

a. 1 ea. Bank and turn indicator (Sluggish worn bearings).
b. 1 ea. Tachometer drive shaft, outboard (Broken).
c. 2 ea. Valve, brake return booster (leaking).
d. 4 ea. Gaskets, fuel booster pump (To repeat: causes definite fire hazard).
e. 4 ea. Cushions, fuel seal, booster pump (see above).
f. 1 ea. Pump, engine oil (throws oil at fitting, cause fire hazard).
g. 2 ea. Guages, fuel contents (sticking: pilots guess at amount of fuel remaining).
h. 1 ea. Regulator, hydraulic pressure (will not maintain minimum required pressure).
i. 1 ea. Cell, assembly, analysis, Cambridge (does not operate).
j. 600 Square inches plexiglass 1/16" thick. (Tunnel gun window defective).
k. 2 ea. Scoops, inboard, exhaust (missing. To repeat: Directly affects the amount of carburetor heat available).
l. Flight Indicator. (Gyro cannot be caged).

G. For All Airplanes.

a. 20 Gallons ethylene glycol (heating systems require this).
b. 10 Gallons glycerine (heating systems require this).
c. 20 Gallons Di-ethylene glycol (Heating systems require this).
d. 40 Gallons oil hydraulic. (Hydraulic systems require this; also required for cold weather operation of superchargers).

3. Ordnance Property.

(1) The following positions are at present inoperative, and therefore afford no protection to the airplane and its area. Lower twin mounts on airplanes squadron number 46 and 50.

(2) The following parts (already requisitioned, are needed for the armament of the tactical airplanes).

a. 3 ea. Deflectors, top guns.
b. 3 ea. Deflectors, bottom guns.
c. 3 ea. Clamps, blocks and spacers.
d. 8 ea. Sight assemblies, front.
e. 8 ea. Sight assemblies, rear.
f. 4 ea. Adapters, assemblies, gun mount type B-5 (original model).

(3) There are no spare cal. .50 machine guns or gun mounts. When the various parts break (which happens often because the guns are not new and the parts are worn) the gun is out of commission. The transportation available does not permit the organization to maintain it's stock level above that of the breakage rate.

CONFIDENTIAL

4. The above lists of parts and material required indicates in part what our organization requires for normal operation. The indication is only partial since items available on the field are not listed; nor are the replacements and repairs, many of them major, that have been accomplished in the last four months, indicated. If every one of the above items were immediately corrected, there would be a list, in another three months, just as long even longer if no replacements could be effected in the meantime.

5. The conclusion appears to be that for an organization isolated from normal supply and repair facilities, as this one is, either a sub-depot, both for supply and repair functions beyond those allotted to a tactical organization, must be established, so that the rate of influx of supplies does not depend on the day to day requirements of individual airplanes; or else effective contact must be made with some central depot. This contact, at present is non-existent. Under present shipping and rail conditions, only a routine air transport system will maintain these airplanes in flying conditions.

ARTHUR A. PICKEL,
Major, Air Corps,
Operations Officer.

1st Ind. JCAD/reh

A1ST RECONNAISSANCE SQUADRON (H) APOC, U. S. Army Air Base, A. P. O. 801-C, Newfoundland, December 29, 1941. To: Commanding Officer, U. S. Army Air Base, A. P. O. 801-C, Newfoundland.

1. Attention is invited to basic communication.

2. Approval is recommended because conditions mentioned in basic communication are growing continually worse, and if not corrected, the operations of this organization will be seriously handicapped.

JOSEPH C. A. DENNISTON,
Lt. Col., Air Corps,
Commanding.

CONFIDENTIAL

Air AS 452-11 (71)

CONFIDENTIAL

(12-24-41) 2nd Ind. JCAD/pms

HQ. U. S. ARMY AIR BASE, APO 801-C, NEWFOUNDLAND, December 30, 1941. TO: Commanding General, Newfoundland Base Command, U. S. Army, APO 801, Nfld.

1. Forwarded.

2. Approval strongly recommended.

JOSEPH C. A. DENNISTON,
Lt. Col., Air Corps,
Commanding.

(12-24-41) 3rd Ind. CRS/bf.

HEADQUARTERS, Newfoundland Base Command, U. S. Army, A.P.O. #801, Newfoundland. January 3, 1942. TO: Commanding General Air Forces, Washington, D.C.

1. Recommendation was made by this Headquarters on December 3, 1941, for the establishment of a Sub-Depot at Stephenville but no action has been taken to date.

2. Even if approved, some time will elapse before this depot can function as such. In the meantime the maintenance situation at Gander Lake grows worse.

3. A possible solution is as follows:

a. At Bangor, Maine, there were on December 27, 1941, sixteen Lockheed Hudsons but only sixteen pilots.

b. Recommend that three of these planes be turned over to the Newfoundland Base Command for use as supply planes to get necessary parts and to replace the B-17s temporarily out of commission on account of lack of spare parts.

c. Crews and pilots can be supplied from Gander Lake from B-17 crews grounded because their planes are out of commission.

d. Spare parts for the Lockheeds can be obtained from the R.C.A.F. if needed.

4. If this recommendation is approved the pilots and crews for the Lockheeds will be ferried to Bangor, and the Lockheeds will then be flown to Middleton for the procurement of needed supplies.

C. C. BRANT,
Major General, U. S. Army,
Commanding.

CONFIDENTIAL

AAF/A-4
MFS/esg
Written March 9, 1942.

~~CONFIDENTIAL~~

DECLASSIFIED
DOD Dir. 5 200 June 1974
By ALM/DAC Date Dec. 11/14/75

MAR 12 1942

Supply of Newfoundland Air Base.

Commanding General, Air Service Command.

1. Attached hereto is correspondence originating in Newfoundland, with reference to the supply of B-17 airplanes.

2. It is desired that you take required remedial action.

By Command of Lieutenant General Arnold

Incls.
Memorandum to C/AAF frm Army War College, 3/3/42;
D/F to CSA frm A-3, Air Staff, 3/27/42;
Ltr to CO, 41st Recon Sq., US Army AB, Newfoundland from 41st Recon Sq AF CC Oper. Off., 12/24/41, w/5 Inds.

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

Dispatched
MAR 12 1942
AAG

Hq. Army Air Forces
MAR 10 1942
AAG Records

452.11 (71)

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	
	NOT										

AAF-39

~~DECLASSIFIED~~ ~~CONFIDENTIAL~~

452.11 (71)

CONFIDENTIAL

DECLASSIFIED
DOD Dir. 5 & 20 June 1974
By NARS, Date 11/14/75

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

452.11/3 (NBC) (C) - Avn

March 8, 1942.

MEMORANDUM FOR CHIEF OF THE ARMY AIR FORCES:

Subject: Supply of Airplane Parts.

1. This headquarters concurs in recommendation contained in Paragraph 2, 5th Indorsement, providing the Air Forces in Newfoundland are increased to the strength provided for in agreements reached by the Joint United States-Canadian Defense Board, and providing further that adequate provision is made for the ground and air defense of the Stephensville Air Base. At the present time only one (1) heavy reconnaissance squadron equipped with airplanes is stationed in Newfoundland, at the Gander Lake Airport. The small number of airplanes assigned to this squadron does not justify the assignment of an Air Base Group to provide facilities for the maintenance of such a small number of airplanes.

2. The principal difficulties which have been encountered in connection with the maintenance of aircraft in Newfoundland are: (1) Shortage of spare parts for replacement of worn parts. (2) Shortage of airplanes for exchange when airplanes require depot repair, and (3) Shortage of air transport, and slowness of other means of transportation.

3. Until the number of airplanes assigned to Newfoundland are sufficient to justify establishing Air Base overhaul facilities there, it is recommended that the following action be taken:

a. Give major overhauls required at a depot in the U. S., flying planes to United States for overhaul, and furnishing a replacement plane immediately to ferrying crews.

b. Stock required maintenance supplies needed to replace parts worn out in fair wear and tear so as to have them on hand as replacements are required.

4. If this action is taken it is believed that most of the present maintenance and operations difficulties will be eliminated.

For the COMMANDING GENERAL:

/s/ J. R. Dryden
J. R. DRYDEN,
Major, AGD.,
Assistant Adjutant General.

Incls. N/C

DECLASSIFIED

CONFIDENTIAL

Avn 452.11 (3)

CONFIDENTIAL

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
DISPOSITION FORM

DECLASSIFIED
DOD 5200
By AUTHORITY OF Date 11/14/75

Date Feb. 27, 1942.

AG

AAF

Subject: Supply of Airplane Parts.

To:

GHQ

For:

Primary interest

For the Chief of the Air Staff

/s/ H. S. Vandenberg
H. S. VANDENBERG
Colonel, Air Corps,
Assistant Chief of the Air Staff, A-3.

Incl:
Ltr to CO, 41st Recon Sq.,
US Army AB, Newfoundland
from 41st Recon Sq AF CC
Oper. Off. & 12/24/41, 1st/6
Inds.

DECLASSIFIED

CONFIDENTIAL

CONFIDENTIAL

DECLASSIFIED
DOD Dir. 5200.9 June 1974
By ALN/PKC NSC, Date 11/4/75

FORTY FIRST RECONNAISSANCE SQUADRON (H) AF OC
OFFICE OF THE OPERATIONS OFFICER

Newfoundland Air Base,
December 24, 1941.

SUBJECT: Supply of Airplane Parts.

TO : The Commanding Officer, 41st Reconnaissance Squadron, U.S. Army Air Base, Newfoundland.

1. In order to enable this organization to perform its mission at its present station, it is essential that various airplane parts that have already been requisitioned by the Base Supply Officer be furnished. Repeated attempts have been made to obtain this equipment: on every side the answer is, "It is on requisition," "It is on the way," etc. Shipment by rail and boat is uncertain, therefore it appears necessary that a regular air transport service from supply depots to this station be established. Every organization airplane that went back to the United States brought back a capacity load of parts; but in every instance it had to leave a much larger load on the floor of the warehouse. Transport squadrons were evidently too busy supplying local airbases to give us a hand with our supply, and so we had to depend on ourselves. Now, an order has been published forbidding our planes to return to the United States with the result that our airplanes are in the following condition (complete nomenclatures are not given because everyone supposedly concerned with this situation already has the necessary information).

2. Air Corps Equipment:

A. B-17B Airplane No. 39-10.

a. 1 ea. Vacuum Pump (fails to work; this means that instruments and deicers will not work at the same time).

b. 4 ea. Gaskets fuel booster pump (Pumps are leaking badly-that means a fire hazard).
c. 4 ea. Cushions, fuel booster pump seat. (Also causing fire hazard).
d. 1 ea. Flight indicator (worn bearings: Indication erratic).
e. 1 ea. Pilots clock, type A-9 (Fails to run. This is normal; those clocks never run.)
f. 2 ea. Scoops, exhaust, outboard (missing; these scoops directly affect the amount of carburetor head available).
g. 1 ea. Heater, boiler (missing: causes extreme discomfort at loss of efficiency on long missions).
h. 200 Sq. inches plexiglass, 1/16" thick (Broken tunnel door).
i. 1 ea. Thermocouple, cylinder head temperature (defective insulation).

B. B-17B Airplane No. 39-9

a. 1 ea. Tachometer transmitter (reading fluctuates badly).

CONFIDENTIAL

CLASSIFIED

b. 1 ea. Supercharger (Inboard - 358 hours. Removal required in 62 hours).
c. 1 ea. Motor, night landing gear, retracting (wheel must be cranked up by hand).
d. 4 ea. Gaskets, fuel booster pump (see above).
e. 4 ea. Cushions, fuel booster pump seal (see above).
f. 1 ea. Tachometer, Receiver (numbers one and two tachometer very erratic).
g. 1 ea. Tachometer drive shaft, inboard (defective).

C. B-17B Airplane No. 38-259.

a. 1 ea. Engine primer (defective pump).
b. 1 ea. Turn indicator (drifts excessivily).
c. 1 ea. Bank and Turn Indicator (Sluggish because of worn bearings; Undependable; it has been necessary to disconnect this instrument).
d. 1 ea. Tachometer Drive shaft, outboard. (Worn, causes severe fluctuations).
e. 1 ea. Oil temperature transmitter (sticking autosyn motor).
f. 1 ea. Rate of Climb Indicator, type A-6 (shows erratic descent readings).
g. 4 ea. Gaskets, fuel booster pumps. (leaking: see above).
h. 4 ea. Cushions, fuel booster pump. (see above).
I. 1 ea. Heater boiler. (Three required for cold weather flights; only two installed).
j. 1 ea. Fuel flow meter transmitter (fails to operate).

D. B-17B Airplane No. 38-610.

a. 2 ea. Valves, brake return booster (leaking).
b. 1 ea. Check valve, hydraulic (sticking). Causing severe pressure fluctuations).
c. 1 ea. Oil temperature transmitter (oil could overheat without any indication to the pilot).
d. 1 ea. Oil temperature receiver (failed).
e. 1 ea. Tachometer shaft, inboard (worn, causes erratic readings).
f. 1 ea. Tachometer shaft, outboard (worn, causes erratic readings.
g. 1 ea. Horn, landing gear warning (but you can't hear them anyway).
h. 1 ea. Cuno filter element, hydraulic. (Blades defective with resultant poor filtering).

E. B-17B Airplane No. 39-8.

a. 1 ea. Flight Indicator, C-5 (Erratic).
b. 1 ea. Tachometer transmitter (Indicates 150 R.P.M. too slow).
c. 1 ea. Tachometer shaft, inboard (worn gears cause erratic operation).
d. 1 ea. Tachometer shaft, outboard (broken).

CLASSIFIED

Air Adj 452.11 (91)

e. 1 ea. Transmitter, fuel pressure (Reads low).
f. 1 ea. Plug, six pole for A.P.G.E. (This equipment not working because of this; however, this marvelous equipment does'nt work most of the time).

F. B-17B Airplane No. 39-2.

a. 1 ea. Bank and turn indicator (Sluggist worn bearings).
b. 1 ea. Tachometer drive shaft, outboard (Broken).
c. 2 ea. Valve, brake return booster (leading).
d. 4 ea. Gaskets, fuel booster pump (To repeat: causes definite fire hazard).
e. 4 ea. Cushions, fuel seal booster pump (see above).
f. 1 ea. Pump, engine oil (throws oil at fitting, cause fire hazard).
g. 2 ea. Guages, fuel contents (sticking; pilots guess at amount of fuel remaining).
h. 1 ea. Regulator, hydraulic pressure (will not maintain minimum required pressure).
i. 1 ea. Cell, assembly, analysis, Cambridge (does not operate).
j. 600 Square inches plexiglass 1/16" thick. (Tunnel gun window defective).
k. 2 ea. Scoops, inboard, exhaust (missing. To repeat: Directly affects the amount of sauburetor heat available).
l. Flight indicator. (Gyro cannot be caged).

G. For All Airplanes.

a. 20 Gallons ethylene glycol (heating systems require this).
b. 10 Gallons glycerine (heating systems require this).
c. 20 Gallons Di-ethylene-glycol (heating systems require this).
d. 40 Gallons oil hydraulic. (Hydraulic systems require this; also required for cold weather operation of superchargers).

3. Ordnance Property.

(1). The following positions are at present inoperative, and therefore affording no protection to the airplane and its crew. Lower twin mounts on airplanes squadron number 46 and 50.

(2). The following parts (already requisitioned, are needed for the armament of the tactical airplanes).

a. 3 ea. Deflectors, top guns.
b. 3 ea. Deflectors, bottom guns.
c. 3 ea. Clamps, blocks and spacers.
d. 8 ea. Sight assemblies, front.
e. 8 ea. Sight assemblies, rear.
f. 4 ea. Adapters, assemblies, gun mount type E-5 (original model).

(3) There are no spare cal. .50 machine guns or gun mounts. When the various parts break (which happens often because the guns are not new and the parts are worn) the gun is out of commission. The transportation available does not permit the organization to maintain it's stock level above that of the breakage rate.

4. The above lists of parts and material required indicates in part what our organization requires for normal operation. The indication is only partial since items available on the field are not listed; nor are the replacements and repairs, many of them major, that have been accomplisted in the last four months, indicated.. If every one of the above items were immediately corrected, there would be a list, in another three months, just as long; even longer if no replacements could be effected in the meantime.

5. The conclusion appears to be that for an organization isolated from normal supply and repair facilities, as this one is, either a sub-depot, both for supply and repair functions beyond those allotted to a tactical organization, must be established, so that the rate of influx of supplies does not depend on the day to day requirements of individual airplanes; or at present is non-existent. Under present shipping and rail conditions, only a routine air transport system will maintain these airplanes in flying conditions.

/s/ Arthur A. Fickel,
ARTHUR A. FICKEL,
Major, Air Force,
Operations Officer.

1st Ind. JCAD/reh

41ST RECONNAISSANCE SQUADRON (H) AFCC, U. S. Army Air Base, A. P. O. 801-C, Newfoundland, December 29, 1941. To: Commanding Officer, U. S. Army Air Base, A. P. O. 801-C, Newfoundland.

1. Attention is invited to basic communication,

2. Approval is recommended because conditions mentioned in basic communication are growing continually worse, and if not corrected, the operations of this organization will be seriously handicapped.

/s/ Joseph C. A. Denniston
JOSEPH C. A. DENNISTON,
Lt. Col., Air Corps,
Commanding.

CONFIDENTIAL

(12-24-41) 2nd Ind. JCAD/pms

HQ. U. S. ARMY AIR BASE, APO 801-C, NEWFOUNDLAND, December 30, 1941. TO: Commanding General, Newfoundland Base Command, U. S. Army, APO 801, Nfld.

1. Forwarded.

2. Approval strongly recommended.

/s/ JOSEPH C. A. DENNISTON,
Lt. Col., Air Corps,
Commanding.

(12-24-41) 3rd Ind. CRS/bf.

HEADQUARTERS, Newfoundland Base Command, U. S. Army, A.P.O. #801, Newfoundland. January 3, 1942. TO: Commanding General Air Forces, Washington, D. C.

1. Recommendation was made by this Headquarters on December 3, 1941, for the establishment of a Sub-Depot at Stephenville but no action has been taken to date.

2. Even if approved, some time will elapse before this depot can functionas such. In the meantime the maintenacne situation at Gander Lake grows worse.

3. A possible solution is as follows:

a. At Bangor, Maine, there were on December 27, 1941, sixteen Lockheed Hudsons but only sixteen pilots.

b. Recommend that three of these planes be turned over to the Newfoundland Base Command for use as supply planes to get necessary parts and to replace the B-17's temporarily out of commission on account of lack of spare parts.

c. Crews and pilots can be supplied from Gander Lake from B-17 crews grounded because their planes are out of commission.

d. Spare parts for the Lockheeds can be obtained from the R.C.A.F. if needed.

4. If this recommendation is approved the pilots and crews for the Lockheeds will be ferried to Bangor, and the Lockheeds will then be flown to Middleton for the procurement of needed supplies.

/s/ G. C. Brant,
G. C. BRANT,
Major General, U. S. Army,
Commanding.

CONFIDENTIAL

CONFIDENTIAL

6th Ind. (Air AG)

HQ HQ ARMY AIR FORCES, Washington, D. C. January 14, 1942
To: Chief of the Air Corps.

1. It is directed that your office take the necessary action to correct the conditions reported in basic communication and to provide supplies for airplanes in Newfoundland.

2. Your recommendations are desired concerning the establishment of a sub-depot or mobile depot at Stephenville.

By command of Lieutenant General ARNOLD:

/s/ John B. Cooley
JOHN B. COOLEY,
Lt. Col., A. G. D.
Assistant Air Adjutant General.

6th Ind.

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

1. The supplies as listed in basic communication have been furnished to Newfoundland, shipment being made by transport approximately January 29th. With reference to Part 3, Paragraph 3, ten (10) spare 50 Caliber Machine Guns have been shipped by air.

2. It is recommended that an air base group, including an air base squadron, be located at Stephenville to provide for the accomplishment of supply and repair functions that cannot be performed by tactical organizations in this area.

For the Chief of the Air Corps:

/s/ F. F. Watson
F. F. WATSON
Major, Air Corps
Assistant Executive
Air Service Command

CONFIDENTIAL

-2- AirAG 452.1 (2-11-42)

CONFIDENTIAL

DECLASSIFIED
DOD 5200.
8 Jan. & 30 June 1974
By ALAFPC Ltr. Date 4/4/75

Feb. 27, 1942

Supply of Airplane Parts.

452.11 (2)

CSQ

For: Primary interest

Dispatched
FEB 27 1942
AAG

AAF/A-3
MMacC-ak

Eq. Army Air Forces
FEB 2[illegible]
AAG RECEIVED

For the Chief of the Air Staff

H. S. VANDENBERG
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

Incl:
Ltr to CO, Alet Recon Sq.,
US Army Air, Newfoundland
from Alet Recon Sq. dtd Dec.
Dept. Opr., 12/26/41, w/5
Indos.

ARMY AIR FORCES — COORDINATION

Chief of Staff	Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-W.PD	A-Insp.	Budget	Statistics	
					for						
					CONFIDENTIAL						

DECLASSIFIED

Air AG 452.11 (2) AAF-28

CONFIDENTIAL

DECLASSIFIED
DOD Dir
11/4/75

4th Indorsement written in HQ Army Air Forces, January 14, 1942 to the Chief of the Air Corps.

5th Ind.

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

1. The supplies as listed in basic communication have been furnished to Newfoundland, shipment being made by transport approximately January 29th. With reference to Part 3, Paragraph 3, ten (10) spare 50 Caliber Machine Guns have been shipped by air.

2. It is recommended that an air base group, including an air base squadron, be located at Stephenville to provide for the accomplishment of supply and repair functions that cannot be performed by tactical organizations in this area.

For the Chief of the Air Corps:

/s/ F. F. Watson
Major, Air Corps
Assistant Executive
Air Service Command.

CONFIDENTIAL

CONFIDENTIAL

DECLASSIFIED
DOD Dir. 5 200 June 1974
By AINTEC, NCO, Date 11/4/75

4th Ind. (Air AG)

WD HQ ARMY AIR FORCES, Washington, D. C. January 14, 1942
TO : Chief of the Air Corps.

1. It is directed that your office take the necessary action to correct the conditions reported in basic communication and to provide supplies for airplanes in Newfoundland.

2. Your recommendations are desired concerning the establishment of a sub-depot or mobile depot at Stephenville.

By command of Lieutenant General ARNOLD:

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

Carried by hand by officer for A4

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	Statistics	
						RELEASED					

AAF 39

CONFIDENTIAL

Air AG. 452.11 (71)

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

~~CONFIDENTIAL~~

~~CLASSIFIED~~

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By AUNTPKC LC; Date 11/4/75

File No.

Tally No. AAF

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

SUBJECT: Supply of Airplane Parts.

NO	FROM	TO	DATE	COMMENTS
1.	AAF A-4	AAF AAG	1942 1/14	AAF/A-4 TJH/gwd It is requested that a ~~directive~~ memorandum, substantially as follows, be sent to the Chief of Air Corps: "1. It is ~~desired~~ directed that your office take the necessary action to correct the conditions reported in basic communication and to provide supplies for airplanes in Newfoundland. "2. Your recommendations are ~~requested~~ desired concerning the establishment of a sub-depot or mobile depot at ~~Steuben~~-ville." Stephen- TJH C/A-4 Incls.: Ltr.frm.Operations Officer,Newfound. Air Base, to CO, 41st Rec.Sq.USA, dated 12/24/41, above subj.,w/3 Inds. O.K. JOHN Y. YORK, Jr. Col. Air Corps.

~~CONFIDENTIAL~~

(Reverse side)

Page No.

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

CONFIDENTIAL

DECLASSIFIED
DOD Dir.
By ALN/PKC 11/4/75

DEC 29 1941

The Honorable,
The Attorney General.

Dear Mr. Attorney General:

In view of the urgent necessity for improved self-sealing fuel and oil tanks and self-sealing fuel hose for military airplanes the following telegram was addressed on December 24, 1941 to the presidents of the several approved manufacturers of these products, by the Acting Chief of the Air Corps:

"Four A Dash Eight Hundred Forty Eight.....An agreement for pooling of patents, processes, and engineering information for the purpose of enabling the Air Corps to obtain satisfactory leakproof tanks and hose is urgently necessary for the prosecution of the war and its consummation at the earliest practicable date is directed by The Secretary of War under the authority vested in him by law, including the provisions of the National Defense Act of June 3, 1916, as amended, concerning the mobilization of material and industrial organizations essential to wartime needs and other applicable provisions of that and other statutes. For the purpose of effecting such agreement it is requested that your representatives meet at Wright Field on Saturday, December 27, 1941 to consider the subject of leakproof tanks and on Sunday, December 28, 1941 to consider leakproof hose. Beaver Acting Chief of Air Corps."

Pursuant to this telegram, representatives of the companies so addressed met at Wright Field on December 27 and 28, 1941, and formulated a program, embodied in two agreements, of which copies are enclosed herewith, one relating to self-sealing fuel and oil tanks and involving the manufacturers of that product, and the other relating to self-sealing hose and involving the manufacturers of that product.

This country has at its disposal valuable research experience in the production of self-sealing fuel tanks and self-sealing hose, independently acquired by the several manufacturers of those products whose names appear on these two agreements. To accomplish the program of prompt supply of improved tanks and hose as now contemplated, all of the technical knowledge, ingenuities, and industrial skills of these companies is required. Each of them has shown a fine spirit of cooperation.

45.2.11 (69)

DECLASSIFIED

CONFIDENTIAL

OCAC
(1-A)
DAF

The Attorney General CONFIDENTIAL

At the present time each manufacturer individually has patent rights which are likely to lead to conflict. The unstinted cooperative effort of these manufacturers can only be accomplished by free exchange of heretofore closely guarded industrial techniques and the reconciliation of such patent conflicts. Such action, in my judgment, is an immediate necessity to the successful prosecution of the war effort.

The free exchange of technical knowledge and operating rights which the Air Corps seeks to achieve, will result in an inseparable scrambling of their individual rights. The only possible mutually satisfactory solution is an arrangement by which each of these manufacturers will cross-license the others under all relevant patents now owned or acquired during the period of the emergency, such cross-licensing to continue until the expiration of the patents. This cross-licensing arrangement does not bestow on any of the participating companies any right to fix prices. It will make for free competition in that all of the patent rights to be pooled will be available to each participating manufacturer and in that competitive price factors will have full play.

The Air Corps and all of the manufacturers involved have reached a complete agreement on the program which in their judgment can best fulfill the needs of the armed forces, as set forth in the agreements already referred to, which has already been signed for the Government by a Contracting Officer at Wright Field and which all of the manufacturers involved are prepared to execute promptly.

I shall appreciate a statement from you that your Department will not view any acts performed by the parties pursuant to the enclosed agreements as a violation of the anti-trust laws.

Sincerely yours,

(Signed) Robert P. Patterson

ROBERT P. PATTERSON
Under Secretary of War.

JE

For AAF File

DECLASSIFIED

CONFIDENTIAL

Rec'd from Secretary of War's Office
Date
EXECUTIVE
PLANNING
INFORMATION
INSPECTION
MATERIAL
MEDICAL
PERSONNEL
PLANTS
RESERVE
TRAIN. & OPER.
W. CON. AERO BD.

DECLASSIFIED
By: AINFAC Date: 11/4/75

AAF/A-8
RWB-de
1/15/42

Subject: Automatic Flight Control Equipment

4th Ind.

War Department, Headquarters of the Army Air Forces, Washington, D.C.
JAN 17 1942
To: The Commanding General, Air Force Combat Command, Bolling Field, D.C.

Your attention is invited to 3rd Indorsement.

By Command of Lieutenant General Arnold

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

Dispatched
JAN 17 19
AAG

HEADQUARTERS ARMY AIR FORCES — COORDINATION											
Chief of Staff	Secy Air Staff	A A G	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Statistics	
					Vom for 4m						
						a.m.					

AAF 39

CONFIDENTIAL

Air Ct 452.11 (6)

CONFIDENTIAL
DECLASSIFIED
By: ALN/NARS Date: 1/4/75

SUBJECT: Automatic Flight Control Equipment

3rd Ind.

War Department, Office, Chief of Air Corps, Washington, D.C.
TO: Headquarters, Army Air Forces, Washington, D.C.

Jan. 13, 1942

1. The following comments are submitted with respect to recommendations contained in first indorsement hereto:

a. Instructions in the operation of the Automatic Flight Control Equipment are now being given in bombardier schools, as well as the small groups being continually worked through the factories. The course given in the bombardier schools is felt to be very complete, and upon graduation, bombardiers are familiar with this equipment.

b. Recommendations to the effect that training be not added to the Navigators' Course, at least at this time, are concurred in.

c. At the present time, there is no equipment available for instruction in Automatic Flight Control Equipment at twin-engined pilot schools. Equipment has been requested, and upon its receipt, instruction will be initiated in these schools.

d. Recommendations that a dummy unit be made available to each group and separate squadron for training of operation and maintenance personnel is concurred in. Necessary action is being taken to obtain this equipment, which, when available, will be distributed accordingly.

e. Extensive studies have been made with respect to the modification of this equipment in order to simplify it and improve maintenance problems which have been experienced in the service. These studies indicated that an electrical follow-up system, rather than the present cable follow-up system, is far superior and eliminates many of the troubles. Action has been initiated to procure quantities of these electrical follow-up units with corresponding removal of the cable follow-up system now installed, and these articles are being installed in one each of the different types of airplanes as they are made available for test purposes.

For the Chief of the Air Corps.

/s/ F. I. Ordway, Jr.
F. I. ORDWAY, JR.,
Major, Air Corps,
Asst. Exec., Mat. Div.

CONFIDENTIAL

CONFIDENTIAL

DECLASSIFIED
DOD Dirs.
8 Jun. & 30 June 1974
By RLN/DKC, Act. Date 11/14/75

AAF/A-3
FFE/HB
12-29-41

2nd Ind.

War Department, Headquarters, Army Air Forces, Washington, D. C.
JAN 3 1942
To: The Chief of the Air Corps.

1. This headquarters concurs in the recommendation contained in the 1st Indorsement.

2. Forwarded for necessary action regarding paragraphs 1g, f and g.

By command of Lieutenant General ARNOLD:

JOHN E. CONLEY,
Lt.Col., A.G.D.,
Asst. C. Air A. G.

Dispatched
JAN 4 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	
					for [illegible]						

AAF 39

DECLASSIFIED

CONFIDENTIAL

Air AA 452.11 (67)

CONFIDENTIAL

COPY

HEADQUARTERS FIRST AIR FORCE
OFFICE OF THE COMMANDING GENERAL
MITCHEL FIELD, NEW YORK

DECLASSIFIED
DOD Dir. 5200.9 dated 27 June 1958
By AUWTPRC Date 11/4/75

Dec 15 1941

353

SUBJECT: Automatic Flight Control Equipment.

TO: Commanding General, Air Force Combat Command, Bolling Field, D. C.

1. This headquarters has investigated reported difficulties experienced by units of the First Air Force in the maintenance and operation of the A. F. C. E. The following comments and recommendations were obtained as a result:

a. Comments.

(1) The majority of difficulties encountered could have been overcome with experienced and thoroughly trained operating and maintenance personnel.

(2) The installation in B-17B airplanes required such constant adjustment that under the pressure to rapidly train bombardiers its use took so much time it was uneconomical. The delicate adjustment made its use impractical for all flights unless continuous straight courses were flown.

(3) The concensus of opinion of those who have used this equipment is that it has great potential value. If it is refined to eliminate necessity of constant adjustment and to permit pilot to engage and simplified so that operators can be easily trained it will be continuously used and result in greatly improved bombing accuracy.

b. Recommendations.

(1) Maintenance personnel be sent to factory for instruction.

(2) All navigators and bombardiers be trained in operation of A. F. C. E. as part of their school course of instruction.

(3) All pilots in multi-engined school be trained in operation of A. F. C. E. while at flying school.

DECLASSIFIED

CONFIDENTIAL

Automatic Flight Control Equipment (cont'd).

(4) One dummy u nit be set up in each group and separate squadron for training of operation and maintenance personnel.

(5) The A. F. C. E. be redesigned to be simpler to adjust and more dependable.

2. This headquarters concurs in recommendations contained in paragraph 1b, and recommends that necessary corrective action be initiated.

For the Commanding General:

/s/ H. B. SEPULVEDA
H. B. SEPULVEDA
Lt. Colonel, AGD.,
Adjutant General.

ACC 475.731 (12-15-41) 1st Ind. (E-28)
(Dated Dec. 27, 1941)

HEADQUARTERS AIR FORCE COMBAT COMMAND, Bolling Field, D.C.,
To: The Chief of the Army Air Forces, Washington, D. C.

1. In connection with recommendations contained in paragraph 1, b. basic communication, the following comments are made:

a. It is considered that maintenance personnel should be instructed in this equipment at Air Corps Technical Schools and dependence should not be placed on factories for the proper training of personnel in the maintenance of standard equipment of this nature.

b. The present course of instruction for bombardiers indicates that instruction in this equipment is currently being given. It is not recommended it be added to the Navigators Course at this time. If it is necessary that navigators be familiar with AFCE equipment, they can obtain such instruction when assigned to units.

c. Pilots in multi-engine schools should be trained in the operation of this equipment.

d. The proposal that a dummy unit be provided each group is considered sound and it is so recommended.

CONFIDENTIAL

1st Ind., AGO 475.7E1 (12-12-41), Hq AF Combat Command, DEC 27 1941 Comb.

c. Simplicity in adjustment in minimum time should be the object in further modification of this type equipment.

For the Commanding General:

C. W. RUSSELL,
Brigadier General, G.S.C.,
Chief of Staff

CONFIDENTIAL

SECRET

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Dirs. 5 Nov. & 20 June 1972
By AIN/DECL Date 11/4/75

File No.

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

Tally No. AAF

SUBJECT: Shortages of Equipment for Airplanes for Export.

NO.	FROM	TO	DATE	COMMENTS	AAF/A-4 MFS/mhh
1.	AAF C/AS	C/AC Air Service Com.	1941 12/26	1. Colonel Strom, G-3, AFCC, advises by telephone that 15 airplanes due for export eastward are short the following items of equipment: 15 tropical medical kits 135 sun helmets 135 mosquito leggings (apparently something made of mosquito net). 20 mosquito head nets 15 special British two-ball flare pistols 120 each of the following flares for special British two-ball flare pistols: red red green green yellow yellow green yellow red green red yellow 15 rifles garand 1500 rounds .30 caliber ammunition for garand rifles 2. There is no ammunition available at Tucson for these airplanes, each of which carries one .30 caliber and six .50 caliber guns. 3. No navigation equipment and no tools for these airplanes are available. Navigation equipment is expected to arrive tomorrow. 4. Bombsights not yet arrived but due tomorrow. 5. The above shortages must be made good immediately and if not already en route to Tucson so as to arrive prior to Sunday, these items should be sent to MacDill Field, Tampa, Fla. with proper marking to insure safe arrival for use of the particular airplanes.

RECEIVED DEC 26 1941 MAINTENANCE SECTION A.C.A.F.

SECRET

(Do not write on reverse side) Page No.

W-4091, AC. Rev. 8/14/41

A 12/26 (39-2) acc-2-37 dec 1921

SECRET

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

2671

File No.....

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

Tally No. AAF.....

SUBJECT: Shortages of Equipment for Airplanes for Export.

NO.	FROM	TO	DATE	COMMENTS
1. (cont)	AAF C/AS	C/AC Air Service Com.	1941 12/26 24	6. A-4 is arranging for the rifles and the rifle and machine gun ammunition. The materiel will be spotted at MacDill Field, Tampa, Florida. 7. The special British two-ball flare pistols and the flare signals therefor are to come from the Ferrying Command. There are none available in Ordnance stock. 8. Col. Whitten and Major Newberry of the Air Service Command have been contacted directly in this matter. RECEIVED DEC 26 1941 CLASSIFIED MAIL AND FILE UNIT CS C/AS
2.	OCAC Air Ser. Command	AAF C/AS	12/26	JPN:mj (14-S) 1. Reference is made to paragraph 1, above. The item of tropical medical kits, has been taken up with the Surgeon General and the Medical Division, OCAC and neither office has any information concerning such a kit. However, it is thought that the jungle kit, which contains certain tropical medical supplies are the items being requested. Accordingly jungle kits were furnished for all crew members of the 15 LB-30's. 2. 135 sun helmets and 135 mosquito headnets were ordered shipped to MacDill Field to arrive not later than December 22. The Item mosquito leggings is not understood. The Quartermaster General has no knowledge of such an item. Informal contact made with the Commanding Officer of Flight and it was stated that this item was not important.

RESTRICTED

acc-132
acc-192

SECRET

OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND RECORD SHEET

(To be filed with correspondence)

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

SUBJECT: Shortages of Equipment for Airplanes for Export.

NO.	FROM	TO	DATE	DATA
2. (Continued)				3. The 15 special British two-ball pistols, flares and the required number of flares for these pistols were obtained from the Ferrying Command and delivered from Wayne County Airport to Patterson Field, December 22, 1941, to be picked up by this flight. 4. Navigation equipment and tools have been furnished these airplanes. Report this date indicates all airplanes have their bombsights. H. H. ARNOLD Maj. Gen.

File
Items 3 & 4 was
omitted. The remainder
of airplanes to be
equipped has been removed
by greatly AMB

(To be filed on reverse side)

SECRET

ac-32

P-8071.AC

SECRET

DECLASSIFIED
DOD Dir 5
CLASSIFIED

Shortages of Equipment for Airplanes for Export.

2. (Continued)

3. The 15 special British two-ball pistol flares and the required number of flares for these pistols were obtained from the Ferrying Command and delivered from Hayes Gumby Airport to Patterson Field, December 22, 1941, to be picked up by this flight.

4. Navigation equipment and tools have been furnished these airplanes. Report this date indicates all airplanes have their bombsights.

H. J. F. H.
C/AAS.

CLASSIFIED

SECRET

SECRET

RELASSIFIED

DECLASSIFIED
DOD Dir 5200.9
6 Nov 74 to 30 June 1974
By AUWEKC 11/4/75

Shortages of Equipment for Airplanes for Export.

AAF/A-4
MFW/kbh

452.11 (65)

1.	AAF C/AS	C/AC Air Service Com.	1941 12/20	

1. Colonel Strum, G-3, AFCC, advises by telephone that 15 airplanes due for export eastward are short the following items of equipment:

15 tropical medical kits
135 sun helmets
135 mosquito leggings (apparently something made of mosquito net).
30 mosquito head nets
15 special British two-ball flare pistols
120 cash of the following flares for special British two-ball flare pistols:

red red
green green
yellow yellow
green yellow
red green
red yellow

15 rifles grindyard
1500 rounds .30 caliber ammunition for ground rifles

DISPATCHED
DEC 24 1941
AAG

2. There is no ammunition available at Tucson for these airplanes, each of which carries one .30 caliber and six .50 caliber guns.

3. No navigation equipment and no tools for these airplanes are available. Navigation equipment is expected to arrive tomorrow.

4. Bombsights not yet arrived but due tomorrow.

5. The above shortages must be made good immediately and if not already on route to [illegible] to arrive prior to [illegible] Arrangements should be made to [illegible] the particular airplanes.

HEADQUARTERS			COORDINATION								
Chief of Staff	Secy Air Staff	A A G									

AAF 38

SECRET

Shortages of Equipment for Airplanes for Export.

-2-

AAF/ACS

1. (cont) AAF C/AS — C/AC Air Service Com. — 1941 12/20

6. A-4 is arranging for the rifles and the rifle and machine gun ammunition. The materiel will be spotted at MacDill Field, Tampa, Florida.

7. The special British two-ball flare pistols and the flare signals therefor are to come from the Ferrying Command. There are some available in Ordnance stock.

8. Col. Whitten and Major Newberry of the Air Service Command have been contacted directly in this matter.

CS
C/AS

HEADQUARTERS ARMY AIR FORCES						COORDINATION					
Chief of Staff	Secy Air Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A Insp	Budge	Sta tistics	
				SECRET							

AAF 19

DECLASSIFIED
DOD dirs. 8 Nov. & 20 June 1974
By NARS, Date 4/4/75

~~SECRET~~

3205

WAR DEPARTMENT
THE ADJUTANT GENERAL'S OFFICE
WASHINGTON

IN REPLY REFER TO AG 452.1 (1-3-42)MSC-D LFL/ihw-1705

January 10, 1942

~~SECRET~~

Auth: T.A.G.
Initials: Oke
Date: JAN 10 1942

SUBJECT: Observation Type Airplanes and Spares.

TO: Chief of the Army Air Forces.

1. Reference is made to your memorandum, January 3, 1942, subject as above.

2. The Commanding General, San Francisco Port of Embarkation, was advised of the contents of your memorandum by telephone and directed to load accordingly.

By order of the Secretary of War:

Hq. Army Air Forces
13 1942
AAG Received

J. A. Ulio
Adjutant General.

Air AG 452.11 (63) B

~~SECRET~~

Air AG 452.11 (63) B

SECRET

DECLASSIFIED
DOD dirs.
8 Jan. & 20 June 1974
By AIN/AFC NC; Date 11/4/75

AAF/A-4
MPG/mbh

January 5, 1942

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, G-4:
(Att. Water Transportation Branch)

Subject: Observation type Airplanes and Spares.

1. Sufficient spares have been ordered shipped to the Port Quartermaster, San Francisco Port of Embarkation to be maintained for the O-47 airplanes now at that port for shipment to "I" for a period of one hundred eighty (180) days.

2. It is requested that these spares be moved in the same bottoms as the O-47's.

For the Chief of the Air Staff:

EDGAR P. SORENSEN,
Colonel, Air Corps,
Assistant Chief of the Air Staff, A-4.

Dispatched
JAN 6 1942
AAG

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

AAF-39

SECRET

Air AS 452 11 (3)

SECRET

DECLASSIFIED
DOD Dir. 5200.9 Sept. 27, 1958
By AUL/PKC Date 10/4/75

RECEIPT

DATE _____

SUBJECT: Observation type Airplanes and Spares.

1. Received from the Headquarters, Army Air Forces, one memorandum, above subject.

_____
OFFICER RANK

_____
OFFICE

SECRET

SECRET

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Dirs. 5 Jan. & 20 June 1974
By ALN/NARS Date 11/4/75

File No.

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

Tally No. AAF

SUBJECT: Observation type airplanes and spares.

NO	FROM	TO	DATE	COMMENTS
1.	AAF C/AS	C/AC	1941 12/18	AAF/A-4 JYI/mwb 1. Confirming conference with Colonel Whitten of the Air Service Command, it is desired that necessary action be taken to accummulate sufficient spares for the combat life of 10 O-47 observation type airplanes. These spares should be dispatched to the Port of Embarkation, Fort Mason, San Francisco as rapidly as possible and marked for (X) They are part of a shipment of 10 airplanes of the O-47 type which have been set up for overseas shipment. For with appropriate shipment C/AS
2.	C/AC.	A.S.C.	12/23.	B/Hm.

RECEIVED DEC 23 1941 CLASSIFIED MAIL AND FILE UNIT

RECEIVED DEC 23 1941 MAINTENANCE SECTION A.C.A.C.

DECLASSIFIED

AAC-160

A 4/23 (39-1)

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

XN-627

SECRET Air AB 452.11 (63)

DECLASSIFIED
DOD ltr.
8 Jan. & 30 June 1974
By [illegible] NSC, Date 11/11/75

SECRET

OFFICE OF THE CHIEF OF THE AIR CORPS

2669

ROUTING AND RECORD SHEET

(To be filed with correspondence)

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

SUBJECT: Observation type airplanes and spares.

NO.	FROM	TO	DATE.	DATA JPW:fy (12-S)
3.	OCAC Air Ser. Com.	AAF/ C/AS	1941 12/26	1. Sufficient spares have been ordered shipped to the Port Quartermaster, San Francisco to maintain the ten O-47 airplanes for 180 days. H. J. [illegible] Colonel, AC

DECLASSIFIED

(Do not use reverse side)

SECRET

AAC-16

F-8071-A

63

OFFICE OF THE CHIEF OF THE AIR CORPS

DECLASSIFIED 2286
DOD Rtr. 8 Jan. & 20 June 1974
By [illegible] NARS, Date 4/4/75

ROUTING AND RECORD SHEET

SECRET

(To be filed with correspondence)

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

SUBJECT: Progress Report on Availability of Navigation Equipment.

NO.	FROM	TO	DATE	DATA
1.	OCAC Air Service Command	AAF C/AS Attn: Colonel Sorenson	1941 12-18	

1. Supplementing Routing and Record Sheet from General Echols to General Arnold dated December 11th, the following report is submitted, showing the status of navigation kits by organizations, showing sextants short and the dates organizations will be equipped. There is no change in the status of navigation kits listed on Routing and Record Sheet dated December 16th same subject as above. However, the following changes are reported in the status of navigation equipment as listed on Routing and Record Sheet dated December 15th:

Organization with Recon. Squadron	Sextants Due	Dates to be Equipped
2nd Bomb. Group	6	Enroute
11th Bomb. Group	0	Complete
29th Bomb. Group	24	Enroute
34th Bomb. Group	34	12-23-41
44th Bomb. Group	32	12-26-41
13th Bomb. Group	1	12-28-41
22nd Bomb. Group	13	12-26-41
17th Bomb. Group	12	Enroute
38th Bomb. Group	54	12-21-41
41st Bomb. Group	42	12-28-41

2. The number of sextants on hand and to be delivered during December and January is 1621, of which 978 are training types. Airplanes requiring sextants on hand not assigned to organizations and to be delivered during December and January which require sextants - 620.

3. All Groups in the continental United States were contacted, this date, and the shortages shown above are actual shortages as reported by the organizations, with the exception of the 22nd Bombardment Group from whom a report has not been received.

H. H. F. M.
C/ASC

(Do not use reverse side)

SECRET

P-0071.AC

Air 452.11 (62) c

OFFICE OF THE CHIEF OF THE AIR CORPS

2138

SECRET

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD ltr. 8 Jan. & 20 June 1972
By OCAF/PRC, Date 4/4/73

File No. _____

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

Tally No. _____

Subject: Progress Report on Availability of Navigation Equipment.

NO.	FROM	TO	DATE	COMMENTS
1.	OCAC Air Ser. Com. Lia.	AAF C/AS Attn: Colonel Sorensen	1941 12/16	OCAC/14-S JPH:mj 1. Supplementing Routing and Record Sheet from General Echols to General Arnold, dated December 12, 1941, the following report is submitted, showing the status of navigation kits by organizations, showing sextants short and the dates the organizations will be equipped. There is no change in the status of navigation kits listed on Routing and Record Sheet, dated December 15, 1941, same subject as above. However, the following shows status of organizations not previously reported. Air Ag 452/11 (62) Organization with Recon. Squadron — Sextants Due — Dates to be Equipped 7th Bomb. Group — 0 — Complete 9th Bomb. Group — 0 — Complete 19th Bomb. Group — 0 — Complete 25th Bomb. Group — 0 — Complete 40th Bomb. Group — 54 — 1/15/42 2. The number of sextants on hand and to be delivered during December and January are 1683, of which 990 are training types. Airplanes requiring sextants, on hand, not delivered to organizations, and to be delivered during December and January, will require 635 sextants. L. F. H. C/ASCL.

(Do not use reverse side)

SECRET

Page No. _____

W-4091, AC, Rev. 8/1/41

Air adj 452/11 (62)

OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND RECORD SHEET

a-3

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

DECLASSIFIED DOD ltr. 8 Jan. & 20 June 1974 By NARS, Date 11/4/75

File No. _____

Tally No. AAF/ _____

Subject: Report on Availability of Navigation Equipment.

CONFIDENTIAL

NO.	FROM	TO	DATE	COMMENTS
1.	General Echols	General Arnold	1941 12-11	1. In accordance with instructions of General Arnold for a report regarding the status of navigation equipment in Combat Units, the following report showing the status of sextants in Combat Units, as indicated from the records of the Air Service Command, is furnished:

45-2, 11(62)

Unit, Incld. Rec. Squadron	Allocation Sextants	Supplied	Due	Airplanes
2nd Bombardment Group (H)	35	35	0	24
5th Bombardment Group (H)	35	0	35	21
6th Bombardment Group (H)	35	35	0	19
7th Bombardment Group (H)	35	35	0	21
9th Bombardment Group (H)	35	35	0	25
11th Bombardment Group (H)	35	11	24	19
19th Bombardment Group (H)	35	35	0	9
25th Bombardment Group (H)	35	35	0	12
29th Bombardment Group (H)	35	14	21	6
30th Bombardment Group (H)	35	0	35	7
34th Bombardment Group (H)	35	0	35	4
39th Bombardment Group (H)	35	3	32	4
43rd Bombardment Group (H)	35	0	35	6
44th Bombardment Group (H)	35	0	35	6
13th Bombardment Group (M)	57	57	0	8
17th Bombardment Group (M)	57	57	0	76
22nd Bombardment Group (M)	57	48	9	75
38th Bombardment Group (M)	57	0	57	13
40th Bombardment Group (M)	57	3	54	13
41st Bombardment Group (M)	57	0	57	8
42nd Bombardment Group (M)	57	0	57	20

2. All airplanes being ferried outside continental limits are equipped with navigation kits including an extra sextant and master watch. Such equipment to be retained by the receiving organization with the exception of the extra sextant and master watch which is to be returned. Several instances have occurred where equipment has been transferred from one organization to another. For example, the 5th and 11th

CLASSIFIED

(Do not use reverse side)

CONFIDENTIAL

W-6091, AC. Rev. 8/1/41

cl-95

an ak 452.11 (62)

OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND RECORD SHEET

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

File No. _____

Tally No. AAF/ _____

Subject: Report on Availability of Navigation Equipment.

~~CONFIDENTIAL~~ DECLASSIFIED

NO.	FROM	TO	DATE	COMMENTS
1. (contd)	General Echols	General Arnold	1941 12-11	Bombardment Groups were completely equipped, although records now indicate a shortage. It is believed that the report in the process of being worked up by the Budget Section concerning combat effectiveness of units will furnish to all concerned accurate latest information regarding combat equipment. It is estimated that December delivery will be approximately 160 sextants Type A-7 and H-8. Delivery is to be considerably stepped up in January and subsequently. The training sextant A-11 and A-12 with averager is being delivered at a rate of 100 per week. Pending delivery of tactical types, the Air Service Command will substitute temporarily the training type sextant. O. P. E. Chief, Materiel Division
				Via A-3 Section

~~CONFIDENTIAL~~ DECLASSIFIED

(Please turn over to reverse side)

Page No. 2.

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

OFFICE OF THE CHIEF OF THE AIR CORPS

2082

~~SECRET~~

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Ltr. 8 Jan. & 20 June 1974
By ALW/DRC, AC, Date 11/4/75

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

File No. _____

Tally No. _____

Subject: Progress Report on Availability of Navigation Equipment.

NO.	FROM	TO	DATE	COMMENTS
1.	OCAC Air Ser. Com. Lia.	C/AS Attn: Colonel Sorensen A4	1941 12/15	OCAC/14-S WTH:mj 1. Supplementing Routing and Record Sheet from General Echols to General Arnold, dated 12/11/41, the following report is submitted: a. The use of training type sextants temporarily in place of the tactical type sextants will materially speed up equipping of organizations. This office has also obtained from the Canadian government 150 each mark nine sextants which are similar to our tactical type and will be used to equip organizations. b. The following is the status of navigation kits by organizations, showing sextants short and the dates the organizations will be equipped.

Air AS 41-2-11

Priority	Organizations	Sextants Short	Dates to be Equipped
29th	Bomb. Group	21	December 20
2nd	Bomb. Group	0	Complete
39th	" "	32	December 22
34th	" "	35	December 23
43rd	" "	35	December 24
30th	" "	35	December 26
44th	" "	35	December 26
5th and		35	December 31
11th	Bomb. Groups	24	En Route
6th	" "	0	Complete
17th	" "	0	Complete
22nd	" "	9	December 26
42nd	" "	57	December 27
13th	" "	0	Complete
38th	" "	57	December 21
41st	" "	57	December 28
73rd	Squadron	0	Complete

(61)

Contractors will be contacted today by telephone for substantiation of these figures. This report will be supplemented in the event these dates can not be met.

H. H. W.
C/ASCL.

~~SECRET~~

(Do not use reverse side)

Page No. _____

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

P-23 acc

AC 41-52-11 (61)

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

~~SECRET~~

DECLASSIFIED
DOD Dirs. 5 Nov. & 30 June 1974
By AUATPMC, LC, Date 11/4/75

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

File No.

Tally No. AAF

SUBJECT: Preparation of B-15 and B-19 for Combat.

NO	FROM	TO	DATE	COMMENTS
				AAF/A-4 JFW/emd
1.	AAF A-4	C/AS	1941 12/18	1. In summary of the foregoing with additional information received informally, following is the status of airplanes: a. B-15 - now at SAAD; R2160 engines have been installed and unless cooling difficulties are encountered will be ready for delivery December 20; 30 cal. guns have been installed in nose and one on each side; blister has been installed underneath to cover rear tail section with two 50 cal. guns; upper rear mount has been installed with two 50 cal. guns; no armor, leak proof tanks, or bomb racks. b. B-19 - not yet delivered to Wright Field; R3350 engines not cooling and have cracked blower cases (3 with 1 spare engine); no airplane spares; no leak proof tanks. Materiel Division states unsuitable for tactical service. Further details in item No. 2, Par 2. Incl: R&R 12/18/41 frm C/AS to C/AC. EPS C/A-4

~~SECRET~~

(Do not use reverse side)

Ans 8452-11 (60)

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

2068

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

DECLASSIFIED DOD ltrs. 8 Jan. & 20 June 1974 By NNDJ/EXC NC, Date 11/4/75

File No. .....

Tally No. AAF .....

SUBJECT: Preparation of B-15 and B-19 for Combat.

NO.	FROM	TO	DATE	COMMENTS
				AAF/A-4 JYY/mwb
1.	AAF C/AS	C/AC	1941 12/10	1. Confirming verbal instructions given to Colonel Meyers in the Materiel Division, it is requested that immediate action be taken to equip the B-15 and the B-19 for combat. This involves the supplying for these airplanes machine guns, bombracks and all other accessories required to insure reasonable combat efficiency of these airplanes.
				[redacted]
2.	C/AC (4-E-3)	AAF C/AS	12/11	1. As previously advised, the XB-15 will be ready for troop and transport service on December 20. It is understood that your office has assigned this airplane to the Ferrying Command. 2. In regard to the XB-19, this airplane is not considered suitable for combat service. There are no spare parts available to maintain this airplane, and three of the installed engines have cracked blower cases with only one spare engine available. This is considered satisfactory for flight testing with expert crews and maintenance personnel, but could not be considered safe for flights of long duration under normal conditions. This airplane has not been delivered to Wright Field and is still having engine-cooling difficulties. All engines are in need of factory overhaul which is being delayed solely to accomplish a few more test flights under extremely controlled conditions. Furthermore, this airplane has no leakproof tanks.

RECEIVED DEC 11 1941 CLASSIFIED MAIL AND FILE UNIT

(Do not use reverse side)

W-4071.AC

SECRET

DECLASSIFIED DOD DIR 5200.1 & 5200.10 Nov 1978 By NARS, Date 11/14/75

OFFICE OF THE CHIEF OF THE AIR CORPS

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: Preparation of B-15 and B-19 for Combat

NO.	FROM	TO	DATE	DATA
2 (Continued)				3. If, despite the above remarks, this airplane is to be taken away from the essential experimental tests which have been planned for it, it is recommended that it be assigned to the Transport Squadron at Patterson Field for emergency transport service only. In this case, it will probably be necessary to install later type 3350 engines which are not interchangeable with the present engines before the airplane would be satisfactory for any long range service. (K) for W.R.W. Actg. C/AC AAF/A-4 JFW/emd
3	AAF C/AS	C/AC	1941 12/18	1. Relative the foregoing, Item No. 2, paragraph 1, no information is given as to the equipment of B-15 airplane for combat use. It is understood from telephone conversation with Col. Meyers that bomb racks are not installed and that information as to equipment for combat use of the airplane has been communicated aside from the foregoing. Request this information be expedited. CS C/AS

File

(Do not use reverse side)

DECLASSIFIED

SECRET -2-

F-4091.AC

SECRET

DECLASSIFIED
By ALN/PKC 11/4/75

Preparation of B-15 and B-19 for combat.

AAF/A-4
JPH/cmk

8	AAF C/AS	C/AC	1941 12/18	1. Relative the foregoing, Item No. 2, paragraph 1, no information is given as to the equipment of B-15 airplane for combat use. It is understood from telephone conversation with Col. Meyers that bomb racks are not installed and that information as to equipment for combat use of the airplane has been communicated aside from the foregoing. Request this information be expedited.

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	
						JW					

AAF-39

DECLASSIFIED

SECRET

Gen Ltr 452.1 60

HEADQUARTERS AIR FORCES

ROUTING AND RECORD SHEET

2357

~~SECRET~~

~~RESTRICTED~~

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
By ALW/PAC, Date 11/4/75

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

File No. .....

Tally No. AAF .....

SUBJECT: Spare Parts for Plum.

NO.	FROM	TO	DATE	COMMENTS
1.	C/AS	C/AC (Attention: Air Service Command [illegible]son)	1941 12-6	AAF/A-4 EPS/gwd 1. It is desired that a statement be made hereon to show action taken thus far to supply parts to Plum for B-17 airplanes which have gone and are now going there. The statement should include spare engines and engine parts. 2. A statement is also desired as to the action being taken to supply additional spare parts for the additional B-17's and the B-24's which will go over in the near future. CS C/AS 452.11
2.	Air Service Command	AAF C/AS Thru: C/AC	1941 12-19	OCAC/14-S JPN:ems 1. Due to the change in situation since the writing of Comment No. 1 above, the following information is furnished relative to spares and spare parts for Copper: Spares for B-17E airplanes are being furnished in the following percentages: 12% to 15% airplane spares, 17% engine spares, 35% spare engines, 35% to 50% accessory spares. Spares for P-40 model airplanes are being furnished in the following percentages: 25% airplane spares, 17% engine spares, 35% spare engines, 35% to 50% accessory spares. H. [illegible] M. C/ASC
3.	C/AC.	AAF C/AS.	12/22	BMM.

RECEIVED DEC 11 1941 CLASSIFIED MAIL AND FILE SECT

(Do not use reverse side)

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

~~SECRET~~

Ac-556 sec 77
A 12-11 (21-a) XN-607
Air AF 452.11 (59)

SECRET

DECLASSIFIED
By NNRMC Date 1/4/75

Spare Parts for B-17 and B-24 Airplanes En Route to the Philippines.

AAF/A-4
JYI/mmb

1. AAF C/AS C/AC 1941 11/22

1. The Commanding General of the Hawaiian Department has requested that in view of shortage of spare parts for the B-17 and B-24 Airplanes, that spare parts urgently required while airplanes are being ferried to the Philippines be included in the flights of airplanes.

2. He further requests that additional needed spares which cannot be shipped in airplanes be sent to Hickam Field.

3. It is desired that necessary action be taken to carry out this recommendation of the Commanding General of the Hawaiian Department.

CS
C/AS

DEC 1 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	

AAF-39

SECRET

SECRET

AAF/A-4
WRB/emd
Written November 22, 1941.

NOV 24 1941

Chemical Spray Tanks for "Plum".

Chief of the Chemical Warfare Service.

1. The defense reserve requirement for A-24 airplanes available to the Air Force at "Plum" is as follows:

2600 wing tanks (100# stations)
1300 belly tanks (500# stations)

2. It is requested that this requirement be made available at "Plum" as expeditiously as possible.

3. It is further requested that this office be advised as to when the chemical supply tanks listed above can be made available for "Plum."

For the Chief of the Army Air Forces:

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

Dispatched
NOV 28 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	

AAF-39

SECRET

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.

~~CONFIDENTIAL~~

DECLASSIFIED
DOD Ltr. 8 Jan. & 20 June 1974
By RLN/PRC, Date 11/14/75

SUBJECT: Reports on Jet Propulsion

NO.	FROM	TO	DATE	DATA
1.	General Arnold	Materiel Division	11/21 1941	Please note the attached letter and arrange to forward 2 copies of the reports requested. H. H. A.
Incl: ltr 11/14 Office of Sec. of Navy.				
2.	O.C.A.C. (4-E-3)	Ch., of Army Air Forces	NOV 25 1941	1. Action has been initiated to comply with the request of the basic communication.
Incl:	n/c.			

~~CONFIDENTIAL~~

DECLASSIFIED

E-4884, AC

Air AS 452.11 (56)

T-16

ADDRESS REPLY TO
Coordinator of Research and Development
OFFICE OF
THE SECRETARY OF THE NAVY
AND REFER TO INITIALS
AND NO.

NAVY DEPARTMENT
WASHINGTON

File No.
(SC)All(SONRD)

TCW:ES

DECLASSIFIED
DOD ltr
8 Jan. & 20 June 1974
Auth: OSD ltr. from Wilson

Memorandum

CONFIDENTIAL

November 14, 1941.

From: Coordinator of Research and Development.
To: Chief of the United States Army Air Corps.

Subject: Jet Propulsion, Reports on.

1. Confirming the telephone request of Lt. T. C. Wilson of this office, will you kindly arrange to forward two copies of reports already issued and which will be issued by the personnel employed on the Air Corps Jet Propulsion Research at California Institute of Technology to the Bureau of Ordnance, Navy Department? These will be in addition to those supplied to the Bureau of Aeronautics.

2. It is hoped to have complete arrangements made in the near future for the interchange of information on jet propulsion projects among the various groups working on this subject.

E. W. Sylvester

E. W. SYLVESTER

93-131
5-287

air 08452111 (56)

SECRET

DECLASSIFIED
DOD Dir. 5 Jan. & 30 June 1974
By: [illegible] NSC, Date 11/14/75

Emergency life-saving equipment.

OCAC/14-S FOR:bcm

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

1. The Sacramento Air Depot was instructed by teletype November 27, 1941 to assemble Flyers Emergency Kits T.O. 00-30-49 for issue on basis of one per individual on the flights referred to in comment #1 in addition to the Jungle Emergency Kits. The Flyers Emergency Kits contain certain items not included in the Jungle Kits and will float. In addition, the Sacramento Air Depot was instructed to procure locally the necessary items to assemble floating type emergency kits containing the items listed below. Each kit should contain sufficient quantity for four men and the kits will be issued on the basis of two per heavy bombardment airplane. The following items are to be included in each kit:

1. Two gallons liquid (one gallon water, one tomato juice).
2. Pyrotechnics.
   A. Six flares as used in Navy life boats which are similar to railroad fuses.
   B. Four each smoke signals - M-8. (Weights are necessary to provide a means of holding the hot can as it will sink if thrown in the water.)
   C. Projector signal, ground, M-1, and pyrotechnic signals ground, white, M-17 (in only one of the two kits carried.)
   D. Sea marker. (Aluminum powder to provide for slick on water).
3. Oil silk (approximately six square feet for catching rain water).
4. Reflector Mirror
5. Four each yellow skull caps
6. Heavy silk cord, approximately 200 feet long.

2. The Sacramento Air Depot was instructed that a sufficient quantity of the above kits must be assembled for the number of airplanes departing on or before December 6, 1941.

To Mail & Record Room
Files
CIVILIAN PERS.
PERSONNEL
INSPECTION
INTELLIGENCE
LEGAL
MEDICAL
MILITARY PERS.
TRANS. & OPER.
Air Ser. Com.
W. COM. ARMD. SER.

SECRET

452.11 (4)

SECRET

RELEASED

DECLASSIFIED

Emergency life-saving equipment.

OCAC/14-S FOR:bcm

2. (Continued)

3. Relative to the procurement of the above emergency kits, reference is made to the attached letter to the Adjutant General, Subject: "Procurement of Emergency Kits", prepared in this office for forwarding and signature in your office. The attached letter pertains to the matter of obtaining authority for the Air Corps to procure the component items of the emergency kits as an emergency measure and is self-explanatory. It is urgently requested that the letter be forwarded for immediate action and approval.

M. S. F.
Executive

1 Incl.
Ltr. to Adj. Gen.
fr. C/AAF w/ Incls.
thereto.

To Mail & Record Room
Date
EXECUTIVE
ADMINISTRATIVE
B & G
CIVILIAN PERS.
FERRYING COMMAND
FISCAL
INSPECTION
INTELLIGENCE
LEGAL
MATÉRIEL
MEDICAL
MILITARY PERS.
TRAIN. & OPER.
Air Ser. Com.
AC. COM. AERO SQ.

Dispatched
DEC 19 1941
AAG

SECRET

3

SECRET

DECLASSIFIED
DOE
8 Jan. & 20 Jan. 1974
By IC, Date

Emergency life-saving equipment.

AAF/A-3
OSF-epb

1. AAF C/AS OCAC (Mat.Div.) 1941 11/24

1. The following extract from the report of the commanding officer of the 19th Bombardment Group on his recent flight to the Philippines is furnished for necessary action:

> "The emergency life-saving equipment as issued is not considered satisfactory. It is believed that all liquids, emergency rations, and first-aid supplies should be in a single unit with individual sealed compartments and this whole unit should be built so that it will float. This unit should also contain a portable radio which can be used to take bearings on. It should also contain an oiled silk cloth to catch rain water, aluminum powder to form slicks, pyrotechnics and fishing tackle. These units should be made up for four men and two of them carried in each heavy bombardment airplane so that one unit can be towed behind each life raft."

2. It is proposed to dispatch 48 four-engine airplanes to the Philippines prior to December 8, 1941. It is requested that you take immediate action to secure the life-saving equipment recommended above for the maximum number of the 48 airplanes it is possible to equip.

3. This equipment when ready will be delivered to Sacramento Air Depot, or Hamilton Field.

CG
C/AS

SECRET

DECLASSIFIED

Ac-51

AFA 3452.11 (54)

SECRET

(14-S)

DECLASSIFIED
By RLS/PKC Date 11/4/75

OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

DEC 12 1941

SUBJECT: Procurement of Emergency Kits

TO: THE Adjutant General

1. Reference is made to letter from the Office of the Chief of the Air Corps, dated August 9, 1941, subject: "Wilderness Emergency Kits", with first to fourth indorsements inclusively, thereto, with copies attached. Due to the number of special and emergency projects now being undertaken by the Air Corps in which the time element is a very important factor, it is requested that reconsideration be given to the decision of your office contained in paragraph one of the fourth indorsement, dated September 16, 1941, file AG 420.8 (8-9-41)MC-D in which it is stated that the procurement of the various components of the Wilderness Emergency Kits now charged to other branches of the Service, will continue in effect and that requisitions should be submitted on these branches for the component items. A number of the missions now being performed by the Air Forces require long over-water flights and it is considered essential that the proper type emergency kit be provided in order to meet all contingencies. Recent local procurements by Air Corps Depots have had to be authorized as emergency procurement for such items as are listed below in order to supply over-water flights with some measure of protection for emergency conditions.

FOR:bcm

Record Room
EXECUTIVE
ADMINISTRATIVE
B & G
CIVILIAN PERS.
FERRYING COMMAND
FISCAL
INSPECTION
INTELLIGENCE
LEGAL
MATÉRIEL
PERS.
TRAIN. & OPER.
AirSer. Com. Lia.
AIR COM. AERO SQD.

1. Two gallons liquid (one gallon water, one tomato juice).

2. Pyrotechnics.
   A. Six flares as used in Navy life boats which are similar to railroad fuses.
   B. Four each smoke signals - M-8. (It will be necessary to provide a means of holding the hot can as it will sink if thrown in the water.)
   C. Projector signal, ground, M-4, and three signals ground, white, M-17 (in only one of the two kits carried.)
   D. Sea Marker. (Aluminum powder to provide for slick on water).

3. Oil silk (approximately six square feet, for catching rain water)

SECRET

GPO 16-9070-1

SECRET

DECLASSIFIED
By AUG/NAC 11/4/75

Letter to The Adjutant General, Re: Procurement of Emergency Kits.

4. Reflector Mirror

5. Four each yellow skull caps

6. Heavy silk cord, approximately 200 feet long.

2. It is requested that the procurement of these kits complete, consisting of such items as are deemed necessary for the particular project, by the Air Corps, as an emergency measure, be approved. The procurement of component items and assembly of the kits can be completed by the Air Corps in approximately four to six weeks. If prior approval must be obtained from the other Arms or Services of the War Department for procurement or requisitioning of the items, at least six months will be required to complete the assembled kits.

12/2/41 written FOR:bcm

3. In view of the urgency of the situation, it is requested that authority for emergency procurement of this type equipment and component items thereof be authorized for the Air Corps at the earliest possible date.

For the Chief of the Army Air Forces:

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

1 Incl.
Ltr. fr. O.C.A.C. dtd. 8/9/41
w/ 1st to 4th inds.

To Mail & Record Room
EXECUTIVE
ADMINISTRATIVE
B & G
CIVILIAN PERS.
FERRYING COMMAND
FISCAL
INSPECTION
INTELLIGENCE
LEGAL
MATÉRIEL
MEDICAL
MILITARY PERS.
TRAIN. & OPER.
Air Ser. Com. Lia.
W. COM. AERO BD.

A-3 O&P for EAN
A-4
A-4

SECRET

AAS 452-1134

SECRET

DECLASSIFIED
DOD Dir. 5200.9 June 1974
By ALN/NARS Date 11/4/75

OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON, D. C.

SUBJECT: Wilderness Emergency Kits.

TO: The Adjutant General (THRU): The Quartermaster Corps, Ordnance Department and Signal Corps, in turn.

1. Ten experimental wilderness emergency kits for use in Alaska are being assembled by the Experimental Engineering Section, Materiel Division of the Air Corps. Inasmuch as the above kits contain similar items to those normally procured by the Quartermaster Corps, Ordnance Department and Signal Corps, requisitions were submitted to those Arms of the Service for the pertinent items required. In this connection, reference is made to the attached tentative list of component parts that will comprise the kits.

2. The wilderness kits for use in Alaska and other remote sections are of paramount importance. The ability of the crew to survive in the event of a forced landing is entirely dependent upon this equipment. The only kits available are the five experimental kits procured by special authority by the Air Corps.

3. In addition to the subject kits, it will also be necessary to develop an over-water kit, containing similar items, together with such items as canned tomatoes and water. As apparently the Air Corps is the only Arm of the Service having a requirement for this type of equipment and since these kits are peculiar, therefore, to the Air Corps only, although containing items similar to those normally procured by the Quartermaster Corps, Ordnance Department and Signal Corps, it is recommended that authority for purchase, storage and issue thereof be delegated to the Air Corps. This procedure will result in facilitating delivery and will enable the Air Corps to make such procurements as is necessary to insure an adequate stock at all times and control over the same.

4. Sufficient funds are available in the Air Corps to cover the above procurements.

1 Incl.
List of parts
for Kit.

SECRET

COPY

SECRET

DECLASSIFIED
DOD Dir. 5200.9 and 5200.10
By AUS/PKC Date 11/4/75

QM 428 G(Air Corps) 1st Ind.

War Department, OQMG, August 27, 1941 TO: The Chief of Ordnance.

1. Component items of the proposed kits common to all arms and services such as subsistence items should be obtained by requisition on existing agencies of the Quartermaster Corps in order to avoid competition in procurement. This should be to the advantage of the Air Corps.

2. This office has no objection to control, storage and issue of such kits being exercised by the Air Corps.

For the Quartermaster General:

F. H. POPE,
Colonel, Q.M.C.
Assistant.

1 Incl. - n/c

DECLASSIFIED

SECRET

GQ EX

SECRET

DECLASSIFIED
By ALN/PAC 11/4/75

O. O. 428.48
Attn: Ind. Serv., Small Arms Div.
QM 428 G (Air Corps) 2nd Ind.

War Department, Ordnance Office, Washington, D. C., September 8, 1941
To: Office of the Chief of Signal Corps, War Department, Washington, D. C.

1. It is believed that component items of the proposed kits normally procured by the Ordnance Department, such as small arms material and ammunition, should be obtained by requisition on the Ordnance Department.

2. No objection is made to control, storage, and issue of such kits by the Air Corps.

For the Chief of Ordnance:

WALTER G. DONALD,
Major, Ord. Dept.,
Assistant.

1 Incl. N/C

DECLASSIFIED

SECRET

COPY

SECRET

413.4 Gen. 3rd Ind. [illegible]

War Department, OCSigO, Washington, D. C. September 10, 1941. TO the Adjutant General.

1. The items of Flashlight Batteries, Bulbs and Flashlights are procured by the Signal Corps in enormous quantities, often to the extent of the entire output of the manufacturer. It is believed the Air Corps would experience more difficulties and delays in the procurement of the Signal Corps items shown on attached list direct fromthe supplier than through present channels.

2. It is recommended that no change be made in the purchase, storage and issue of the Signal Corps items in question.

For the Acting Chief Signal Officer:

S. W. Stanley,
Colonel, Signal Corps
Executive.

1 Incl. n/c

UNCLASSIFIED

SECRET

SECRET

DECLASSIFIED
DOD Dir. 5200.9 Sec. 20 June 1974
By CJCS/ERC, Date 11/1/75

SUBJECT: Wilderness Emergency Kits for Use in Alaska

AG 420.8
(809-41)MD-D

4th Ind.

War Department, AGO, September 16, 1941 - To the Chief of the Air Corps.

1. The procurement of the various components of the wilderness emergency kits now charged to other branches of the service will continue in effect. Requisition should be submitted on these branches for the component items.

2. Storage and issue of the completed kit will be a function of the Air Corps.

By order of the Secretary of War:

Adjutant General

1 Incl. n/c

DECLASSIFIED

SECRET

[redacted] EQUIPMENT

For each airplane one Equipment Kit:

1 Gun combination 22 cal. and 410
4 boxes 22 cal.
3 boxes 410 cal.
5 boxes 410 slugs, 5 per box
1 First Aid Kit
1 box, match, metal
1 Tube Camphor
1 Jar Fish Bait
2 Flashlight batteries, extra
1 bulb, flashlight, extra
1 Flashlight
1 Compass
1 Stone Knife
2 Candles

1 Cup, tin
1 Pan, tin
1 Pan, fry
1 Pan, stew
1 Spoon, large
1 Spoon, small
1 Knife, table
1 Fork, table
1 Knife, hunting
1 Hatchet
6 Fish flies
6 Fish hooks
60 ft. Fishing line
2 Mosquito nets
1 pr. Gloves, rubber
2 pr. Glasses, sun

1 Kit Aluminum Cooking Utensils.

For each two men, one Ration Kit Wilderness or one Ration Kit Ladd Field.

RATION KIT WILDERNESS

24 oz. Rice
15 oz. Raisins
7 oz. Tenderleaf Tea
12 Bullion Cubes
1-1/2 Pound salt
1 Pound sugar
1 Can pepper, black
1 Can Wesson Oil
2 Bottles Sta-Way lotion
4 Bags Huckwoods Chocolate Bits
2 Box Premium Crackers
1 Box Chicken Noodles
1 Can Sir Walter Raleigh and Papers
1 Box Matches
4 12 oz. Cans Corned Beef

RATION KIT LADD FIELD

1 Box Raisins
1 Box Bacon
1 Bar Chocolate
1 Box tea
1 Box Sugar
1 Box Rice
4 Cans bullion cubes
2 Cans Corned Beef
1 Can Milk
1 CanVegetables
1 Bundle Matches

For each airplane, Sleeping Bags in proportion to crew.

For each airplane, Shelter Tents in proportion to crew.

For each airplane, One Stove. (This stove to be container for one of the Ration Kits).

[redacted]

CLASSIFIED

For each airplane, the following equipment modified according to the season of the year:

1 Axe
1 Shovel, short handle
4 Pots, fire, 2 burner Clayton and Lambert (Winter Equipment)
4 Engine Covers
1 Airplane cover complete (Winter Equipment)
2 pair Skis and Poles (Winter Equipment)
2 pair Snow Shoes (Winter Equipment)

Rifle .375 Magnum
Pistol .45 Cal. and ammunition therefor. Carried in airplane at discretion of pilot.

CLASSIFIED

SECRET

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Dir. 5 Jan. & 20 June 1960
By NNTPAC Date 11/14/75

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

File No. .....

Tally No. AAF .....

SUBJECT: Emergency life-saving equipment.

NO.	FROM	TO	DATE	COMMENTS
1.	AAF C/AS	OCAC (Mat.Div.)	1941 11/24	AAF/A-3 OSP-epb 1. The following extract from the report of the commanding officer of the 19th Bombardment Group on his recent flight to the Philippines is furnished for necessary action: "The emergency life-saving equipment as issued is not considered satisfactory. It is believed that all liquids, emergency rations, and first-aid supplies should be in a single unit with individual sealed compartments and this whole unit should be built so that it will float. This unit should also contain a portable radio which can be used to take bearings on. It should also contain an oiled silk cloth to catch rain water, aluminum powder to form slicks, pyrotechnics and fishing tackle. These units should be made up for four men and two of them carried in each heavy bombardment airplane so that one unit can be towed behind each life raft." 2. It is proposed to dispatch 48 four-engine airplanes to the Philippines prior to December 6, 1941. It is requested that you take immediate action to secure the life-saving equipment recommended above for the maximum number of the 48 airplanes it is possible to equip. 3. This equipment when ready will be delivered to Sacramento Air Depot, or Hamilton Field. CS for C/AS

RECEIVED
NOV 24 1941
AND FILE UNIT

RELEASED

(Do not write on reverse side)

SECRET

Page No. ----------

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

AAG Rec-5
A 11-24 (26 a)
AAG 452.11 (54)

SECRET

OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND RECORD SHEET

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

File No. _____

Tally No. _____

Subject: Emergency life-saving equipment.

NO.	FROM	TO	DATE	COMMENTS OCAC/14-S FOR:bcm
2.	C/AC	AAF C/AS	1941 12/1	1. The Sacramento Air Depot was instructed by teletype November 27, 1941 to assemble Flyers Emergency Kits T.O. 00-30-49 for issue on basis of one per individual on the flights referred to in comment #1 in addition to the Jungle Emergency Kits. The Flyers Emergency Kits contain certain items not included in the Jungle Kits and will float. In addition, the Sacramento Air Depot was instructed to procure locally the necessary items to assemble floating type emergency kits containing the items listed below. Each kit should contain sufficient quantity for four men and the kits will be issued on the basis of two per heavy bombardment airplane. The following items are to be included in each kit: 1. Two gallons liquid (one gallon water, one tomato juice). 2. Pyrotechnics. A. Six flares as used in Navy life boats which are similar to railroad fuses. B. Four each smoke signals - M-8. (It will be necessary to provide a means of holding the hot can as it will sink if thrown in the water.) C. Projector signal, ground, M-4, and three signals ground, white, M-17 (in only one of the two kits carried.) D. Sea marker. (Aluminum powder to provide for slick on water). 3. Oil silk (approximately six square feet, for catching rain water). 4. Reflector Mirror 5. Four each yellow skull caps 6. Heavy silk cord, approximately 200 feet long. 2. The Sacramento Air Depot was instructed that a sufficient quantity of the above kits must be made ready for the number of airplanes departing on or before December 6, 1941.

SECRET

(Do not use reverse side)

pc-51
ac 449

W-4091, AC, Rev. 8/1/41

SECRET

OFFICE OF THE CHIEF OF THE AIR CORPS

DECLASSIFIED

ROUTING AND RECORD SHEET

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

File No. _____

Tally No. _____

Subject: Emergency life-saving equipment.

NO.	FROM	TO	DATE	COMMENTS OCAC/14-S FOR:bcm
2.	(Continued)			3. Relative to the procurement of the above emergency kits, reference is made to the attached letter to the Adjutant General, Subject: "Procurement of Emergency Kits", prepared in this office for forwarding and signature in your office. The attached letter pertains to the matter of obtaining authority for the Air Corps to procure the component items of the emergency kits as an emergency measure and is self-explanatory. It is urgently requested that the letter be forwarded for immediate action and approval. M. S. F. Executive 1 Incl. Ltr. to Adj. Gen. fr. C/AAF w/ Incls. thereto.

DECLASSIFIED

(Do not use reverse side)

SECRET

Page No. 3

W-4091, AC, Rev. 8/4/41

aas 452.11

(*~~SECRET~~) (~~CONFIDENTIAL~~)

OFFICE OF THE CHIEF OF THE AIR CORPS

FILE NUMBER:

Station

Date

SUBJECT: Receipt.

TO: The Chief of the Air Corps, Washington, D. C.

1. Received from the Chief of the Air Corps the following listed (*Secret - ~~Confidential~~) documents:

Letter to The Adjutant General from the Chief of the Army Air Forces Re: Procurement of Emergency Kits, with 1 inclosure —letter from O.C.A.C. dated 8/9/41 with 1st to 4th indorsements.

Please accomplish and return immediately to:
Classified Mail and File Unit,
Administrative Division,
Office, Chief of the Air Corps.

Name Rank Branch

Office of:

*Strike out word not applicable.

(*~~SECRET~~) (~~CONFIDENTIAL~~)

W-4003, A.C.

SECRET

DECLASSIFIED
DOD INS.
8 Jan. & 25 June 1974
By AUWPKC NWD 75

Emergency life-saving equipment.

AAF/A-3
OEP-cpb

1. AAF G/AS OCAC (Mat.Div.) 1941 11/24

1. The following extract from the report of the commanding officer of the 19th Bombardment Group on his recent flight to the Philippines is furnished for necessary action:

"The emergency life-saving equipment as issued is not considered satisfactory. It is believed that all liquids, emergency rations, and first-aid supplies should be in a single unit with individual sealed compartments and this whole unit should be built so that it will float. This unit should also contain a portable radio which can be used to take bearings on. It should also contain an oiled silk cloth to catch rain water, aluminum powder to form slicks, pyrotechnics and fishing tackle. These units should be made up for four men and two of them carried in each heavy bombardment airplane so that one unit can be towed behind each life raft."

452.11 (54)

2. It is proposed to dispatch 48 four-engine airplanes to the Philippines prior to December 6, 1941. It is requested that you take immediate action to secure the life-saving equipment recommended above for the maximum number of the 48 airplanes it is possible to equip.

3. This equipment when ready will be delivered to Sacramento Air Depot, or Hamilton Field.

Dispatched
NOV 24 1941
AAG
AAG
NOV 24 1941
Dispatched

GE
G/AS

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

AAF-39

SECRET

OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND RECORD SHEET

1800

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

DECLASSIFIED DOD Dir. 5 & 20 June 1972 By NNDJ/NARS Date 1/14/75

File No. _____

Tally No. AAF/ _____

SECRET

Subject: Spare Tires for Wake, Midway, Moresby and Darwin.

NO.	FROM	TO	DATE	COMMENTS
1.	OCAC Air Ser. Com.Lia. (14-S)	AAF C/AS Thru: C/AC	1941 12-9	1. Reference is made to Comment No. 3 from this Section dated November 22nd, on your Routing and Record Sheet dated November 17th, same subject as above. 2. The Hawaiian Air Depot has advised that the shipment of casings and tubes to Darwin, Australia and Port Moresby, New Guinea, went forward on the "Collingworth" of the American Mail Lines, November 19, 1941. The approximate date of arrival at destination is not known. The shipment to Midway Island went forward on November 13, 1941 on the U. S. Coast Guard Cutter "Walnut". The shipment to Wake Island went forward during August 1941 on the U. S. S. Henderson, scheduled to arrive that destination September 1, 1941. H. H. W. C/ASCL
2.	C/Ac.	AAF C/AS.	12/9	Forwarded. BMM Noted JW - No further action

452.11 (53) B

(Do not use reverse side)

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

SECRET

Page No. 1a

452.11 (53) B

XN-456
A-884

XN-006

~~SECRET~~

~~RESTRICTED~~

DECLASSIFIED
DOD Dir. 5200.1 and Exec. Order 11652
By AUS/PKC NARS, Date 11/4/75

Spare Tires for Wake, Midway, Moresby and Darwin.

AAF/A-4
LMD/mhh

1. AAF C/AS — G/AC — 1941 11/17

1. A-3 has requested that two (2) spare tires (front) and tubes be shipped as soon as practicable to each of the following places:

Wake
Midway
Moresby
Darwin

These tires will be used on B-17C and B-17D airplanes.

2. This request is not to be interpreted as establishing the amount of spares necessary.

11/24/41

CS
C/AS

Taken to Gen Arnold by Capt Shoemaker 11/17/41

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	
					Ver	W					

AAF-39

~~SECRET~~

SECRET

HEADQUARTERS, ARMY AIR FORCES

ROUTING AND RECORD SHEET

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

DECLASSIFIED
DOD Dirs. 5 Jan. & 20 June 1974
By ALNJPRC NARS, Date 11/14/75

File No. .....

Tally No. AAF .....

SUBJECT: Spare Tires for Wake, Midway, Moresby and Darwin.

612

NO.	FROM	TO	DATE	COMMENTS
1.	AAF A-3	AAF A-4	1941 11/6	AAF/A-3 HSV-epb 1. It is desired that 2 spare tires (front) be sent to Wake, Midway, Moresby and Darwin without delay. tubes 2. These are unable to be carried in the B-17 airplanes, and therefore it is requested that necessary action be initiated to assure that these will be made available as soon as practicable. This division believes that these could be carried by a Navy patrol bomber, since they utilize shorter hops than the B-17's. HLH C/A-3
2	AAF C/AS	C/AC thru A-3	1941 11/15	AAF/A-4 JFW/emd 1. For necessary action and report to this headquarters relative shipment method and schedule, as previously discussed in conference with Ferry Div Service Command. 2. Forward information and check whether tubes as well as tires be sent. CS C/AS

SECRET

(Do not use reverse side)

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

~~CONFIDENTIAL~~ CLASSIFIED

DECLASSIFIED
D.O.D. Ltr. 8 Jan. & 19 June 1974
By ALN/PKC, D.C., Date 11/4/75

Subject: Report on Status of Combat Airplanes.

Dispatched
DEC 5 1941
AAG

AAF/A-3
OSP-ds

3 AAF C/AS — OCAC (Mat.Div.) — 12/4

1. Rather than delay the information available on tactical airplanes, this paper is returned without securing data requested on training planes.

2. It is suggested you submit it direct to T&O, OCAC, ~~for the additional information desired.~~

3. ~~Copies of AWPD-1 to be returned.~~

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	
								CS C/AS			
			1 Incl. No change								

AAF-39

~~CONFIDENTIAL~~ DECLASSIFIED

Air AS 452 11 (62)

CONFIDENTIAL

-copy

DECLASSIFIED
DOD NTS
E.O. 12356, Sec. 3.3 and 3.4
By OSD/ESC Date 11/4/75

Subject: Report on Status of Combat Airplanes.

ACC 452.11 (11-6-41) (E-13)

2 AFCC KAF 11/27/41 Request made in Item 1 complied with.

C.W.R.
C of S.

1 Incl.
No change

CONFIDENTIAL

CONFIDENTIAL

DECLASSIFIED
DOD Dir. 5 200.9 & 20 June 1974
By OSD/WHS/ESD, Date 11/14/75

Report on Status of Combat Airplanes.

452.11

AAF/A-3
OSP-cpb

1. AAF C/AS — CG/AFCC — 1941 11/6

1. It is requested that you indicate in the attached chart by a red circle the items included in the specifications as required, which you consider are not necessary to make the airplanes suitable for combat. (52)

2. Where the airplane is an obsolete or obsolescent type, such as the XB-15, circle the model designation of the airplane.

1 Incl.
Ltr to C/Mat.Div.,
OCAC, frm Budget
Officer, A.C. w/attached

CG
C/AS

AAG
NOV 13 1941

AAG

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

AAF-39

DECLASSIFIED DOD Dir. 5200.9
CONFIDENTIAL

-copy-

~~CONFIDENTIAL~~

DECLASSIFIED
DOD Ltr. 8 Jan. & 20 June 1974
By: AWJ/PKC NLC; Date: 11/4/75

INTER-OFFICE MEMORANDUM
WAR DEPARTMENT, AIR CORPS
Office, Assistant Chief
Materiel Division

Wright Field, Dayton, Ohio
Date: October 31, 1941

TO: Chief, Materiel Division, OCAC
Washington, D. C.
Attention: Statistical Section

SUBJECT: Report on Status of Combat Airplanes

1. Reference conference held in the Budget Office on August 26, 1941, regarding airplane reports which would provide the information required for the Air Staff to determine the combat availability of aircraft and subsequent discussions between Colonel Powell of the Statistical Section, Major Heffley of Maintenance Section, and Major Rawlings of the Budget Office; and our memorandum, subject as above, dated October 23, 1941.

2. Attached is a chart (which is based on the shortages of combat equipment as listed by the Air Staff in Record & Routing sheets dated 9-10 and 9-29 and forwarded to the Materiel Division on 10-2-41), which indicates the specification requirement for the several combat items by airplane model designation. It is requested that the Air Staff check this compilation and indicate thereon by a red circle the items included in the specification as required which the Air Staff considers are not necessary to make the airplanes suitable for combat.

3. When the attached requirement sheets are returned, the Budget Office will prepare forms on which field organizations may report the status of present equipment for an initial report. As soon as this information is returned, the Budget Office will prepare tabulating cards in accordance therewith, and when changes are made, reports will be submitted from service organizations in accordance with Circular 65-25 (which should be published by that time). Airplane reports can then be prepared in such a manner that higher authority will know whether the individual airplanes are equipped with those items considered necessary for combat.

/s/ H. I. Lord, 1st Lt., A.C.
for Major H. H. WHITE, Air Corps
Budget Officer

Attachment: Chart

Signature: A. W. Marriner
Lt. Col., Air Corps,
Asst. Tech. Exec.

~~CONFIDENTIAL~~

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

1138

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

~~SECRET~~

DECLASSIFIED DOD ltr's 8 Jan. & 20 June 1974 By NNDS, Date 4/4/75

File No. .....

Tally No. AAF .....

SUBJECT: Spare Tires for Wake, Midway, Moresby and Darwin.

NO.	FROM	TO	DATE	COMMENTS
1.	AAF C/AS	C/AC	1941 11/17	LWD/mhh 1. A-3 has requested that two (2) spare tires (front) and tubes be shipped as soon as practicable to each of the following places: Wake Midway Moresby Darwin These tires will be used on B-17C and B-17B airplanes. 2. This request is not to be interpreted as establishing the amount of spares necessary. 452.11 (53) GS C/AS
2.	C/AC.	MATL.	11/17	For necessary action. Shipment shall be expedited. B.H.M.
3.	OCAC Air Ser. Com. Lia. (14-S)	AAF C/AS Thru: C/AC	1941 11-22	Action was taken on November 6th to furnish tires as indicated above. L. J. M. C/ASCL
4.	C/AC	AAF C/AS	1941 11/24	X-BHM:br 1. Inviting attention to number 3. M. S. F. Executive

(Do not use reverse side)

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

Page No. .....

Ac-31

XAI-851

~~SECRET~~

air ag 452.11 (53)

DECLASSIFIED
DOD Ltr

SECRET

Spare Tires for Wake, Midway, Noumea and Darwin.

Spare Tires for Wake, Midway, Noumea, and Darwin.

4. G/AS Mat'l. 11/17 For necessary action. Shipment should be expedited.

E. E. H.

---

3. AAF 1941
G/AS 11-22

Action was taken on November 6th to furnish tires as indicated above.

L. E. W.

---

4. G/AS AAF 1941
G/AS 11/24

1. Inviting attention to number 3.

W. E. F.
Executive

SECRET

HEADQUARTERS ARMY AIR FORCES

1592/1

ROUTING AND RECORD SHEET

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

File No. .....

Tally No. AAF CS-26

SECRET
RESTRICTED

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By NNRC, Date 11/4/75

SUBJECT: IFF Equipment

784

NO.	FROM	TO	DATE	COMMENTS
2.	AAF/AAG Cable Section	AAF C/AS	11/12	AAF/AAG RRL:tk In accordance with request contained in comment 1, a cablegram substantially as written in comment 1 was sent to the Special Army Observer, London, on November 6, 1941, as message number 118. for RRL W.W.D. AAF/Air AG 1 Incl. - n/c
3.	AAF C/AS	C/AC	1941 11/14	AAF/A-4 MFS/mhh 1. Note and return. Incl. n/c CS C/AS
4.	C/AC.	MATL	11/19	To note and return to C/AS. [illegible]
5.	(4-M-5) C/AC	C/AS	1941 12-1	Noted. Noted Incl. n/c as in #3 M. S. F. Executive
				Noted SECRET RESTRICTED

RECEIVED NOV 1941 CLASSIFIED MAIL AND FILE UNIT

(Do not use reverse side)

W-4071, AC.Rev.8/16/41

Page No. ----------

AII-19(8-a)A2872 XN-56

452.11

HEADQUARTERS ARMY AIR FORCES

~~SECRET~~

ROUTING AND RECORD SHEET

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

~~CLASSIFIED~~

DECLASSIFIED
DOD Dirs.
8 Jan. & 30 June 1974
By: AUWPRC, Date: 11/4/75

File No. .....

Tally No. AAF .....

SUBJECT: IFF Equipment.

NO.	FROM	TO	DATE	COMMENTS
1.	AAF C/AS	AAG	1941 11/5	AAF/A-4 MFS/mhh 1. Request that the attached message be sent to the Special Army Observer, American Embassy, London, England. Reur No. 120 Oct. 31st "It is understood that British identification system using MARK 3 IFF repeat MARK 3 IFF will not be in operation until July 1942 or later. B dash five force airplanes must therefore be equipped with either MARK 2 MARK 2G equipment. Action is being taken to procure American version of MARK 3 for future use." 1 Incl. Cy.para. cable No. 120, 10/31/41 H.H. Arnold C/AS

NOV 6 '41 AM

RECEIVED
FOR. LIAISON SEC., OCAC.

NOV 6 '41 AM

RECEIVED
FOR. LIAISON SEC., OCAC.

(Do not use reverse side)

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

Page No. ~~CLASSIFIED~~

~~SECRET~~

Dc-22 22250

Aug 04 45241 (50)

DECLASSIFIED
DOD Dirs. 5 Nov. & 20 June 1974
By NARS, Date 1/10/75

SECRET

CARBON COPY DESTROYED

ACTION COPY

ACTION COPY

WD - 1712

October 31, 1941

AG 032 (10-31-41)MC

414

From London

To AGWAR

PARAPHRASE

No. 120 October 31st

For Chief Army Air Forces. Using American tubes and components understand Navy contemplates immediate redesign and probable subsequent quantity production of British Mark 3 IFF equipment. Is it contemplated equiping with this equipment the army airplanes and units in B-5 force Rainbow 5? To this group this information is essential.

McNarney

Received In Foreign Liaison Section
4:40 PM 10-31-41

RRL/rd

ACTION COPY AWPD

Distribution:

Air Forces

Gen. Arnold
Gen. Spaatz
Maj. Lewis
A-3

COPY

ACTION COPY

ACTION COPY

SECRET

DECLASSIFIED

Dc-22

AWPD-11/1/41-11:30

~~SECRET~~

DECLASSIFIED
DOD DIR. 5200.9 Sept. 27, 1974
By ALN/PKC Date 11/14/75

LFF Equipment

AAF/AAG MRL:ME

2. AAF/AAG Cable Section — AAF C/AS — 11/12

In accordance with request contained in comment 1, a cablegram substantially as written in comment 1 was sent to the Special Army Observer, London, on November 6, 1941, as message number 118.

/s/ R. E. L.
for: W. W. B.
AAF/Air AS

1 Incl.n/c

---

3. AAF C/AS — C/AC — 1941 11/14

1. Note and return

AAF/A-4
MFS/mhh

1 Incl. n/c

CS C/AS

WHKjr/fab

WHKjr/fab

---

4. C/AC — Natl. — 11/19

To note and return to C/AS

B. H. M.

---

5. (4-12-5) C/AS — C/AC — 1941 12-1

Noted.

Incl. n/c returned in file

H. H. A. Brereton

~~SECRET~~ DECLASSIFIED

AAG 370.452.11

Sub
EXECUTIVE
ADMINISTRATIVE
G-1 G-2
CIVILIAN PERS.
PERSONNEL
INSPECTION
INTELLIGENCE
[illegible]
[illegible]
MILITARY PERSONNEL
PLANS
TRAINING & OPNS.
W. CON. AND SU.

C
O
P
Y

SECRET

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD ltrs.
8 Jan & 20 June 1974
By ALW/DWC, Date 1/14/75

SUBJECT: IFF Equipment

AAF/A-4
MFS/mhh

1.	AAF		1941
	C/AS	AAG	11/5

1. Request that the attached message be sent to the Special Army Observer, American Embassy, London, England.

Reur No. 120 Oct. 31st

"It is understood that British identification system using MARK 3 IFF repeat MARK 3 IFF will not be in operation until July 1942 or later. B dash five force airplanes must therefore be equipped with either MARK 2 MARK 2G equipment. Action is being taken to procure American version of MARK 3 for future use."

1 Incl.
Cy.para.cable
No.120, 10-31-41

CS
C/AS

SECRET

SECRET

DECLASSIFIED
DOD Dir 5
E.O. Date 11/4/75

I77 Equipment.

4 52.11 (8)

AAF/Plans

2. AAF [redacted] C/AS 1941 11/14 1. Note and return.

Incl. n/c

Dispatched
NOV 19 1941
AAG

CM
C/AS

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

AMF-39

SECRET

Air AG 452.11 (8)

SECRET

DECLASSIFIED

DECLASSIFIED
DOD Dirs.
8 Jan. & 20 June 1974
By ALN/PAC, Dec. 11/14/75

COPY

IFF Equipment.

2.	AAF/AAG Cable Section	AAF C/AS	11/12	In accordance with request contained in comment 1, a cablegram substantially as written in comment 1 was sent to the Special Army Observer, London, on November 6, 1941, as message number 118.

s/KBL
for WDD
AAF/Air AG

1 Incl. n/c

SECRET

SECRET

DECLASSIFIED

By NLN/PMC 11/4/15

IFF and AI Mark IV Equipment.

1. AAF C/AS C/AC 1941 10/23

AAF/A-4 LMD/mwt

1. For your information in regard to the situation as it pertains to IFF and AI Mark IV equipment.

2. A cable from the Special Army Observer in London (#56) stated that it was understood that a request for 1000 IFF sets had been sent to the Ministry of Aircraft Production and suggested a distribution which was approved. A later cable (#87) requested information on voltages required, suggested and asked for authority to request the British to furnish six months spares and necessary testing equipment and requested the address and consignee for the first shipment now ready. A reply was cabled giving the following information:

a. Bombers will require 600 Mark II 24 volt type R 3003. Pursuits will require 810 Mark XI G 24 volt type 3078. Ferry will require 25 Mark II N 24 volt and 5 Mark II N 12 volt. This total of 1440 IFF sets includes the necessary spares. Authority granted to secure additional 440 required above original 1000 and to obtain necessary testing equipment. Ship to Signal Property Officer, Signal Depot, Philadelphia, Pa.

3. With regard to AI Mark IV equipment cable #65 requested information as to whether shipment of 12 sets now ready was desired by air or water. It also stated the British would be unable to furnish 150 sets in November and suggested that requirements be based on the rate ships could be changed to night fighters.

a. This cable was answered stating that no modification of night fighters was possible prior to Dec. 15, therefore, water shipment was satisfactory if equipment arrived by Nov. 15. No information on converting rate is obtainable.

b. Later developments required that a change be made and 6 sets will arrive by water and 6 by air.

SECRET

AAG

~~SECRET~~

IFF and AI Mark IV Equipment.

					AAF/A-4 LWD/mab
1 (Con't)	AAF C/AS		C/AC	10/23	4. It is understood that the Office Chief of the Air Corps has cabled the American Embassy requesting that a total of 162 AI Mark IV equipment be furnished by the British.

CS
C/AS

SECRET

AAG 452.11 (48)

SECRET

AAF/A-4
HCB/emd

By AUN/PHC 4/4/75

Written January 14, 1942.

Subject: Armament Equipment, B-17D Aircraft.

1st Ind.

War Department, Headquarters Army Air Forces, Washington, D. C.,
To: Commanding General, Caribbean Defense Command, Quarry Heights, Canal Zone. THRU: The Adjutant General.

1. Paragraph 1 T.P.O. G-4-24, dated October 28, 1941, will be amended to read substantially as follows:

a. "General - All aircraft will be kept in complete readiness at all times to perform the tactical missions for which intended whether the aircraft is permanently or temporarily assigned to a station or is in the process of transfer. This necessitates that all of the accessories and equipment specified on drawings and specifications for a particular model, be kept installed. This includes all accessory equipment listed on the shipper report (A.C. Form 203) for the particular aircraft except tools, ammunition, and items specifically authorized in paragraph 2 a to be omitted."

7 Incls. n/c

Joseph H. Cyr
Lt. Colonel, A. G. D.
Assistant Air Adjutant G

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	
					-12-	1/14 MCB.					

AAF-39

SECRET

Air 03 452.11 (47)
1st Indorsement prepared in Air Staff.

SECRET

COPY

DECLASSIFIED
DOD dir 5
E.O. 11652 June 1974
By ALN/PHC Date 11/4/75

SUBJECT: Armament Equipment, B-17B Aircraft

AG 452.1 (10-13-41)MC 2nd Ind. RPW/hm - 1712.

War Department, A.G.O. November 14, 1941. - To: Commanding General, Caribbean Defense Command and Commanding General, Caribbean Air Force, IN TURN.

For comment as requested in paragraph 4 of the preceding 1st Indorsement.

By order of the Secretary of War:

/s/ Carl Robinson
Adjutant General.

BASIC: Ltr CAF, 10/13/41, Subj: Armament Equipment, B-17B Aircraft.

CDC-S 452.1 CAF 3rd Ind. ss

HQ CARIBBEAN DEFENSE COMMAND, Quarry Heights, Canal Zone, December 9, 1941. To: Commanding General, Caribbean Air Force, Albrook Field, Canal Zone.

For comment and return.

By command of Lieutenant General [redacted]:

/s/ B.G. Dubois,
Lt.Col. A.G.D.,
Adjutant General.

CAF -452.11 4th Ind. G-3

HEADQUARTERS CARIBBEAN AIR FORCE, Albrook Field, Canal Zone, December 11, 1941- TO: Commanding Officer, Service Command, Albrook Field, Canal Zone.

It is requested that a detailed check be made of each item referred to in basic letter and a report made to show what items have been received and installed to date, and what date those items which have not been received may be expected.

By command of Major General JOHNSON:

/s/ ANTHONY GROVES,
1st Lieut., AirCorps,
Acting Asst. Adjutant General.

SECRET

SECRET

DECLASSIFIED
DOD Dir.
By ALN/PKC 11/4/[illegible]

(S-12/16/41)

S/C CAF-470 5th Ind. E-1

HQ. SERVICE COMMAND, Caribbean Air Force, Albrook Field, C.Z., Dec. 11, 1941. TO: Commanding Officer, Panama Area Service Command, Albrook Field, C.Z.

For compliance with fourth Indorsement.

By order of Colonel STRAUSS:

/s/ C.D.B. Smith
2nd Lieut., Air Corps,
Adjutant

452.11 6th Ind. B-25

HEADQUARTERS PANAMA AREA SERVICE COMMAND, CAF, Albrook Field, C.Z., December 15, 1941. To Commanding Officer, Panama Air Depot, France Field, C.Z.

1. For investigation and report.

2. Were parts requested by activities, if so when, and what action was taken by your depot.

By order of Colonel GALLOWAY:

/s/ J.P. MacGough,
2nd Lt., Air Corps
Adjutant.

SECRET

SECRET

7th Ind. JFR:db

HEADQUARTERS PANAMA AIR DEPOT, France Field, C. Z., December 19, 1941. To: Commanding Officer, Panama Area Service Command, GAF, Albrook Field, C.Z.

1. Enclosed are copies of Special Reqts. Nos. 42-97, 42-97, 42-99, 42-100, 42-[illegible], 42-[illegible], and 42-[illegible] submitted to the Chief, Air Service Command by air mail. Follow-up radios have been sent and the undersigned has called Air Service Command personnel at Wright Field by long-distance telephone and requested every effort be made to get the items requisitioned to this Department as soon as possible. Wright Field is now shipping material down by both government and commercial air express as rapidly as the material can be gotten together.

2. Comments on pertinent paragraphs of basic letter are as follows:

Paragraph 1.a. 18 sights were shipped to Howard Field on S.T. 42-9896 Dec. 3, 1941.

Paragraph 1.b. See 1st Ind.

Paragraph 1.c. See 1st Ind.

Paragraph 1.d. See 1st Ind.

Paragraph 1.e. No record of ammunition boxes for side gun positions ever being received at this Depot. Tracer being made to locate same.

Paragraph 1.f. Two adapters were shipped to Howard Field on Dec. 3 on S.T. G.V. 42-9896 V.O.S.O.

Paragraph 1.g. Bomb hoist handle shipped to Howard Field on S.T. G. V. 42-9896 Dec. 3.

Paragraph 1.h. 18 right-hand and 18 left-hand ammunition box mounts received Dec. 10 on S.T. 42-[illegible], were shipped to Howard Field on S.T. 42-10965 on Dec. 14. Two were installed in B-17s #38-220 at San Antonio.

Paragraph 1.i. 6 sights were shipped to Howard Field on S.T. 42-9896 on Dec. 3.

Paragraph 1.j. Instructions concerning installation of external bomb racks have been received by Panama Air Depot and they were also sent to all other bases where B-17 airplanes are located.

Paragraph 1.k. 9 sights units were received on Sept. 9 on S.T. 58399; 7 of these were later installed in the following planes:

1 - 39-4 Albrook Field
1 - 38-[illegible] Albrook Field
1 - 38-[illegible] Albrook Field
1 - 38-[illegible] 19th Reinforcement Squadron

SECRET

7th Rnd. Eq. PAD to PSSC, 12-19-41(Cont'd)

1 - 38-221 7th Reconnaissance Squadron
1 - 38-220 Tyndall
1 - 38-219 Howard Field

One-sight, originally intended for 38-222, which crashed at Tampa Bay, was later shipped on S.T. 43-4473 to Barksdale Field, La., for instruction purposes. One sight is still issued on memorandum receipt to the bombsight officer, Hranso Field. All sights were originally issued to the bombsight officer on memorandum receipt due to the fact that they were not installed as part of the plane equipment but kept in the bombsight room and removed only when needed. These sights were later assigned to the above-mentioned planes.

"Paragraph 2. Due to the length of the requisition and the possibility of error in transmittal, the requisition was not sent by radio but forwarded by air mail.

"Paragraph 3. The representative from this office inspected the B-17's at Hovil yesterday and found that all planes were equipped with 6 files, containing all pertinent Technical Orders and Parts Lists for B-17B model airplane. When these airplanes were modified at the San Antonio Air Depot, certain armament changes were made, thereby making the planes similar to the B-17C airplane. Therefore the Technical Orders and Parts Lists now in the hands of the organizations cover all items except the few changes made at San Antonio. No Parts Lists covering the changed items have been furnished this Depot. Action is being initiated to obtain same. Until such Parts Lists are obtained, organizations should requisition desired parts by giving the name and / or description of the part required."

3. Arrangements have been made to expedite parts to organizations as rapidly as received in this Department.

/s/

J. P. [redacted]
Colonel, Air Corps,
Commanding

7 Encls-
Cy Ltr. Encls. 12-78, 12-97, 12-99,
12-220, 12-265, 12-279, 12-294.

-2-

SECRET

DECLASSIFIED

PASC-452.11 8th Ind. J-1

HQ. PANAMA AIRA SERVICE COMMAND, C.A.F., Albrook Field, C.Z., December 19, 1941.
TO: Commanding Officer, Service Command, C.A.F., Albrook Field, Canal Zone.

Attention invited to 7th Endorsement.

For the Commanding Officer:

/s/
J. P. McGOUGH,
2nd Lt., Air Corps,
Commanding.

7 Encls:
n/c

S/C GAF/452.11 9th End. -7

HEADQUARTERS SERVICE COMMAND, C. A. F., Albrook Field, C.Z., December 20, 1941.
TO: Commanding General, Caribbean Air Force, Albrook Field, Canal Zone.

/s/

C.D.B.S.

SECRET

SECRET

DECLASSIFIED

CAF 452.11 10th Ind. G-14

HEADQUARTERS CARIBBEAN AIR FORCE, Albrook Field, Canal Zone. Dec. 24, 1941.
To: [redacted] Commanding General, Caribbean Defense Command, Quarry Heights, C. Z.

1. Inviting attention to 7th Ind. for present status of shortages listed in basic communication.

2. In reference to paragraph 3, 1st Ind., it is believed that a directive from the Chief of the Air Staff requiring airplanes to be kept in combat condition, as recommended, would be of value, provided authority to make exceptions in specific instances is granted to the Commanding Generals of the various Air Forces.

For the Commanding General:

L. L. JUDGE,
Lieut. Colonel, A.G.D.,
Adjutant General.

7 Incl: n/c

GDC-S 452.1 Indorsement 11th Ind. klv

HQ CARIBBEAN DEFENSE COMMAND, Quarry Heights, Canal Zone, December 30, 1941.
To - Chief of Army Air Forces, Washington, D. C.

1. Attention is invited to 10th Indorsement.

7 incls. n/c

For the Commanding General:

THOS. B. WOODBURN,
Lieut. Colonel, A. G. D.,
Adjutant General.

SECRET

Ria 452.11 (47)

SECRET

DECLASSIFIED
DOD dirs
8 Jan. & 20 June 1979
By ALM/DAC, Dec. 11/14/75

452.11 (47)

SUBJECT: Armament Equipment, B-17B Aircraft.

AG 452.1 (10-13-41)MSC 13th Ind. RPM/emk-1705.

War Department, A.G.O., January 19, 1942. TO: Commanding General, Field Forces and Commanding General, Caribbean Defense Command. IN TURN.

Attention is invited to the preceding 12th Indorsement.

By order of the Secretary of War:

[redacted]

Adjutant General.

7 Incls. n/c
Chief of the
Army Air F[illegible]
Ref. 12th Ind. AG[illegible]

SECRET

AAF/A-4
JFW/lml

SECRET

DECLASSIFIED
DOD dir. 5200.9 Sept. 27, 1954
By ALN/PAC 11/4/75

Written November 6, 1941

SUBJECT: Armament Equipment, B-17B Aircraft.

1st Ind.

War Department, Headquarters, Chief of the Army Air Forces, Wash., D. C.
NOV 13 1941 TO: Commanding General, Caribbean Air Force, Albrook Field, Canal Zone, THRU The Adjutant General.

1. Reference to the foregoing, The Chief of Air Corps advises the following from the Materiel Division in Paragraphs 2 and 3.

2. Comments on paragraphs of basic letter are as follows:

"Paragraph 1 a. 7 each type A-9 and 7 each type L-2 sights for nose gun were being shipped by air transport from the San Antonio Air Depot approximately October 27.

"Paragraph 1 b. Gun deflectors are not provided for in the contract for B-17B airplanes and no action is being taken to supply them.

"Paragraph 1 c. The requirement for permanently installed stowage racks for pyrotechnics, signals, etc., was deleted by instructions from higher authority. Pyrotechnics, signals, and pistols should be carried by means of locally manufactured canvass containers.

"Paragraph 1 d. The requirement for containers for ejected cases and links was deleted by policy issued by the Office, Chief of Air Corps, which directed that use of these containers be limited to installations in which the lack of containers would result in injury to the airplane.

"Paragraph 1 e. The San Antonio Air Depot states that ammunition boxes for upper and lower dual gun positions were installed in these planes prior to departure from that depot. No additional boxes are available for immediate shipment, but action is being taken to locate original boxes or to provide five additional boxes from some other source by the quickest practicable means. Regarding ammunition boxes for side gun positions, these boxes have just been received at the San Antonio Air Depot direct from the contractor, and 40 left-hand and 40 right-hand special 100 round, .50 caliber boxes were being shipped by air transport from the San Antonio Air Depot October 27.

"Paragraph 1 f. The required adapters for lower dual positions for two airplanes were being shipped by air transport from the San Antonio Air Depot October 27.

452.11 (4)

HEADQUARTERS ARMY AIR FORCES - COORDINATION

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

AAF-53

DECLASSIFIED

SECRET

SECRET

SUBJECT: Armament Equipment, B-17B Aircraft.

1st Ind. (continued)

"Paragraph 1 g. One bomb hoist handle was being shipped by air transport from the San Antonio Air Depot October 27.

"Paragraph 1 h. 12 left-hand and 12 right-hand ammunition box mounts were being shipped by air transport from the San Antonio Air Depot October 27.

"Paragraph 1i. Sights for side gun positions for three airplanes were being shipped by air transport from the San Antonio Air Depot October 27.

"Paragraph 1 j. Instructions for modifying the airplane to carry bombs externally were being forwarded to Panama by air mail October 27. With reference to the difficulty of carrying large bombs internally or externally and the statement that two can carry only 1/5 of the prescribed normal internal bomb load, these statements are not understood; and it is requested that further detailed information be submitted on these difficulties.

"Paragraph 1 k. Stabilizer units and AFCE for airplanes in question accompany the airplanes. Sight units for these planes were ordered shipped from March Field May 28 by means of air transport to port of embarkation, thence by Army transport to Panama. This shipment is being followed up.

"Paragraph 2. Shortages being requisitioned by radio by the Panama Air Depot will be reviewed and supplied, unless action has already been taken to ship as outlined above.

"Paragraph 3. Installation drawings covering armament equipment on modernized B-17B airplanes were being forwarded to Panama by air mail Oct. 25. Records indicate Technical Orders for B-17B airplanes have been distributed to all organizations. However, further check is being made and any shortages will be relieved immediately.

"Paragraph 4. With the exception of special ammunition boxes for side gun mounts which have just been received from the contractor, the San Antonio Air Depot reports that all B-17B airplanes were completely equipped with armament, except guns, prior to departure from that depot. Some of these shortages reported by Caribbean Air Force are undoubtedly due to the fact that this equipment has been removed since departure of airplanes from the San Antonio Air Depot."

3. It is desired to point out that the Air Service Command cannot prevent [illegible] from removing armament equipment from airplanes in their possession. It is recommended that the Chief of the Air Staff issue

HEADQUARTERS ARMY AIR FORCES

Chief of Staff	Air Staff A.A.G.	A-1	A-2	A-3	A-4	A- [illegible]	A. Insp.	Budget	Stat.	Sig.	Issue

AAF-39

SECRET

2

SECRET

AAF/A-4
JFW/lml

Written November 6, 1941

SUBJECT: Armament Equipment, B-17B Aircraft.

1st Ind. (continued)

a directive requiring combat airplanes to be kept in combat condition, which instructions would have a far-reaching effect in eliminating shortages of the kind reported, since many items such as gun sights, ammunition boxes, adapters, etc., cannot be left installed unless guns are installed."

4. Your comments are requested with reference particularly to paragraph 3.

For the Chief of the Army Air Forces:

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

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

AAF-39

SECRET

Copy

SECRET

HEADQUARTERS CARIBBEAN AIR FORCE
Office of The Commanding General

452.1 DECLASSIFIED DOD Dir. 5200.9 Albrook Field, Canal Zone,

October 13, 1941.

SUBJECT: Armament Equipment, B-17B Aircraft

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

1. There are eight (8) B-17B airplanes assigned to the Caribbean Air Force. During the period July 26 to August 15, 1941, these eight B-17Bs were sent to San Antonio Depot for modification as they were not fit for combat duty. Upon their return to this station an inspection revealed the following shortages which render them unfit for combat duty:

a. Seven airplanes have no sights for the .30 caliber nose gun.

b. None of the eight airplanes have gun deflectors installed.

c. None of the eight airplanes have stowage racks installed for pyrotechnic signals or pyrotechnic pistols.

d. There are no chutes or bags for empty cartridge cases and links on any of the eight airplanes.

e. One airplane is short five ammunition boxes for dual gun positions; all airplanes have old type ammunition boxes (thirty round capacity) for the side gun positions.

f. Due to shortages in mounts or adapters, two airplanes cannot mount guns in lower dual positions.

g. One airplane is short the handle for its bomb hoist, and consequently cannot load heavy bombs.

h. Four airplanes are short bracket mounts, for ammunition boxes, on all or part of the guns.

i. Three airplanes have no sights for side gun positions.

j. Due to shortages and lack of modifications, six airplanes cannot carry bombs externally; one cannot carry any large caliber bombs internally or externally; two can carry only one-fifth of the prescribed normal internal bomb load.

SECRET

Copy

SECRET

452.1 (10-13-41)

k. No M-6 bomb sights are available for these airplanes.

2. All the shortages referred to above have been requisitioned by radio by the Panama Air Depot.

3. No Technical Orders nor Parts Lists for this type of airplane have been received by this Air Force, causing great difficulty in the installation and requisitioning of armament equipment.

4. Under existing orders for the defense of the installations and bases in the Caribbean, and assistance to the Navy, it is essential that all aircraft of this command be fully equipped for combat duty. It is requested that steps be taken at once to fully equip all B-17Bs assigned to the Caribbean Air Force.

s/ Davenport Johnson
DAVENPORT JOHNSON
MAJOR GENERAL, U. S. ARMY,
Commanding.

SECRET

DECLASSIFIED

RECEIPT

DECLASSIFIED
DOD Rts
By airsjesc 4/4/75

DATE_____

SUBJECT: Armament Equipment, B-17B Aircraft.

Received from Headquarters Army Air Forces, 1st Indorsement, above subject.

_____
Officer Rank

_____
Office

DECLASSIFIED

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

~~SECRET~~ RELEASED

DECLASSIFIED DOD Ltr 8 Jan & 24 June 1954 By BLW PKC 11/14/75

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

File No. .....

Tally No. AAF .....

SUBJECT: Armament Equipment, B-17B Aircraft.

NO.	FROM	TO	DATE	COMMENTS
				AAF/A-4 MFS/emd
1	AAF C/AS	C/AC	1941 10/24	1. For appropriate action and report to these headquarters on the reason for the reported incidents. 2. General Fairchild has been furnished a carbon copy of the correspondence. CS C/AS Incl: Ltr Hq. CAF, 10/13/41, Above subject.
2.	C/AC	Mat. Div.	1941 10/28	1. For appropriate action and report through this office. M. S. F. Executive Incl: N/C
3	(4-G) Mat. Div.	C/AC	1941 10-31	1. Comments on paragraphs of the attached letter are as follows: Paragraph 1 a. 7 each type A-9 and 7 each type L-2 sights for nose gun were being shipped by air transport from the San Antonio Air Depot approximately October 27. Paragraph 1 b. Gun deflectors are not provided for in the contract for B-17B airplanes and no action is being taken to supply them. Paragraph 1 c. The requirement for permanently installed stowage racks for pyrotechnics, signals, etc., was deleted by ~~[illegible]~~ instructions from higher authority. Pyrotechnics, signals, and pistols should be carried by means of locally manufactured canvass containers. Paragraph 1 d. The requirement for containers for ejected cases and links was deleted by policy issued by the Office, Chief of Air Corps, which directed that use of these containers be limited to installations in which the lack of

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

Page 1

~~SECRET~~ RELEASED

Ab-595

A10-28(9-a) A-2797 XM-5K4

Air Obs 452.11 (47)

OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND RECORD SHEET

SECRET DECLASSIFIED

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

File No. _____

Tally No. _____

Subject: Armament Equipment, B-17B Aircraft

NO.	FROM	TO	DATE	COMMENTS
3 (cont.)	(4-G) Mat. Div.	C/AC	1941 10-31	containers would result in injury to the airplane. Paragraph 1 e. The San Antonio Air Depot states that ammunition boxes for upper and lower dual gun positions were installed in these planes prior to departure from that depot. No additional boxes are available for immediate shipment, but action is being taken to locate original boxes or to provide five additional boxes from some other source by the quickest practicable means. Regarding ammunition boxes for side gun positions, these boxes have just been received at the San Antonio Air Depot direct from the contractor, and 40 left-hand and 40 right-hand special 100 round, .50 caliber boxes were being shipped by air transport from the San Antonio Air Depot October 27. Paragraph 1 f. The required adapters for lower dual positions for two airplanes were being shipped by air transport from the San Antonio Air Depot October 27. Paragraph 1 g. One bomb hoist handle was being shipped by air transport from the San Antonio Air Depot October 27. Paragraph 1 h. 12 left-hand and 12 right-hand ammunition box mounts were being shipped by air transport from the San Antonio Air Depot October 27. Paragraph 1 i. Sights for side gun positions for three airplanes were being shipped by air transport from the San Antonio Air Depot October 27. Paragraph 1 j. Instructions for modifying the airplane to carry bombs externally were being forwarded to Panama by air mail October 27. With reference to the difficulty of carrying large bombs internally or externally and the statement that two can carry only 1/6 of the prescribed normal internal bomb load, these statements are not understood; and it is requested that further detailed information be submitted on these difficulties. Paragraph 1 k. Stabilizer units and AFCE for airplanes in question accompany the airplanes. Sight units for these planes were ordered shipped from March Field May 28 by means of air transport to port of embarkation, thence by Army transport to Panama. This shipment is being followed up.

SECRET DECLASSIFIED

(Do not use reverse side)

Rb-595

OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND RECORD SHEET

SECRET

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

DECLASSIFIED

File No. _____

Tally No. _____

Subject: Armament Equipment, B-17B Aircraft. 544

NO.	FROM	TO	DATE	COMMENTS
3 (cont.)	(4-G) Mat. Div.	C/AC	1941 10-31	Paragraph 2. Shortages being requisitioned by radio by the Panama Air Depot will be reviewed and supplied, unless action has already been taken to ship as outlined above. Paragraph 3. Installation drawings covering armament equipment on modernized B-17B airplanes were being forwarded to Panama by air mail October 25. Records indicate Technical Orders for B-17B airplanes have been distributed to all organizations. However, further check is being made and any shortages will be relieved immediately. Paragraph 4. With the exception of special ammunition boxes for side gun mounts which have just been received from the contractor, the San Antonio Air Depot reports that all B-17B airplanes were completely equipped with armament, except guns, prior to departure from that depot. Some of these shortages reported by Caribbean Air Force are undoubtedly due to the fact that this equipment has been removed since departure of airplanes from the San Antonio Air Depot. 2. It is desired to point out that the Air Service Command cannot prevent combat units from removing armament equipment from airplanes in their possession. It is recommended that the Chief of the Air Staff issue a directive requiring combat airplanes to be kept in combat condition, which instructions would have a far-reaching effect in eliminating shortages of the kind reported, since many items such as gun sights, ammunition boxes, adapters, etc., cannot be left installed unless guns are installed. O. P. E. Incl.n/c Chief, Materiel Division
4 Encl	PCAC A-4	AAF	11/3/	Forwarded inviting attention to comment 3 above.

ANSWERED

SECRET (Do not use reverse side)

Page No. 3

26-595

Air AG 452.11 (47)

W-4091, AC, Rev. 8/1/41

HEADQUARTERS CARIBBEAN AIR FORCE
Office of the Commanding General

Albrook Field, Canal Zone.,

File No._____

Oct. 13, 1941.

Description:

Secret ltr Hq CAF dated Oct. 13, 1941 subj:"Armament equipment B-17B aircraft"

(in dup)

No. of Incls: None

Addressed to: The Chief of the Army Air Forces, Washington, D. C.

Date Mailed: Oct. 13, 1941

Communication described above received by _____ (Signature)

_____ (Rank & Office)

Hq. Army Air Forces
OCT 21 941
Date Received: AAG Received

Original for signature and return to CG C.A.F.
Duplicate for retention by addressee
Triplicate for suspension

Form No. 5
C.A.F.

REMARKS: 10/21/41: Orig. Rqgd. & returned by Gray

Air AG 452.11 (F)

SECRET

DECLASSIFIED
DOD Dir. 5200.9 Sept. 27, 1974
By BLW/PKC NARS, Date 11/14/75

Armament Equipment, B-17B Aircraft.

AAF/A-4
MPE/cmd
11-25-41

1	AAF C/AS	C/AC	1941 10/24	1. For appropriate action and report to these headquarters on the reason for the reported incidents. 2. General Fairchild has been furnished a carbon copy of the correspondence.

Incl:
Ltr Eq. CAF, 10/18/41,
Above subject.

GE
C/AS

Dispatched
OCT 27 1941
AAG

SECRET

Copy for A. A. G.

SECRET

HEADQUARTERS CARIBBEAN AIR FORCE
Office of the Commanding General

452.1

DECLASSIFIED
By ALN/PKE 11/11/75

Albrook Field, Canal Zone

October 13, 1941

SUBJECT: Armament Equipment, B-17B Aircraft

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

1. There are eight (8) B-17B airplanes assigned to the Caribbean Air Force. During the period July 26 to August 15, 1941, these eight B-17Bs were sent to San Antonio Depot for modification as they were not fit for combat duty. Upon their return to this station an inspection revealed the following shortages which render them unfit for combat duty:

a. Seven airplanes have no sights for the .30 caliber nose gun.

b. None of the eight airplanes have gun deflectors installed.

c. None of the eight airplanes have stowage racks installed for pyrotechnic signals or pyrotechnic pistols.

d. There are no chutes or bags for empty cartridge cases and links on any of the eight airplanes.

e. One airplane is short five ammunition boxes for dual gun positions; all airplanes have old type ammunition boxes (thirty round capacity) for the side gun positions.

f. Due to shortages in mounts or adapters, two airplanes cannot mount guns in lower dual positions.

g. One airplane is short the handle for its bomb hoist, and consequently cannot load heavy bombs.

h. Four airplanes are short bracket mounts, for ammunition boxes, on all or part of the guns.

i. Three airplanes have no sights for side gun positions.

j. Due to shortages and lack of modifications, six airplanes cannot carry bombs externally; one cannot carry any large caliber bombs internally or externally; two can carry only one-fifth of the prescribed normal internal bomb load.

SECRET

•COPY•

SECRET

SECRET

S E C RET
AGF.I (10-13-41)

k. No M-6 bomb sights are available for these airplanes.

2. All the shortages referred to above have been requisitioned by radio by the Panama Air Depot.

3. No Technical Orders nor Parts Lists for this type of airplane have been received by this Air Force, causing great difficulty in the installation and requisitioning of armament equipment.

4. Under existing orders for the defense of the installations and bases in the Caribbean, and assistance to the Navy, it is essential that all aircraft of this command be fully equipped for combat duty. It is requested that steps be taken at once to fully equip all B-17Bs assigned to the Caribbean Air Force.

/s/

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

SECRET

SECRET

SECRET

DECLASSIFIED DOD DIR. 5200.9 Sept. 27, 1954 By NARS, Date 11/19/74

FROM WAR DEPARTMENT

BUREAU [redacted] Army Air Forces

DIVISION

OFFICIAL BUSINESS—GOVERNMENT RATES

452.11 (45)

SPECIAL ARMY OBSERVER
AMERICAN EMBASSY
LONDON, ENGLAND

October 21, 1941

A FOUR BASE TWELVE FOR CHANEY REFERENCE YOUR CABLEGRAM NUMBER EIGHTY SEVEN RESTUDY OF REQUIREMENTS INDICATES THE FOLLOWING DISTRIBUTION COLON FOR SCREENS SIX HUNDRED SIXTY TWO TWENTY FOUR VOLT THREE THOUSAND THREE FOR PURSUIT EIGHT HUNDRED TEN SIXTY TWO 6 TWENTY FOUR VOLT THREE THOUSAND.SEVENTY EIGHT FOR FIGHT THIRTY FIVE SIXTY TWO 8 TWENTY FOUR VOLT SCORE FIVE SIXTY TWO. 8 E TWELVE VOLT PERIOD THIS TOTAL OF FOURTEEN HUNDRED FORTY INCLUDES THE NECESSARY SPARE PARTS PERIOD YOU ARE AUTHORIZED TO REQUEST THE BRITISH TO FURNISH THE ADDITIONAL FOUR HUNDRED FORTY SETS ABOVE THE ORIGINAL ONE THOUSAND REQUIRED AND THE NECESSARY TEST EQUIPMENT PERIOD CONSIGNEE AND ADDRESS FOR FIRST SHIPMENT IS COLON SIGNAL PROPERTY OFFICER PHILADELPHIA SIGNAL DEPOT PHILADELPHIA PENNSYLVANIA PERIOD INFORMATION ON APPROXIMATE DATE OF SHIPMENT AND ARRIVAL IS DESIRED PERIOD SIGNED ARNOLD

ARNOLD

Dispatched
OCT 21 1941
AAG

DECLASSIFIED

SECRET

Copy for A. A. G.
Div AS 452.11 (45)

SECRET

DECLASSIFIED
DOD Dir. 5200.9
By RLN/PKC NARS, Date 11/4/75
DECLASSIFIED

PARAPHRASE

OF

CABLEGRAM

1. Need 600 Mark II 24 Volt 3003 for Bombs, 8 10 Mark II G424 Volt 3078 for Pursuit 25 Mark II N 24 Volt and 5 Mark II N 12 Volt for Ferry

2. Ship to Signal Property Officer
Philadelphia Signal Depot

3. Advise arrival date.

4. 1440 total provides spares needed.

5. Have English furnish extra 440 needed and also some equipment for testing.

DECLASSIFIED

SECRET

CONFIDENTIAL

(2-E-4)
Written 11-12-41

DECLASSIFIED
DOD Dir. 5 Jan. 1954
By ALN/PAC NARS, Date 4/4/75

NOV 24 1941

Air Marshal A. T. Harris,
Royal Air Force Delegation,
(British Air Commission),
Box 772, Benjamin Franklin Station,
Washington, D. C.

Dear Air Marshal Harris:

Referring to your letter, File No. A. 20,252/41, we have been assured by our Wright Field Project Officers, charged with the incorporation of navigational aids, that the importance of these changes are appreciated by all concerned. Further, the Project Officers who actually handle the administration of contracts on Lease Lend equipment have visited England and are completely sympathetic and in harmony with the large majority of the changes required, particularly those of an operational character. There should be no fear that these changes will not be incorporated as soon as possible.

It is understandable however, that such changes have to be engineered into a coordinated whole, to be incorporated into the airplanes properly. The nature of the changes in the B-17, B-24, B-25 and B-26 airplanes require relocation of radio-compasses in some instances, relocation of drift-meters in others and other changes of considerable magnitude which requires careful engineering to prevent undue delays in production.

We wish to take this opportunity to point out that the Photographic Engineering Section at Wright Field have no drawings immediately available on the details of installation of the mounting rings, brackets and electrical lighting outlets for the Astrograph. No installation drawings are available for the Astro-compass or Navy-British type drafting machine. Anything that can be done at your office to expedite the receipt of such technical information will be greatly appreciated.

Dispatched
NOV 25 1941
AAG

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

Com	
EXECUTIVE	
ENGINEERING	
MATERIEL	
MEDICAL	
PERSONNEL	
PLANS	
RESERVE	
TRAIN & OPER	
W. COM. AERO BD.	

CONFIDENTIAL

Dup. ltr. dtd 11-24-41 (44)
AG 452.11 (44)

TELEPHONE HOBART 1840

BOX 772
BENJAMIN FRANKLIN STATION
WASHINGTON, D. C.

ROYAL AIR FORCE DELEGATION
(BRITISH AIR COMMISSION)

CONFIDENTIAL.
& PERSONAL.

YOUR REF:

OUR REF: A. 20,252/41.

27th September, 1941.

DECLASSIFIED
JCS Memo
2 Jan. 1975
By: LC; Date 10/18/76

Major General H. H. Arnold,
Deputy Chief of Staff,
War Department,
Washington, D.C.

My dear Arnold

I understand that at the Joint Aircraft Committee on 22nd September, the recommendations of the Technical Sub-Committee on Instruments and Navigation Equipment were passed in toto, but with a proviso made by the Working Sub-Committee on 16th September which reads as follows:-

> ".... provided no delay in production is caused thereby, and subject to detailed effect on performance, weight, and cost on each individual model" and that "After the detailed study of the effect of the changes on performance, weight and cost has been considered by the Material Division, Air Corps ..... it is recommended that the installation of recommended changes contained in the attached report be effected ....."

The particular recommendations which I feel sure will give rise to adverse comment by the Materiel Division, on account of reduction in performance, are those regarding Sextant Domes and "Blisters" for the Navigator's view. Such modifications are inevitably bound to detract somewhat from performance, add to weight, and increase cost. Your people at Wright Field are very naturally and rightly primarily concerned with rapid production and with high performance. But I rather wonder if they fully appreciate the difficulties of the war trained navigator on war operations at night in the European climate, and am concerned lest they are naturally inclined rather to base their ideas of navigational requirements on those of peace-time experts. Even if in fact they are technically qualified to have the final and overruling say in navigational requirements.

We know that you have your expert navigators. (My advisers on this subject admit, only too readily, that they are indeed experts). We had them too, before the war. But experts do not personally navigate in war, and the

DECLASSIFIED

DECLASSIFIED

inescapable necessity of employing tyros in large numbers forces us from every practical viewpoint and necessity to make conditions in the aircraft as easy and possible for them - even at the cost of production, performance, weight and expense.

You may recall that, with my advisers present, I discussed these matters at length with General Spaatz and some of his Staff Officers during your absence early in August. During that very interesting discussion, which you made possible, we all came to an understanding and agreed that the difficulties of navigation under war-time conditions, with war-trained personnel - often in complete darkness or in conditions of unbelievably poor visibility - were such that a certain amount of performance must inevitably be sacrificed in order to give crews a reasonable chance of fulfilling their mission from the navigational point of view. Furthermore the consequent loss lack of performance on night bombers was of no importance compared to inadequate navigational facilities.

It is for this reason that I venture to suggest that the recommendations made by the Technical Sub-Committee may never be adopted by the much harrassed and over-worked members of the Materiel Division unless those recommendations are put to them, endorsed most strongly by those responsible for operational matters, as essential operational requirements rather than as navigational luxuries to be adopted as and when circumstances permit.

I personally have had so much bitter experience in this war and over the last twenty-five years of the cost of brushing aside navigational and other operational requirements in favour of pure performance that I would leave no appeal or representation unmade to avoid either of us repeating an error which in the event invariably proves the most fatal of all. As a practical airman you will I know appreciate both the force of these arguments and the necessity of them.

Yours ever

A.T. Harris

DECLASSIFIED

air 20/452,11 (44)

MSAC-165-A-WF-4-18-41-100M

CONFIDENTIAL

INTER-OFFICE MEMORANDUM

WAR DEPARTMENT, AIR CORPS
Office, Assistant Chief
Materiel Division

DECLASSIFIED
DOD DIR
By NLN/RKC 11/14/75

TAS:MS

Wright Field, Dayton, Ohio
Date November 6, 1941

TO: Chief, Materiel Division, O.C.A.C.
Washington, D. C.

Attention: Assistant Executive

SUBJECT: Standardization of Navigation Facilities.

1. In accordance with your I.O.M. dated October 15, 1941 the following comments are submitted with regard to a letter dated September 27th to Major General H. H. Arnold from Air Marshal Harris of the Royal Air Force Delegation, British Air Commission.

2. Air Marshal Harris is correct in the contentions of his letter insofar as the situation is known to him in Washington. The Joint Aircraft Committee did forward case No. 243 entitled "Standardization of Navigational Instruments and Methods" to the Materiel Division with the proviso "No delay in production is caused thereby, and subject to detailed effect on performance, weight, and cost on each individual model, etc." Subsequent to action of the Joint Aircraft Committee, the Office, Chief of the Materiel Division issued Technical Instructions to Wright Field No. CTI-336 dated October 1, 1941 which directs that the "necessary contractual and engineering arrangements be made to carry out the decision of the Joint Aircraft Committee in Case No. 243." This was sent to the Production Engineering Section for action.

3. Air Marshal Harris fears that the Materiel Division will make a cursory examination of the effect of Sextant Domes and "Blisters" on the changes in performance, weight and cost and will make a decision in this respect adverse to the British interest, and will give insufficient recognition to the essential operational character of the requirements. In order to ascertain the attitude of the persons charged with the actual administration of these details, the appropriate Project Officers and Engineers have been interviewed. It is believed that the importance of these changes is fully appreciated by all concerned, and every effort is being made to expedite necessary contractual and engineering negotiations incorporating all of these features in production airplanes as soon as practicable.

4. Unfortunately the nature of the changes in the B-17, B-24, B-25 and B-26 airplanes are such that they cannot be made immediately, and in the light of longstanding previous instructions concerning delay in delivery, we do not intend to hold up the production of these airplanes waiting on the completion of the engineering necessary to effect these changes. In the first

Signature

DECLASSIFIED

CONFIDENTIAL

4-228
4-53

MDAC-265-A-WF-4-18-41-100M

CONFIDENTIAL

INTER-OFFICE MEMORANDUM

WAR DEPARTMENT, AIR CORPS
Office, Assistant Chief
Materiel Division

TAS:MS

Wright Field, Dayton, Ohio
Date November 6, 1941

TO: Chief, Materiel Division
Attention: Assistant Executive

SUBJECT: Standardization of Navigation Facilities.

place, the Production Engineering Section has no drawings immediately available on the details of the installation of the mounting rings, brackets and electrical lighting outlets for the Astrograph. No installation drawings are available for the Astro-compass. No installation drawings are available on the Navy-British type of drafting machine. Suitable Astro-domes and other bulges have to be designed to fit the visibility requirements of the individual airplanes. While this information is all in process of being collected, it is desired to point out that in many cases the incorporation of British devices in Army airplanes can be expedited by insuring that all technical information on these devices is in the hands of the engineering personnel at Wright Field prior to the time that the standardization case is presented to the Joint Aircraft Committee.

5. It is also desired to point out that personnel whose main interest lies in navigational methods and equipment were primarily involved in preparing this case No. 243 for presentation before the Joint Aircraft Committee, that the general directive is sound insofar as navigation is concerned, however, the incorporation of changes of navigational equipment will require the re-location of radio compasses in some instances, re-location of drift-meters in others, in other words changes of considerable magnitude to other portions of the airplane. It is too much to expect these changes to take place overnight. They have to be engineered into a coordinated whole to be incorporated into the aircraft properly, otherwise they result in excessive and inefficient production delays. The Joint Aircraft Committee, not knowing the detailed nature of the changes nor the effect of these changes on the other portions of the airplane, can do little other than issue directives in general terms, and use such terminology as "provided no excessive delays in production is caused thereby", and leave the detailed execution of the changes to the Materiel Division. It should be pointed out to Air Marshal Harris that our Production Project Officers who actually handle the administration of the contracts on Lease-Lend equipment have visited England, and are completely sympathetic and in harmony with the large majority of the changes being suggested by the British, particularly those of operational character as are known to be endorsed by R.A.F. personnel, and that he need have no fear that these changes will be incorporated in American aircraft as soon as possible.

CLASSIFIED

Signature: .....

CC: Prod. Engr. Sec.

T. A. SIMS,
Major, Air Corps,
Asst. Technical Executive

CONFIDENTIAL

G-228
G-53

HEADQUARTERS ARMY AIR FORCES

CONFIDENTIAL

ROUTING AND RECORD SHEET

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

DECLASSIFIED
DOD Dir. 5200.9
8 Jan. & 20 June 1974
By AUSTERIC, LC; Date 11/4/75

File No. .....

Tally No. AAF .....

SUBJECT: Instruments and Navigation Equipment.

NO.	FROM	TO	DATE	COMMENTS
1	AAF C/AS	OCAC	1941 10/6	For comment. 1 Incl. Ltr frm RAF Delegation to Gen.Arnold 9/27/41 CS C/AS
2	(A-E-4) Mat.Div. THRU OCAC	AAF C/AS	1941 11-12	1. Attached find letter prepared in this office for signature, addressed to Air Marshall A. T. Harris. 2. Also attached find copy of letter received from Wright Field on which this reply was based. O.P.E. Chief, Mat. Div. Incls. 1-Ltr for sign. to Air Marshall A.T. Harris. 2-Cy IOM fr WF dated 11-6-41. 3-Incl.frm RAF Delegation to Gen.Arnold 9/27/41

RECEIVED OCT 8 1941

RECEIVED OCT 11 1941 PROD. ENGR. BR., O. C. A. C.

(Do not use reverse side)

W-4091, AC. Rev. 8/14/41

Page No. -1-

CONFIDENTIAL

y-225 Ch 26

A10-8(20B)

Th-9

Air 08452.11

SECRET

DECLASSIFIED
DOD Dir. 5200.9 Sept. 27, 1979
By RUS/PRC Date 11/4/15

IFF Sets.

452.11 #3

AAF/A-4
LWD/mr

1 AAF C/AC 1941
C/AS 9/26

1. For your information.

a. General Chaney cabled that he understood that a request had been forwarded to the Ministry Aircraft Production for 1000 sets IFF.

b. He recommended the following distribution by types, to the British and requested approval by this office:

(1) For Bombers, Mark II, 200plus 160 spares.

(2) For Pursuits, Mark II C, 330 plus 280 spares.

(3) For Atlantic Ferry Aircraft, Mark II, 30.

c. The above recommendation was approved by cable. This was discussed with Material. (Lt. Col. Wallace G. Smith).

Dispatched
OCT 3 1941
AAG

CS
C/AS

DECLASSIFIED

SECRET

Copy for Air Adjutant General.

air ad 452.11 #3

SECRET

DECLASSIFIED
DOD ltrs.
Sec. 3 & 20 June 1974
By auth of DAG, Date 1/14/75

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

FROM WAR DEPARTMENT
BUREAU [redacted] Air Forces
DIVISION

452.11 (42)

SPECIAL ARMY OBSERVER,
AMERICAN EMBASSY,
LONDON, ENGLAND.

October 6, 1941.

A FOUR DASH FIVE FOR MCNARNEY RE YOUR CABLEGRAM NUMBER SIXTY FIVE SEPTEMBER TWENTY SEVENTH PERIOD REQUEST TWELVE SETS AI[illegible] EQUIPMENT BE SHIPPED BY WATER TO ARRIVE BY NOVEMBER FIFTEEN NINETEEN FORTY ONE PERIOD DESIRED SCHEDULE OF DELIVERY OF REMAINING ONE HUNDRED FIFTY AI[illegible] SETS BE AS FOLLOWS COLON THIRTY TWO DECEMBER ONE NINETEEN FORTY ONE COMMA FIFTY JANUARY ONE NINETEEN FORTY TWO COMMA THIRTY ONE FEBRUARY ONE NINETEEN FORTY TWO COMMA TWENTY FIVE MARCH ONE NINETEEN FORTY TWO COMMA TWELVE APRIL ONE NINETEEN FORTY TWO PERIOD SIGNED ARNOLD

ADAMS

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

Dispatched
OCT 8 1941
AAG

SECRET

Copy for AAG.
Div OA 452.11 (42)

PARAPHRASE

SECRET

DECLASSIFIED
DOD lits
By ALN/PIC Date 11/4/15

NO. 65 SEPTEMBER 27th.

READY TO SHIP TWELVE SETS AI EQUIPMENT FOR C/AAF RE CABLE TWENTY THREE AUGUST TWENTY TWO THREE THOUSAND POUNDS TOTAL WEIGHT PACKED FOR SHIPMENT BY AIR IN FOLLOWING PACKAGES DIMENSIONS THREE DECIMAL FIVE FEET BY TWO BY TWO TWELVE CMA EACH ONE HUNDRED FIFTY POUNDS THREE BY THREE BY THREE FEET FOUR BASES THREE HUNDRED FIFTY POUNDS DO YOU WISH SHIPMENT BY SEA OR BY AIR BAKER CONCURS IN RECOMMENDED AIR SHIPMENT CMA ALLOCATIONS MADE SINCE ORIGINAL OFFER MAKE BRITISH UNABLE TO FURNISH NOW ONE HUNDRED FIFTY SETS IN DECEMBER AND NOVEMBER RECOMMEND USA BASE REQUIREMENTS ON RATE CAN CONVERT AIRCRAFT FOR NIGHT FIGHTING AND REQUEST ADVISE SO CAN HELP PLAN ALLOCATION WITH BRITISH

MCNARNEY

SECRET

AAF/A-6
LWD/mwb

DECLASSIFIED
DOD Dir. 5200.9 & 20 June 1973
By BLW/PKC NARS, Date 11/4/15

PARAPHRASE

Of CABLEGRAM

SEPTEMBER 29, 1941

452.11-40 (13)

SPECIAL ARMY OBSERVER
AMERICAN EMBASSY
LONDON, ENGLAND

FOR MCHARNEY REFERENCE CABLE DATED SEPT TWENTY FIVE NUMBER SIXTY TWO FERRY AND BOMBERS WILL USE 244 MARK TWO TWENTY FOUR VOLT R THREE THOUSAND THREE AND 46 MARK TWO TWELVE VOLT R THREE THOUSAND TWO PERIOD PURSUITS WILL USE 610 MARK TWO 6 TWENTY FOUR VOLT R THREE THOUSAND SEVENTY EIGHT. FROM ARNOLD.

OFFICIAL BUSINESS

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

ADAMS

Hq. AIRC Air Forces
30 941
AAG Received
Dispatched
Sep 30 1941
AAG

SECRET

For AAG

SECRET

DECLASSIFIED
DOD [illegible]
By NLN/PMC Date 4Aug75

PARAPHRASE
OF CABLEGRAM

SEPTEMBER 25, 1941

FROM LONDON

TO WAR DEPARTMENT

REPLY TO CABLEGRAM NUMBER FIFTY SIX OF TWENTY SEPTEMBER SHOULD INCLUDE A QUANTITY OF IFF UNITS THAT SHOULD HAVE TWELVE AND TWENTY FOUR VOLT POWER SUPPLY. OUR THREE THOUSAND TWO IS THE TWELVE VOLT MARK TWO TYPE AND OUR THREE THOUSAND THREE IS THE TWENTY FOUR VOLT TYPE. THE TWELVE VOLT MARK TWO G IS THE R THREE NAUGHT SEVEN SEVEN AND THE TWENTY FOUR VOLT TYPE IS THE R THREE SEVENTY EIGHT. FOR REFERENCE SEE REPORT OF MILITARY ATTACHE DATED SEPTEMBER NINE.

MCNARNEY

DECLASSIFIED

SECRET

SECRET

DECLASSIFIED
DOD Dirs. 5 Jan. & 20 June 1974
By RLM/DKC Date 4/4/75

RECLASSIFIED

AAF/A-4
LWD
Written September 24, 1941

SEP 25 1941

452.11 (40)

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Reply to Cablegram from Special Army Observer London.

The Secretary of War directs that a secret cablegram, substantially as follows, be sent to the Special Army Observer, c/o The American Embassy, London, England:

FOR CHAREY REUR CABLE FIFTY SIX SEPTEMBER TWENTIETH

DISTRIBUTION AS STATED IN YOUR CABLE IS APPROVED PERIOD

Inclosure:
Exemplicopy of Cablegram
No. 56, 9/20/41.

For the Chief of the Army Air Forces:

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

gwd

Dispatched
SEP 25 1941
AAG

RECLASSIFIED

SECRET

Copy for A.A.G.

Air AG 452.11 (40)

SECRET

PARAPHRASE OF TELEGRAM

ACTION COPY

A.G. 452 (8-20-41)MC

RELEASED

DECLASSIFIED
DOD Ltr.
Sec. A 20 June 1974
OASD(C), Date 11/11/75

FROM: LONDON

TO: THE ADJUTANT GENERAL

UNDERSTAND US REQUEST FOR ONE THOUSAND IFF SETS FORWARDED TO MINISTRY AIRCRAFT PRODUCTION THROUGH BAC IN ABSENCE OTHER INSTRUCTIONS BRITISH PROPOSE TO FURNISH ENTIRE QUANTITY IN MARK TWO TYPE WHICH IS USED ONLY ON BOMBERS THEREFORE FOLLOWING ALLOCATIONS RECOMMENDED THREE HUNDRED SIXTY MARK TWO AND SIX HUNDRED TEN MARK TWO GEE SUGGEST REMAINING THIRTY BE MARK TWO N TYPE FOR USE AIRCRAFT OF FERRY COMMAND AS THESE MAY FLY OVER WAR SHIPS WITH KDF REQUEST BE AUTHORIZED TO ARRANGE FOR DISTRIBUTION AS INDICATED ABOVE OR BE FURNISHED DESIRED DISTRIBUTION PENDING RECEIPT YOUR INSTRUCTIONS HAVE INFORMED MINISTRY AIRCRAFT PRODUCTION INFORMALLY DISTRIBUTION BETWEEN TYPES MAY BE AS CONTAINED THIS MESSAGE

CRANEY

SECRET

RELEASED

Air AG 452.11 (40)

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

Date Oct. 22, 1941

TO:

___ Chief of the Army Air Forces.
___ C.G., Air Force Combat Command.
___ Chief of the Air Corps.
___ Chief of the Air Staff.
(4) ___ ~~Secretary of the Air Staff~~. OPD.
___ A-1 Division.
(3) ___ ~~A-2 Division.~~
(1) ___ ~~A-[illegible]~~on.
___ ~~[illegible] Division.~~ WPD 6487 Ltr for HLG
(2) ___ Air War Plans Division.
___ Budget Section.
___ Statistics Section.
___ Air Inspector
___ A.F. Files

to note

039

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

A.A.F-10-A.

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

~~CONFIDENTIAL~~ CLASSIFIED

DECLASSIFIED DOD ltrs 3 Nov & 29 June 1974 By ALMTS, OC, Date 11/11/74

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

File No. .....

Tally No. AAF .....

SUBJECT: Test of Rocket in Assisting Take-Off (GALCIT).

NO.	FROM	TO	DATE	COMMENTS
				AAF/A-4 MFS/emd
1	AAF C/AS	C/AC	1941 10/6	1. Reference the attached memorandum relative assisted take-off by means of rockets. Does there appear to be any likelihood that this method of assisted take-off will be practical for application to large airplanes within the next two years. 2. Is it possible to estimate at this time the effect of such a device on the range of a B-29 airplane? Incl: Memo fm Mat.Div. ~~9~~ 11/41 w/6 photos as listed. CS C/AS
2	C/AC	Mat Div	10/9	For comment & reply #2 ALP.
3.	Mat. Div. (4-E-3)	1. C.A.C. 2. C/AS	10/20/41.	1. With reference to Paragraph 1, Item 1 above, it appears likely that a practical application of auxiliary jet propulsion to large aircraft within two years may now be envisioned. This belief is predicated upon the probability that an orderly progression of investigations now under way at California Institute of Technology, Picatinny Arsenal, and Wright Field will yield future results comparable to those already obtained and applied to the YO-55 (Ercoupe) airplane at March Field. In these investigations, California Institute of Technology is being supplied under contract with $115,500 during the present fiscal year. It is anticipated that this will assist in the completion of larger jet propellant units suitable for installation on combat aircraft of the pursuit and bomber types. 2. With reference to Paragraph 2, Item 1 above, no material range increases can be expected from these or anyother auxiliary jet propulsion units, except insofar as shorter take-off distances may allow a larger fuel load being carried from any given field, and ~~the~~ their use should not be confused with that of the jet propulsion principle in prime movers. The field

RECEIVED OCT 9 1941 CLASSIFIED MAIL AND FILE UNIT

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

Page No. 1.

~~CONFIDENTIAL~~ CLASSIFIED

A10-9(10B) XE952 Air Bs 452.11(36)

OFFICE OF THE CHIEF OF THE AIR CORPS

CONFIDENTIAL

ROUTING AND RECORD SHEET

119

(To be filed with correspondence)

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

SUBJECT: Test of Rocket in Assisting Take-Off (GALCIT)

NO.	FROM	TO	DATE	DATA
3 (Continued)				of endeavor for auxiliary jet propulsion units lies in reduction of take-off distances and increased high speed ("flash") performance of short duration. Incls. n/c O. P. E. Chief, Materiel Division
4.	C/AC	AAF C/AS	1941 10/22	1. Forwarded. Incl. N/C M. S. F. Executive

452.11

(34)

(Do not use rubber stamp)

CONFIDENTIAL

- 2 -

Ch 360 XE 457 Amp 10/31

P-4071, AC A-211 (34)

Air 452.11

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

~~CONFIDENTIAL~~

DECLASSIFIED
DOD DIR

WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE AIR CORPS

WASHINGTON

SEP 11 1941

MEMORANDUM FOR: Chief of the Army Air Forces.

SUBJECT: Test of Rocket in Assisting Take-Off (GALCIT).

Attached are photographs of some airplane take-offs at March Field assisted by rocket propulsion. The rockets were developed by the Guggenheim Aeronautical Laboratory of the California Institute of Technology. These rockets each supply a 30 lb. thrust for 15 seconds and using six such rockets on a small Ercoupe have reduced the take-off distance by as much as fifty percent and have increased the high speed, at 11,000 feet altitude, by more than fifty percent.

The take-off without the normal engine but with a slight towed start is indicated in photograph 79032. The best quick estimate of the effectiveness of this rocket is shown in photograph 79030. The two airplanes would be approximately together in the position of the nearer one if the farther one were not assisted by the rocket. The burning characteristics of the fuel are quite satisfactory and this has been considered the most difficult part of the development.

For the Chief of the Air Corps

O P Echols

Oliver P. Echols,
Brig. Gen. Air Corps,
Chief Material Division.

Attach.
6 photos: 79030,79031,
79032,79033,79034,79035.

~~CONFIDENTIAL~~

CONFIDENTIAL

720131

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

720135

CONFIDENTIAL

CONFIDENTIAL

79133

CONFIDENTIAL

CONFIDENTIAL

72131

CONFIDENTIAL

CONFIDENTIAL

72132

CONFIDENTIAL

~~CONFIDENTIAL~~ ~~CLASSIFIED~~

DECLASSIFIED
DOD dirs.
E.O. 11652, 30 June 1974
By [illegible] NARS, Date 4/11/75

Test of Rocket in Assisting Take-Off (~~Unclassified~~).

AAF/A-4
MFS/cmd

1	AAF C/AS	C/AC	1941 10/8	1. Reference the attached memorandum relative assisted take-off by means of rockets. Does there appear to be any likelihood that this method of assisted take-off will be practical for application to large airplanes within the next two years. 2. Is it possible to estimate at this time the effect of such a device on the range of a B-29 airplane?

Incl:
Memo fm Mat.Div. 10/11/41
w/6 photos as listed.

OS
C/AS

452.11 (34)

~~CONFIDENTIAL~~ ~~CLASSIFIED~~

Copy for A. A. C.

•COPY•

CONFIDENTIAL

DECLASSIFIED
DOD Rfs
E.O. 12958, Sec. Date 11/14/75

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

September 11, 1941

MEMORANDUM FOR: Chief of the Army Air Forces.

SUBJECT: Test of Rocket in Assisting Take-Off (GALCIT).

Attached are photographs of some airplane take-offs at March Field assisted by rocket propulsion. The rockets were developed by the Guggenheim Aeronautical Laboratory of the California Institute of Technology. These rockets each supply a 30 lb. thrust for 15 seconds and using six such rockets on a small Ercoupe have reduced the take-off distance by as much as fifty percent and have increased the high speed, at 11,000 feet altitude, by more than fifty percent.

The take-off without the normal engine but with a slight towed start is indicated in photograph 79032. The best quick estimate of the effectiveness of this rocket is shown in photograph 79030. The two airplanes would be approximately together in the position of the nearer one if the farther one were not assisted by the rocket. The burning characteristics of the fuel are quite satisfactory and this has been considered the most difficult part of the development.

For the Chief of the Air Corps

/s/
Oliver P. Echols,
Brig. Gen. Air Corps,
Chief Materiel Division.

Attach.
6 photos: 79030,79031,
79032,79033,79034,79035.

CONFIDENTIAL

DECLASSIFIED
DOD DIR
NWMA
CONFIDENTIAL

OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND RECORD SHEET

(To be filed with correspondence)

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

SUBJECT: Spares and Spare Parts Monthly Chart

NO.	FROM	TO	DATE	DATA
1	Materiel Division (4-8)	Air Staff THRU: Chief, Air Corps	1941 9/2	1. In accordance with request contained in Routing and Record Sheet, Plans Division dated 6-5-41, on the above subject, there are furnished herewith five copies of report prepared by the Maintenance Command titled, "Report of number of Airplanes that can be maintained in combat".
				Chief, Materiel Division
2	OCAC	Air Staff	9/4	AAB
				1 Copy to A-3 1 Copy to AWPD 1 Copy to Secy Air Staff 2 Copies A-4 files JWB

XD97 1 of 55 F

(Do not use reverse side)

CONFIDENTIAL

F-1021-AC
AU-AS 458-11

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

RELEASED

DECLASSIFIED
DOD Dir. 5 200.9 & AR 380-5 June 1974
By NNMPSC, Date 11/4/75

(To be filed with correspondence)

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

SUBJECT: Equipment for "Look-Outs".

NO.	FROM	TO	DATE	DATA
1.	Ch. Air Staff	CG AFCC	1941 9/2	AAF/A-4 MFS/mwb 1. From a recent intelligence report, it is noted that: a. "Look-outs" for enemy aircraft are equipped with colored glasses to facilitate looking into the sun rays. b. Fluorescent powder is attached to life jackets in cachets and spreads a green dye in the water around floating personnel which can be seen for several miles. 2. Your comments and recommendations are desired. C. S. Chief of the Air Staff.
2.	CG AFCC	Chief Army Air Forces	9-10	1. Antiglare sun glasses are now on TBA on basis of 1 per flier and combat crew man. 2. Reference par. 1 b, recommend Materiel Division expedite the equipment of all life jackets and rafts with the fluorescent powder cachets or any improvement thereon available. Conversations with representatives of the Division indicate such work has been initiated. Both the GAF and RAF use the powder method and war experience indicates its efficiency. C. W. R. Chief of Staff.

RECEIVED SEP 8 1941 HEADQUARTERS AFCC Polling

AAC 400 (9-2-41)

(Do not use reverse side)

RELEASED

SECRET

A-52,c
Ch-80 pb-215 XM 397
16-4084, AC
AAA 452.11 (30) B

OFFICE OF THE CHIEF OF THE AIR CORPS

~~SECRET~~

ROUTING AND RECORD SHEET

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

File No. _____

Tally No. AAF _____

Subject: Equipment for "Look-Outs" (Continued)

NO.	FROM	TO	DATE	COMMENTS
			1941	
3.	Chief, Air Corps (4-E-3)	Chief, Air Staff	10/1	1. Colored sun glasses are a standard item of Air Corps equipment. 2. Action has been initiated to obtain a sample of the fluorescent powder through the British Air Commission for test in connection with life jackets and life rafts. Further comments will be forwarded after tests have been made. 3. Attached hereto is your Routing & Record Sheet dated 9-2-41 on the same two subjects, with the comments of the Air Force Combat Command. 1 Encl. R&R, 9/2/41. H.H.A. For H. S. F. Executive

F90

(Do not use reverse side)

Page No. ~~SECRET~~

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

Ab-526

Ab-215 XH-387

SECRET

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

(To be filed with correspondence)

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

SUBJECT: Equipment for "Look-Outs".

NO.	FROM	TO	DATE	DATA
4.	AAF C/AS	CG AFCC and C/AC IN TURN	1941 10/4	AAF/A-4 MPS/mmb 1. The facts stated in Paragraph 1, Item 3 of R&R X-3098, dated 9/2/41 to Chief of the Air Corps and in Paragraph 2, Item 2 of R&R, dated 9/2/41 to CG AFCC are not considered germane to the question presented in Paragraph 1 a of the two basic R&R's. 2. That question involves anti-aircraft "look-outs" (air sentinels, etc.) and similar observers who are charged with visual observation of hostile aircraft for the purpose of warning of the approach of such aircraft. Is there a need for sunglasses for such personnel and, if so, what type is required and what supply service should be charged with their procurement, storage and issue? Incl: R&R, 9/16, above subj., frm C/AC to Mat. CS C/AS
5	Hq AFCC	C/AC	10-20	ACC 400 (9-2-41) (E-13) 1. Assuming that paragraph 2, Item 4 above refers to civilian air watchers, the issue of sun glasses to civilian observers is not recommended. While the use of sun glasses would be beneficial in some cases, such use is not considered essential. Such an issue would also tend to set a precedent for the issue of still further government equipment. 2. This headquarters is aware that paragraph 2, Item 2 of subject R and R is not germane to the question presented in paragraph 1, a, of the basic R and R. This paragraph, as is stated therein,

RECEIVED OCT 7 1941 HEADQUARTERS AFCC Bolling Field, D. C.

RECEIVED OCT 22 1941 CLASSIFIED MAIL AND FILE UNIT

ACC 400 (10-4-41) misc

(Do not write reverse side)

AM-397 A10-22(12-a) 26-566 E-400, AC Aug 8 53 11 30a

SECRET

SUBJECT: Equipment for "Look-Outs".

276

NO.	FROM	TO	DATE	DATA CONTINUED
5	Hq AFCC	C/AC	1941 10-20	ACC 400 (9-2-41) refers directly to paragraph 1 b of the subject R and R, while paragraph 1, Item 2 refers to paragraph 1 a, basic R and R. 1 Incl. No change. C.W.R. C/S.
6.	C/AC	Mat. Div.	1941 10/23	1. For further remark and return to C/AS. M. S. F. Executive Incl: N/C
7.	Materiel Division (4-E-3)	Chief, Air Corps	1941 10/24	1. The comments of the Air Force Combat Command in Item 5, above, are noted. Chief, Materiel Division MEG:ds
8.	C/AC	AAF C/AS	1941 10-27	1. It is recommended that sun glasses not be issued to civilian "Look-outs". 2. Materiel Division has initiated action to obtain a sample of the fluorescent powder from the British Air Commission. Further comments will be forwarded after sample has been obtained and tests completed. M. S. F. Executive.
				-Incl. n/c.
				n/c

SECRET

01-526
XM-399

SECRET

DECLASSIFIED
DOD Dir.
E.O. 11652, Sec. 3 & 5(D) June 1974
By ALAFRC, NARS, Date

SECRET

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

(To be filed with correspondence)

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

SUBJECT: Equipment for "Look-Outs". X-3098

NO.	FROM	TO	DATE	DATA
				AAF/A-4 MFS/mwb
1.	Ch. Air Staff	Ch. Air Corps	1941 9/2	1. From a recent intelligence report, it is noted that: a. "Look-outs" for enemy aircraft are equipped with colored glasses to facilitate looking into the sun rays. b. Fluorescent powder is attached to life jackets in cachets and spreads a green dye in the water around floating personnel which can be seen for several miles. 2. Your comments and recommendations are desired. H. H. Arnold Chief of the Air Staff.
2	OCAC	Mat Div	9/4	Comments Attd

(Do not use reverse side)

SECRET

DECLASSIFIED

AM 381 X-3098
AMS-1 A9-2(3-a) A-2599

E-6664, AG
AGO 11652 (20 A)

SECRET

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Dir. 5200.9
8 Jan. & 27 June 1974
By _____ NARS, Date _____

(To be filed with correspondence)

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

SUBJECT: Equipment for "Look-Outs".

NO.	FROM	TO	DATE	DATA
3	AAF C/AS	C/AC	1941 9/12	AAF/A-4 MFS/mhh 1. For your information. T.H.C. Ch. S. C/AS
4.	C/AC	MATL	9/16	9 inviting attention to Par. 2, No 2. DDm

Incl 1.

XL391 Ch-80 26-526

A9-16(3-a) A-2742

(Do not write on reverse side)

SECRET

DECLASSIFIED

P-UCQM-AO
Army 29452 11-30 B

SECRET

DECLASSIFIED
DOD Directive 5200.9, Sept. 27, 1958
By NCVHRC, NARS, Date 11/14/78

A Study on Proper Altitude to Pressurize Cabins.

2. Ch., A.C. Materiel 9/8 1. For necessary action.

M. S. F.
Executive.

3. Materiel Division (4-R3) 1-C.A.C. 2-C/A.S. 1941 10/9

1. Attention is invited to Memorandum Report MEP-M-51/AS120, dated Sept. 29, 1941, Incl. #1, which is submitted in connection with Par. 2., Item #1, above. As indicated in detail in this report a saving of only about 0.5% in gross weight of the airplane and 0.4% in horsepower is possible if provision is made for high altitude pressurizing (25,000' equivalent altitude) instead of low altitude pressurizing (12,500' equivalent instead of low altitude pressurizing (12,000' equivalent altitude). This percentage is expected to be approximately the same for any size aircraft and is considered a low price to pay for crew comfort and efficiency obtained. Furthermore, if any pressurized cabin is punctured, it is the oxygen deficiency and not the low pressure that is critical. Therefore, the equivalent altitude for which pressurization is provided has little or no bearing on this study.

2. Attention is also invited to attached copy of R. & R. correspondence, Incl #2, with particular reference to:

Item #3 - Par. 1 & 2
" #6 - Par. 7 (1).
" #7
I.C.M. by Major Benson 8-30-41

in which theprogram of this Division to pressurize all medium and heavier bombers and approximately 80% of all pursuit aircraft was approved by the Med. Div. and also, at General Arnold's request, reviewed by Major Otis Benson, then lately returned from England.

3. In view of the above, the following recommendations are made re pressurizing altitudes for aircraft:

SECRET (continued)

SECRET

DECLASSIFIED

DECLASSIFIED
DOD DIR 5200.9
AAG/AFRC 4/11/75

A Study on Proper Altitude to Pressurize Cabins.

(62) 11-9-11

Dispatched
DEC 23 1941
AAG

8. AAF G/AC 1941 AAF/A-4
G/AS 12-15 JFW:ss

1. Approved for incorporation in type specifications affecting [illegible] Bombardment - Medium

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	
	[illegible]			Incls: N/C		[illegible]			GS G/AS		

AAF-39

SECRET

SECRET

DECLASSIFIED
DOD DIR
NLW 82-125

A Study on Proper Altitude to Pressurize Cabins. (Continued)

3. Mat.Div. 1-C.A.C. 1941
(cont'd) (4-2-3) 2-C/A.S. 10/9 3. (Continued)

a. Pursuit - Approximately 12,000 ft. Cabin pressure at 40,000 ft. or equivalentthereof for aircraft with service ceilings in excess of 38,000 ft.

b. Bombers - Approximately 10,800 ft. cabin pressure at 40,000 ft. or equivalent thereof for all medium andheavier bombers.

2 Incl:
1 - Copy Memo. Rept. EXP-M-51/AS120 With Appendix 1-2-3.
2 - Copy Mar Corres. "Data on Altitude Flying" Items 2-4-5-6-7-8-9, and IOM 8-30-41 fr Maj.Otis O. Benson.

O. P. M.,
Chief, Material Division.

(X-1)

4. C/AC AAF 1941
Ch/AS 10-14

1. Forwarded, concurring in the recommendations contained in Paragraph 3, Item 3.

Incls: H/C

M.S.F., Exec.

DECLASSIFIED

SECRET

COPY

DECLASSIFIED DOD/OSD
By [illegible] Date June 1974
Authority [illegible] Date [illegible]

~~SECRET~~

WAR DEPARTMENT
AIR CORPS, MATERIEL DIVISION

MEMORANDUM REPORT ON CER:mmr

SUBJECT: Study of Proper Altitude to Pressurize Cabins. Date: September 29, 1941

SECTION: Experimental Engineering. Expenditure Order No. 441-1

SERIAL NO. EXP-M-41/A0120.

~~SECRET~~

A. Purpose

1. To report results of a study on proper altitude to pressurize cabins, as requested in Inter-Office Memorandum (4-[illegible]) dated September 17, 1941, with inclosure, from Chief, Experimental Engineering Branch, G.C.M.D., to Chief, Experimental Engineering Section, Wright Field, subject: "A Study on Proper Altitude to Pressurize Cabins."

B. Factual Data

1. The study was based on an airplane of the B-29 type.

2. Three conditions of cabin pressure differential were considered: that is, 8,000 feet at 30,000 feet (equivalent to 12,500 feet at 40,000 feet.

3. Results of this study are set forth in table form in Appendix 1.

4. A discussion of items considered in the study is contained in Appendix 2.

5. A list of references used during this study is contained in Appendix 3.

C. Conclusions

It is concluded that:

1. For operation at 40,000 feet, the small difference in percentage of weight and power increase and the greatly increased crew comfort and efficiency justify a cabin pressure equivalent to an altitude of 10,000 to 12,000 feet.

2. When the cabin is punctured by cannon fire, it is the deficiency in oxygen, not the low pressure per se, that is critical. Because of the brief period of exposure, no discomfort from aerembolism is anticipated. Provided the loss of pressure does not exceed 6 pound per minute, the crew will have time to put on their emergency oxygen equipment. Therefore, the emergency provisions required in case of sudden drop in pressure to 40,000 feet altitude would be the same for any cabin design pressure.

~~SECRET~~

3. The effect of a sudden loss of cabin pressure on the structure involved is practically immeasurable andis considered to be negligible.

D. Recommendations

1. Pressure cabins be designed for pressures equivalent to 10,000 feet to 12,500 feet when operating at 40,000 feet.

2. The reference Inter-Office Memorandum and inclosure be sent to Aero Medical Research for further detailed physiological study and report.

Prepared by C. E. Reichert /s/

Approved by PAUL H. KIRSCHER, Lt. Colonel, A.C., /s/
Chief, Aircraft Laboratory.

Approved by F. O. CARROLL, Lt. Colonel, A.C., /s/
Chief, Experimental
Engineering Section.

SECRET

Distribution:
Ch., Mat. Div., Att: Exec.
Ch., Mat. Div., Att: Ch., Exp.Engr.Br.
Power Plant Lab.
Aero Medical Research, Equip. Lab.
Aircraft Projects
Central Files

DECLASSIFIED
DATE 10/11/25

Experimental Engineering Section
Memorandum Report No. EXP-M-41/A0120
September 29, 1941.

[redacted]

APPENDIX 1

Weight Difference Due to Different Cabin Pressures

	1	2	3
Cabin Altitude/ Airplane Altitude, ft.	* 8,000/30,000	15,000/40,000	25,000/40,000
Pressure Differential, lbs./sq.in.	6.55	5.56	2.72
Structural and Sealing Weight, lbs.	1,600	1,225	680
Pressure and Volume Equipment Wt., lbs.	450	450	450 **
Additional Oxygen and Equipment Required, lbs.	70	202	238
Total Cost of Pressurizing, lbs.	2,120	1,877	1,368
Power Required to Pressurize, Hp.	130	130	90

* Note:--This altitude differential is equivalent to 12,500 feet at 40,000 feet, although additional oxygen equipment may be required.

** Note:-- Pressure and volume equipment in case 3 would weight approximately 55 pounds less than in cases 1 and 2, but due to the decrease in heat of compression, equivalent additional weight of heating equipment is required.

[redacted]

~~SECRET~~

DECLASSIFIED
DOD Dir.
By_____ NSC, Date_____

Experimental Engineering Section
Memorandum Report No. EES-M-41/A6120.
September 29, 1941

~~SECRET~~

APPENDIX 2.

Discussion

1. Present Air Corps policy requires the use of oxygen for extended periods above 10,000 to 12,000 feet. If cabin pressures are designed for higher altitudes than these equivlent pressures, it will be necessary for the crew to use oxygen at all times. The small increase in weight and power required for the lower altitude cabin pressures justifies a greater crew comfort on arrival in the combat zone. Since all operation is intended to be at 40,000 feet, it is this equivalent pressure that will cause crew discomfort. Conference with personnel of the Aero Medical Research Unit indicates that a rapid release of pressure from 10,000 to 40,000 feet will not cause discomfort from aerembolism provided descent to lower altitudes is begun within a few minutes. The danger lies in oxygen lack. Provided the loss of pressure is no greater than 6 pounds per minute, it is believed that consciousness would not be lost within 30 seconds. This much time would be available for putting on emergency oxygen equipment. Tests have shown that if oxygen equipment is at hand, it can be put in use by trained personnel within 10 seconds.

2. Because of the small amount of temperature rise accompanying pressurizing for small pressure differentials, it is necessary to provide cabin heaters. When the weight of these cabin heaters is added to the pressure and volume equipment, the weight is approximately the same as the pressure and volume equipment alone for high pressure differentials.

3. Much of the structural weight required for pressurizing cabins is constant regardless of the pressure differential to be maintained. Such items as sealing material, decreased rivet spacing, window sealing, special opening provisions, ducting, and pressure and volume control equipment are independent of the pressure differential. Further, the difference in compressor weights between one designed for a 6-pound pressure differential and one designed for a 3-pound pressure differential is only 15 to 20 pounds. This is because there is only one less impeller and a small reduction in compressor case length for the smaller compressor.

~~SECRET~~

COPY

~~SECRET~~

DECLASSIFIED
DOD Dir. 5200.9
8 Jan. & 20 Nov. 1974
By [illegible], NSC, Date

SECRET

APPENDIX B

References Used in This Study of Proper Altitude to Pressurize Cabins

(1) A.C.T.R. No. 4640 - "Pressure - Time Relationships within a Supercharged Cabin Which Has Been Punctured."

(2) N.S.M.R. No. Q-54-62 - "The Effects of Decreased Barometric Pressures on the Living Organism."

(3) M.R. No. EXP-M-54-653-34 - "The Effects of Rapid Decompression without Supplementary Oxygen, As Related to Pressurized Cabin Aircraft."

(4) N.S.M.R. AD-51-325, Add. 4 - - "Effects of Sudden Pressure Release on Pressure Cabin Structure."

(5) Martin Report No. 1421 - "Weight and Balance of Model 189 Unsupercharged."

(6) Martin Report No. 1418 - "Estimated Weight and Balance Schedule Model 189."

(7) Boeing Report No. D2653 - "Weight and Balance Report (Heavy) Bombardment Type Airplane."

(8) Consolidated Report No. ZM-33-001 - "Estimated Weight and Balance Model 33 and 33A Four Engine High Speed Heavy Bombardment Type Airplane."

SECRET

COPY

DECLASSIFIED

SECRET

[redacted] [redacted]

Data on Altitude Flying

3. Material Division (4-3-3)	1. Chief of Air Corps 2. Deputy Chief of Staff (Air)	6/12 1941	

1. The XB-28, XB-29, XB-32, and XB-33 airplanes being procured will have pressurized cabins for maintaining 8,000 ft. pressure at 30,000 ft. altitude up to 18,000 ft. pressure at 40,000 ft. altitude. All future long range heavy and medium bombers are proposed to maintain cabin pressures of 8,000 ft. and 15,000 ft. at 35,000 ft. and 45,000 ft. altitudes respectively.

2. The XP-38A, XP-49, XP-58, and XP-62 airplanes are under procurement with expected cockpit pressures of 10,000 ft. to 15,000 ft. at 30,000 ft. to 40,000 ft. altitudes respectively. It is proposed that approximately 80% of all pursuit type will have cockpit pressures of 10,000 ft. to 12,000 ft. at 35,000 ft. to 40,000 ft. altitudes respectively, with a decrease of approximately 2,000 ft. of cockpit pressure for each 5,000 ft. increase in altitude. The other 20% of pursuit types will be equipped with mechanically driven engine superchargers with critical altitudes for high speeds between 15,000 ft. and 20,000 ft., as it now appears that striving for extreme altitudes will penalize the performance of the airplane at altitudes up to 15,000 ft. These airplanes will have service ceilings of approximately 35,000 ft. but the pilot will have to depend on an oxygen mask instead of a supercharged cockpit.

3. Predicted performance figures on the above aircraft and ranges at critical altitudes are as follows:

Airplane	High Speed	Normal Range-Miles
XB-28	295/25,000	2250
XB-29	321/25,000	4570
XB-32	379/25,000	5230
XB-33	320/25,000	2060
XP-38A	413/20,000	650
XP-49	475/25,000	648
XP-58	480/25,000	1380
XP-62	445/27,000	—

COPY

[redacted] [redacted]

Data on Altitude Flying

3. (cont'd)

4. It is understood that Major Armstrong is scheduled for D.S. in the Medical Division, OCAC, the latter part of this month. It is requested that the basic communication and letter from General Harmon be commented on by the Medical Division, OCAC, at that time, and that this Division be advised if the above program on pressurized cabins should be modified. Attached is copy of letter dated May 28, 1941 from General Arnold to Air Chief Marshall Charles F. Portal on the same subject, covered by paragraphs 1 and 2 above.

O. P. M.
Chief, Materiel Division

Attachment
Cy. ltr fr Gen. Arnold to
A.C.M. Portal, 5/28/41.

COPY

~~CONFIDENTIAL~~ CLASSIFIED

COPY R & R

Subject: Data on Altitude Flying

---

4. CAC Med. Div. 1941
6/20

1. It is desired that the inclosed papers be referred to Major Armstrong of the Medical Research Division for analysis. Return to this office for the information of The Deputy Chief of Staff (Air).

(Sgd) G.H.S.
Executive.

---

5. Med. Div. CAC 1941
7/14

1. Up to 30,000 feet Air Force personnel should be able to operate efficiently with our present standard oxygen equipment, provided that: they are specially trained; that physical activity is limited and that cabin temperatures below -25°C.

2. Beginning at 30,000 feet personnel will begin to become disabled as a result of aeroembolism in

(continued)

COPY

~~CONFIDENTIAL~~ CLASSIFIED

Subject: Data on Altitude Flying

5.(cont'd) one to three hours and at 35,000 feet at least 20% of all personnel will be disabled to such a degree that their mission cannot be accomplished.

3. At 33,000 feet to 37,000 feet all personnel will become anoxic. Although the present standard oxygen equipment tends to exaggerate this anoxemia at higher altitudes especially under conditions of activity, the ceiling can be raised little above 37,000 feet even if physiologically perfect oxygen equipment were perfected. This anoxia factor added to aeroembolism will incapacitate 75% of personnel at 40,000 feet. As a result of English, Canadian and Wright Field studies, it appears that nearly 100% of the successful individuals can be pre-selected and trained for operations up to 35,000 feet for two or three hour missions; and 80% to 90% of successful individuals for operations of twenty minutes to one hour at 40,000 feet.

4. It is expected that careful selection, training and improved oxygen equipment will allow rather routine flights to 35,000 to 37,000 feet. Operations above this altitude, however, will be a constant compromise between the time at the altitude, loss of efficiency, tolerated actual loss of personnel or equipment and objectives to be gained.

5. Inasmuch as the contemplated procurement of pressure cabin aircraft are not expected to exceed the limitations of Technical Order 1, A 03-50-1, it may be considered satisfactory. It must be appreciated, however, that the hazard rate will increase as the pressure cabin altitude rises above 8,000 to 10,000 feet and should, therefore, be kept as low as possible.

(continued)

COPY

CONFIDENTIAL

Subject: Data on Altitude Flying.

No. 5 (cont'd)

6. It is believed that insufficient experience has been obtained in high altitude operations throughout the Air Force to insure justified pilot's confidence in self or aircraft. More training and collection of data from such flights would seem highly desirable at this time.

7. It is recommended:

(1) That the contemplated procurement program be considered satisfactory.

(2) That pressure cabin aircraft be procured which will operate with a cabin pressure well within the altitude and time factors as prescribed by Technical Order, paragraph 1, a 05-80-1, so that the use of oxygen will not be routine.

(3) That more efficient standard oxygen equipment be developed.

(4) That a course of instruction similar to the course of High Altitude Physiology as conducted at Wright Field be expanded so that all flying personnel, enlisted and commissioned, will be familiar not only with the operation, use and care of oxygen equipment but also made acutely conscious of the physiological necessity and human limitations and at the same time develop a reasonable assurance through familiarity rather than accentuation of the present fear of the unknown in an unfriendly atmosphere.

(Sgd) D.N.W.S.

[redacted]
C.A.C., Med. Div.
(Initialed LHJ [redacted])

1 Incl.
Attached Notes in Detail by
Major Armstrong.

COPY

CONFIDENTIAL

CONFIDENTIAL

CANCELLED

Subject: Data on Altitude Flying

6. Chief of Air Corps — Chief of Army Air Forces — 7-15

1. For General Arnold's information.

2. It is requested that these papers be returned for General Brett's information.

(Sgd) G. E. S.
GES
Executive.

---

7. C/AAF — C/AC — 7-17

Has Benson seen these figures?

Does he agree with findings?

Recommendations?

(Sgd) H. H. A.

(Note -
Who is Benson? -H.)

---

8. Chief of Air Corps — Chief, Medical Division — 7-23-1941

For answer to General Arnold's question in par #7.

(Sgd) G.E.S.

G.E.S.,
Executive.

---

9. Med.Div. (S-G) — Aero-Med. Research Lab. — 11941 7-24

1. Attention invited to #7.

(Sgd) D N W G
(initialed LRG)

DNWG
Chief, Medical Division.

COPY

CANCELLED

CONFIDENTIAL

DECLASSIFIED
DOD 5

CONFIDENTIAL

INTER-OFFICE MEMORANDUM
WAR DEPARTMENT, AIR CORPS
OFFICE, ASSISTANT CHIEF
MATERIEL DIVISION

OCM:mmc:54
Wright Field, Dayton, Ohio
Date: August 20, 1941

TO: Chief, Materiel Division, O.C.A.C., Washington, D. C.

SUBJECT: High Altitude Flying.

1. Reference is made to the attached copy of Inter-Office Memorandum dated May 19, 1941, to Chief, Engineering Section of your office, requesting information concerning high altitude flying and Inter-Office Memorandum dated May 27, 1941, in reply thereto. The following comments are submitted by Major Otis O. Benson, Jr., M.C. of this office as requested in Comment 7, dated July 17, 1941 of the attached Routing and Record Sheet for the information of the Chief, Medical Division, Office, Chief of the Air Corps.

a. It is known that reports on high altitude operations from abroad are erroneous in that fighting is not occurring at extremely high altitudes. Officers at this station, who have recently returned from England, state that bomber aircraft (exclusive of the Boeing B-17E) rarely fly above 18,000 feet, fighters above 28,000 feet and photographic-reconnaissance above 34,000 feet. Aerial combat between fighter types of aircraft occurs usually at relatively low altitudes for numerous reasons, and rarely takes place above 25,000 feet.

b. Both the Royal Air Force and the German Air Force have developments in progress for flight at higher altitudes and there is little doubt but that the tendency is for higher altitude operations.

c. It is the belief of this office that the Air Corps must be considered in terms of thousands of fighter aircraft and thousands of bombers. Consideration must be directed to the least well trained, the least intelligent and poorest human material comprising the aerial combat forces and not to the highly selected crews of peace time standards. With these limitations in mind it is believed that routine operational flight can be performed by fighter or photographic-reconnaissance (single-seater aircraft) at altitudes up to

COPY

CONFIDENTIAL

35,000 feet; by bomber aircraft to 32,000 feet; and by specially chosen crews for selected missions up to 38,000 feet for flight of relatively short duration at the peak altitude.

4. Pilots and crews of all categories will have to have special training for high altitude operation and even selection on the basis of youth, physical fitness and tolerance of low barometric pressure may have to be instituted. The Royal Air Force has concluded that flying personnel who are to operate at altitudes over 30,000 feet for period of time in excess of thirty minutes must be selected on the basis described above.

5. This office is conducting tests to determine the effect of repeated and prolonged exposures to low barometric pressures (30,000 and 35,000 feet) and will report the results of these studies as rapidly as possible.

6. Extreme cold, inefficient and faulty oxygen equipment, requirement for work, mechanical difficulties with the aircraft necessitating great attention and manipulation, and lack of confidence and worry from all causes would, individually and in summation greatly influence the altitude tolerance of personnel. It is these factors that upset calculations; they are usually not anticipated but all too frequently occur.

7. The factual data and opinions expressed in Comment 5, dated July 14, 1941 of the Routing and Record Sheet are thought to be sound and correct in the light of our present knowledge and observations at this time. Undue conservatism has not been expressed. The views and recommendations are concurred with.

F. O. CARROLL,
Lt. Colonel, A. C.,
Chief, Experimental
Engineering Section.

3 Incls.
#1-Gy. ltr, 8-19-41
#2-Gy. ltr, 8sg7-41
#3-R&R Sheet fr. OCAC, 6-5-41,
with 9 comments and 3 incls.

Signature _____
Alden R. Crawford
Major, Air Corps,
Asst. Technical Executive.

COPY

CONFIDENTIAL

DECLASSIFIED
DOD Dir. 5200.9 & 20 June 1974
By [illegible] NARS, Date 11/11/75

452.11 (26)

MEMORANDUM FOR: The Adjutant General

SUBJECT: Transmittal of Cablegram

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

"For Legge. For necessary comparative tests on P-40F airplane by Air Corps, have Brady select and you secure and forward to this country wooden propeller blades and metal hub. This reference your 184."

1 Incl.
cable to M/A, London

Dispatched
AUG 30 1941
AAG

CONFIDENTIAL

Air AG 452.11 (26)

CONFIDENTIAL

DECLASSIFIED
DOD Ltr's
Dec. 20 June 1974
By [illegible], OCMC, Date 10/10/75

OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND RECORD SHEET

2418

(To be filed with correspondence)

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

SUBJECT: Transmittal of Cablegram

NO.	FROM	TO	DATE	DATA
1.	Intell. Division O.C.A.C. (2-B3) RRL:tk	The Air Adjutant General	8/30 1941	It is requested that the attached memorandum to The Adjutant General be signed. for RRL J. G. TAYLOR, Lieutenant Colonel, Air Corps, Chief, Intelligence Division 1 Incl. memo.to TAG w/ encl.cable

(Do not use reverse side)

CONFIDENTIAL

W-4091, AC

Air AG 452.11 (26)

SECRET

DECLASSIFIED
DOD Dirs. 5200.9 & 20 June 1974
By NNRE LC; Date 6/11/75

Reference Cablegram Number 60, dated July 24, 1941, from General Chaney.

AAF/A-4MPS /lml

1	Ch. Air Staff	Ch. Air Corps	1941 8/23

1. Inclosed herewith is a copy of a Memorandum to the Adjutant General on the above subject for your information.

452.11

Incl: Cpy of Memo to AGO, 8/21/41 above subject.

C. S.
Chief of the Air Staff

Copy of Memo already in file

(24) B

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

AAF-39

SECRET

DECLASSIFIED DOD Dirs. E.O. 12356, Sec. 3.4 & 3.6 June 1974 By ALMRS, NARS, Date 10/1/74

DEPARTMENT OF STATE

DECLASSIFIED

PARAPHRASE

DECLASSIFIED

Telegram No. 3619 Dated: 8/14/41 1 p.m.

From: LONDON Rec'd: 8/14/41 9 a.m.

FROM HARRIMAN OFFICE TO HOPKINS FOR ARNOLD AND HARRIMAN.

MAP sent a cable on August 13 to BAC in Washington regarding RRGR 2600 and GR 3350 airplane engines, a matter referred to in my cable no. 3595 of August 12. At the time the matter was discussed no representations had been made, according to May, except a statement of personal opinion that such matters should be dealt with frankly rather than attempting to conceal the fact that an error had been made by holding unusable engines and accepting further deliveries.

In connection with this matter, I recommend that BAC be contacted.

WINANT.

DECLASSIFIED

AAG 452.11 (18) B

AAG 452.11 (18) B

CONFIDENTIAL

DECLASSIFIED
DOD Dir.
By NCDPR Date 11/6/75

AUG 18 1941

MEMORANDUM FOR: The Adjutant General

SUBJECT: Transmission of Cablegram

The Secretary of War directs that the attached cablegram, paraphrased below, be forwarded to the Military Attache, London.

"In reply to cable No. 3895 to State Department from Winant, reference disposition of surplus Wright R2600 engines and Wright 2600 engines, cancellation of British R2600 engines will have undesirable effect on plans for production of this type engine, but adjustments can probably be made. Wright 2600 engines are suitable for Vengeance and Bermuda spares and it is recommended surplus be retained for that purpose."

For the Chief of the Army Air Forces:

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

1 Incl.
cable to M/A, London.

CONFIDENTIAL.

AAG 452.11 (8) A

C-I741-8/8(3A)

Air AG 452.11 (8) A

CONFIDENTIAL

RELASSIFIED
DECLASSIFIED
DOD
11/1/75

2572

Transmission of Cablegram to Military Attache, London.

1.	Intell. Division (2-B3) ERL:tk O.C.A.C.	The Air Adjutant General THRU: A-2	8/18/ 1941	It is requested that the attached action memorandum to The Adjutant General be signed.

J. G. TAYLOR,
Lieutenant Colonel, Air Corps,
Chief, Intelligence Division.

1 Incl.
action memo. to TAG
w/ encl. cable.

By
R. R. LUMSDEN
2nd Lieut., Air Corps
Foreign Liaison Section

CONFIDENTIAL
RELASSIFIED

-2142-8/18(2A)

DECLASSIFIED
DOD Ltr
By [illegible] NARS, Date 10/19/72

CONFIDENTIAL

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

4/12
423

(To be filed with correspondence)

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

SUBJECT: Paraphrase Tele. No. 3595 from Winant.

NO.	FROM	TO	DATE	DATA
1	Chief Air Staff	OCAC	8/15 1941	A-2 GCMcD/eh For your recommendations and preparation of cable reply. 1 Incl.: Cy. para. tele. No. 3595. 8/12/41 /s/ C. S., Ch., Air Staff
2.	(4-E) OCAC	Chief Air Staff	8-20 1941	1. Reply to Tele. No. 3595 from Winant is attached hereto. CCS for G. H. B. 2 Incls. Added #2 - Reply to Tele. No. 3595
3				

452.11 DA

XD710 CE-933
A8-18(4-a)

(Do not write on reverse side)

DECLASSIFIED

CONFIDENTIAL

A-2-8/21
E-4604, 40
AAF AG 452.11 (8-10) A

COPY

DEPARTMENT OF STATE

DECLASSIFIED
DOD Directive
NARS, Date 11-2-78

CONFIDENTIAL

PARAPHRASE

Telegram: 3595 Dated: 8/12/41 9 p.m.

From: LONDON Rec'd: 8/21/41 4:47 p.m.

SECRET FROM HARRIMAN OFFICE FOR HOPKINS

402 cyclone 3350 Wright engines are to be released to the United States because the Albermarle bomber for which they were ordered is not to be built, according to instructions given BAC by Map.

Now in this country for use in 122 Sterlings which are to be built are 1313 Wright 2600 engines. Only about 700 will be required. This includes spares. I would like advice as to whether 600 can be used as spares in Vultee Vengeance and Brewster Bermuda now under order and whether this should be done.

Please advise Harriman, also Arnold.

WINANT

[redacted]

CONFIDENTIAL

CONFIDENTIAL

DECLASSIFIED
DOD

REPLY TO Tel. 7205 - AUGUST 18, 1941.

In reply to your cable dated 8-12-41, reference disposition of surplus Wright 3350 engines and Wright 2600 engines, cancellation of British 3350 engines will have undesirable effect on plans for production of this type engine, but adjustments can probably be made. Wright 2600 engines are suitable for Vengeance and Recruit aprons and it is recommended surplus be retained for that purpose.

COPY

XQ7 10
AG-452

CONFIDENTIAL

~~SECRET~~

4/7

HEADQUARTERS ARMY AIR FORCES

~~CLASSIFIED~~

ROUTING AND RECORD SHEET

(To be filed with correspondence)

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

SUBJECT: Pipsqueaks For 33rd Pursuit Squadron.

NO.	FROM	TO	DATE	DATA
1	Chief of the Air Staff	Chief of Air Corps	1941 8/7	1. It is desired that 30 "pipsqueak" units be procured for installation in the P-40C Airplanes of the 33rd Pursuit Squadron. 2. It is further desired that they be transported to the using unit by air. 3. Lt. Col. Wallace G. Smith is familiar with this matter. C. S. Chief, Air Staff
2	CHAC	Mat. Div.	8/12	Necessary action taken
3.	(4-E-5) Mat Div	Chief, of Air Corps	1941 8-13	30 Pipsqueaks have been ordered by the Signal Corps for delivery to Bolling Field August 15th, addressed to Indigo Force in care of Air Corps Ferrying Command. O. P. E. Chief, Mat. Div.
4	CAC	AAF	8/15	C.A.S.

AAG 452.11 (12)

L-344 Sa-601

(Do not use reverse side)

~~CLASSIFIED~~

A 8-11 (3-L) A-2105

SECRET

E-4664, AC

AAG 452.11 (12)

WAR DEPARTMENT
Headquarters Army Air Forces
Office of the Assistant Chief of the
Air Staff - A-4

Date 27 Aug 41

TO:

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

Ref. par 1 RTR #2
Col. Whitten (Maint. Comd)
states boats were delayed
at Ft. Mason but left there
by boat for Hawaii on
22 Aug. 41.

A-4 Division

26-1

AAF-96

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

Date AUG 23 1941

TO:

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

To note.

15-2

WM. W. DICK,
Lt. Col., A.G.O.
Air Adjutant General. 452 11 (11)

A.A.F-10-A.

8/25 3 1

8/26 2

HEADQUARTERS ARMY AIR FORCES

DECLASSIFIED
DOD ltrs. 8 Dec. & 20 June 1974
By AGAFAC Date 11/11/75

ROUTING AND RECORD SHEET

SECRET

RELEASED

3/1 8/28

(To be filed with correspondence)

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

SUBJECT: Airplane Equipment for B-17, Hawaii.

NO.	FROM	TO	DATE	DATA
1.	Chief of the Air Staff	Chief of the Air Corps	1941 8/7	1. Radiogram received this date contains the following information: a. Nine B-17D airplanes ready for extended overwater flight. Only one bomb hoist and no 10-day or 72-hour kits are available in the Hawaiian Department. Skeletonized roll of armorers tools and skeletonized spare parts for caliber .50 machine gun M2 aircraft flexible are available. 2. Requested that immediate action be taken to make good these deficiencies. H.H.A. Jr. Chief of the Air Staff.
2	Chief of Air Corps	Chief of Air Staff	8/19	1. 21 bomb hoists were shipped express from Fairfield Air Depot to Hawaii on July 7th. It is believed that these have been delivered by now, but if investigation reveals that they are not, Mr. Mason action will be taken to have them shipped by express to Hawaii. 2. All components of the 10-day and 72-hour kits with the exception of airplane spares should be available in Hawaii as these were furnished at the time the 21 airplanes were flown to Hawaii. These kits are actually the squadron engineering kit and the crew chief kit, and it is believed that Hawaii has misconstrued the designation. However, Hawaii was requested a week or ten days ago to report what shortages in these kits existed but as yet no reply has been received. Action will be taken to supply

(Do not use reverse side)

SECRET

452.11 (11)

L-d-2 Sa-60 ✓

AS-11 (2-b) A-2104

CWPD-8/25/41

W-4666, AG
AAG 452.11 (11)

OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND RECORD SHEET

(To be filed with correspondence)

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

SUBJECT: Airplane Equipment for B-17, Hawaii.

SECRET

-2-

NO.	FROM	TO	DATE	DATA
				the missing components if they are available. As previously advised, airplane spares for B-17D airplanes will not be available in any quantity until late Fall. 3. The Ordnance Officer states that he has no knowledge of any armament shortages existing and that requisitions for their requirements should be submitted to the Ordnance Depot in Hawaii. X [redacted] G.H.B., Chief of Air Corps

(Do not use reverse side)

SECRET

F-6071.AC

AW 03452.11 (1)

12-60

SECRET

DECL

INFORMATION COPY

AG 350.2 (7-12-41)MS

MR/cdn - 1712.

Received at the War Department,
July 12, 1941 - 2:47 P. M.

JULY 12, 1941.

TO: TAG

FROM: CHANEY, LONDON.

NUMBER 44 JULY 12, 1941.

THAT WPD FURNISH FOLLOWING TO BE HAVE AND LAND BRITISH AIR MISSION IS REQUESTED. THE FOLLOWING SECURE COMMUNICATION BETWEEN PLANES X500 PURSUIT SQUADRON FLYING FROM CARRIER, STATION AT REYKJAVIK AND BRITISH AIRCRAFT THAT WILL BE PROVIDED TO ESCORT PLANES FROM CARRIER TO BASE HAVE BEEN ARRANGED FOR BY DIRECTOR [redacted] AIR MISSION: ON FREQUENCY OF 6665 KCS VOICE COMMUNICATION BETWEEN PURSUIT PLANES AND BRITISH ESCORT AIRCRAFT AND BETWEEN PURSUIT PLANES AND REYKJAVIK. TO MINIMUM REQUIRED FOR CARRYING OUT OPERATIONS USE OF VOICE RESTRICTED. FOLLOWING VOICE CALL SIGNS TO BE USED FOR THIS OPERATION ONLY: "CANTANKER" CALL SIGN FOR BRITISH ESCORT AIRCRAFT, "COCKERELL" CALL SIGN FOR PURSUIT SQUADRON, "ICELOG" CALL SIGN FOR REYKJAVIK. USING VOICE FOR PURSUIT PLANES ON 6665 KCS AND CONTINUOUS WAVE FOR ESCORT PLANE ON 5985 KCS DIRECTION FINDING FACILITIES WILL BE MADE AVAILABLE AT REYKJAVIK. 6990 KCS OR 500 KCS USING REYKJAVIK CALL SIGN HAS NOT BEEN APPLIED SUBAR USING NAVY CIPHER NUMBER 3 (BRITISH-US) EMPLOYED WILL BE USED FOR MESSAGES ABOUT THIS OPERATION BETWEEN FLAG OFFICER IN CHARGE OR HEADQUARTERS RAF ICELAND AND THE CARRIER. CONTINUOUS WATCH THESE FREQUENCIES IS KEPT BY REYKJAVIK STATION.

452.11 (9)

SECRET

AAG H52.11 (9)

SECRET

PARAPHRASE OF CABLEGRAM

INFORMATION COPY

NUMBER 44, JULY 12, 1941, FROM LONDON.

CARRIER CALL SIGN AND CONFIRMATION SATISFACTORY NATURE PRECEDING SYSTEM REQUESTED. ABOVE INFORMATION GIVEN TO WILLIAMS WHO LEAVES EARLY NEXT WEEK FOR ICELAND. FOR SAFETY, ESSENTIAL THIS INFORMATION BE RECEIVED PRIOR TO FLYING OFF BY 33RD PURSUIT AIR ECHELON.

COPY TO: Chief of Staff, GHQ,
as inal to 1st Ind.,
AGO, 8-4-41;
Navy Department, Director
of Naval Communications,
Room 2622;
Chief of the Army Air Force.

PARAPHRASE OF CABLEGRAM

INFORMATION COPY

SECRET

AAG 452.1 (3)

SECRET

DECLASSIFIED
DOD Dir. 5200.9 June 1975
By [illegible] NARS, Date 11/4/75

PARAPHRASE OF CABLEGRAM

INFORMATION COPY

AG 320.2 (8-1-41)MC EHB/mir-1712

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

August 1, 1941 2:34 P.M.

August 1, 1941

TO: TAG

FROM: CHANEY, LONDON

August 1, 1941 LONDON NO. 73.

452.11 (9)

THE FOLLOWING FIRST PART BRITISH GROUND COMMUNICATIONS AND DIRECTION FINDING EQUIPMENT ICELAND (C) HIGH FREQUENCY IS FOR MCNAIR. FOR AGREED SIGNAL PLAN COVERING FLIGHT 33RD SQUADRON FROM CARRIER TO REYKJAVIK UTILIZING HIGH FREQUENCY SEE OUR NUMBER 44. ANY DATE DESIRED, BRITISH OFFER TO SEND IFF SETS EQUIP ENTIRE SQUADRON, WITH EXPERT TO SUPERVISE INSTALLATION ICELAND (C). CURTIS COMPANY HAVE IN THEIR POSSESSION DRAWINGS AND INSTRUCTIONS COVERING INSTALLATION BRITISH P FORTY B AND ONE SET SAME BEING FORWARDED FOR GENERAL ECHOLS BY AIR POUCH AUGUST SECOND. BRACKETS AND OTHER INSTALLATION PARTS BRITISH WILLING TO SUPPLY. ADVISE ACTION DESIRED RESPECT FURNISHING BRITISH SETS, FURNISHING BOTH SETS AND MOUNTING PARTS REQUESTED. FOR SCR 283 COMMAND SET, NSA PIPSQUEAK SHOULD BE FURNISHED. SECOND PART. INFORMATION ACTION TAKEN FOR SUPPLY AND INSTALLATION RECOGNITION AND "RAKIN" LIGHTS AND PYROTECHNIC SIGNALLING DEVICE REQUESTED. THESE ARE OF EQUAL IMPORTANCE WITH IFF IN MY CONSIDERATION.

COPIES TO: A.C. of S., WPD;
Navy Dept., Director of Naval Communications, Room 2622;
Chief of the Army Air Forces

CANCELLED

SECRET

AAG 452.11 (9)

DECLASSIFIED
DOD Dir. 5200.9, Sec. 1074
By [illegible], Date 11/14/75

SECRET

Subject: Methods of Defense Against Mine Laying by Airplanes. (4-3-9)

14th Ind. (written 12-10-41)

War Department, Office, Chief of the Army Air Forces DEC 13 1941.
To: The Adjutant General.

1. Action will be taken to comply with instructions contained in the 12th Indorsement above.

1 Incl. n/c

For the Chief of the Army Air Forces:

WILLIAM W. DICK
Col., A.G.D.
Air Adjutant General

WGB/il

Dispatched
DEC 13 1941
AAG

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

SECRET

[illegible]

SECRET

DECLASSIFIED
DOD ltrs
3 Jan & 30 June 1972
By [illegible] NARS, Date 11/11/75

SUBJECT: Methods of Defense against Mine Laying by Airplanes.

AG 475 (9-16-41)MR-M 19th Ind. WDGS/Ltr-1713

War Department, A.G.O., November 28, 1941. - To: Chief of Coast Artillery and Chief of the Army Air Forces, [redacted].

It is desired that the Chief of the Army Air Forces in collaboration with the Chief of Coast Artillery continue to keep informed of the progress of the development of the projects being undertaken by the Navy Department as indicated in paragraph 2 preceding 6th Indorsement, and that a report on the subject be submitted to this office on or before May 1, 1942, by which time the 11th Indorsement indicates, further information will be available.

By order of the Secretary of War:

CARL BOBINSON

Adjutant General.

1 Ind. n/c

COPY FOR: Chief of the Army Air Forces.

DECLASSIFIED

SECRET

RC 145

By NN452.11 (8)

SECRET

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
DISPOSITION FORM

DECLASSIFIED
DOD Ltrs. 8 Nov. & 20 June 1974
By OLMSRC, NARS, Date 8/1/75

Date July 26, 1941

AG

AAF/225

SUBJECT: **Change in Letters of Instruction**

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

452.11

(4)

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
- [redacted] return to Air
- Noted _____ Staff

For the Chief of the Army Air Forces:

CLAUDE E. DUNCAN,
Lt. Col., Air Corps,
Secretary of The Air Staff.

JUL 28 1941

IN IN

G-4 DIVISION
WAR DEPT. GEN. STAFF
W-4689, A.C.

A-291

SECRET
DECLASSIFIED

AF-2W(M-9)A-1843

WAR DEPARTMENT
Office, Chief of the Air Corps
Form No. 176
(Rev. Aug. 25, 1939)

CONFIDENTIAL

OFFICE OF THE CHIEF OF THE AIR CORPS

DECLASSIFIED

ROUTING AND RECORD SHEET

(To be filed with correspondence)

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

SUBJECT: Spares and Spare Parts Monthly Chart

NO.	FROM	TO	DATE	DATA
1.	Materiel Division (4-G)	Air Staff	1941 7-29	1. Reference is made to Routing and Record Sheet from Plans Division dated 6-5-41 on the above subject, requesting this Division to prepare a monthly chart showing spares and spare parts on hand and estimated for delivery, and our comment #2 dated 7-10-41, stating that such a chart was being prepared. Five copies of this chart are attached hereto under the title "Report of Number of Airplanes that can be Maintained in Combat". 2. Deviations were made from the sample form in the following respects: a. Percentage figures based on money value of spares is not an indication of the number of airplanes that can be maintained in combat and therefore could not be used in this study. b. Each model of airplane was considered separately because there is not complete interchangeability between models. c. Additional types of accessory spares and parts were included in this report inasmuch as they are essential to the maintenance of the airplanes. They were not grouped under one classification due to the dissimilarity of equipment. 3. Steps have been taken by this Division to better the delivery of spares, and considerable improvement should be shown in the next report. 4. No report will be made for the month of July inasmuch as complete information will not be available on new delivery schedules. The next report will be forwarded by August 25, 1941. Incls: 2 1-Cy R/R 6-5-41 2-Report (In Quin.) Chief, Mat. Div.

(Do not use reverse side)

CONFIDENTIAL

ex-95 XDX17

OFFICE OF THE CHIEF OF THE AIR CORPS

DECLASSIFIED DOD Dir. 5200.9 Sec. A, 20 June 1954 By [illegible] NARS, Date 8/4/75

ROUTING AND RECORD SHEET

CONFIDENTIAL

(To be filed with correspondence)

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

SUBJECT: Spares and Spare Parts Monthly Chart

452.11 (6)

NO.	FROM	TO	DATE	DATA
2.	Chief of Air Corps	Chief, Army Air Forces	7/31	For your information. Incls: 2 1 cy R/R 6/5 2 Rept (Quin) H. W. B. Asst. Exec.

copy #1 ← A-3

copy #2 ← Gen Spaatz Asst. Sec.

copy #3 ←

copy #4 ← Col. Chauncey

copy #5 A-4

CONFIDENTIAL

(Downgraded)

10-77

F-4071, AC

AAG 452.11 (6)

CONFIDENTIAL

DECLASSIFIED
DOD Dir.
By [illegible] Date 11/14/72

Spares and Spare Parts Monthly Chart.

(4-6)

1 Materiel Division — Air Staff 1941 XXXX: 7/29 Chief of the Air Corps

1. Reference is made to Routing and Record Sheet from Plans Division dated 6-5-41 on the above subject, requesting this Division to prepare a monthly chart showing spares and spare parts on hand and estimated for delivery, and our comment #2 dated 7-10-41, stating that such a chart was being prepared. Five copies of this chart are attached hereto under the title "Report of Number of Airplanes that can be Maintained in Combat."

2. Deviations were made from the sample form in the following respects: WTH:hds

a. Percentage figures based on money value of spares is not an indication of the number of airplanes that can be maintained in combat and therefore could not be used in this study.

b. Each model of airplane was considered separately because there is not complete [illegible] changeability between models.

c. Additional types of accessory spares and parts were included in this report inasmuch as they are essential to the maintenance of the airplanes. They were not grouped under one classification due to the dissimilarity of equipment.

3. Steps have been taken by this Division to better the delivery of spares, and considerable improvement should be shown in the next report.

4. No report will be made for the month of July inasmuch as complete information will not be available on new delivery schedules. The next report will be forwarded by August 25, 1941.

2 Incls:
1-Cy Rqst, 6-5-41.
2-Report (in quin.)

O. P. [illegible]
Chief, Materiel Division

To Mail & Record Room
EXECUTIVE
ADMINISTRATIVE
CIVILIAN PERS.
INSPECTION
INTELLIGENCE
[illegible]
PLANS
TRAIN. & OPER.
W. COM. AERO BD.

CONFIDENTIAL

G-95
C147
(Rewrite 7-25-41)

CONFIDENTIAL
CLASSIFIED

DECLASSIFIED
DOD Dir
8 Jan. & 29 June 1974
By _____ NCD, Date

Spares and Spare Parts Monthly Chart

2.	Chief of Air Corps	Chief, Army Air Forces	7/31	For your information.

Incls: 2
1 cy R/R 6/5
2 Rept (Quin)

H. W. B.
Asst. Exec.

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

CONFIDENTIAL
CLASSIFIED

AAG 452.11 (6)

GPO 16—9070

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

Date Aug 5

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.
X A-4 Division.
___Air War Plans Division.
___Budget Section.
___Statistics Section.
___Inspector, Army Air Forces.
___Adjutant General, Army Air Forces.
___A. F. Files.

Let me know what action has been taken in reply to the cable.

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

I-207-a, A.C.

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

Date 8/11.

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
___Inspector, Army Air Forces
___Adjutant General, Army Air Forces
X A.F. Files

Are you through with this? If so send on to file

C. E. DUNCAN,
Lt. Colonel, Air Corps,
Secretary of the Air Staff.

X-97-A, AC

SECRET

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Dir.
By ... Date 11/11/75

(To be filed with correspondence)

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

SUBJECT: Report on Secret Cablegram from General Chaney.

NO.	FROM	TO	DATE	DATA
1	A-4	Chief of the Air Staff	1941 8/8	1. Original of cablegram was referred by Air Adjutant General to General Headquarters for action. Major Don Old, Air Corps, is handling reply. ACTION TAKEN: IFF: British offer to provide sets will be accepted. PIPSQUEAKS: 30 sets will be shipped by air from United States the week of August 17, 1941. RECOGNITION LIGHTS: None available in United States' Stocks. General Chaney is asked to see if British can furnish. PYROTECHNICS: It will be necessary at this time to utilize hand-held Very pistols. Twelve Very pistols and 240 Missions of pyrotechnic signals will go by air the week of August 17, 1941. Additional supplies will be forwarded by other means later. E. P. S. Chief, A-4

Incl:-
Cable frm. London to AG, 7/26/41 sgnd. CHANEY.

452.11 (3)

Yes See

Will do

Ltr & cable been sent & Chaney

COPY

CARLSBRAM

EXACT COPY

ACTION COPY

~~SECRET~~

DECLASSIFIED

AG 320.2 (7-26-41)MC

EHD/cdm - 1712

LAS

DI 1

120 P

Received at the War Department Message Center
Room 3A41 Munitions Bldg., Washington, D. C.
July 26, 1941 - 7:14 A.M.

FROM: LONDON

TO: ADJUTANT GENERAL

NO. 62 JULY 26th.

REQUEST FOLLOWING INFORMATION. WHAT PROVISION MADE FOR IFF RPT IFF, PIPSQUEAK, RECOGNITION LIGHTS ND PYROTECHNIC SIGNALS ON AIRCRAFT THIRTY THIRD PURSUIT SQUADRON ICELAND PAREN C. PAREN QUERY FOR WPD ND ARNOLD. IF N ONE MADE WHAT ACTION PROPOSED QUERY BRITISH OFFER FURNISH THIRTY IFF SETS MARK TWO DASH GEE FOR INSTALLATION ICELAND PROVIDED INSTALLATION IN TYPE AIRCRAFT THERE FEASIBLE. GROUP CAPTAIN LANG BAC SHOULD BE ABLE TO ASSIST IN DETERMINATION THIS QUESTION AS WELL AS THOSE PERTAINING INSTALLATION PIPSQUEAK, RECOGNITION LIGHTS ND PYROTECHNIC SIGNAL EQUIPMENT. REQUEST INFORMATION WHICH MODEL P RPT P DASH FORTY GOING ICELAND.

this copy for Gen Spaatz - per direction of Gen Arnold.
(apparently Gen Arnold & Gen Spaatz CHANEY
discussed this)

~~SECRET~~

signal to WPD for transmission to GHQ Manila (Col. Crain) AAG 452.11 (3)

AAF 452.11 (3) 1st Ind.

War Department, Office of Chief of Army Air Forces, Washington, D. C. July 28, 1941. To: Chief of Staff, GHQ, Army War College.

For the necessary action.

7/28/41 Orig. delvd by Maj Olds

WILLIAM W. [illegible]
Lt. Col., A.G.D.
Air Adjutant General

HENRY HARLEY ARNOLD
Box 128 Folder 7

MILITARY B

Decimal

SAS 452.11
(73-98)

AAF/DOR
JHD:mac

COPY

SECRET
BY AUTHORITY OF THE
CHIEF of the ARMY AIR FORCES
3/6 JBC
DATE INITIALS

DECLASSIFIED
DOD ltrs
E.O. 11652, 30 June 1971
By [illegible] NARS, Date 10/16/71

SUBJECT: Leak Proof Bomb Bay Tank, for Doolittle B-25-B Project.

TO: Chief of Air Corps

1. It is directed that arrangements be made for the shipment of the subject tanks, which are being fabricated by the U.S. Rubber Company at Mishawaka, Indiana, under the supervision of the Production Engineering Section of the Materiel Division.

2. There are 24 of these tanks being constructed. The first one has been completed and installed. All of those that can be completed in time to arrive at Eglin Field before March 15, should be sent there. The rest of the 24 tanks should be sent to the Sacramento Air Depot. They should arrive before March 20. Express shipments will be satisfactory provided the delivery dates can be met, otherwise, shipment by air is indicated. Arrival at Eglin Field must be by March 15, and Sacramento by March 20 as the airplanes move out of these stations on the following day in each case.

3. Information on the rate of production and availability of these tanks from the production line for shipment may be obtained from Mr. R. A. Merrly of the U. S. Rubber Company at Mishawaka.

4. All tanks should be shipped in care of Lt. Col. J. H. Doolittle who is in charge of the project.

5. The tanks hold 230 gallons and weigh 320#.

By order of Lieutenant General ARNOLD

Hq. Army A
MAR 6 1942
AAG Received
Dispatched
MAR 7 1942
AAG

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

452.11 (8)

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	OCO Reg.
											✓

AAF-29

SECRET

ans 452.11 (8)

DECLASSIFIED
DOD Ltr. 4 Jun 1974
By [illegible] Date 10/16/74

SECRET

AAF/A-4
MFS/mhh
(Written March 7, 1942)

SUBJECT: Status of Air Corps Supplies.

1st Wrapper Ind.

War Department, Headquarters, Army Air Forces, Washington, D. C.
MAR 12 1942
To: Director of Air Base Services.

1. Your comments on the attached correspondence are requested.

2. The unsatisfactory condition in Iceland as regards Air Corps Supply has been previously brought to your attention. It is desired that you take such corrective action as may be required to prevent reoccurrence of these conditions.

By Command of Lieutenant General Arnold

Incls.
Ltr. Iceland APO 810
1/28/42 abv. subj. to
ASC, Wright Fld. w/1
ind.; Exhibit "E"
1-66 Status on Receipt
of Air Corps Supplies.

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

452.11 (97)

MAR [illegible] 1942
AAG Received

Dispatched
MAR 12 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-WPD	A-Insp.	Budget	Statistics	

AAF-39

SECRET

Air Ag 452.11 (97)

SECRET

DECLASSIFIED
DOD Dirs
By [illegible] NARA, Date 10/6/71

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

January 28, 1942.

In reply refer to:
AG 452.11

Subject: Status of Air Corps Supplies.

To: Assistant Chief Air Service Command, Wright Field, Dayton, Ohio. THRU: Commanding General, Field Forces, Washington, D. C.

1. Reference is made to radio ASCR-7271 from the Assistant Chief Air Service Command dated January 7, 1942 which stated that eleven P-39 airplanes were out of commission due to shortage of spare parts, as reported in my radio 19-1-6th as eleven airplanes, no mention was made of the type of airplane. This radio further requested information on action taken by this headquarters to include requisition and radio numbers with other pertinent information together with a list by radio of the shortages needed to place these airplanes in commission.

2. In reply to the above request, a letter subject: "status of P-40-C Airplanes," dated January 7, 1942 was forwarded to your headquarters by 1st Indorsement this headquarters, file AG 452.11, dated January 9, 1942.

3. a. In addition a radio 23-1-9th was forwarded on January 9, 1942 to the Assistant Chief Air Service through General Headquarters. The data contained in inclosures Exhibit "A" and Exhibit "B" to this communication complies with that part of the radio of January 9, 1942 which stated that the list of radio numbers was too long for transmission by radio and that copies of all radios with pertinent replies thereto would follow by mail.

b. Exhibits "A" (1) to (65) lists copies of radio requisitions submitted up to December 19, 1941. Parts received are underlined in red, with difference between quantities requisitioned and quantities received indicated.

c. Exhibit "B" lists Air Corps supply parts received to date as requisitioned by radios listed in Exhibit "A".

SECRET

Ltr. Hq. IBC, Status of AC Supplies, 1-28-42, cont'd.

g. Some items have been received that were not requisitioned, such as a Link Trainer Assembly, received December 15, 1941, and other miscellaneous parts that should have been furnished initially for 90 day level of replacement and maintenance stock parts.

h. The supply of replacement and maintenance stock parts was initially set up at a 90 day level, to be loaded at the dock prior to departure of the 1st Echelon. This stock has not been completed this date.

4. It is believed that the foregoing data constitutes a comprehensive statement of the difficulties encountered in maintaining the pursuit aviation of the Iceland Base Command in shape for combat.

MAR 2 '42 PM
3358
RECEIVED
G. H. Q., U. S. ARMY
AG OFFICE

C. H. BONESTEEL,
Major General, Commanding
United States Army Forces In Iceland.

AAC/1428
Air 8/452 (87)

SECRET

DECLASSIFIED
DOD Dir.

[redacted]

[redacted]

Forwarded as a matter pertaining to your office.

For the COMMANDING GENERAL:

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

[redacted]

SECRET

DECLASSIFIED

SECRET

TF-4 TROOPS
AUGUST 26, 1941

TO DEPOT SUPPLY OFFICER MIDDLETOWN AIR DEPOT MIDDLETOWN PA USA
REQUEST IMMEDIATE SHIPMENT FOLLOWING ACCESSORIES FOR TYPE V SEVENTEEN
TEN DASH THREE THREE ALLISON ENGINES STOP CLASSIFICATION NAUGHT THREE
DASH C SIX EACH STOCK NUMBER FOUR TWO DASH TWO NINE SIX TWO NAUGHT
NAUGHT PART NUMBER S ONE ONE NINE SEVEN NAUGHT GENERATOR ASSEMBLY TYPE
M DASH ONE COMMA SIX EACH STOCK NUMBER FOUR TWO DASH EIGHT SIX FIVE
TWO SEVEN ONE PART NUMBER SEVEN NINE FOUR SEVEN TWO DASH FOUR TWO
SEVEN DASH FOURTEEN STARTER ASSEMBLY TYPE F DASH ONE COMMA TWELVE EACH
STOCK NUMBER FOUR TWO DASH EIGHT ONE FOUR THREE FIVE NAUGHT PART NUMBER
SEVEN ONE SEVEN THREE NAUGHT SOLENOID ASSEMBLY TYPE C DASH ONE COMMA
CLASSIFICATION ELEVEN TWENTY FOUR EACH STOCK NUMBER SIX FOUR DASH SEVEN
FIVE ONE THREE FIVE NAUGHT PART NUMBER SEVEN FIVE DASH SIX NINE
DASH SIX NAUGHT SIX SOLENOID ASSEMBLY TYPE DASH ONE B COMMA CLASSIFICATION
NAUGHT FIVE DASH A THIRTY EACH PART NUMBER ONE DASH SEVEN DASH EIGHT
DASH TWENTY A Z THERMOMETER ASSEMBLY PRESTONE FIFTEEN FOOT CAPACITY TEN
TO ONE FIFTY DEGREES COMMA TWENTY EACH STOCK NUMBER SIX THREE DASH THREE
NINE SEVEN FIVE NAUGHT BULB RESISTANCE TYPE F DASH TWO THERMOMETER
SPECIFICATION TWO SEVEN EIGHT TWO THREE COMMA CLASSIFICATION NAUGHT
EIGHT DASH B FIFTY EACH FUSE SELF INDICATING GLASS TUBE SEVENTY AMPERES
FOR M DASH ONE GENERATOR STOP ABOVE PARTS FOR INSTALLATION OF MOTORS ON
P DASH FORTY C AIRPLANES STOP FURTHER REQUEST FOLLOWING ITEMS FOR MAIN-
TENANCE PT DASH SEVENTEEN AIRPLANES CLASSIFICATION NAUGHT THREE THREE
EACH STOCK NUMBER FORTY DASH SIX ONE NAUGHT THREE NAUGHT NAUGHT PART
NUMBER THREE NINE D THREE FIVE NINE TWO F NAUGHT TWO TWO NAUGHT EIGHT
NAUGHT SIX PROPELLER ASSEMBLY COMPLETE WITH HUB STOP

MORRIS

SECRET

Exhibit "A" (1)

DECLASSIFIED
DOD Dir. 5 200.9 (June 1972)
By [illegible] NLC, Date 6/26/96

TF-4 TROOPS
AUGUST 28, 1941

TO DEPOT SUPPLY OFFICER MIDDLETOWN AIR DEPOT MIDDLETOWN PA USA

REQUEST IMMEDIATE SHIPMENT FOLLOWING PARTS FOR MAINTENANCE URGENTLY REQUIRED TACTICAL P DASH FORTY C AIRPLANES THIS BASE STOP CLASSIFICATION NAUGHT THREE DASH A THREE EACH STOCK FORTY DASH THREE SIX FIVE SIX THREE NAUGHT PART ONE NAUGHT NAUGHT NAUGHT NAUGHT SIX DASH ONE C GOVERNOR ASSEMBLY COMMA CLASSIFICATION NAUGHT THREE DASH C FIVE EACH STOCK FOUR TWO DASH FOUR NINE FIVE TWO NAUGHT NAUGHT PART S ONE ONE NINE EIGHT FIVE PANEL ASSEMBLY COMMA SIXTEEN EACH STOCK FOUR TWO DASH ONE FOUR FIVE FOUR SIX NAUGHT PART P FIVE C COIL ASSEMBLY COMMA CLASSIFICATION NAUGHT FIVE DASH A THREE EACH PART SIX FOUR FOUR SEVEN THREE NAUGHT INDICATOR ASSEMBLY TURN TYPE A DASH FIVE COMMA THREE EACH PART SIX FOUR FOUR SEVEN TWO NINE INDICATOR ASSEMBLY FLIGHT TYPE C DASH SEVEN COMMA THREE EACH STOCK SIX THREE DASH ONE NINE FOUR SEVEN EIGHT NAUGHT PART ONE SEVEN ONE EIGHT DASH TWO FIVE DASH A TWO INDICATOR ASSEMBLY COMMA THREE EACH STOCK SIX THREE DASH TWO THREE TWO ONE FIVE NAUGHT PART ONE SIX THREE SIX DASH SIX A DASH ONE INDICATOR ASSEMBLY COMMA THREE EACH STOCK SIX THREE DASH ONE EIGHT FIVE FOUR FIVE NAUGHT PART FIVE EIGHT SIX FIVE DASH NAUGHT TWO FIVE INDICATOR ASSEMBLY COMMA THREE EACH STOCK SIX THREE DASH ONE FIVE THREE NAUGHT NAUGHT PART THREE SEVEN ONE K DASH NAUGHT FIVE ALTIMETER ASSEMBLY COMMA THREE EACH PART SIX THREE E A FF CLOCK ASSEMBLY TYPE A DASH ELEVEN COMMA THREE EACH PART THREE EIGHT NAUGHT NAUGHT TACHOMETER ASSEMBLY TYPE C DASH NINE COMMA TWO EACH PART SIX SEVEN NAUGHT THREE DASH EIGHT THREE GAGE ASSEMBLY TYPE P DASH THREE COMMA TWO EACH PART SIX SEVEN FOUR NAUGHT DASH EIGHT EIGHT GAGE ASSEMBLY MANIFOLD TYPE D DASH NINE COMMA ONE EACH PART SIX FIVE FOUR EIGHT DASH SEVEN THREE GAGE UNIT ENGINE TYPE B DASH ONE COMMA ONE EACH PART EIGHT DJ FOUR PAD

Exhibit "A" (2) 2sheets

SECRET
DECLASSIFIED

INDICATOR ASSEMBLY MAIN WHEEL AND FLAPS TYPE DJ DASH FOUR COMMA ONE EACH TRANSMITTER ASSEMBLY TYPE TJ DASH NINE GENERAL ELECTRIC TWENTY FOUR VOLTS COMMA CLASSIFICATION ELEVEN TWENTY EACH STOCK SIX FOUR DASH ONE EIGHT SEVEN NINE NAUGHT NAUGHT PART NAUGHT SEVEN NAUGHT SEVEN ONE TWO CLEVIS CHARGING CABLE STOP

MORRIS

DECLASSIFIED
SECRET

DECLASSIFIED
DOD Dir. 5200.9 Sept. 1974
By [illegible] NARS, Date 10/15/76

SECRET
DECLASSIFIED

...K FORCE "4"
SEPTEMBER 25, 1941.

DEPOT SUPPLY OFFICER
MIDDLETOWN AIR DEPOT
MIDDLETOWN AP

THE FOLLOWING LISTED ITEMS URGENTLY REQUIRED COMMA P FORTY C GROUNDED AWAITING PARTS STOP CLASSIFICATION NAUGHT THREE DASH A FIVE EACH STOCK NUMBER C FIVE THREE TWO D DASH F DASH TWO FOUR DASH EIGHT NINE THREE NAUGHT ONE PROPELLER ASSEMBLY THREE BLADE ELEVEN FEET BY SIX INCH DIAMETER COMMA CLASSIFICATION NAUGHT THREE DASH C THIRTY TWO EACH SWITCH ASSEMBLY MAGNETIC STARTER SPECIFICATION THREE TWO ONE EIGHT ONE TYPE D DASH ONE TWENTY FOUR VOLT COMMA CLASSIFICATION ELEVEN THIRTY EACH TUBE IMPULSE UNIT ASSEMBLY FIFTY CALIBER LEFT HAND THIRTY EACH SEVEN NINE DASH FIVE SEVEN FOUR NAUGHT NINE NAUGHT PUMP AIR HAND HIGH PRESSURE COMMA CLASSIFICATION TWENTY ONE FORTY POUNDS STOCK NUMBER SEVEN ONE DASH FOUR THREE SIX NAUGHT NAUGHT NAUGHT NAUGHT FELT PRESSED GREY THREE EIGHTS INCHES THICK SIXTY INCHES WIDE NUMBER FIFTEEN SPECIFICATION EIGHT DASH FIFTEEN COMMA CLASSIFICATION TWENTY FOUR SIX THOUSAND FIVE HUNDRED POUNDS STOCK NUMBER EIGHT FIVE DASH TWO SEVEN EIGHT NAUGHT NAUGHT NAUGHT CARBON TETRACHLORIDE SPEC IFICATION FOUR DASH FIVE NAUGHT THREE DASH ONE ONE NAUGHT SIXTY TO SIXTY FIVE POUND DRUM FIVE HUNDRED GALLONS STOCK NUMBER EIGHT FIVE DASH SIX TWO NAUGHT NAUGHT NAUGHT NAUGHT NAPTHA SPECIFICATION FOUR DASH ONE NAUGHT FOUR NAUGHT FIVE FIVE GALLONS DRUM COMMA CLASSIFICATION TWENTY NINE TWO POUND STOCK NUMBER SIX SEVEN DASH FOUR EIGHT TWO NAUGHT NAUGHT PART NUMBER AN FOUR FIVE AD FOUR DASH SIX RIVET END

MORRIS

DECLASSIFIED
SECRET

Exhibit "A"(3)

SECRET

SEPTEMBER 27, 1941.

THE FOLLOWING LISTED PARTS URGENTLY REQUIRED MAINTENANCE P DASH FORTY C AIRPLANES GROUNDED AWAITING PARTS CLASSIFICATION NAUGHT THREE DASH B SIX EACH THREE DASH FOUR FOUR A WHEEL ASSY THIRTY INCH TYPE TWO SPECIFICATION TWO FIVE TWO FIVE EIGHT STOCK NUMBER FOUR ONE DASH NINE TWO NINE NAUGHT NAUGHT NAUGHT COMMA CLASSIFICATION NAUGHT FOUR DASH A ONE HUNDRED EACH STOCK NUMBER SIXTY FIVE DASH FIVE ONE FOUR FOUR NAUGHT NAUGHT PART NUMBER THREE SIX FIVE DASH SIX TWO FOUR NUT COMMA ONE HUNDRED EACH STOCK NUMBER SIXTY FIVE DASH ONE FOUR NAUGHT SEVEN NAUGHT PART NUMBER AN THREE DASH ONETWO BOLT COMMA CLASSIFICATION NAUGHT EIGHT THIRTY EACH TWO AMP TWENTY FOUR VOLT ONE HUNDRED EIGHTY WA DASH FIVETEEN BULB CLEAR SPECIAL PREFOCUSED BASE COMMA THIS PART USED ON P DASH FORTY DASH C AND CORRESPONDING TO CLASS NAUGHT EIGHT STOCK NUMBER SEVEN SEVEN DASH FOUR FIVETWO NAUGHT NAUGHT NAUGHT WHICH IS USED ON P DASH FORTY SERIES COMMA SIXTY EACH STOCK NUMBER SEVEN SEVEN DASH THREE THREE SIX EIGHT NAUGHT NAUGHT FUSE DASH FIVETEEN AMP LITTLE FUSE COMMA CLASSIFICATION TEN TWO EACH CAMERA AIRCRAFT TYPE K DASH TWENTY SPECIFICATION THREE ONE ONE TWO SIX FOUR BY FIVE ALL PURPOSE COMMA CLASSIFICATION TWENTY NINE TWO HUNDRED EACH CLAMP SELF BONDING ONE QUARTER INCH TWO HUNDRED THREE EIGHTS INCH TWO HUNDRED NINE SIXTEENTHS INCH TWO HUNDRED ONE HALF INCH TWO HUNDRED THREE QUARTERS INCH TWO HUNDRED ONE INCH TWO HUNDRED ONE AND ONE QUARTER INCH END

BONSTEEL

SECRET

Exhibit "A" (4)

DECLASSIFIED
DOD Dir.
By [illegible] NSC Date 6/6/77

SECRET

TO: MIDDLETOWN AIR DEPOT 10/2/41

(Filled 12/12/41). #24

THE FOLLOWING ITEMS URGENTLY REQUIRED FOR PHOTOGRAPHIC USE CLASSIFICATION TEN TWENTY FIVE ROLLS STOCK NUMBER EIGHT FOUR DASH TWO EIGHT NAUGHT TWO NAUGHT NAUGHT FILM PHOTOGRAPHIC TYPES CLASS A SPECIFICATION THREE ONE NAUGHT NAUGHT FOUR TWO HUNDRED FORTY FOUR DOZEN STOCK NUMBER EIGHT FOUR DASH TWO EIGHT EIGHT NAUGHT NAUGHT NAUGHT FILM PHOTOGRAPHIC TYPE FIVE CLASS L FOUR SY FIVE SPECIFICATION THREE ONE NAUGHT NAUGHT FOUR TWO HUNDRED EACH STOCK NUMBER EIGHT FOUR DASH TWO NINE NAUGHT NAUGHT NAUGHT NAUGHT PACK FILM PHOTOGRAPHIC TYPE FIVE CLASS L FOUR BY FIVE INCH THREE ONE NAUGHT FOUR COMMA FIVE HUNDRED EACH STOCK NUMBER R RIGHT FOUR DASH FOUR FOUR ONE FIVE NAUGHT NAUGHT LAMP PHOTO FLASH BULB SUPER FLASH NUMBER TWO TEN GROSSSTOCK NUMBER EIGHT FOUR DASH FIVE EIGHT EIFHT NAUGHT NAUGHT NAUGHT PAPER PHOTOGRAPHIC TYPE FIVE CONTRAST TWO EIGHT BY TEN SPECIFICATION THREE ONE NAUGHT NAUTHT FIVE TEN GROSS STOCK NUMBER EIGHT FOUR DASH FIVE EIGHT ONE NAUGHT NAUGHT NAUGHT PAPER PHOTOGRAPHIC TYPE FIVE CONTRAST THREE EIGHT BY TEN SPECIFICATION THREE ONE NAUGHT NAUGHT FIVE TWO EACH STOCK NUMBER EIGHT FOUR DASH EIGHT NINE SIX EIGHT NAUGHT NAUGHT SWITCH MICRO A DASH SIX PRINTER COMMA CLASSIFICATION NAUGHT EIGHT FIFTY EACH STOCK NUMBER SEVEN SEVEN DASH FOUR SEVEN NINE TWO NAUGHT NAUGHT LAMP ONE ONE FIVE VOLT TWENTY FIVE WATT A DASH ONE NINE BULB NATURAL LIGHT AMBER MEDIUM SCREW BASE COMMA CLASSIFICATION TWENTY FOUR ONE FIVE NAUGHT PACKAGE EIGHT FIVE DASH FOUR NAUGHT NAUGHT NAUGHT NAUGHT NAUGHT DEVELOPER FILM AND PAPER SPECIFICATION THREE ONE NAUGHT FOUR NINE COMMA THE FOLLOWING ITEMS TO BE USED IN A ONE DASH A PORTABLE PHOTOGRAPHIC TRAILER CLASSIFICATION SEVENTEEN DASH A ONE EACH BURNER JET ASSEMBLY SIX EACH BURNER JETS END

SECRET BOWSTEEL

Exhibit "A" (5)

DECLASSIFIED
DOD Ltr
E.O. 11652, 30 June 1974
By [illegible] NARS, Date 6/1/81

SECRET

TO: MIDDLETOWN AIR DEPOT 10/3/41

#34

REQUEST EXPEDITE SHIPMENT THE FOLLOWING ITEMS OF FIRE PREVENTION APPARATUS VERY URGENTLY REQUIRED THIS BASE FOR PROTECTION OF TECHNICAL EQUIPMENT AND SUPPLIES COMMA CLASSIFICATION NINETEEN TEN EACH SPECIFICATION FOUR NAUGHT TWO TWO TWO DASH A EXTINGUISHER FIRE CO DASH TWO FIFTEEN FOOT CAPACITY WITH FUNNEL COMMA ALSO SHIPMENT THE FOLLOWING PARTS FOR MAINTENANCE OF PADASH FORTY C AIRPLANES THIS BASE CLASSIFICATION NAUGHT ONE DASH F THREE EACH EIGHT SEVEN DASH NAUGHT ONE DASH NAUGHT NAUGHT ONE DASH R PANEL ASSEMBLY THREE EACH EIGHT SEVEN DASH NAUGHT NAUGHT DASH NAUGHT NAUGHT ONE DASH L PANEL ASSEMBLY SIX EACH EIGHT SEVEN DASH NAUGHT THREE DASH NAUGHT THREE TWO DASH R TIP ASSEMBLY RH SIX EACH EIGHT SEVEN DASH NAUGHT THREE DASH NAUGHT THREE TWO DASH L TIP ASSEMBLY LH END

BONESTEEL

SECRET

Exhibit "A" (6) 2 sheets

DECLASSIFIED
EO 12958
By [illegible] Date 6/20/12

ICELAND BASE COMMAND AIR FORCE
FIRST AIR BASE SQUADRON
AIR CORPS SUPPLY SECTION

SECRET

October [illegible], 1941

SUBJECT: Radio Message.

TO: Commanding Officer, Iceland Base Air Force

Request that the following radio be transmitted.

JOHN C. KELSO
1st Lieut., Air Corps,
Air Corps Supply Officer.

DEPOT SUPPLY OFFICER
MIDDLETOWN AIR DEPOT
MIDDLETOWN PA

REQUEST EXPEDITE SHIPMENT THE FOLLOWING ITEMS OF FIRE PREVENTION APPARATUS VERY URGENTLY REQUIRED THIS BASE FOR PROTECTION OF TECHNICAL EQUIPMENT AND SUPPLIES COMMA CLASSIFICATION NINETEEN TEN EACH SPECIFICATION FOUR NAUGHT TWO TWO TWO DASH A EXTINGUISHER FIRE CO DASH TWO FIFTEEN FOOT CAPACITY WITH FUNNEL COMMA ALSO SHIPMENT THE FOLLOWING PARTS FOR MAINTENANCE OF P DASH FORTY C AIRPLANES THIS BASE CLASSIFICATION NAUGHT ONE DASH F THREE EACH EIGHT SEVEN DASH NAUGHT ONE DASH NAUGHT NAUGHT ONE DASH R PANEL ASSEMBLY THREE EACH EIGHT SEVEN DASH NAUGHT NAUGHT DASH NAUGHT NAUGHT ONE DASH L PANEL ASSEMBLY SIX EACH EIGHT SEVEN DASH NAUGHT THREE DASH NAUGHT THREE TWO DASH R TIP ASSEMBLY R H SIX EACH EIGHT SEVEN DASH NAUGHT THREE DASH NAUGHT THREE TWO DASH L TIP ASSEMBLY L H END

MORRIS

SECRET

DECLASSIFIED
DOD Dir. 5200.9 25 June 1974
NSA, State Dept. Guidelines 14/5/18

SECRET
RESTRICTED

TO: MIDDLETOWN AIR DEPOT 10/4/41

REQUEST ADVISE AS TO STATUR OF SHIPMENT ON THE FOLLOWING ITEMS COMMA CLASSIFICATION O ONE DASH F TWO EACH STOCK NUMBER EIGHT SEVEN DASH NAUGHT ONE DASH NAUGHT NAUGHT ONE DASH R PANEL ASSEMBLY P DASH FORTY C TWO EACH EIGHT SEVEN DASH NAUGHT ONE DASH NAUGHT NAUGHT ONE DASH L PANEL ASSEMBLY COMMA CLASSIFICATION SEVEN EACH C FIVE THREE TWO D DASH F TWO FOUR DASH EIGHT NINE THREE NAUGHT ONE DASH THREE PROPELLER ASSEMBLY CURTISS THREE BLADE P DASH FORTY C ENTERED ON RADIO REQUISITION DATED AUGHST TWO COMMA ONE NINE FORTY ONE COMMA ALSO FIVE EACH C FIVE THREE TWO DASH F DASH TWO FOUR DASH EIGHT NINE THREE NAUGHT ONE DASH THREE PROPELLER ASSEMBLY CURTISS THREE BLADE ENTERED ON RADIO REQUISITION DATED SEPTEMBER TWO FIVE COMMA ONE NINE FOUR ONE END

BONESTEEL

EXHIBIT "A"(7)

SECRET
RESTRICTED

DECLASSIFIED
DOD Dir. 5200.9 & 20 June 1974
By [illegible] NLC, Date 10/18/76

SECRET

ICELANDBASE AIR FORCE
OCTOBER , 1941

DEPOT SUPPLY OFFICER
MIDDLETOWN AIR DEPOT
MIDDLETOWN PA

REQUEST SHIPMENT THE FOLLOWING ITEMS URGENTLY REQUIRED FOR MAINTENANCE TECHNICAL APPARATUS THIS BASE COMMA CLASSIFICATION NAUGHT ONE DASH F THREE EACH STOCK NUMBER EIGHT SEVEN DASH NAUGHT FIVE DASH NAUGHT NAUGHT ONE DASH R AILERON ASSEMBLY R H P DASH FORTY C THREE EACH STOCK NUMBER EIGHT SEVEN DASH NAUGHT FIVE DASH NAUGHT NAUGHT ONE DASH L AILERON ASSEMBLY L H P DASH FORTY C COMMA CLASSIFICATION NAUGHT FOUR DASH B FIFTY EACH STOCK NUMBER SIX SIX DASH EIGHT NAUGHT NAUGHT CASING SMOOTH CONTOUR THIRTY INCH SPECIFICATION TWO SIX FIVE FOUR FIVE CLASSIFICATION NAUGHT SIX DASH B FIFTEEN HUNDRED POUNDS C O DASH TWO IN COMMERCIAL CYLINDERS COMMA WITHOUT SYPHON FIVE THOUSAND CUBIC FEET OXYGEN AVIATORS BREATHING COMMA CLASSIFICATION SEVENTEEN DASH A ONE EACH APPARATUS CO DASH TWO RECHARGING COMPLETE WITH DIAL AND BEAM GRADUATION SCALES HOSE AND CONNECTION AND VALVES FOR RECHARGING FROM COMMERCIAL CO DASH TWO CYLINDERS WITHOUT SYPHON UNIT SHOWN IN TECHNICAL ORDER SIXTEEN DASH TWO NAUGHT DASH TWO COMMA CLASSIFICATION TWENTY FIVE ONE EACH CATALOGUE PART NUMBER FIVE THREE EIGHT ONE A DASH TWO MODEL P CLOSED CYLINDER COMPLETE ONE EACH NUMBER THREE ONE TWO EIGHT A DASH FOUR CRANK COMPLETE COMMA PARTS FOR A B DICK MIMEOGRAPH MACHINE NUMBER SEVEN EIGHT MODEL B SERIAL NUMBER SEVEN SEVEN SEVEN ONE NAUGHT COMA ONE EACH PARTS CATALOGUE COVERING F DASH TWO FUEL SERVICING TRUCK SERIAL NUMBER W DASH NAUGHT ONE SIX SIX ONE NA[illegible] END

MORRIS

Exhibit "A" (8)

SECRET

SECRET
RELEASED

DECLASSIFIED
000 Hrs.
8 Jan. & 20 June 1974
By [illegible] Date 6/18/74

10/5/41
(10/7/41)
#45 #5

TO: MIDDLETOWN AIR DEPOT

REQUEST SHIPMENT THE FOLLOWING ITEMS URGENTLY REQUIRED FOR MAINTENANCE TECHNICAL APPARATUS THIS BASE COMMA CLASSIFICATION NAUGHT ONE DASH F THREE EACH STOCK NUMBER EIGHT SEVEN DASH NAUGHT FIVE DASH NAUGHT NAUGHT ONE DASH R AILERON ASSY RH P DASH FORTY C THREE EACH STOCK NUMBE EIGHT SEVEN DASH NAUGHT FIVE DASH NAUGHT NAUGHT ONE DASH L AILERON ASSEMBLY LH P DASH FORTY C COMMA CLASSIFICATION NAUGHT FOUR DASH B FIFTY EACH STOCK NUMBER SIX SIX DASH EIGHT NAUGHT NAUGHT CASING SMOOTH CONTOUR THIRTY INCH SPECIFICATION TWO SIX FIVE FOUR FIVE CLASSIFICATION NAUGHT SIX DASH B FIFTEEN HUNDRED POUNDS CO DASH TWO IN COMMER CIAL CYLINDERS COMMA WITHOUT SYPHON FIVE THOUSAND CUBIC FEET OXYGEN AVIATORS BREATHING COMMA CLASSIFICATION SEVENTEEN DASH A ONE EACH APPARATUS CO DASH TWO RECHARGING COMPLETE WITH DIAL AND BEAM GRADUATION SCALES HOSE AND CONNECTION AND VALVES FOR RECHARGING FROM COMMERCIAL CO DASH TWO CYLINDERS WITHOUT SYPHON UNIT SHOWN IN TECHNICAL ORDER SIXTEEN DASH TWO NAUGHT DASH TWO COMMA CLASSI FICATION TWENTY FIVE ONE EACH CATALOUGE PART NUMBER FIVE THREE EIGHT ONE A DASH TWO MODEL B CLOSED CYLINDER COMPLETE ONE EACH NUMB THREE ONE TWO EIGHT A DASH FOUR CRANK COMPLETE COMMA PARTS FOR AB DICK MIMEOGRAPH MACHINE NUMBER SEVEN EIGHT MODEL B SERIAL NUMBER SEVEN SEVEN SEVEN ONE NAUGHT COMMA ONE EACH PARTS CATALOUGE COVERING F DASH TWO FUEL SERVICING TRUCK SERIAL NUMBER W DASH NAGHT ONE SIX SIX ONE NAUGHT END

BONESTEEL

Exhibit "A" (9)

RELEASED
SECRET

DECLASSIFIED
DOD ltr
18 Jan. & 20 June 1974
By [illegible] DC. Date 6/18/76

SECRET

TO: WRIGHT FIELD DAYTON OHIO 10/6/41 #55 #7

ALLISON V DASH SEVENTEEN TEN DASH THREE THREE ENGINE SERIAL NUMBER FOUR ONE DASH THREE FIVE EIGHT SIX FOUR INSTALLED IN P DASH FORTY C AIRPLANE SERIAL NUMBER FOUR ONE DASH ONE THREE FOUR TWO NAUGHT END

BONESTEEL

Exhibit "A" (10)

RELEASED
SECRET

DECLASSIFIED
E.O. 11652
By Jan. 1, 30 June 1974
By [illegible] Date 10/15/74

SECRET

TO: WRIGHT FIELD

10/6/41 #56 #5

ALLISON V DASH SEVENTEEN TEN DASH THREE ENGINE SERIAL NUMBER FOUR ONE DASH THREE FIVE SEVEN NAUGHT SEVEN BEING SHIPPED ON NEXT AVAILABLE TRANSPORT COMMA SIXTEEN SERVICEABLE V DASH ONE SEVEN TEN DASH THREE THREE ENGINES ON HAND

END

BONESTEEL

Exhibit "A" (11)

SECRET

DECLASSIFIED
DOD Dir 5200.9 June 1972
NND Date 10/18/76

SECRET
DECLASSIFIED

TO: MIDDLETOWN AIR DEPOT 10/6/41 #64

REQUEST SHIPMENT OF THE FOLLOWING ITEMS URGENTLY REQUIRED MAINTANENCE PT DASH SEVENTEEN AND P DASH FORTY C AIRPLANES THIS BASE COMMA CLASSIFICATION ONE DASH P FIVE EACH STOCK NUMBE SEVEN FIVE DASH ONE FOUR NAUGHT NAUGHT AILERON ASSEMBLY LH PT DASH SEVENTEEN FIVE EACH STOCK NUMBER SEVEN FIVE DASH ONE FOUR NAUGHT NAUGHT DASH ONE AILERON ASSEMBLY RH PT DASH SEVENTEEN CLASSIFICATION O THREE DASH B TWENTY EACH STOCK NUMBER FOUR ONE DASH SEVEN EIGHT THREE NAUGHT NAUGHT NAUGHT SPRING PRIMARY SHOE RETURN SIX EACH STOCK NUMBER FOUR ONE DASH SIX FIVE NAUGHT NAUGHT NAUGHT BRAKE ASSEMBLY TWELVE INCH TYPE TWO WHEEL SIX EACH STOCK NUMBER FOUR ONE DASH SIX FIVE FIVE NAUGHT NAUGHT BRAKE ASSEMBLY TWELVE INCH TYPE TWO WHEEL COMMA FORTY EACH STOCK NUMBER FOUR ONE DASH ONE SEVEN EIGHT TWO NAUGHT NAUGHT CYLINDER ASSEMBLY ONE AND ONE HALF INCH BRAKE ORPERATING TWENTY EACH STOCK NUMBER FOUR ONE DASH SEVEN SEVEN NINE FIVE NAUGHT NAUGHT SPRING HYDRAULIC BRAKE CONTROL RETURN COMMA CLASSIFIC TION EIGHTEEN TWO EACH STOCK NUMBER EIGHTY DASH SIXFIVE EIGHT FIVE FIVE NAUGHT WRENCH PROPELLER SHAFT END

BONESTEEL

Exhibit "A" (12)

SECRET

SECRET

10/10/41 #93

TO MIDDLETOWN AIR DEPOT.

REQUEST IMMEDIATE SHIPMENT FOLLOWING ITEMS URGENTLY REQUIRED THIS STATION FOR AERO REPAIR ON P DASH FORTY C AIRPLANES REPEAT P DASH FORTY C AIRPLANES COMMA FOURTEEN EACH STOCK NUMBER EIGHT SEVEN DASH NAUGHT THREE DASH EIGHT NAUGHT TWO DASH R PANEL ASSEMBLY FOURTEEN EACH STOCK NUMBER EIGHT SEVEN DASH NAUGHT THE DASH EIGHT NAUGHT TWO DASH L PANEL ASSEMBLY FOURTEEN EACH STOCK NUMBER EIGHT SEVEN DASH NAUGHT THREE DASH NAUGHT THREE TWO DASH R TIP ASSEMBLY WING FOURTEEN EACH STOCK NUMBER EIGHT SEVEN DASH NAUGHT THREE DASH NAUGHT THREE TWO DASH R TIP ASSEMBLY WING TEN EACH STOCK NUMBER SEVEN FIVE DASH NAUGHT EIGHT DASH NAUGHT NAUGHT ONE DASH THREE NAUGHT DASH L FLAP WING ASSEMBLY TEN ACH STOCK NUMBER SEVEN FIVE DASH NAUGHT EIGHT DASH NAUGHT ONE D DASH THREE NAUGHT DASH R FLAP WING ASSEMBLY TEN EACH STOCK NUMBER EIGHT SEVEN DASH NAUGHT FIVE DASH NAUGHT NAUGHT ONE DASH THREE NAUGHT NAUGHT L AIRLERON ASSEMBLY LEFT TEN EACH STOCK NUMBER EIGHT SEVEN DASH NAUGHT FIVE DASH NAUGHT NAUGHT ONE DASH TWO HUNDRED DASH R AILERON ASSEMBLY RIGHT TWENTY EACH PRESTONE TEMPERATURE GAGE TYPE A DASH TWENTY STOCK NUMBER ONE DASH SEVEN EIGHTS DASH TWENTY AZ TWENTY GENERATOR CONTROL PANEL TYPE TYPE B DASH ONE TWENTY FOUR VOLT ONE HUNDRED EACH FUSE SELF INDICATING THIRTY FIVE AMP ONE HUNDRED EACH FUSE SELF INDICATION SEVENTY AND FIFTEEN EACH DOOR ASSEMBLY WING FILLET FUEL CAP TWENTY EACH GAGE ASSEMBLY CARBURATOR AIR TEMPERATURE TEN EACH WINDHIELD ASSEMBLY STOCK NUMBER EIGHT SEVEN DASH TWENTY SIX DASH EIGHT NAUGHT ONE THIRTY TWO EACH WHEEL ASSEMBLY H THREE DASH FOUR FOUR A TWENTY EACH INDICATOR ASSEMBLY FLIGHT STOCK NUMBER SIX FOUR FOUR SEVEN TWO NINE SIXTEEN EACH BRAKE ASSEMBLY NUMBER H DASH TWO DASH NINE NINE RIGHT SIXTEEN EACH BRAKE ASSEMBLY NUMBER H DASH TWO DASH NINE NINE LEFT FOURTEEN EACH MOTOR ASSEMBLY LANDING LIGHT RETRACTING TWENTY FOUR VOLT SIXTEEN EACH STOCK NUMBER EIGHT SEVEN DASH THREE ONE DASH EIGHT NAUGHT ONE L LANDING GE AR ASSY COMPLETE L

Exhibit "A" (13) 3 sheets.

DECLASSIFIED
DOD Dirs
E.O. 12356, Sec. 3.3 & 3.4(b)
By [illegible] NARA, Date 10/18/11

SECRET

TWENTY EACH STOCK NUMBER FOUR FIVE DASH
SEVEN TWO ONE ONE NAUGHT NAUGHT REGULATOR ASSEMBLY OXYGEN TWENTY EACH OXYGEN
RELIEF VALVE SIXTEEN EACH COWLING ASSEMBLY COOLER FOURTEEN EACH FILLET
ASSEMBLY WING REAR RIGHT STOCK NUMBER EIGHT SEVEN DASH NAUGHT SIX DASH
NAUGHT NAUGHT TWO DASH ONE FOURTEEN EACH FILLET ASSEMBLY WING REAR LEFT
STOCK NUMBER EIGHT SEVEN DASH NAUGHT SIX DASH NAUGHT SIX DASH NAUGHT NAUGHT
TWO DASH ONE FOURTEEN EACH WING FILLET INTERMIDEATE RIGHT STOCK NUMBER EIGHT
SEVEN DASH NAUGHT SIX DASH NAUGHT NAUGHT THREE DASH ONE FOURTEEN EACH WING FILLET
INTERMIDIATE LEFT STOCK NUMBER EIGHT SEVEN DASH NAUGHT SIX DASH NAUGHT NAUGHT
THREE DASH TWO FOURTEEN EACH WING FILLET FRONT LEFT STOCK NUMBER EIGHT SEVEN
DASH NAUGHT SIX DASH NAUGHT NAUGHT FIVE FOURTEEN EACH WING FILLET FRONT
RIGHT STOCK NUMBER EIGHT SEVEN DASH NAUGHT SIX DASH NAUGHT NAUGHT FIVE SIXTEEN
EACH LANDING GEAR KNEE FAIRING LEFT SIXTEEN EACH LANDING GEAR KNEE FAIRING
RIGHT SIXTEEN EACH DOOR ASSEMBLY LANDING GEAR CLAMSHELL LEFT SIXTEEN EACH
DOOR ASSEMBLY LANDING GEAR CLAMSHELL RIGHT SIXTEEN EACH STOCK NUMBER
EIGHT SEVEN DASH THREE THREE DASH NAUGHT EIGHT FOUR VALVE ASSEMBLY POPPET
SIXTEEN EACH RADIATOR ASSEMBLY FOURTEEN EACH OIL SYSTEM LINES HOSE AND CLAMPS
COMPLETE FOURTEEN EACH FUEL SYSTEM LINES HOSE AND CLAMPS COMPLETE
FOURTEEN EACH COWLING BLAST TUBE COVER FOURTEEN EACH COWLING ENGINE LEFT FOURTEEN
EACH COWLING ENGINE RIGHT TWENTY EACH STOCK NUMBER EIGHT SEVEN DASH THREE THREE DASH
NAUGHT NAUGHT THREE PUMP ASSEMBLY HYDRAULIC TWENTY EACH MOTOR HYDRAULIC PUMP
TWENTY FOUR VOLT FOURTEEN EACH LIGHT ASSEMBLY LANDING TWENTY FOUR VOLT SIXTEEN
EACH STOCK NUMBER EIGHT SEVEN DASH THREE ONE DASH EIGHT NAUGHT ONE R LANDING
GEAR ASSEMBLY RIGHT COMPLETE THE ABOVE PARTS ARE FOR P DASH FORTY C REPEATE P
DASH FORTY C AIRPLANES GROUNDED AT THIS STATION EXCESSIVE REQUIREMENTS TO MAINTAIN
A STOCK ON HAND TO COVER AN EXTIMATED TWO MONTHS PERIOD COMMA

TO: MAD #93 Continued.

THE FOLLOWING PARTS FOR PT DASH SEVENTEEN AIRPLANES TEN EACH AIRSPEED INDICATOR ASSY TYPE C DASH FOURTEEN TWENTY EACH SPRING MAGNETO SPARK RETARDING NINE EACH ALTIMETER ASSEMBLY TYPE C DASH THIRTEEN END

BONESTEEL

DECLASSIFIED
DOD Itrs.
E.O. 12356, Sec. 3.3 & 3.4
By [illegible] NARS, Date 10/15/87

SECRET
DECLASSIFIED

TO; MIDDLETOWN AIR DEPOT 10/10/41 #94

IN REFERENCE TO RADIOGRAM DATED AUGUST TWENTY SECOND ONE NINE FOUR ONE CLASSI FICATION O DASH ONE C EIGHTY SEVEN DASH O ONE DSH O O ONE DASH L PANEL ASSEMBLY WING AND EIGHTY SEVEN DASH O ONE DASH O O ONE DASH R PANEL ASSEMBLY IS CORRECTED TO READ AS EIGHTY SEVEN DASH O THREE DASH EIGHT O TWO DASH L PANEL ASSEMBLY WING AND EIGHT SEVEN DASH O THREE DASH EIGHT O TWO DASH R PANEL ASSEMBLY COMMA ALSO REFERENCE TO RADIOGRAM DATED OCTOBER THIRD ONE NINE FORTY ONE CLASSIFICATION O DASH ONE C EIGHTY SEVEN DASH O ONE DASH O O ONE DASH L PANEL ASSEMBLY AND EIGHTY SEVEN DASH O ONE DASH O O ONE PANEL ASSEYBLY R IS CORRECTED TO READ AS EIGHTY SEVEN DASH O THREE DASH EIGHT O TWO DASH L PANEL ASSEMBLY WING AND EIGHTY SEVEN DASH O THREE DASH EIGHT O TWO DASH R PANEL ASSEMBLY WING COMMA THIS RADIOGRAM IS IN CONJUNCTION WITH WAR DEPARTMENT RADIO DATED OCTOBER NIEN ONE NINE FORTY ONE STOP STOCK LIST FOR P FORTY C AIRPLANE WAS REQUESTED PRIOR TO DEPARTURE FROM US BUT HAS NOT BEEN RECEIVED STOP URGENTLY REQUESTED STOP ABOVE PARTS REQUIRED FOR P DASH FORTY C REPEAT P DASH FORTY C AIRPLANES END

MORRIS

Exhibit "A" (14)

DECLASSIFIED
SECRET

DECLASSIFIED
DOD ltrs.
By [illegible] Date 10/18/76

SECRET
RELASSIFIED

TO: CHIEF OF STAFF GHQ W.D.C.

10/10/41
#05

REQUISITION FOR PARTS FOR P FORTY C AIRPLANES SUBMITTED THIS DATE TO MIDDLETOWN AIR DEPOT STOP ACTION TO EXPEDITE FILLING OF THIS REQUISITION AND OTHERS PREVIOUSLY SUBMITTED IS URGED STOP PRESENT STATUS OF P FORTY C AIRPLANES AS FOLLOWS COLON TWO AWAITING SURVEY FOR WHICH REPLACEMENTS HAVE BEEN RECEIVED COMMA FOURTEEN IN COMMISSION COMMA TWO OUT OF COMMISSION FOR NORMAL MAINTENANCE COMMA SIX OUT OF COMMISSION FOR REPAIRS WITH PARTS AVAILABLE COMMA EIGHT OUT OF COMMISSION AWAITING PARTS NOT IN STOCK COMMA BUT REQUISITIONED STOP IN EVENT SHIPMENT OF PARTS REQUISITIONED CANNOT BE EXPEDITED REQUEST EIGHT P FORTY C AIRPLANES COMPLETE BE SHIPPED WITHOUT DELAY AS WITHOUT PROMPT RECEIPT OF NECESSARY REPLACEMENT PARTS NUMBER OF AIRPLANES CAPABLE OF BEING KEPT IN COMMISSION IS INSUFFICIENT TO PERFORM ASSIGNED MISSION.

BOMBSTEEL

Exhibit "AQ (15)

SECRET

DECLASSIFIED
DOD Dirs
By NLRS Date 14 MAY 74

SECRET

DECLASSIFIED

TO: MIDDLETOWN AIR DEPOT 10/11/41 #107

THE FOLLOWING ITEM URGENTLY REQUIRED FOR MAINTENANCE P DASH FORTY C REPEAT P DASH FORTY C AIRPLANES GROUNDED AWAITING PARTS COMMA AMOUNT REQUIRED TO MAINTAIN STOCK CLASSIFICATION NAUGHT THREE DASH A EIGHTEEN EACH STOCK NUMBER C FIVE THREE TWO D DASH F TWO FOUR DASH EIGHT NINE THREE NAUGHT ONE DASH THREE PROPELLER ASSEMBLY COMPLETELY ASSEMBLED CURTISS THREE BLADE FOR P DASH FORTY C AIRPLANES END

BONESTEEL

Exhibit "A" (16)

DECLASSIFIED

SECRET

DECLASSIFIED
DOD Dir. 5 20 June 1972
By [illegible] NARS, Date 10/18/72

SECRET
DECLASSIFIED

TO: MAD 10/13/41 #135

REQUEST EXPIDITE SHIPMENT FOR THE FOLLOWING LUMBER URGENTLY NEEDED THIS STATION SHIPMENT TO BE MARKED FOR AIR CORPS SUPPLY OFFICER FIRST AIR BASE SQUADRON CLASSIFICATION TWENTY TWO EIGHT THOUSAND BOARD FEET LUMBER WHITE PINE PLAIN MISCELANEOUS PUMPOSES ON INCH BY TWELVE INCHES BY SIXTEEN FEET SIX THOUSAND BOARD FEET LUMBER WHITE PINE NUMBER TWO T AND G CENTER MATCHED ONE INCH BY EIGHT INCHES BY SIXTEEN FEET FOUR THOUSAND BOARD FEET LUMBER WHITE PINE TWO INCHES BY SIX INCHES BY SIXTEEN FEET TWO THOUSAND BOARD FEET LUMBER WHITE PINE LUMBER TWO T AND G CENTER MATCHED ONE INCH BY SIX INCHES BY SIX TEEN FEET SIXTEEN HUNDRED DQUARE FEET PLYWOOD FIR THREE PLY FIVE SIXTEENTHS INCHES FORTY EIGHT INCHES BY NINETY SIX INCHES SIXTEEN HUNDRED SQUARE FEET PLYWOOD FIR FIVE PLY SEVEN THIRTY SE ONDS INCHES BY FORTY EIGHT INCHES BY NINETY SIX INCHES SIXTEEN HUNDRED SQUARE FEET PLYWOOD FIR FIVE PLY THREE QUARTES INCH BY FORTY EIGHT INCHES BY NINETY SIX INCHES COMMA ABOVE ITEMS REQUIRED THIS STATION FOR PACKING PURPOSES AND AIRCRAFT MAINTENANCE END

BONESTEEL

Exhibit "AS (17)

SECRET
DECLASSIFIED

DEGLASSIFIED
DOD Dir. 5 200.9 & 20 June 1974
By Dalton J.C. Date 8/16/77

SECRET
DECLASSIFIED

TO: MIDDLETOWN AIR DEPOT 10/15/41 #136

REFERENCE YOUR RADIOGRAM MR DASH SEVEN CORRECTED PART NUMBER AND STOCK NUMBER AS FOLLOWS COMMA PART NUMBER AN FOUR FIVE AD FOUR DASH SIX STOCK NUMBER SIXSEVEN DASH FOUR EIGHT TWO FOUR NAUGHT NAUGHT RIVET END

BONESTEEL

Exhibit "A" (18)

SECRET
DECLASSIFIED

DECLASSIFIED
DOD Itr
Dtd 20 June 1972
By [illegible] Date 10/6/21

SECRET

TO: MIDDLETOWN AIR DEPOT 10/17/41

#187

REQUEST SHIPMENT FOLLOWING ITEMS URGENTLY REQUIRED MAINTENANCE AIRCRAFT THIS STATION COMMA CLASSIFICATION O ONE DASH C THIRTY TWO EACH STOCK NUMBER EIGHT SEVEN DASH TWO ONE DASH ONE EIGHT SIX DASH ONE BOLT ENGINE MOUNT ATTACHMENT THIRTY TWO EACH STOCK NUMBER EIGHT SEVEN DASH TWO ONE DASH ONE EIGHT SIX DASH TWO BOLT ENGINE MOUNT ATTACHMENT SIXTY FOUR EACH STOCK NUMBER EIGHT SEVEN DASH TWO ONE DASH TWO FIVE TWO WASHER SIXTEEN EACH EIGHT SEVEN DASH TWO TWO NAUGHT THREE FOUR DASH THREE BOLT ENGINE MOUNT ATTACHMENT ONE HUNDRED EACH STOCK NUMBER EIGHT SEVEN DASH TWO TWO DASH NAUGHT FOUR TWO BOLT ENGINE TO MOUNT ONE HUNDRED EACH STOCK NUMBER EIGHT SEVEN DASH FOUR ONE DASH NAUGHT ONE TWO BOLT SPECIAL TWO HUNDRED EACH STOCK NUMBER EIGHT SEVEN DASH FOUR ONE DASH NAUGHT ONE ONE WASHER SPECIAL COMMA CLASSIFICATION O THREE DASH C FIVE EACH STOCK NUMBER FOUR TWO DASH FOUR NINE FIVE TWO FIVE NAUGHT PART NUMBER SEVEN NAUGHT THREE NAUGHT TWO PANEL ASSEMBLY FOUR EACH STOCK NUMBER FOUR TWO DASH FOUR THREE TWO TWO FIVE NAUGHT MOTOR ASSEMBLY PART NUMBER FIVE SEVEN NINE SEVEN FIVE EACH STOCK NUMBER FOUR TWO DASH SEVEN NINE EIGHT EIGHT TWO NAUGHT PART NUMBER IGHT NINE ONE FOUR THREE SIGNAL ASSEMBLY CLASSIFICATION O FOUR DASH B THIRTY EACH STOCK NUMBER SIX SIX DASH EIGHT NAUGHT NAUGHT NAUGHT NAUGHT CASING SMOOTH CONTOUR THIRTY INCH SPECIFICATION TWO SIXFIVE FOUR FIVE COMMA CLASSIFICATION O EIGHT FIFTY EACH STOCK NUMBER SEVEN SEVEN DASH THREE SIX NAUGHT TWO NAUGHT NAUGHT FUSE SELF INDICATING GLASS TUBE FOUR AG FORTY AMP FIFTY EACH FUSE SELF INDICATING GLASS TUBE FOUR AG SEVENTY AMP COMMA CLASSIFICATION SEVENTEEN DASH B ONE HUNDRED EACH STOCK NUMBER SEVEN NINE DASH FIVE TWO THREE ONE NINE NAUGHT NEEDLE SEWING MACHINE SINGER NUMBER TWO TWO ONE THREE FIVE BY SEVEN COMMA CLASSIFICATION TWENTY THREE DASH A

Exhibit "A" (19) 2 sheets

SECRET

(#167 Continued to Middletown.)

TEN POUNDS STOCK NUMBER SIX EIGHT DASH TWO NINE SIX SIX NAUGHT NAUGHT COPPER WI RE POINT NAUGHT FIVE NAUGHT EIGHT INCH SPECIFICATION FIVE SEVEN DASH TWO TWO TWO DASH ONE COMMA CLASSIFICATION TWENTY NINE FIFTY EACH CASTER HEAVY DUTY DARNELL MODEL NUMBER SIXSIX NAUGHT FIVE RK END

BONESTEEL

DECLASSIFIED
DOD ltr.
By NLJ Date 10/15/71

SECRET

TO: MAD 10/18/41 #179

THE FOLLOWING ITEMS URGENTLY REQUIRED FOR MAINTENANCE P DASH FORTY C AND PT DASH SEVENTEEN AIRPLANES THIS BASE STOP CLASSIFICATION NAUGHT TWO DASH A TWO EACH ENGINE ALLISON NUMBER V DASH SEVENTEEN TEN DASH THREE THREE THESE ENGINES FOR P DASH FORTY C AIRPLANES USEING A TWENTY FOUR VOLT TUSTEM CLASSIFICATION NAUGHT THREE DASH SIX EACH STOCK NUMBER C FIVE THREE TWO D DASH F TWO FOUR DASH EIGHT NINE THREE NAUGHT ONE DASH THREE PROPELLER ASSEMBLY COMPLETLY ASSEMBLED CURTISS THREE BLADE FOR P DASH FORTY C AIRPLANE THREE EACH STOCK NUMBER FORTY DASH SIX ONE DASH NAUGHT THREE NAUGHT NAUGHT PROPELLER ASSEMBLY COMPLETE WHITH HUB THESE PROPELLERS FOR PT DASH SEVENTEEN AIRPLANE

BONESTEEL

Exhibit "A" (20)

DECLASSIFIED

SECRET

DECLASSIFIED
DOD dirs
By [illegible] Date 10/15/71

SECRET
DECLASSIFIED

TO: MAD 10/20/41 #200

REQUEST EXPEDITE SHIPMENT FOLLOWING ITEMS URGENTLY REQUIRED FOR MAINTENANCE AND OPERATION OF PT DASH SEVENTEEN REPEAT PT DASH SEVENTEEN AIRPLANES THIS BASE STOP CLASSIFICATION NAUGHT ONE DASH P TWO EACH ONE FOUR DASH SIX SIX THREE NAUGHT NAUGHT NAUGHT RUDDER ASSEMBLY COMMA TWO EACH ONE FOUR DASH THREE NINE NAUGHT FIVE NAUGHT NAUGHT DASH L ELEVATOR ASSEMBLY COMMA TWO EACH ONE FOUR DASH THREE NINE FIVE NAUGHT NAUGHT NAUGHT DASH R ELEVATOR ASSEMBLY STOP CLASSIFICATION NAUGHT TWO DASH A THREE EACH ENGINE CONTINENTAL MODEL R DASH SIX SEVEN NAUGHT DASH FIVE STOP CLASSIFICATION NAUGHT THREE D SH B SIX EACH FOUR ONE DASH NINE TWO NAUGHT TWO NAUGHT NAUGHT WHEEL ASSEMBLY LANDING GEAR STOP CLASSIFICATION NAUGHT FIVE DASH A SIX EACH ONE FOUR TWO SIX BASH ONE Z DASH A ONE INDICATOR AIRSPEED TYPE C DASH ONE FOUR COMMA SIXEACH THREE SEVEN ONE K DASH NAUGHT FIVE ALTIMETER TYPE C DASH ONE THREE COMMA SIX EACH THREE EIGHT NAUGHT NAUGHT TACHOMETER TYPE C DASH NINE COMMA SIXEACH SIX FIVE FOUR EIGHT DASH SEVEN THREE ENGINE GAGE UNITS TYPE B DASH SEVEN STOP CLASSIFICATION THIRTEEN TWO EACH SUIT ASBESTOS TYPE A DASH ONE SPECIFICATION THREE ONE NAUGHT NINE COMMA THIS ITEM REQUISITIONED IN COMPLIANCE WITH TECHNICAL ORDER NAUGHT NAUGHT DASH THREE NAUGHT DASH FOUR FOUR COMMA DATED SEVEN THIRTY FORTY ONE STOP

BONESTEEL

Exhibit "A" (21)

SECRET
RELEASED

DECLASSIFIED
DOD ltr's
Sec 3(a) & 20 June 1974
By [illegible] NSC, Date 10/18/74

SECRET
RELEASED

TO: MAD 10/20/41 #219

REQUEST IMMEDIATE PRIORITY SHIPMENT FOLLOWING PHOTOGRAPHIC EQUIPMENT MARKED FOR AIR FORCE THIS STATION STOP TWELVE SEVEN HUNDRED AND FIFTY WATT MAZDAPROJECTION MAPS FOR BELL AND HOWELL UTILITY MODEL PROJECTOR STOP SIX NUMBER TWELVE COMMA ONE THREE FOUR EXCITER LAMPS STOP TWO NUMBER NINUGHT THREE ONE NINE EIGHT FIFTY FOOT SPEAKER CABLES STOP ONE NUMBER FIVE THREE EIGHT FIVE CLEANING APERTURE BRUSH STOP TWO NUMBER NINE EIGHT EIGHT PILOT LAMPS STOP ONE EACH NUMBER A DASH NINE NINE COMMA TYPE FIVE Z FOUR TUBE COMMA NUMBER A DASH NINE SIX TPE SIX J SEVEN TUBE COMMA NUMBER A DASH ONE EIGHT TWO COMMA TYPE SIX SC SEVEN TUBE COMMA NUMBER A FOUR EIGHT EIGHT TYPE SIX V SIX T TUBE COMMA TWO NUMBER A DASH NINE EIGHT COMMA TYPE SIX V SIX TUBES ALL FOR AMPLIFYING UNIT STOP ALL ABOVE PART NUMBERS QUOTED ARE BELL AND HOWELL

BONESTEEL

Exhibit "A" (22)

DECLASSIFIED
SECRET

DECLASSIFIED
DOD Hrs
E.O. 12356, Sec. 3.4 & 20 June 1974
By [illegible] NLC, Date 10/15/96

SECRET
RELEASED

TO: MIDDLETOWN AIR DEPOT 10/22/41 #231

RE RAD MCR SEVEN THREE FOUR TWO A AND RADIO THIS BASE DATED SEPTEMBER TWO EIGHT STOP IF K DASH TWENTY TYPE CAMERA CANNOT BE FURNISHED IT IS REQUESTED THAT STOCK NUMBER EIGHT FOUR DASH NINE SEVEN FIVE NAUGHT NAUGHT CAMERA TYPE K DASH TEN BE SUBSTITUTED IN VIEW OF LARGE AMOUNT OF FILM FOR D DASH TWENTY AND D DASH TEN ON HAND STOP IF TYPE FOUR EIGHT HAS ALREADY BEEN SHIPPED REQUESTED TWENTY FIVE ROLLS EIGHT FOUR DASH TWO SIX FOUR FOUR NAUGHT NAUGHT FILM BE FORWARDED END

BONESTEEL

Exhibit "A" (23)

DECLASSIFIED

SECRET

SECRET

DECLASSIFIED
DOD ltr's
& Ltrs. & 20 June 1972
Chief, Declassification Br. 6/28/74

TO: MIDDLETOWN AIR DEPOT 10/23/41

REQUEST SHIPMENT FOLLOWING ITEMS URGENTLY REQUIRED FOR OPERATION AIRCRAFT THIS STATION STOP CLASSIFICATION NAUGHT FIVE DASH A TEN EACH STOCK NUMBER SIX THREE DASH FOUR ONE NINE NAUGHT SIX NAUGHT THERMOMETER ASSEMBLY TYPE C DASH ELEVEN SPECIFICATION TWO SEVEN NINE FOUR NINE TEN EACH STOCK NUMBER SIX THREE DASH OUR TWO NAUGHT SEVEN FIVE NAUGHT THERMOMETER ASSEMBLY TYPE F DASH FIVE SPECIFICATION TWO SEVEN EIGHT SEVEN ONE FIVE EACH STOCK NUMBER SIX THREE DASH ONE NINE FOUR SEVEN EIGHT NAUGHT INDICATOR ASSEMBLY BANK AND TURN TYPE A DASH IGHT FIVE EACH PART NUMBER SIX F UR FOUR SEVEN TWO NINE STOCK NUMBER SIX THREE DASH TWO NAUGHT SEVEN SIX NAUGHT NAUGHT NAUGHT INDICATOR ASSEMBLY FLIGHT TYPE C DASH SEVEN SPECIFICATION TWO SEVEN NINE SIX TWO TEN EACH PART NUMBER THREE SIX NINE D DASH NAUGHT TWO STOCK NUMBER SIX THREE DASH FOUR FIVE ONE NAUGHT NAUGHT NAUGHT TUBE ASSEMBLY THREE EACH PART NUMBER ONE FOUR TWO SIX DASH ONE Z DASH A ONE STOCK NUMBER SIX THREE DASH ONE EIGHT TWO SEVEN SEVEN NAUGHT INDICATOR ASSEMBLY THREE EACH STOCK NUMBER SIX THREE DASH ONE FIVE THREE NAUGHT NAUGHT ALTIMETER ASSEMBLY TYPE C DASH THIRTEEN TEN EACH PART NUMPER NINE NAUGHT FIVE NINE FIVE STOCK NUMBE SIX THREE DASH TWO THREE TWO FIVE NAUGHT AMMETER THIRTY E CH STOCK NUMBER ONE DASH SEVEN EIGHTEE DASH TWENTY AZ THERMOMETER ASSEMBLY TYPE A DASH TWENTY FIFTEEN FOOT CAP PERSTONE TEMPARTURE COMMA THIS ITEM DOES NOT HAVE ELECTRICAL CONNECTION IN IT BUT HAS A FIFTEEN FOOT CAP AND USED ON P DASH FORTY C AIRPLANE STOP CLASSIFICATION NAUGHT SIX DASH B TEN THOUSAND CUBIC FEET OXYGEN BREATHING STOP CLASSIFICATION ELEVEN FORTY EACH STOCK NUMBER SEVEN FIVE DASH SIX NINE DASH SIX NAUGHT SIX SOLENOID ASSEMBLY TRIGGER CONTROL TYPE E DASH ONE B MODIFIED STOP CLASSIFICATION SEVENTEEN DASH B ONE HUNDRED E CH STOCK NUMBER SEVEN NINE DASH FIVE TWO TWO FOUR FOUR NAUGHT NEEDLE SEWING MACHINE SINGER NUMBER EIGHTEEN ONE THREE FIVE BY SEV[illegible] ONE HUNDRED EACH TOCK NUMBER SEVEN

SECRET

Exhibit "A" (24) 2 sheets

SECRET CLASSIFIED

NINE DASH FIVE TWO TWO SEVEN SEVEN NAUGHT NEEDLE SEWING MACHINE SINGER NUMBER TWENTY ONE THREE FIVE BY SEVEN TOP CLASSIFICATION NINETEEN TWO B CH EXTINGUISHER FIRE CO TWO FIFTEEN POUND SPECIFICATION FOUR NAUGHT TWO TWO TWO DASH A

END

BONESTEEL

SECRET CLASSIFIED

DECLASSIFIED
DOD ltrs
E.O. 12356, Sec. 3.3 & 3.5 June 1997
By [illegible] NARA, Date 10/14/97

SECRET
DECLASSIFIED

TO: MAD 10/24/41 #286

REFERENCE RADIO MCR DASH NINE NINE TWO FIVE OCTOBER TWENTIETH STOP THIRTEEN EACH REPAIRABLE C DASH FIVE THREE TWO D DASH EIGHT NINE THREE NAUGHT ONE DASH THREE PROPELLER ASSEMBLYS COMPLETE WITH HUBS BEING RETURNED TO DEPOT AS SOON AS POSSIBLE WILL ADVISE APPROXIMATE DATE OF ARRIVAL UPON SHIPMENT

BONESTEEL

Exhibit "A" (25)

SECRET
DECLASSIFIED

DECLASSIFIED
DOD Itrs
P.L. 86-36 & 30 June 1974
By [illegible] NARS, Date 12/10/74

SECRET

DECLASSIFIED

TO: ADJUTANT GENERAL WASH D.C. 10/25/41 #300

CITE MCR DASH FIVE EIGHT THREE EIGHT TWENTY EIGHT REPEAT TWENTY EIGHT EACH SIX FIVE THREE TWO D DASH EIGHT NINE THREE NAUGHT ONE DASH THREE PROPELLERS SUPPLIED OR OBLIGATED THIS ACTIVITY WI LL MEET IMMEDIATE REQUIREMENTS END

BONESTEEL

Exhibit "A" (26)

SECRET DECLASSIFIED

SECRET

DECLASSIFIED
DOD Rib
E.O. 20 June 1974
by [illegible] Date 1/28/76

TO: MAINTENANCE COMMAND
WRIGHT FIELD DAYTON OHIO 10/27/41 #1

REFERENCE OUR RADIO TO MAD OCTOBER TENTH LISTING ITEMS REQUIRED FOR P DASH FORTY C AIRPLANES STOP THE FOLLWOING ITEMS ENUMBERATED NEEDED IMMEDIATELY TO PLACE PLANES IN COMMISSION STOP SIX EACH STOCK NUMBER EIGHT SEVEN DASH NAUGHT THREE DASH EIGHT NAUGHT TWO DASH R PANEL ASSEMBLY FIVE EACH STOCK NUMBER EIGHT SEVEN DASH NAUGHT THREE DASH EIGHT NAUGHT TWO DASH L PANEL ASSEMBLY SIX EACH STOCK NUMBER EIGHT SEVEN DASH NAUGHT THREE DASH NAUGHT THREE TWO DASH R TIP ASSEMBLY SIX EACH STOCK NUMBER EIGHT SEVEN DASH NAUGHT THREE DASH NAUGHT THREE TWO DASH L TIP ASSEMBLY FIVE EACH STOCK NUMBER SEVEN FIVE DASH NAUGHT EIGHT DASH NAUGHT NAUGHT ONE DASH THREE NAUGHT L FLAP ASSEMBLY FIVE EACH STOCK NUMBER SEVEN FIVE DASH NAUGHT EIGHT DASH NAUGHT NAUGHT ONE DASH THREE NAUGHT DASH R FLAP ASSEMBLY SIX EACH STOCK NUMBER NAUGHT DASH L AIRLERON ASSEMBLY SIX EACH STOCK NUMBER EIFHT SEVEN DASH FIVE DASH NAUGHT NAUGHT ONE DASH TWO NAUGHT NAUGHT DASH R AILERON ASSEMBLY TEN EACH STOCK NUMBER L DASH SEVEN EIGHTHS DASH TWENTY DASH AZ DASH A DASH TWENTY GAGE PRESTONE TEMPERATURE FOUR EACH PANEL GENERATOR CONTROL TYPE E ONE TWENTY EACH FIVE SELF INDICATING SEVENTY AMPS FIVE EACH DOOR ASSEMBLY WING FILLET FUEL CAP FOUR EACH GAGE ASSEMBLY CARBURATOR AIR TEMP THREE E CH STOCK NUMBER EIGHT SEVEN DASH TWENTY SIX DASH EIGHT NAUGHT ONE WINDSHIELD ASSEMBLY TWELVE EACH STOCK NUMBER H DASH THREE DASH FOUR FOUR A WHEEL ASSEMBLY FOUR EACH STOCK NUMBER SIX FOUR SEVEN TWO NINE INDICATOR ASSEMBLY FLIGHT TWO EACH STOCK NUMBER H DASH TWO DASH NINE NINE DASH L BRAKE ASSEMBLY FOUR EACH MOTOR ASSEMBLY LANDING LIGHT RETRACTING TWENTY FOUR VOLT FIVE EACH LANDING GEAR ASSEMBLY L STOCK NUMBER EIGHT SEVEN DASH THREE ONE DASH EIGHT NAUGHT ONE DASH L FOUR EACH STOCK NUMBER FOUR FIVE DASH SEVEN TWO ONE ONE NAUGHT

Exhibit "A" (27) 2 sheets

SECRET

SECRET
SECURITY INFORMATION

#302 #1 10/27/41 TO; WR Continued

NAUGHT REGULATOR ASSEMBLY FIVE EACH OXYGEN RELIEF VALVE TEN EACH COWLING ASSEMBLY COOLER TWO EACH STOCK NUMBER EIFHT SEVEN DASH NAUGHT SIX DASH NAUGHT NAUGHT TWO DASH ONE FILLET ASSEMBLY WING REAR THREE EACH STOCK NUMBER EIGHT SEVEN DASH NAUGHT SIX DASH NAUGHT SIX DASH NAUGHT NAUGHT TWO DASH ONE FILLET ASSEMBLY WING REAR LEFT SIX EACH LANDING GEAR KNEE FAIRING LEFT SEVEN EACH LANDING GEAR KNEE FAIRING RIGHT FIVE EACH DOOR ASSEMBLY LANDING GEAR CLAM SHELL LEFT SIX EACH DOOR ASSEMBLY LANDING GEAR CLAM SHELL RIGHT FIVE EACH VALVE ASSEMBLY POPPET STOCK NUMBER EIGHT SEVEN DASH THREE THREE DASH NAUGHT FIGHT FOUR FOUR EACH RADIATOR ASSEMBLY TWO EACH OIL SYSTEM LINES HOSE AND CLAMPS COMPLETE TWO EACH FUEL SYSTEM LINES HOSE AND CLAMPS COMPLETE TWO EACH COWLING BLAST TUBE COVER TWO EACH PUMP ASSEMBLY HYDRAULIC STOCK NUMBER EIGHT SEVEN DASH THREE THREE DASH THREE THREE DASH NAUGHT NAUGHT THREE TWO EACH MOTOR HYDRAULIC PUMP TWENTY FOUR VOLT NINE EACH LIGHT ASSEMBLY LANDING TWENTY FOUR VOLT SIX EACH LANDING GEAR ASSEMBLY RIGHT STOCK NUMBER EIGHT SEVEN DASH THREE ONE DASH EIGHT NAUGHT ONE DASH R STOP CHECK ABOVE ITEMS WITH OUR FIGURES IN RADIO OF OCTOVER TENTH STOP BALANCE REQUIRED FOR STOCK PURPOSES END

BONESTEEL

SECURITY INFORMATION
SECRET

UNCLASSIFIED
DOD Dir
E.O. 11652 Sec 3(E) June 1972
By [illegible] Date 1/15/74

TO: MIDDLETOWN AIR DEPOT 10/27/42 WDC 812

REFFRENCE RADIOGRAM MAINTENANCE COMMAND WRIGHT FIELD OCTOBER TWENTY FOURTH STOP REQUESTED FOR PARTS REFERRED TO IN ABOVE RADIOGRAM SUBMITTED BY O'CONNOR CURTISS REPRESENTATIVE THIS BASE STOP THIS REQUEST INTENDED FOR CURTIS PLANT BUFFALO NY STOP O'CONNER REQUESTS RADIOGRAM REQUISITION BE DISREGARDED END

BOHESTEEL

Exhibit "A" (20)

DECLASSIFIED
DOD INT

SECRET

TO: MIDDLETOWN AIR DEPOT 10/28/41

#525

REQUEST SHIPMENT STATUS OF FIVE THOUSAND CUBIC FEET OXYGEN REQUISITIONED ON OCTOBER FOUR STOP THIS QUANTITY NEEDED FOR IMMEDIATE OPERATION STOP REQUEST SHIPMENT ADDITIONAL TEN THOUSAND CUBIC FEET OF OXYGEN REQUISITIONED OCTOBER TWENTY THIRD BE EXPEDITED END

BONESTEEL

SECRET

Exhibit "A" (22)

SECRET

DECLASSIFIED
DOD Dir.

TO: WRIGHT FIELD MAINTENANCE COMMAND 10/20/41 #330

REQUEST THIS HEADQUARTERS BE FURNISHED FOLLOWING LISTED BLANK FORMS COLON THREE HUNDRED EACH W D A C FORM NUMBER FOURTEEN AND THREE HUNDRED EACH W D A C FORM NUMBER SEVENTEEN STOP THESE FORMS WERE REQUESTED IN LETTER THIS HEADQUARTERS SEPTEMBER TWENTY FOUR NOT YET RECEIVED SIGNED MORRIS.

BONESTEEL

SECRET

Exhibit "A" (60)

DECLASSIFIED
DOD Dir.
By [illegible] Date 10/6/76

SECRET

TO MIDDLETOWN AIR DEPOT 10/28/41 #331

REQUEST FOLLOWING ITEMS URGENTLY REQUIRED MAINTENANCE AND OPERATION AIRCRAFT THIS BASE STOP CLASS NAUGHT THREE DASH F ONE EACH OXYGEN TRANSFER UNIT COMPLETE WITH FOUR EXTRA BASES REQUIRED FOR TRANSFERRING OXYGEN FROM COMMERCIAL CYLINDER TO SMALL CYLINDERS IN AIRPLANES TYPE P DASH FORTY C REPEAT P DASH FORTY C STOP CLASS TWENTY NINE TWO EACH ONE QUARTER INCH PIPE TAP REQUIRED TO TAP OUT PRESSURE RELIEF VALVE IN OXYGEN SYSTEM IN AIRPLANE TO PREVENT LEAKAGE OF OXYGEN THIS RELIEF VALVE IDENTIFIEDONLY BY NUMBER TWO ONE TWO SIX COMMA ADVISE THAT UN SATISFACTORY REPORT WAS SUBMITTED PRIOR TO THESE PLANES LEAVING MITCHEL FIELD.

BOWESTEEL

SECRET

Exhibit "A" (51)

DEC ASSED

SECRET

TO: MIDDLETOWN AIR DEPOT 10/29/41 #321

REQUEST EXPEDITE SHIPMENT FOLLOWING ITEMS URGENTLY REQUIRED PT DASH SEVENTEEN MAINTENANCE STOP CLASSIFICATION NAUGHT ONE DASH P TWO EACH MOUNT ASSEMBLY ENGINE SECTION COMPLETE INCLUDING ALL PARTS AHEAD OF FIRE WALL, THESE MOUNTS FOR CONTINENTAL ENGINES STOP CLASSIFICATION NAUGHT THREE DASH B SIX EACH FOUR ONE DASH NINE TWO NAUGHT TWO NAUGHT NAUGHT PART NUMBER FIVE SIX THREE SEVEN TWO WHEEL ASSEMBLY CLASSIFICATION NAUGHT FOUR DASH B TEN EACH CASING STREAMLINE EIGHT INCH FOUR PLY SPECIFICATION FOUR ONE DASH TWO SIX ONE FOUR DASH P FOURTEEN EACH CASING STREAMLINE STOCK NUMBER SIX SIX DASH EIGHT EIGHT FIVE NAUGHT NAUGHT TWENTY FOUR INCH PLY SPECIFICATION TWO SIX FIVE THREE ONE DASH H COMMA TEN EACH STOCK NUMBER SIX SIX DASH EIGHT NINE NINE NAUGHT NAUGHT TUBE INNER STREAMLINE EIGHT INCH TYPE TWO COMMA FOURTEEN EACH STOCK NUMBER SIX SIX DASH NINE NAUGHT TWO NAUGHT NAUGHT NAUGHT TUBE INNER STREAMLINE TWENTY FOUR INCH TYPE ONE SPECIFICATION TWO NAUGHT DASH ONE ONE THREE

BONESTEEL

SECRET

Exhibit "A" (32)

DECLASSIFIED
DOD Rpt
By [illegible] Date 6/17/76

SECRET

TO: MIDDLETOWN AIR DEPOT 10/29/41 0837

IT IS REQUESTED THE FOLLOWING ITEMS FOR MAINTENANCE AND OPERATION OF PT DASH SEVENTEEN AIRPLANES THIS BASE BE SHIPPED STOP CLASSIFICATION NAUGHT ONE DASH P THREE EACH COVER ENGINE WARMING STOP FIVE EACH HEATER ASSEMBLY ELECTRIC ALL TYPE C DASH ONE END

BOHRSTEEL

Exhibit "A" (33)

SECRET

DECLASSIFIED
DOD Dir's
1 Jan & 30 June 1974
By [illegible] Doc. Date 6/14/74

SECRET

TO: CHIEF MAINTENANCE COMMAND WRIGHT FIELD
DAYTON OHIO

10/20/41 #339

REFERENCE RADIO TEN TWENTY FOURTY ONE YOUR OFFICE STOP ADVISE COMPLETE STATUS OF AIRCRAFT ENGINES THIS STATION AS FOLLOWS STOP NINETEEN EACH V SEVENTEEN TEN DASH THREE THREE ENGINES RECEIVED THIS BASE TO DATE STOP OF NINETEEN ONE ALREADY INSTALLED SEVEN ORIENTATED FOR REPLACEMENT WHICH WILL BE INSTALLED WHEN PARTS FOR ENGINE REPAIR ARRIVE LEAVING STOCK BALANCE OF SEVEN SERVICEABLE ENGINES ON HAND STOP TWO EACH V SEVENTEEN TEN DASH THREE THREE ENGINES PLACED ON REQUISITION WEDNESDAY TEN EIGHTEEN FOURTY ONE TO REPLACE REPAIRABLE ENGINES NUMBERS FOUR ONE DASH THREE FIVE SEVEN HAUGHT SEVEN ALREADY SHIPPED AND FOUR ONE THREE FIVE FIVE FOUR BEING PREPARED FOR SHIPMENT STOP REPAIRABLE ENGINES NUMBER FOUR ONE DASH THREE FIVE SEVEN HAUGHT COMMA FOUR ONE DASH THREE FIVE SIX EIGHT ONE COMMA FOUR ONE DASH THREE FIVE SIX SEVEN COMMA FOUR ONE DASH THREE FIVE SIX EIGHT COMMA FOUR ONE DASH THREE FIVE SEVEN THREE SEVEN COMMA FOUR ONE DASH THREE FIVE SEVEN ONE HAUGHT ALSO BEING PREPARED FOR SHIPMENT STOP WILL BE SHIPPED AS SOON AS POSSIBLE STOP ALSO ADVISE THREE EACH R DASH SIX SEVEN HAUGHT DASH FIVE CONTINENTAL ENGINES PLACED ON RADIO REQUISITION TO WEDNESDAY TEN TWENTY FOURTY ONE AS SPARES END

ROSENTHAL

SECRET

Exhibit "A" (34)

DECLASSIFIED
DOD Dir. 5...
By ... NARS, Date ...

SECRET

TO: CHIEF OF STAFF
AIR WAR COLLEGE WASH. D. C. 10/20/41 2240

REMAD TEN TWENTY FIVE REGARDING WINTERIZING AIRPLANES STOP WINTERIZING TYPE P DASH FORTY C AIRPLANES FOR OPERATION THIS STATION NOT CONSIDERED NECESSARY STOP PT DASH SEVENTEEN AIRPLANES WITH CONTINENTAL ENGINES RUN TOO COLD AT MAXIMUM ALTITUDE STOP REQUEST REMEDIAL INFORMATION STOP TYPE C DASH TWO HEATERS OIL HEATERS AND ENGINE WARMING COVERS REQUISITIONED FOR GROUND HEATING END

SECRET

[redacted] "A" (35)

CLASSIFIED SECRET

DECLASSIFIED
DOD 5200
by [illegible]

SECRET

[redacted] 10/30/61 [redacted]

[redacted] FIVE ONE THREE FIVE RADOP SQUARED ASSEMBLY RECEIVED STOP REFERENCE SIX EACH SHIPPED CHINA RECEIVED STOP NONE IN STOCK THIS DATE STOP TWENTY FOUR EACH ON X RAM FORTY TWO RAM ONE SUFFICIENT TO MEET MAINTENANCE PLUS STOCK [redacted] END

CONFIDENTIAL

[redacted] AUF (35)

SECRET

DECLASSIFIED
DOD Dir. 5200.1 R
by [illegible] Date 10/5/76

SECRET

[illegible] AIR MOVT 10/30/63 0003

RE RAD TEN THIRTY THREE FOUR ONE STOP ADVISE PART NUMBER ONE HUNDRED EACH FUSES [illegible] INDICATING GLASS TUBE SEVENTY AND THIRTY FIVE AMP UNKNOWN SIZE BRING FOUR AG ON A THIRTY FOUR VOLT SYSTEM END

[illegible]

[illegible] (37)

SECRET

DECLASSIFIED
DOD 1B5
By [illegible] Date 20 June 1974
By [illegible] Date [illegible]

SECRET

SECRET

10/30/43 0954

[redacted] AIR MOVE

[redacted] FIFTEEN FORCE AIR SERVICE SHIPPING DATA ON FORCE ONE AND ONE A STOP THERE FORCE NOW REPORTED STOP REQUIRE

[redacted]

FORM NO. "A" (38)

SECRET

DECLASSIFIED

DECLASSIFIED
DOD Dir

SECRET

[redacted] 20/10/42 2307

[redacted] AMERICAN RADIO OPERATOR THERE SERVICE FOR ADVISE POSITION POINTS OF AIRCRAFT INSIDE THIS STATION AS FOLLOWS STOP HIGHTOWN V RADE SOUTHTOWN TEN RADE THREE THREE ZECHINS RESERVED THIS BASE TO DATE STOP OF THIS NUMBER ONE ALREADY INSTALLED AND SEVEN ORDINATED FOR REPLACEMENT WHICH WILL BE INSTALLED WHEN REPLACEMENT PARTS FOR SIXTEEN HIGHTOWN REPAIR ARRIVE OMAHA LEAVING SHORT BALANCE OF EIGHT UNSERVICEABLE ZECHINS OUTSIDE STOP TEN RADE V RADE SOUTHTOWN TEN RADE THREE THREE ZECHINS PLACED IN RADIO INSPECTION TO SUBSEQUENT QUARTER RESPONSIBLE TO A PLACE MAINTENANCE ZECHINS ZECHINS STOP ONE RADE THREE FIVE SEVEN SEVEN SEVEN SEVENTY AND FOUR ONE RADE THREE FIVE FIVE FOUR WHICH ARE LOCATED FOR REPAIRED STOP MAINTENANCE ZECHINS ZECHINS FOUR ONE RADE THREE FOUR THREE SEVEN SEVEN SEVENTY ONE RADE THREE FIVE FIVE FOUR OMAHA

FOUR ONE RADE THREE FIVE SEVEN THREE SEVEN SEVENTY FOUR ONE RADE THREE FIVE SEVEN ONE TWENTY ALSO SEVEN ZECHINS FOR REPAIRED AND WILL BE SHIPPED AS SOON AS POSSIBLE [redacted] END

[redacted]

[redacted] Copies Sent (10)

SECRET

DECLASSIFIED
DOD dir

SECRET

[redacted] AIR DEPOT 11-3-43 [redacted]

[redacted] THE FOLLOWING ITEMS WERE[illegible] REQUIRED FOR MAINTENANCE THIS STATION STOP CLASSIFICATION THIRTY THREE DASH A FIVE POUNDS STOCK NUMBER SIX EIGHT DASH TWO THREE SIX HAUGHT HAUGHT BRASS WELDING ROD ROUND TYPE B ONE SIXTEENTH INCH SPE CIFICATION QQ DASH B DASH FIVE SEVEN ONE COMMA FIVE POUNDS STOCK NUMBER SIX EIGHT DASH TWO THREE SIX ONE HAUGHT HAUGHT BRASS WELDING ROD BRAND TYPE B THREE THIRTY SECOND INCH SPECIFICATION Q Q DASH B DASH FIVE SEVEN ONE COMMA FIVE POUNDS STOCK NUMBER SIX EIGHT DASH TWO THREE SIX TWO HAUGHT HAUGHT BRASS WELDING ROD BRAND TYPE B ONE EIGHTH SPECIFICATION Q Q DASH B DASH FIVE SEVEN ONE COMMA FIVE POUNDS STEEL WELDING ROD TYPE ONE GRADE ONE E THREE THIRTY SECOND SPECIFICATION TWO HAUGHT TWO EIGHT SIX STOCK NUMBER SIX EIGHT DASH SEVEN THREE HAUGHT TWO HAUGHT HAUGHT COMMA FIVE POUNDS STOCK NUMBER SIX EIGHT DASH SEVEN THREE HAUGHT FOUR HAUGHT HAUGHT STEEL WELDING ROD TYPE ONE GRADE ONE E ONE EIGHTH INCH SPEC IFICATION ONE HAUGHT TWO EIGHT SIX COMMA FIVE POUNDS STOCK NUMBER SIX EIGHT SEVEN THREE HAUGHT HAUGHT HAUGHT STEEL WELDING ROD TYPE ONE GRADE ONE E ONE SIX TEENTH INCH SPECIFICATION ONE HAUGHT TWO EIGHT SIX STOP CLASSIFICATION THIRTY THREE FIVE POUNDS STOCK NUMBER EIGHTY FIVE DASH FIVE HAUGHT FOUR SEVEN HAUGHT HAUGHT DASH FIVE HAUGHT FOUR SEVEN HAUGHT HAUGHT FLUX GAS WELDING AND BRAZING GRADE COMMA TEN POUNDS STOCK NUMBER EIGHT FIVE DASH FIVE HAUGHT FIVE ONE HAUGHT HAUGHT FLUX GAS WELDING EIGHTH GRADUATION INCH ALLOY SPECIFICATION ONE ONE THREE ONE FIVE IN ONE POUND CONTAINER END

[redacted]

SECRET

[redacted] (20)

DECLASSIFIED

SECRET

TO: HEADQUARTERS AIR FORCE 31/X/42 FX1-23-6

THE FOLLOWING ITEMS REVISED FOR HEADQUARTERS AIRFRAME TYPE FRACTION TYP CLASSIFICATION MARKET ONE DASH 6 THE DASH STOCK NUMBER EIGHT ONE DASH FOUR FIVE DASH TWO ONE FOUR RING ASSEMBLY CHANGE THE DASH STOCK NUMBER EIGHT ONE DASH FOUR FIVE DASH TWO ONE FOUR DASH ONE RING STOP CLASSIFICATION MARKET FIVE DASH FOUR DASH STOCK NUMBER SIX THREE DASH ONE MARKET SEVEN TWO SIX MARKET GAGE ASSEMBLY AIR PRESSURE TYPE J DASH TWO SPECIFICATION TWO SEVEN RING TWO ONE THREE HUNDRED FOUND BOARD STOP CLASSIFICATION THREE RING FIVE HUNDRED DASH STOCK NUMBER SIX SEVEN DASH RING THREE FOUR ONE MARKET MARKET POST NUMBER SIX SIX MARKET DASH FOUR MARKET TERMINAL MEMORIAL CHANGE FIVE HUNDRED DASH STOCK NUMBER SIX SEVEN DASH RING THREE FOUR ONE FIVE MARKET POST NUMBER SIX SIX MARKET DASH FOUR TWO TERMINAL MEMORIAL CHANGE FIVE HUNDRED DASH STOCK NUMBER SIX SEVEN DASH RING THREE FOUR TWO MARKET MARKET POST NUMBER SIX SIX MARKET DASH FOUR ONE TERMINAL MEMORIAL END

ACKNOWL.

DECODED "A" (A2)

SECRET

DECLASSIFIED
DOD Directive
By [illegible]

SECRET

[illegible] AIR DEPOT 11/6/41

[illegible]

request shipment status be furnished on items fifty nine to sixty eight inclusive on page forty two dash one dated august thirty first nineteen forty one comma to facilitate further immediate requisitions it is requested that an initial shipment of air corps forms needed this station be forwarded at the earliest possible moment end

CONFIDENTIAL

[illegible] (AG)

SECRET

[redacted]

[redacted] 11/4/41 [redacted]

[redacted]

DECLASSIFIED
DOD dir.
[redacted]

[redacted]

SECRET

Amendment #3-21-6 date 21/6/41

one pound stock number six seven dash four eight two three nought
nought part number ax four two five ad four dash four rivet comma one lb
STOCK NUMBER SIX SEVEN DASH FOUR EIGHT TWO SIX NAUGHT NAUGHT PART NUMBER AN FOUR
FIVE FIVE AD FOUR DASH SIXTEEN RIVET COMMA TWO POUNDS STOCK NUMBER SIX SEVEN
DASH FOUR EIGHT NINE THREE FIVE NAUGHT PART NUMBER AN FOUR TWO FIVE AD FOUR
DASH FOUR RIVET COMMA ON POUND STOCK NUMBER SIX SEVEN DASH FOUR EIGHT NINE FOUR
NAUGHT NAUGHT THREE NUMBER AN FOUR TWO FIVE AD FOUR DASH FIVE RIVET COMMA TWO POUNDS
STOCK NUMBER SIX SEVEN DASH FOUR EIGHT TWO FIVE FIVE NAUGHT PART NUMBER AN FOUR FIVE
FIVE AD FOUR DASH TEN RIVET COMMA TWO POUND STOCK NUMBER SIX SEVEN DASH FOUR EIGHT
TWO FIVE SEVEN NAUGHT PART NUMBER AN FOUR FIVE FIVE AD FOUR B SH THREE RIVET
COMMA ONE HALF POUND STOCK NUMBER SIX SEVEN DASH FOUR EIGHT NINE ONE NAUGHT
NAUGHT PART NUMBER AN FOUR TWO FIVE AD THREE DASH FOUR RIVET COMMA ONE HALF
POUND STOCK NUMBER SIX SEVEN DASH FOUR EIGHT NINE TWO FIVE NAUGHT PART NUMBER
AN FOUR TWO FIVE AD THREE DASH TEN RIVET COMMA END

SECRET

DECLASSIFIED
NND 60
Date 10/18/78

SECRET

21/10/41 97-13-10

[redacted] FIVE [redacted] FIVE [redacted] FIVE [

DECLASSIFIED
DOD Dir.
By [illegible] Date 10/19/72

SECRET

TO: [redacted] AIR DEPOT 11/18/43 AO-11-10

[redacted] THIS MESSAGE CONTAINS V BASH SEVEN FOUR SIX EIGHT THREE THREE SEVEN SEVEN FOUR ONE BASH THREE FIVE SIX SEVEN THREE TWO CONTROL [redacted] AND CONTAINS THREE NINE BASH SIX NINE MAUGHT SEVEN AND THREE NINE BASH SIX NINE MAUGHT EIGHT STOP ALSO INCLUDED SIX EACH SOLENOID ASSEMBLY NUMBER SEVEN FIVE BASH SIX NINE BASH SIX MAUGHT SIX REQUISITIONED BY WRIGHT FIELD END

[redacted]

[redacted] (45)

SECRET

DECLASSIFIED
DOD Dir
E.O. Date

SECRET

TO: MIDDLETOWN AIR DEPOT 11/11/41 98-11-11

REQUEST EXPEDITE SHIPMENT THE FOLLOWING ITEMS STOP EXCESS QUANTITY OF THE FIRST ITEM NEEDED AS NONE IN STOCK AND TEN EACH ARE OBLIGATED STOP CLASSIFICATION NAUGHT ONE DASH C TWENTY FIVE EACH STOCK NUMBER FOUR TWO DASH TWENTY FOUR EIGHT NINE TWENTY PART NUMBER TEN DASH ONE TWO NAUGHT NAUGHT EIGHT Z FINGER ASSEMBLY COMMA THIS TO BE USED ON P DASH FORTY C WITH TWENTY FOUR VOLT SYSTEM STOP FIVE EACH BULB RECTIFIER ONE HUNDRED VOLT SIX AMP ARGUS MFT CORPORATION END

BONESTEEL

Exhibit "A" (46)

DECLASSIFIED

SECRET

TO: MIDDLETOWN AIR DEPOT 11/11/41 26-11-12

REQUEST THE FOLLOWING ITEMS URGENTLY REQUIRED FOR MAINTENANCE THIS STATION STOP CLASSIFICATION NAUGHT THREE DASH C ONE HUNDRED EACH NEW DEPARTURE PART NUMBER EIGHT EIGHT FIVE NAUGHT TWO DASH BM BEARING DISTRIBUTOR DRIVE SHAFT COMMA FIFTY EACH ALLISON COMMERCIAL PARTS CATALOGE NUMBER THREE SIX FIVE FIVE FOUR FLANGE DISTRIBUTOR FINGER DRIVE STOP CLASSIFICATION NAUGHT SIX DASH B TWELVE THOUSAND EIGHT HUNDRED GALLONS WHITE GASO LINE UNLEADED STOP THIS GASOLI E REPRESENTS A FOUR MONTHS ADVANCE SUPPLY FOR HAN GAR AND PHOTO TRAILER GENERATORS END

BONESTEEL

SECRET

Exhibit "A" (41)

SECRET

TO: MIDDLETOWN AIR DEPOT 11/26/41 #8

THE FOLLOWING ITEMS ARE NEW REQUIREMENTS FOR IMMEDIATE USE REPEATE IMMEDIATE USE P DASH FORTY C AIRPLANES IMMEDIATE SHIPMENTREQUESTED STOP CLASSIFICATION NAUGHT ONE DASH C TWO EACH NUMBER EIGHT SEVEN DASH NAUGHT THREE DASH EIGHT NAUGHT TWO L PANEL ASSEMBLY LEFT ONE EACH NUMBER EIGHT SEVEN DASH NAUGHT THREE DASH EIGHT NAUGHT TWO R PANEL ASSEMBLY RIGHT TWO EACH NUMBER EIGHT SEVEN DASH NAUGHT THREE DASH NAUGHT THREE TWO L TIP ASSEMBLY LEFT ONE EACH NUMBER EIGHT SEVEN DASH NAUGHT THREE DASH NAUGHT THREE TWO R TIP ASSEMBLY RIGHT ONE EACH NUMBER EIGHT SEVEN DASH NAUGHT FIVE DASH NAUGHT NAUGHT ONE DASH TWO NAUGHT NAUGHT AILERON ASSEMBLY TWO EACH NUMBER SEVEN FIVE DASH NAUGHT EIGHT DASH NAUGHT NAUGHT ONE L FLAP ASSEMBLY LEFT TWO EACH NUMBER SEVEN FIVE DASH NAUGHT EIGHT DASH NAUGHT NAUGHT ONE FLAP ASSEMBLY RIGHT FOUR EACH NUMBER EIGHT SEVEN DASH THREE FOUR DASH EIGHT NAUGHT ONE LANDING GEAR FAIRING TWO EACH NUMBER EIGHT SEVEN DASH TWO NINE DASH NAUGHT SEVEN THREE COWLING ENGINE BOTTOM FORE FOUR EACH LANDING GEAR ASSEMBLY NUMBER EIGHT SEVEN DASH THREE ONE DASH EIGHT NAUGHT ONE CLASSIFICATION NAUGHT TWO DASH I TWO EACH NUMBER V SEVENTEEN DASH THREE THREE ENGINE ALLISON CLASSIFICATION NAUGHT THREE A TWO EACH PROPELLER S NUMBERS C FIVE THREE TWO D DASH EIGHT NINE THREE NAUGHT ONE DASH THREE CLASSIFICATION NAUGHT THREE DASH B FOUR EACH NUMBER FOUR ONE DASH NINE TWO NINE NAUGHT NAUGHT NAUGHT WHEEL ASSEMBLY CLASSIFICATION NAUGHT THREE DASH D TWO EACH NUMBER EIGHT SEVEN DASH FIVE NAUGHT DASH NAUGHT ONE FIVE RADIATOR ASSEMBLY PRESTONE ONE EACH NUMBER FOUR THREE DASH SIX TWO SEVEN FOUR TWO FIVE REGULATOR ASSEMBLY OIL TEMP CLASSIFICATION NAUGHT THREE DASH F ONE EACH NUMBER FOUR FIVE DASH TWO SIX FOUR NAUGHT NAUGHT PART NUMBER AN FOUR NAUGHT ONE NAUGHT CONTROL ASSEMBLY CLASSIFICATION NAUGHT FOUR DASH B FOUR EACH NUMBER SIX DASH EIGHT NAUGHT NAUGHT TWO NAUGHT CASING SMOOTH CONTOUR THIRTY INCH CLASSIFICATION NAUGHT FIVE DASH A TWO EACH NUMBER SIX THREE DASH FOUR FOUR SEVEN FIVE NAUGHT NAUGHT PITOT TUBE END BONESTEEL

SECRET

Exhibit "A" (48)

DECLASSIFIED
DOD Dir.

DECLASSIFIED
E.O. 12958
By [illegible] NLS Date 10/18/76

SECRET

TO: MIDDLESEX AIR DEPOT 11/28/41 #1

PART NUMBER HOOT RUBBER SUBMITTED IN ANSWER TO NOVEMBER FIFTEENTH RADIO STOP ONE HALF INCH NUMBER SIX SIX DASH THREE SIX THREE NAUGHT NAUGHT NAUGHT COMMA ONE QUARTER INCH NUMBER SIX SIX DASH THREE FIVE SEVEN FIVE NAUGHT NAUGHT END

BONESTEEL

SECRET

Exhibit "A" (42)

UNCLASSIFIED
DOD Dir
E.O. Date 10/16/71

TO: ASC WRIGHT FIELD 11/28/41 #2

REFERENCE YOUR RADIO ASCR DASH EIGHT THREE FIVE NAUGHT REQUEST MORE INFORMATION FOR WHICH ADVISE IS REQUIRED

BONESTEEL

Exhibit "A" (50)

DECLASSIFIED
NND 944
By NARS, Date 10/18/76

TO: CHIEF AIR SERVICE COMMAND 11/28/41 #3

REQUEST OF RADIO NOVEMBER TWENTY FIFTY ASCR DASH FIVE ONE FIVE SEVEN ANSWERED IN RADIO THIS OFFICE NOVEMBER ONE ONE STATING ELECTRIC DRIVEN HYDRAULIC PUMP NUMBER F DASH EIGHT NINE EIGHT FOUR NAUGHT DASH EIGHT NAUGHT NINE DASH ONE A IS PART DESIRED THIS IN ANSWER TO RADIO NOVEMBER THIRTEENTH

END

BONESTEEL

SECRET

DECLASSIFIED
Per [illegible]
By [illegible] Date 10/15/74

TO: CHIEF AIR SERVICE COMMAND
WRIGHT FIELD DAYTON OHIO

IN ANSWER TO ASCR DASH ONE SEVEN NAUGHT NOVEMBER TWO FOUR RADIO STOP ASCR DASH SIX EIGHT EIGHT IS NUMBER OF RADIO REFERRED TO IN RADIO THIS OFFICE NOVEMBER FOURTEENTH STOP REQUEST YOU ADVISE METHOD TO FACILITATE PROPER REFERENCE AS THIS OFFICE IS ASSIGNED NO RADIO DESIGNATION SYMBOL

BONESTEEL

Exhibit "A" (52).

SECRET

[illegible]MBER 4, 1941

DEPOT SUPPLY OFFICER
MIDDLETOWN AIRDEPOT
MIDDLETOWN PA

MS NINE V STOP PART DESIRED IS CONTROL ASSY QUADRANT TO BE USED ON P DASH FORTY

C STOP THIS CONTROL ASSY CONSISTS OF THROTTLE CONTROL COMMA MIXTURE CONTROL

AND PROPELLER GOVERNOR CONTROL END

BONSTEEL

SECRET

DECLASSIFIED
DOD Dir. 5200.10 June 16th
Date 10/18/71

Exhibit "A" (53)

No. 2-12-11 [redacted] [redacted]BER 11, 1941.

TO DEPOT SUPPLY OFFICER
MIDDLETOWN AIR DEPOT

THE FOLLOWING ITEMS ARE NEW REQUIREMENTS REPEAT NEW REQUIREMENTS URGENTLY NEEDED THIS STATION STOP CLASSIFICATION NAUGHT ONE DASH C PANEL ASSEMBLY NUMBER EIGHT SEVEN DASH NAUGHT THREE DASH EIGHT NAUGHT TWO RIGHT AND PANEL ASSEMBLY NUMBER EIGHT SEVEN DASH NAUGHT THREE DASH EIGHT NAUGHT TWO LEFT ONE EACH NEEDED ONE EACH RIGHT FLAP ASSEMBLY AND ONE EACH LEFT FLAP ASSEMBLY NUMBER SEVEN FIVE DASH NAUGHT EIGHT DASH NAUGHT NAUGHT ONE CLASSIFICATION NAUGHT TWO DASH A ONE EACH ALLISON ENGINE COMPLETE TYPE V SEVENTEEN TEN DASH THREE THREE CLASSIFICATION NAUGHT THREE DASH A ONE EACH PROPELLER ASSEMBLY CURTISS THREE BLADE NUMBER C FIVE THREE TWO D DASH EIGHT NINE THREE NAUGHT ONE DASH THREE CLASSIFICATION NAUGHT FIVE DASH A ONE EACH BANK AND TURN INDICATOR ASSEMBLY NUMBER SIX THREE DASH ONE NINE FOUR SEVEN SEVEN NAUGHT TYPE A DASH EIGHT END

BONSTEEL

[redacted]

DECLASSIFIED
DOD Ltr

Exhibit "A" (54)

DECLASSIFIED

SECRET

TO: [redacted] AIR DEPOT 19-11-43 *2-12-11th

THE FOLLOWING ITEMS ARE NEW REPEAT NEW REQUIREMENTS URGENTLY NEEDED THIS STATION STOP CLASSIFICATION NAUGHT ONE DASH G PANEL ASSEMBLY NUMBER EIGHT SEVEN DASH NAUGHT THREE DASH EIGHT NAUGHT TWO EIGHT AND PANEL ASSEMBLY NUMBER EIGHT SEVEN DASH NAUGHT THREE DASH EIGHT NAUGHT TWO LEFT ONE EACH NEEDED ONE EACH RIGHT FLAP ASSEMBLY AND ONE EACH LEFT FLAP ASSEMBLY NUMBER SEVEN FIVE DASH NAUGHT EIGHT DASH NAUGHT NAUGHT ONE CLASSIFICATION NAUGHT TWO DASH A ONE EACH ALLISON ENGINE COMPLETE TYPE V [redacted] THREE CLASSIFICATION NAUGHT THREE DASH A ONE EACH [redacted] CONTROL TYPE BLANK NUMBER C FIVE THREE TWO D DASH [redacted] NAUGHT ONE DASH THREE CLASSIFICATION NAUGHT FIVE DASH A ONE EACH BANK AND TURN INDICATOR ASSEMBLY NUMBER SIX THREE DASH ONE NINE FOUR SEVEN SEVEN NAUGHT TYPE A DASH EIGHT END

BOMESTEEL

SECRET

Exhibit "B" (55)

DECLASSIFIED
DOD Dir. 5200.9 & 20 June 1974
NSC Memo, Dec. 10, 1976

SECRET

December 12, 1941.

No. 2-12-12

TO: [illegible]
[illegible] AIR DEPOT

REFERENCE RADIO OF DECEMBER THIRD COMMA THIS OFFICE NOTES SEVENTY-FIVE PARTS IN THE AMOUNT REQUIRED FOR GOAL ASSEMBLY BOOSTER STOCK NUMBER FOUR TWO EIGHT ONE FOUR FIVE FOUR NAUGHT NAUGHT PART NUMBER TWO THREE TWO FIVE COMMA EXCESSIVE AMOUNT NEEDED DUE TO THE INCREASED FAILURE OF THIS PART END

BOMSTEEL

SECRET

[illegible]

SECRET

DECLASSIFIED
DOD 5200

DECEMBER 12, 1941
No. 5-12-42

TO [illegible]
MIDDLETOWN AIR DEPOT
MIDDLETOWN PA

NE DASH FOUR FIVE FIVE T DECEMBER SEVEN COMMA EIGHT DASH ONE ONE ONE NOV ONE.

THREE NOT RECOGNIZED STOP REQUEST MORE INFORMATION END

BOMBTERL

DECLASSIFIED

DECLASSIFIED
DOD dir
E.O. 11652, Sec. 3(E) and 5(D) or (E)
By [illegible] NARS, Date 12/18/74

SECRET

DECEMBER 19, 1941.
No. T-39-1941

DEPOT SUPPLY OFFICER
MIDDLETOWN AIR DEPOT
MIDDLETOWN PA

REFERENCE RIGHT SEVEN DASH NAUGHT TWO DASH R AND L PANEL ASSY NONE RECEIVED TO DATE STOP TWENTY ONE LEFT AND TWENTY RIGHT TOTAL PLACED ON ORDER SINCE ARRIVAL T IS BASE STOP ADVISE SHIPPING STATUS AND REQUEST INFORMATION ON NUMBERS CANCELLED AND OBLIGATED STOP STOP NOW EACH LEFT AND SIX EACH RIGHT URGENTLY REQUIRED TO PLACE AIRPLANES IN COMMISSION END

BOMBTRL

SECRET

Exhibit "B" (58)

DECLASSIFIED
DOD ltrs
By [illegible] Date 10/18/71

SECRET
RESTRICTED

DECEMBER 14, 1943.
No. 1 - 12 - 14th

TO CHIEF AIR SERVICE COMMAND
WRIGHT FIELD DAYTON OHIO

ABCR DASH FIVE THREE THREE TWO STOP FORTY EACH BREAKER ASSY NUMBER FOUR TWO DASH SEVEN NINE NAUGHT NAUGHT NAUGHT AND TEN EACH MAGNETO ASSY NUMBER FOUR TWO DASH FOUR TWO NINE ONE TWO NAUGHT ARE URGENTLY REQUIRED THIS BASE STOP DUE TO STOCK EXHAUSTION CLIMATIC CONDITIONS AND EXCESSIVE CORROSION THESE UNUSUAL REQUIREMENTS ARE [illegible] KEB

BOMBTEL

SECRET
RESTRICTED

Exhibit "A" (59)

DECLASSIFIED
DOD ltr's
By ... 30 June 197...
NSC, Date ...

SECRET

DECEMBER 27, 1941
No. 12-12-27 4b

TO AGO, WRIGHT FIELD DAYTON OHIO

AGGR DASH EIGHT ONE SIX SEVEN STOP EXCESSIVE REPLACEMENT REQUISITIONING IS NECESSARY SMALL ITEMS DUE TO LARGE NUMBER OF AIRCRAFT URGENTLY AWAITING SECOND ECHELON REPAIR AND BONESTEEL

DECLASSIFIED

SECRET

NOVEMBER 27, 1941.
No. 20-11-27

[redacted]

REQUEST URGENT SHIPMENT ON SPECIAL TOOL SET REFERRED TO IN T O NUMBER NAUGHT ONE DASH TWO FIVE C DASH SIX NAUGHT ALSO SUFFICIENT STOCK OF COMPOUND SLUSHING FUEL TANK SPECIFICATION THREE FIVE NINE FIVE ON BASIS OF THIRTY AIRCRAFT TYPE P DASH FORTY C

[redacted]

[redacted]

UNCLASSIFIED
DOD by
[illegible] Date 14167

TO: [redacted] AIR DEPOT 12/29/43 29-12-1943

THE FOLLOWING ITEMS ARE URGENTLY REQUIRED THIS STATION STOP CLASSIFICATION NAUGHT ONE DASH G SIXTY EACH NUMBER SEVEN FIVE DASH THREE ONE DASH NAUGHT FIVE FOUR BOIF LANDING GEAR GOMER THREE EACH NUMBER SEVEN FIVE DASH THREE ONE DASH NAUGHT FIVE FIVE BOIF LANDING GEAR CLASSIFICATION EIGHTEEN ONE EACH PART NUMBER THREE TWO [redacted] FOUR SEVEN THREE SEVEN NUMBER EIGHTY DASH FIVE THREE FOUR NAUGHT [redacted] ONE EACH PART NUMBER THREE FOUR B FOUR SIX FIVE [redacted] NUMBER [redacted] FIVE FOUR NAUGHT NAUGHT SEVEN EIGHTEEN ONE EACH PART NUMBER THREE B FIVE FOUR FOUR SEVEN STOCK NUMBER EIGHTY DASH THREE FOUR SIX FOUR FIVE NAUGHT PROPELLOR CLASSIFICATION EIGHTEEN TWENTY CARD STOCK NUMBER SIX SIX [redacted] EIGHTEEN SEVEN NAUGHT NAUGHT NAUGHT GOMER END

[redacted]

SECRET

[redacted] (20)

C

P

Y

DECLASSIFIED
DOD Dir

SECRET

TO: [redacted] AIR DEPOT 12/20/41 4-12-1941

REFERENCE OUR RADIO DATED DECEMBER NINETEENTH HQRS FORCES WASH DC ALSO OUR RADIO DATED DECEMBER TWELVE REQUEST AMOUNT OF BREAKERS AND MAGNETOS FOR PT DASH SEVENTEEN AIRPLANES BEING SHIPPED THIS BASE BE REDUCED TO SIX EACH FOR STOCK PURPOSES NONE IN STOCK THIS DATE EXCESSIVE AMOUNT FIRST REQUISITIONED IN ERROR TROUBLE BEING PRIMARILY WITH P DASH FORTY C MAGNETOS STOP UNSATISFACTORY BEFORE BEING SUBMITTED STOP REQUEST FOR ADDITIONAL BREAKERS AND MAGNETOS FOR P DASH FORTY C AIRPLANE BEING SUBMITTED TO HQ FIELD FORCES WASHINGTON DC IN ANSWER TO THEIR RADIO CED SEVENTEENTH END

BONESTEEL

SECRET

[redacted] (63)

G

P

DECLASSIFIED
DOD Dir. 5200.9
by NSA/CSS

SECRET

TO: MIDDLETOWN AIR DEPOT 12/20/41 #5-12-1941

FOLLOWING ITEMS UNDERMENTIONED REQUIRED THIS STATION CLASSIFICATION NAUGHT ONE DASH G FIVE NEEDLE ASSEMBLY STOCK NUMBER EIGHT SEVEN DASH ONE FOUR DASH EIGHT NAUGHT ONE THREE EACH FLAP ASSEMBLY RIGHT HAND NUMBER SEVEN FIVE DASH NAUGHT EIGHT DASH NAUGHT NAUGHT ONE THREE EACH FLAP ASSEMBLY LEFT HAND NUMBER SEVEN FIVE DASH NAUGHT EIGHT DASH NAUGHT NAUGHT ONE TEN EACH TAB ASSEMBLY ELEVATOR NUMBER EIGHT SEVEN DASH THIRTEEN DASH FIVE NAUGHT THREE FIVE EACH SPINNER ASSEMBLY FOR P DASH FORTY G END

BOMBSHEL

SECRET

Exhibit No. (54)

DECLASSIFIED
DOD Dir
By [illegible] 10/1/97

SECRET

[illegible] AIR MINE 12/19/43

[illegible] WILL BE CHANGED TWO CLASSIFICATION NAUGHT TWO DASH X ONE [illegible] FOUR EACH NUMBER FOUR ONE D EIGHT NINE FIVE NINE SCREEN ASSEMBLY BACK FIVE INTAKE PORT COMMA PART NUMBER TAKEN FROM TO NUMBER NAUGHT TWO DASH FIVE AO DASH FIFTEEN FIVE AND TWO TEN EACH PART NUMBER THREE SEVEN FIVE EIGHT FIVE STOCK THREE SIX DASH SIX TWO NAUGHT NAUGHT NAUGHT PUMP ASSEMBLY TWENTY EACH PART NUMBER THREE SEVEN FIVE SIX ONE STOCK NUMBER THREE SIX DASH FOUR ONE SEVEN NAUGHT [illegible] NAUGHT GENERATOR ASSEMBLY TWENTY EACH PART NUMBER THREE SEVEN FIVE SIX [illegible] PART NUMBER THREE SIX FOUR ONE SEVEN FIVE NAUGHT GENERATOR ASSEMBLY CLASSIFICATION NAUGHT THREE DASH G SEVEN EACH PART NUMBER THREE THREE NAUGHT [illegible] STOCK NUMBER FOUR ONE DASH ONE FIVE THREE THREE NAUGHT NAUGHT GENERATOR ASSEMBLY CLASSIFICATION NAUGHT THREE DASH G TEN EACH PART NUMBER S SEVEN NINE THREE FIVE STOCK NUMBER FOUR TWO DASH FOUR NINE FIVE TWO SEVEN R SEL ASSEMBLY TYPE B DASH ONE A TEN EACH PART NUMBER S SEVEN TWO THREE STOCK NUMBER FOUR TWO DASH THREE FIVE SIX SIX EIGHT NAUGHT INVENTOR CLASSIFICATION THIRTY ONE EIGHT SIX BOOKS REFERENCE ALL BOOKS IN CLASSIFICATION THIRTY IN COMPLIANCE WITH NO NAUGHT NAUGHT DASH THREE NAUGHT DASH ONE NAUGHT TWO END

BOMBSIGHT

[illegible] (45)

~~SECRET~~

STATUS ON RECEIPT OF AIR CORPS SUPPLIES

DECLASSIFIED
E.O. Sec. 3 & 10 June 1974
By [illegible] NARS, Date 10/18/71

9-[illegible]Req.	Amount		Item	Date Received	Cargo Vessel	Amount Received	
9-27-41	6	ea.	Wheel Assembly	11-18-41	S.S. Hamul	4	ea.
9-26-41	6	ea.	Starter Assembly Type P-1	11-16-41	S.S. Aquila	6	ea.
9-28-41	16	ea.	Indicator Assy., Bank & Turn Air-speed	11-16-41	S.S. Alamac	16	ea.
9-28-41	8 ea	ea.	Panel Assembly Generator P-40C	1-14-42	S.S. Lake Oswego	8	ea.
9-28-41	3	ea.	Altimeter Assembly	11-16-41	S.S. Alamac	3	ea.
9-28-41	3	ea.	Tachometer Assembly	11-16-41	S.S. Alamac	3	ea.
9-28-41	36	ea.	Solenoid Assembly	11-6-41	S.S. Alamac	36	ea.
9-25-41	5	ea.	Propellers Curtiss 3 Blade	12-2-41	S.S. Norwalk	5	ea.
9-25-41	32	ea.	Switch Assembly Magnetic Starter	11-4-41	S.S. Alamac		
9-25-41	6500	lbs.	Carbon Tetracholeride	12/3-41	S.S. Aquila	6500	lbs.
9-25-41	500	gals.	Naptha	12-15-41	S.S. Aquila	Not Received	
10-4-41	3	ea.	Aileron Assembly Right P-40C	11-14-41	S.S. Hamul	3	ea.
10-4-41	3	ea.	Aileron Assembly Left P-40C	11-14-41	S.S. Hamul	3	ea.
10-4-41	50	ea.	Casing Smooth Contour 30"	12-3-41	S.S. Norwalk	50	ea.
10-6-41	5	ea.	Aileron Assembly Right PT-17	12-3-41	S.S. Norwalk	5	ea.
10-6-41	5	ea.	Aileron Assembly Left PT-17	12-3-41	S.S. Norwalk	5	ea.
10-7-41	5000	Cu.Ft.	Oxygen Aviators Breathing	12-17-41	S.S. Aquila	5000	Cu.Ft.
10-9-41	2	ea.	Fairchild Aerial Camera	12-10-41	S.S. Alamac	2	ea.
10-10-41	32	ea.	Wheel Assembly, P-40C	1-14-42	S.S. Lake Oswega	32	ea.
10-10-41	16	ea.	Brake Assembly Left P-40C	12/16-41	S.S. Aquila	16	ea.
10-10-41	16	ea.	Brake Assembly Right P-40C	12-16-41	S.S. Aquila	16	ea.
10-10-41	20	ea.	Regulator Oxygen A-9	12-15-41	S.S. Aquila	20	ea.
10-10-41	10	ea.	Aileron Assembly Right P-40C	12-15-41	S.S. Aquila	5	ea.
10-10-41	10	ea.	Aileron Assembly Left P-40C	12-15-41	S.S. Aquila	5	ea.
10-10-41	8	ea.	Radiator Assembly Prestone Left	12-16-41(-21-2-42	S.S.Aquila	8	ea.
10-10-41	8	ea.	Radiator Assembly Prestone Right	12-16-41(-21-2-42	S.S.Aquila	8	ea.
10-17-41	50	ea.	Fuses, 70 AMP	1-8-42	S.S. Aquila	50	ea.
- - -	-	-	Bolts, Nuts, Washers etc.	12-1-41	S.S. Aquila	-	-
10-18-41	3	ea.	Propellers Assembly PT-17	12-15-41	S.S. Aquila	3	ea.
10-20-41	2	ea.	Rudder Assembly PT-17	12-16-41	S.S. Aquila	1	ea.
10-20-41	6	ea.	Airspeed Indicators PT-17	12-15-41	S.S. Aquila	6	ea.
10-20-41	6	ea.	Altimeter Assembly PT-17	12-15-41	S.S. Aquila	6	ea.
10-20-41	6	ea.	Tachometer Assembly PT-17	12-15-41	S.S. Aquila	6	ea.
10-20-41	6	ea.	Wheel Assembly, Landing Gear	12-15-41	S.S. Aquila	4	ea.
10-20-41	3	ea.	Continental Engines PT-17	12-22-41	S.S. Aquila	3	ea.

~~SECRET~~

STATUS ON [redacted] OF AIR CORPS SUPPLIES

Date Req.	Amount	Item	Date Received	Cargo Vessel	Amount Received
10-20-41	6 ea.	Cage, Unit Engine B-17	12-13-41	S.S. Aquila	6 ea.

Exhibit "B" (1)

DECLASSIFIED

DECLASSIFIED
DOD Dir
10/18/46

RECEIPT

DATE _____

SUBJECT: Status of Air Corps Supplies.

1. Received from the Headquarters, Army Air Forces,

1st Wrapper Endorsement, above subject w/incls.

Ltr. Iceland APO 810
1/28/42 abv.subj.to
ASC, Wright Fld. w/1
Incl., Exhibit "A"
1-65 Status on Receipt
of Air Corps Supplies.

_____
OFFICER RANK.

_____
OFFICER

DECLASSIFIED

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

~~RESTRICTED~~ RELEASED

DECLASSIFIED
DOD Dir. 5200.9, 27 June 1972
By NARS, Date 12/18/75

169

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

FEB 27 1942

SUBJECT: Fuel Lines

TO: Air Adjutant General

1. With reference to your memorandum for the Chief of the Air Corps, dated February 22, 1942 on the above subject, and stating that on a recent visit to the Sacramento Air Depot, the Assistant Chief of the Air Staff, A-4, noted that the Depot was unable to obtain sufficient quantities of aromatic resistant bullet-proof hose for airplanes, the following information is furnished:

2. The Air Service Command has informed this office that the reported shortage of this hose at the Sacramento Air Depot was a temporary one of two or three days duration and was the result of an error in shipping replacement hose with airplanes. Approximately ten times as much hose as was required was shipped with a quantity of airplanes. At the present time there is no reported shortage of aromatic resistant bullet-proof fuel hose and our information indicates that current production is more than ample to meet requirements.

For the Chief of the Air Corps

F. L. Ordway Jr

F. L. ORDWAY, JR.,
Major, Air Corps,
Asst. Exec., Mat. Div.

Hq. Army Air Forces
FEB 27 1942
AAG RECEIVED

~~RESTRICTED~~ RELEASED

SECRET

DECLASSIFIED
DOD ltrs
sec. 3, & 20 June 1973
By [illegible] Date 10/18/72

(Air AG)

SECRET
BY AUTHORITY OF THE
CHIEF OF [illegible]
DATE INITIALS

February 24, 1942

SUBJECT: Replacement parts for B-17 Aircraft.

TO: The Chief of the Air Corps.

1. By second indorsement, these headquarters forwarded to your office a letter from the Operations Officer, Newfoundland Air Base, subject: "Supply of Airplane Parts, dated December 24, 1941.

2. By 3rd indorsement, dated February 19, 1942, your office (14-E,ASC) returned the letter. Paragraph three of third indorsement stated in part "five C-53 series airplanes were assigned to the [redacted] Transport Group at Westover Field primarily for the purpose of accomplishing the movement of supplies and personnel to Newfoundland. If the Air Service Command were authorized to call upon this group to accomplish the movement of supplies to Newfoundland, the situation would be relieved considerably.

3. By fourth indorsement, the basic letter was forwarded to the Commanding General, Air Force Combat Command, stating that it was desired that he make available on call to the Air Service Command five transport trips a month for the purpose of ferrying air supplies to Newfoundland. The Air Service Command is authorized to communicate directly with the Commanding General Air Force Combat Command in this matter.

By command of Lieutenant General ARNOLD:

Dispatched
FEB 25 1942
AAG

R. C. LEWIS
Major, Air Corps
Acting Assistant Air Adjutant General

HEADQUARTERS ARMY AIR FORCES - COORDINATION

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

AAF-39

DECLASSIFIED
SECRET

452.11 (93)

Asi'd 4521 (87)

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

DECLASSIFIED
DOD Dir. 5200.9
Date 20 June 1974
By [illegible] Doc. Date 10/18/70

File No.

Tally No. AAF/A-4/263

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

SUBJECT: Replacement parts for B-17 Aircraft.

NO.	FROM	TO	DATE	COMMENTS
1.	AAF A-4	AAF AAG	1942 2/23	AAF/A-4 MFS/mhh 1. Request that a letter, substantially as follows, be sent to the Chief of the Air Corps: "1. By second indorsement, these headquarters forwarded to your office a letter from the Operations Officer, Newfoundland Air Base, subject: "Supply of Airplane Parts, dated December 24, 1941." "2. By 3rd indorsement, dated Feb. 19, 1942, your office (14-E,ASC) returned the letter. Paragraph three of third indorsement stated in part "five C-52 series airplanes were assigned to the 60th Transport Group at Westover Field primarily for the purpose of accomplishing the movement of supplies and personnel to Newfoundland. If the Air Service Command were authorized to call upon this group to accomplish the movement of supplies to Newfoundland, the situation would be relieved considerably."" "3. By fourth indorsement, the basic letter was forwarded to the Commanding General, Air Force Combat Command, stating that it was desired that you make available on call to the Air Service Command five transport trips a month for the purpose of ferrying air supplies to Newfoundland. The Air Service Command is authorized to communicate directly with the Commanding General Air Force Combat Command in this matter." Hq. Army Air Forces FEB 23 19-- AAG RECEIVED TJH/jw TJH,Or., C/A-4

DECLASSIFIED
~~CONFIDENTIAL~~
(Do not use reverse side)

W-4071,AC.Rev.8/18/41

Page No.

Air US 452.11 (63)

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

SECRET

37

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

File No. .....

Tally No. AAF .....

DECLASSIFIED
DOD Nrs
E.O. Sec. 3, 5D June 1974
By [illegible] NARS, Date 10/18/76

SUBJECT: Shortage of Spare Parts.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	A-4	1942 2/23	Note the attached. There are two places in our setup which we must, repeat must, have sufficient spares to keep our airplanes in the air. One for Hawaii and the other for Panama. The situation outlined herein cannot be tolerated. Take the necessary steps to see that a tie-in with [redacted] is made by the Service Command so that this condition will not recur. H.H.A.
[redacted]				
2.	AAF A-4	AAF C/AS	2-26	1. Reference Item 1, I discussed this matter with you before General Arnold saw it. 2. General Miller informed me that all of the required parts were available in Panama. The situation complained of existed at Guatemala City, a sub-post of Panama, and the requisition should have been sent to the Panama Depot. In other words, the parts were available and the lack of maintenance is a Command failure, not Service or Staff. 3. However, the Air Service Command has made arrangements for direct communication with the subordinate units of the Caribbean Air Force so that exact information can be obtained quickly on supply matters and the necessary corrective action taken. Hq. Army Air Forces FEB 27 1942 AAG RECEIVED Incl. n/c TJH C/A-4

DECLASSIFIED

[redacted] (Do not use reverse side)

Page No. _____

AAG 825

Air Ab 4-3 [illegible]

SECRET

a

DECLASSIFIED
DOD Dir. 5200.9 & EO June 1974
By [illegible] Date 10/14/76

RADIOGRAM

From: Hq. Caribbean Air Force, Albrook Field February 20, 1942

To: Chief Army Air Forces 10:14 p.m.

PARAPHRASE

No. CAF 2670

Reference our many requisitions and allied correspondence with service command at Dayton. If better flow of airplane and engine equipment cannot be had estimate flying will be curtailed at least 50% On account of lack of parts, overhaul Allison engines here practically suspended. Airplanes being sent to San Antonio for engine change account situation growing worse instead of better. For tail wheel, 1 B-17 was out of commission for three weeks - Due to lack of parts daily average of 4 B-17 airplanes out of 12 at Guatemala are able to perform missions.

Above for Major General Davenport Johnson.

Lyon

Received in Cable Section, AAF/AAG

Paraphrased by Capt. Wilbourn:hm

Distribution:
ACTION COPY TO: General Davenport Johnson

Air Forces

General Arnold
General Harmon
A-2
A-3
A-4
AWPD

INFORMATION

SECRET

~~SECRET~~

DECLASSIFIED
DOD Ltr. 4 Sep. & 20 June 1974
By [illegible], Date 10/18/74

RCL:lg
(Air AG)

February 23, 1942.

SUBJECT: Spare Engines.

TO: Chief of the Air Corps.

1. It is directed that the following engines be sent to Fantan on first available shipment:

1 1820-65 engine
1 1830-33 engine
1 2800-5 engine

2. It is further directed that one (1) 1820-65 engine be sent to Fort Shafter, Hawaii to replace one that was sent from there to Fantan.

3. It is directed that this headquarters be advised of action taken.

By command of Lieutenant General ARNOLD:

452.11 (91)

Dispatched
FEB 24 1942
AAG

R. C. LEWIS,
Major, Air Corps,
Actg. Asst. Air Adj. General.

DISTRIBUTION:
A-4

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

AAF-30

~~SECRET~~

Air AG 452.11 (91)

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

SECRET

DECLASSIFIED
DoD Dir 5
6 Jan & 30 June 1972
By [illegible] NARS, Date 10/8/77

File No. .....

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

Tally No. AAF/A-4/2-21

SUBJECT: Spare Engines.

NO.	FROM	TO	DATE	COMMENTS
				AAF/A-4 JRF/emd
1	AAF A-4	AAF AAG	1942 2/21	1. It is requested that a directive, substantially as follows, be sent to the Chief of Air Corps: "1. It is requested that the following engines be sent to Fantan on first available shipment: 1 1820-65 engine 1 1830-33 engine 1 2800-5 engine 2. It is further requested that one (1) 1820-65 engine be sent to Fort Shafter, Hawaii to replace one that was sent from there to Fantan. 3. It is desired that this office be advised of action taken." WJF TJH,Jr. C/A-4 JRF

RECLASSIFIED

SECRET

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

Page No. -1-

Air 58462.11 (91)

~~RESTRICTED~~

AF/A-4 1219

written 2/18/42

DECLASSIFIED
DOD Dir. 5200.1 and 5200.9
By A. Chief, Doc. Div. 10/15/71

RESTRICTED

RELEASED

FEB 22 1942

452.11 (06)

MEMORANDUM FOR THE CHIEF OF THE AIR CORPS:

Subject: Fuel Lines

1. On a recent visit to Intermountain Air Depot the Assistant Chief of the Air Staff, A-4, noted that the Depot was unable to obtain sufficient quantities of Accumulo-resistant, bullet-proof hose for airplanes.

2. It is desired that the procurement and installation of this type of hose for airplanes requiring it be pushed to the utmost.

By Command of Lieutenant General Arnold

WM. W. DICK
. Col., A.G.D.
Air Adjutant General

mjn

FEB 22 1942
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	
						AFS					
											AAF-39

DECLASSIFIED

RESTRICTED

Air AG 452.11 (06)

DECLASSIFIED
OCD ltr 3 20 June 1973
By [illegible] C. Date 12/18/74

SECRET
BY AUTHORITY OF THE
CHIEF of the ARMY AIR FORCES
[illegible] DATE INITIALS

REGISTERED

February 17, 1942

SUBJECT: Sea Search Equipment.

TO: The Commanding General, Air Force Combat Command.

1. Reference is made to letter of January 15, 1942, from this office to you, CG 39, above subject.

2. So much of paragraph 3 of that letter as reads: "...Scott Field in classes not to exceed 75 each..." is amended to read: "...Morrison Field, West Palm Beach, Florida, in classes not to exceed 75 each...".

3. The procurement authorities set forth in AS 452.1 (1-10-42)MSC-S-M, January 17, 1942, Subject: "Allocation of Aircraft Equipped for Sea Search and Training of Required Crews," are applicable for that purpose, except those contained in paragraph 1(g) which are being changed to read as follows:

Travel of the Army

TD 1492 P 5-06, 7-06 A 0410-2
(For temporary travel of officers and enlisted men)

Army Transportation- Commercial

QM 1615 P 54-07 A 0622-2 "D"
(For shipping authorized temporary baggage allowances of officers and enlisted men of the first four grades).

By command of Lieutenant General ARNOLD:

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

Dispatched
FEB 17 1942
AAG

2/16/42 Above coordinated w/ the OCAC (Col. Masterson) and TAG (Col. Van Liesler).

HEADQUARTERS—ARMY AIR FORCES—COORDINATION

A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget
✓			Request from AGF				

AA Air AS 452.11 (89)

452.11 (89)

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

File No. . . . . .

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

Tally No. AAF/A-3/62

AAF 452.1

RECLASSIFIED

SUBJECT: Allocation of Aircraft Equipment for Sea Search in Training of Required Crews.

NO.	FROM	TO	DATE	COMMENTS AAF/A-3 PEW/HB
1.	AAF A-3	AAG	1942 2-12	1. In AAG letter 452.1 dated 1-15-42, subject above, provision was not made for the sending of classes from temporary Radio Locator School at Scott Field, or students from other stations, to Morrison Field, West Palm Beach, Florida. The Radio Locator School has been moved from Scott Field to Morrison Field West Palm Beach, Florida. 2. It is requested that paragraph 5, AAG letter 452.1, referred to above, as reads: "...Scott Field in classes not to exceed 75 each", be changed to read: "...Morrison Field, West Palm Beach, Florida, in classes not to exceed 75 each". 3. For the purpose of the above move, Procurement authority quoted in AAG 452.1 (1-10-42((MCS-GM) dated 1-17-42, was used. 4. Conformation of the use of this Procurement authority is requested. H.S.V. A-3

RECLASSIFIED

(Do not use reverse side) 7-4071, AC. Rev. 8/14/41

Page No. _____

DECLASSIFIED
DOD Ltr's
§ 3(b), & 20 June 1974
By [illegible] NLC Date 10/1/87

CONFIDENTIAL
DECLASSIFIED

FEB 25 1942

5292 2
AAF/A-2
JTC-jd
2-25-42

MEMORANDUM FOR: Assistant for Security Services
Office, Chief of the Air Corps

SUBJECT: Channelization of Communications between Manufacturers and Their Service Representatives in the Field

1. Attached hereto is a letter addressed to the Air Adjutant General, Army Air Forces, by the Assistant Executive, Material Division, Office, Chief of the Air Corps, under date of February 14, 1942, Subject: "Communication with Manufacturers' Service Representatives in the Field," together with a copy of the letter mentioned in Paragraph 2 thereof.

2. The letter mentioned above is forwarded for your remarks and recommendations.

J. T. CLEMENT,
Major, Air Corps,
Chief, Foreign Liaison Section, A-2,
Air Liaison Officer.

3 Incls.
Incl. 1-Ltr. 2/14/42 to AAG
fr. Asst. Exec., Mat. Div.
Incl. 2-Cpy.ltr.,1/29/42 to
Col.Grantham Gardner
fr. Sperry Gyroscope Co.
Incl. 3-Cpy. ltr., 1/24/42
to Sperry Gyroscope Co.
fr. C/Field Serv. Sec.

Hq. Army Air Forces
FEB 27 1942
AAG RECEIVED

Dispatched
FEB 27 1942
AAG

HEADQUARTERS ARMY AIR FORCES — COORDINATION

CONFIDENTIAL
DECLASSIFIED

Ans ltr 450.11 (88)

A-2/30,169

COPY

DECLASSIFIED
DOD ltr. E.O. 20 June 1951
By Diffen J.C. Date 9/1/67

~~CONFIDENTIAL~~ 5292

WAR DEPARTMENT
Office of the Chief of the Air Corps
Washington

~~CONFIDENTIAL~~ DECLASSIFIED

Feb. 14, 1942

SUBJECT: Communication with Manufacturers' Service Representatives in the Field.

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

1. The Sperry Gyroscope Company is making arrangements to have service personnel as near as possible to all tactical units both in the United States and in combat theaters abroad. These men operate directly under the Sperry Company's Brooklyn office and without cost to the Government. Their value to the Service depends largely upon their ability to exchange information with and obtain supplies from the factory in Brooklyn. It is, therefore, requested that Combat Units be instructed to allow as much freedom of communication as possible in order that these men and similar representatives of other manufacturers may exchange pertinent technical information with their home offices. It is also requested that Combat Units be authorized to transmit such of this information as they deem advisable through official communications systems.

2. Copy of letter on this subject from Mr. Galbraith of the Sperry Company, inclosing copy of letter from Lt. Colonel J. H. Hicks, Chief, Field Service Section, is inclosed for your information.

For the Chief of the Air Corps

/s/ F. I. Ordway, Jr.,
Major, Air Corps,
Asst. Exec., Mat. Div.

Incl.
1 Cy. ltr. fr. Sperry Gyrp. Co.
w/incl., dated 1-29-42

~~CONFIDENTIAL~~ DECLASSIFIED

A-2/20,162

COPY

DECLASSIFIED
DOD Dirs
E.O. 12356, Sec. 3.3 & 20 June 1974
By: [illegible] NARS, Date 2/9/1987

CONFIDENTIAL

DECLASSIFIED

January 29, 1942

Colonel Grandison Gardner
Office of the Chief of Air Corps
Munitions Building
Washington, D. C.

Dear Sir:

We have notified Mr. Uecker to go to San Francisco as you ordered. You may reach him there through our District Manager, Mr. J. F. McConkey, 218 Howard Street.

It is felt that in order for the Air Corps to receive the maximum amount of aid from our experienced aircraft armament service engineers, closer cooperation between this office and the Air Corps is essential. It is imperative that we know where all our personnel are in order that we can keep them advised as to improvements and operation information on the equipment. It is also our intention to use our older men as instructors for our junior engineers by having them work together. The only possible way that we can do this is to have some definite idea on the location of our personnel and the moves proposed for them.

It would be of considerable help if some definite means of communication other than ordinary mails and censorship could be set up. The experiences which some of our men are having in these outlying posts should be exchanged between our engineers in order that these men can obtain the maximum performance from the equipment.

Enclosed is a letter from Wright Field. This type of communication is of absolutely no value to us and with the situation such as it is, there should be some definite means of communication so that we can be of service in clearing up problems such as these. We feel sure that Acri's report gives us enough information so that we can make a constructive study of this problem brought up in Wright Field's letter.

We are making every effort to cooperate with the Air Corps and feel that, unless we can get a more satisfactory arrangement worked out on the above details, we are not applying our experiences in the most beneficial manner. We would appreciate any suggestions which you might have in this matter and would be pleased to make a trip to Washington if you think something could be arranged along these lines.

Very truly yours,

SPERRY GYROSCOPE COMPANY, INC.

A. H. Galbraith, Superintendent
Fire Control Service Department

AHG:JC
Enclosure

CONFIDENTIAL

DECLASSIFIED

A-2/20,162.

DECLASSIFIED
DOD ltr. 20 June 1972
By [illegible] Date 9/18/72

CONFIDENTIAL

RELASSIFIED

COPY

S-6-5

January 24, 1942

Variable Speed Drive from the Time
of Flight Cam.

Sperry Gyroscope Company,
Manhattan Bridge Plaza
Brooklyn, New York

Attention: Mr. Gailbraith.

1. Information has been received from Mr. Acri, through Government Engineers, stating that the variable speed drive from the time of flight cam is rusted on some of the fifty caliber sights. He suggested that this condition might be caused by a breakdown of the lubricant through use. It was also stated that most of the sights were out of adjustment. In other cases, on the same sights, drums, balls, and discs have been scored during operation.

2. It is recommended that some action be taken to prevent the reoccurrence of these failures in future combat operations.

For the Assistant Chief, Air Service Command.

J. H. Hicks
Lieut. Colonel, Air Corps
Chief, Field Service Section

By:

Per Conf. Ltr. OCAC 7-27-38

CONFIDENTIAL
RELASSIFIED

A-2/29162

DECLASSIFIED
DOD ltr
5 Jan & 30 June 1972
By [illegible] D.C. Date 10/15/76

SECRET
BY AUTHORITY OF THE
CHIEF of the ARMY AIR FORCES
BY [illegible] INITIALS

(Air 16)

February 19, 1942

SUBJECT: Installation of Extra Gasoline Tank on B-26.

TO: The Chief of the Air Corps.

1. The present practice of crating B-26's for shipment to foreign theaters is creating a serious bottleneck in the expeditious movement of these planes. Entire facilities of the Sacramento Depot and partial time of 6,000 employees of the Sacramento Depot are now engaged in this work. Upon arrival at the destination it requires three weeks or more to re-assemble.

2. In order to determine the feasibility of making deliveries of the B-26 airplane by air, it is directed that the Chief of the Air Corps immediately conduct experiments by adding auxiliary fuel tanks to increase the range to a minimum of 3,000 miles. It is realized that a similar test has been held in the past, but it is the consensus of personnel on the West Coast that an additional tank can be added over and above that used in previous test.

452.11 (85)

By command of Lieutenant General ARNOLD:

R. C. LEWIS
Major, Air Corps
Acting Assistant Air Adjutant General

[illegible]
FEB 19 1942
AAG

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

[illegible]-30

SECRET DECLASSIFIED

airdt 452.11 (85)

~~SECRET~~

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

~~RESTRICTED~~

DECLASSIFIED
DOD ltrs
20 June 1974
NC, Date 10/18/77

File No.

Tally No. AAF/A-4 1160

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

SUBJECT: Installation of Extra Gasoline Tank on B-26.

NO.	FROM	TO	DATE	COMMENTS
				AAF/A-4 FSB/mwb
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: "The present practice of crating B-26's for shipment to foreign theaters is creating a serious bottleneck in the expeditious movement of these planes. Entire facilities of the Sacramento Depot and partial time of 6,000 employees of the Sacramento Depot are now engaged in this work. Upon arrival at the destination it requires three weeks or more to re-assemble. In order to determine the feasibility of making deliveries of the B-26 airplane by air, it is directed that the Chief of the Air Corps immediately conduct experiments by adding auxiliary fuel tanks to increase the range to a minimum of 3,000 miles. It is realized that a similar test has been held in the past, but it is the consensus of personnel on the West Coast that an additional tank can be added over and above that used in previous test." Hq. Army Air Forces FEB 16 1942 AAG RECEIVED WJF [illegible], Jr., C/A-4

(Do not use reverse side)

~~SECRET~~

DECLASSIFIED

W-4071; AC. Rev. 8/14/61

AirAG 452.11 (85)

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

Date: 3/11/42

TO:

__ Chief of the Army Air Forces
__ C.G., Air Force Combat Command
__ Chief of the Air Corps
__ Chief of the Air Staff
__ Secretary of the Air Staff
__ A-1 Division
__ A-2 Division
__ A-3 Division
__ A-4 Division
__ Air War Plans Division
__ Budget Section
__ Medical Section
__ Public Relations Section
__ Statistics Section
__ Director of Communications
__ Inspector, Army Air Forces
__ Adjutant General, Army Air Forces
__ Military Director of Civil Aviation
__ A.F. Files

Col York say no action re basic
PS

W J

A. W. VANAMAN,
Colonel, Air Corps,
Secretary of the Air Staff.

AAF-63-D.

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

Date MAR 7 - 1942

TO: Dir. of Technical Services

- 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 Director of Photography
Room 4322.

Inviting attention to note of Col. Dick: "Comment and return to Gen. Arnold."

Noted
MWK (Col. Kapp)

To Ch. of Air Staff -
Any action on basic paragraph?
MMS 10 Mch 42

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

Date.....

TO:

- ✓ Chief of the Army Air Forces
- ___ C.G., Air Force Combat Command
- ___ Chief of the Air Corps
- ___ Chief of the Air Staff
- ___ Secretary of the Air Staff
- ___ A-1 Division
- ___ A-2 Division
- ___ A-3 Division
- ___ A-4 Division
- ___ Air War Plans Division
- ___ Budget Section
- ___ Medical Section
- ___ Public Relations Section
- ___ Statistics Section
- ___ Director of Communications
- ___ Inspector, Army Air Forces
- ___ Military Director of Civil Aviation
- ___ Adjutant General, Army Air Forces
- ___ A.F. Files

Col Kane
Comm'd
Ops A

JOHN Y. YORK, JR.
Col., Air Corps

M. F. HARMON, AAF-570
Major General, U. S. A.
Chief of the Air Staff

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

CONFIDENTIAL

DECLASSIFIED
DOD HTS
By ... Date ... 10/1/11

WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE AIR CORPS

WASHINGTON

MAR 3 1942

SUBJECT: Reported Malfunctioning of Automatic Pilots in Lockheed Hudsons

TO: Chief of the Army Air Forces

1. A recent R & R from General Arnold requested that an investigation be made regarding reported difficulties with automatic pilot operation in excess of 20,000 feet, particularly in Lockheed Hudsons.

2. As a result of the above, test flights have been completed in an A-29 airplane at altitudes varying from 24,000 to 27,000 feet. Temperatures encountered were as low as minus 40° centigrade. The automatic pilot functioned excellently at all times and with the automatic pilot turned off, controls were absolutely free and no stiffness was perceptible.

3. No further information can be obtained regarding British automatic pilot difficulties with Lockheed Hudsons although the following sources were queried:

a. Sperry Gyroscope Company representative who recently returned from England,

b. British Air Commission at Wright Field,

c. British Ferrying Command at Montreal. (This group stated that ferrying pilots reported no serious malfunctioning but occasionally some sluggishness at high altitudes.

4. Accident report as of February 21st, Westover Field, Massachusetts, was inspected by Materiel Division representative and was reported in no way traceable to the malfunctioning of the automatic pilot. Further investigation is being made on accident reported January 3, near Long Beach, California. Report indicates that the airplane was taken off and flown with the automatic pilot in the "on" when the pilot thought it was off.

452.11

CONFIDENTIAL

C4-597

CONFIDENTIAL
CLASSIFIED

5. In view of flight tests and information available, it is believed that reported troubles can be more readily attributed to the human pilot than to the automatic pilot, and it is recommended that automatic pilot use be unrestricted on A-29 type airplanes and that existing technical orders remain applicable.

For the Chief of the Air Corps

F. I. Ordway, Jr.

F. I. ORDWAY, JR.,
Major, Air Corps,
Asst. Exec., Mat. Div.

Hq. Army Air Forces
MAR 3 1942
AAG RECEIVED

Incl.
R.&R. frm Gen. Arnold to Gen. Echols dated 2-12-42.

CONFIDENTIAL
CLASSIFIED

AVI AJ 452.11 (84)

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

CONFIDENTIAL

C. Date 10/9/42

File No. .....

Tally No. AAF .....

SUBJECT: Difficulty with automatic pilots operating above 20,000 feet.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	General Echols	1942 2/12	Information received indicates that the British have had considerable difficulty with automatic pilots operating in excess of 20,000 feet, particularly in the Lockheed Hudsons. In view of the fact that we had an accident yesterday with a Lockheed Hudson while it was flying about 20,000 feet, it would appear to me to be very desirable to take a Lockheed with an automatic pilot up above 20,000 feet, with a crew ready to bail out, and see what in the hell happens.

CLASSIFIED

(Do not use reverse side)

Page No. _____

Ca 577

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

AirAG 452.11 (84)

AAF/A-2
8-7-641
VRHS: cm
(2/14/42)

U. S. SECRET BR. MOST SEC

DECLASSIFIED
DOD Ltr
5 Nov. & 20 June 1972
By [illegible] NARS, Date 10/1977

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

FEB 17 1942

SUBJECT: Fluorescine Blache - Life Jackets.

TO: Assistant for Procurement Services,
Office, Chief of the Air Corps.

1. Reference is made to Comments 1, 2, and 3, of Routing and Record Sheet addressed to Intelligence Division, Office, Chief of the Air Corps, War Department, Washington, D. C., under date of January 13, 1942, Subject: Life Jackets.

2. Attached hereto for your information is a letter, No. S.13-51 SHEOS/HLH, addressed to War Department, Headquarters of The Army Air Forces, Washington, D. C., by the British Air Commission, Washington, D.C., under date of February 12, 1942, regarding the above subject.

452.11 (83) B

For the Chief of the Air Staff:

Received
FEB 18 1942
AAG

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

1 Incl.
Ltr.fr.Br.Air Com.,
S.13-51 SHEOS/HLH, 2/12/42.

Hq. Army Air Forces
FEB 17 ...
AAG RECEIVED

by:

JOHN T. McCALL,
Captain, Air Corps,
Assistant Executive, A-2 Division.

SECRET BR. MOST SEC

AAF-28

Air 20452.11 (83) B
8-2/2703

AIR 17

Copy

BRITISH AIR COMMISSION

1785 MASSACHUSETTS AVENUE
WASHINGTON, D. C.

TELEPHONE HOBART 9000

PLEASE QUOTE
REFERENCE 8-13-91
[illegible]/RLE

February 12, 1942.

The Supervisor,
Requirements of The Army Air Forces,
WASHINGTON, D.C.

Attention: Major J. P. Clement,
Chief, Foreign Liaison Section, A-2,
Air Liaison Officer.

Subject: Fluorescine Blanks - Life Jackets.

B.A.C. File No.: 13-91 2660/RE
R.A.F. File No.: S-2-4(1). Your letter Feb. 9.

With reference to the above subject, we have to inform you that on Feb. 10, the date your letter was received, a cable was despatched to London requesting that further fluorescine blanks should be forwarded to this Commission for onward transmission to you as early as possible.

Yours faithfully,

R. L. Ragg,
Group Captain.

RR.

8-2/[illegible]

DECLASSIFIED
DOD Dirs
By [illegible] Date 10/47

U. S. ~~SECRET~~ BR. MOST SECRET

WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES

WASHINGTON

S-F-641

FEB 10 1942

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

ATTENTION: Group Captain R. L. Ragg

SUBJECT: Fluorescine Blocks - Life Jackets.

A.A.C. File No.: 15-XI 3060/KF
W.D.S. File No.: S-F-641

Gentlemen:

Reference is made to your letter of October 28, 1941, enclosing two samples of fluorescine blocks which are used in connection with dinghy equipment.

Under date of January 15, 1942, the Assistant for Procurement Services, Office, Chief of the Air Corps, War Department, Washington, D. C., informed this office as follows:

"Attention is invited to the attached copy of letter from the British Air Commission dated October 28, 1941. The fluorescine blocks referred to therein have not been received either in this office or at Wright Field.

"It is requested that a search be made for this material as it is desired for test at Wright Field."

The Assistant for Procurement Services, Office, Chief of Air Corps, War Department, Washington, D. C., has now informed this office that the fluorescine blocks which are used to dye the surface of the sea in the event of forced landings are now missing and cannot be located either at Wright Field or elsewhere.

Hq. Army Air Forces
FEB 11 ---
AAG RECEIVED

We have been requested to ask the British Air Commission if they would kindly obtain an additional set of these fluorescine blocks. Inasmuch as the previous set is definitely determined to be missing and cannot be located, we would be very much appreciated if you would

U. S. ~~SECRET~~ BR. ~~MOST SECRET~~

AAF/A-2
2-7-641
LWB:am
(2/7/42)

U. S. SECRET MR. SHORT SECRET

RELASSIFIED

be kind enough to obtain an additional set of these fluorescine blocks as promptly as possible.

We wish to thank you in advance for your cooperation.

Very truly yours,

J. T. CHENNAULT,
Major, Air Corps,
Chief, Foreign Liaison Section, A-2,
Air Liaison Officer.

HEADQUARTERS ARMY AIR FORCES COORDINATION

		A. A. G.	A-1	A-2	A-3				
				- 2 -					

RELASSIFIED

U. S. SECRET AN-2668 SECRET

OFFICE OF THE CHIEF OF THE AIR CORPS

~~SECRET~~

ROUTING AND RECORD SHEET

DECLASSIFIED

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

File No. S-E-641

Tally No. AAF

Subject: Life Jackets.

NO.	FROM	TO	DATE	COMMENTS
1.	OCAC Asst. for Proc. Serv. (4-B-3)	OCAC Intel. Div.	1942 1/13	1. Attention is invited to the attached copy of letter from the British Air Commission dated October 22, 1941. The fluorescine blocks referred to therein have not been received either in this office or at Wright Field. 2. It is requested that a search be made for this material as it is desired for test at Wright Field. FDO O. P. E. Asst.for Procurement Services
1 Incl. Cy.Ltr.fr.BAC, 10/22/41.				
2.	OCAS Intel.	OCAS Asst. for Proc. Serv.	JAN 22 1942	(2-B-1) [illegible] on 1. Reference is made to indorsement number 1, above. 2. Investigation by this office discloses that the original of the attached copy of letter with inclosures was forwarded to the Air Intelligence Section, Intelligence Division, Office, Chief of Air Corps, on October 28, 1941. Major [illegible] E. W. Sweetser, Jr., Foreign Liaison Section, Intelligence Division, Office, Chief of Air Corps, has personally inspected the records of the Air Intelligence Section, Intelligence Division, and found the attached entries. Therefore, it is apparent, that the inclosures, namely the fluorescine blocks, were forwarded to Wright Field. Inasmuch as the fluorescine blocks are missing, and [illegible] are not in the Air Intelligence Section, it is suggested that this office be called upon to secure additional fluorescine blocks from the British.

S-273 1/2 (2-B-1)
S-186 1/15 (2-B-1)
cd - 2-19 cd - 4-6

(Do not use reverse side)

Page No. 2

OFFICE OF THE CHIEF OF THE AIR CORPS

SECRET

ROUTING AND RECORD SHEET

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

File No. S-3-641

Tally No. _____

Subject: Life Jackets.

NO.	FROM	TO	DATE	COMMENTS
2. (Cont'd)	OCAC Intel.	OCAC ASST. FOR FSSS. ORDY.	JAN 22 1942	5. Do you wish the Foreign Liaison Section, Intelligence Division, Office, Chief of Air Corps, to obtain an additional set of these fluorescine blanks? C/OCAC INTEL. F.L.S. Suspense: 1/30/42 2 Incls. Incl. 1 - M/C Incl. 2 - Gy.Air Intel. Distribution Cards.
3.	OCAC APS (4-B-3)	OCAC Intel. Div.	1942 1/26	1. Request action be initiated as suggested in Paragraph 4, Item 2 above. RECEIVED O. P. E. Asst. for Procurement Services 2 Incls. n/c

(Do not write on reverse side)

SECRET - 2 -

5-273 1/2 (2-A-4)

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

SECRET

DECLASSIFIED
DOD Dir

COPY

BRITISH AIR COMMISSION
1785 Massachusetts Avenue
Washington, D. C.

Please quote
Ref. 13-31
3860/KF

Telephone Hobart 9000

October 22, 1941

Office of the Chief of the Air Corps
War Department
Washington, D. C.

Attention of Major Joseph T. Clement

Reference is made to our letter 13-31 3038/ROJ dated October 11th, with which we enclosed a copy of a memorandum to Group Captain Ryde, our representative at Wright Field, on the subject of the use of fluorescine to dye the surface of the sea in the event of a forced landing.

We have now received four sample fluorescine blocks as provided for dinghy equipment. Two of these are enclosed herewith for your inspection. It is assumed that you may wish to forward these to the Materiel Division at Wright Field, where the original inquiry was made.

Two sample blocks of this material have also been forwarded to the Director of Naval Intelligence.

We shall appreciate it if you will sign and return to this office the attached receipt.

(Signed) R. L. Ragg
for
Roderic Hill,
Air Marshal

Encl.
mam

cc: Group Captain J. A. T. Ryde.

SECRET

Authority: IOM fm. Chief, Mat. Div. OCAC, Washington, D. C. dated September 10, 1941, Subject: "Life Jackets."

5-272 1/5/(2 Encl)
5-116 1/5/(2 Encl)
1172 Encl 1/ Rd - 19 d-456

RAC Ltr. 13-31 , [redacted]

Rpt. No. Misc. Date 10/22/41 Country England
File No. 9570 Life Saving Devices Date Rec'd 10/29/41
G-2 No. (I.C. No.) From Per. Lia. Routed by 10/31

Subject: Use of fluorescine to dye the surface of the sea in the event of a forced landing. W/1 incl. (1 set)

No.	To	Date	Returned
F. C.	To file	11/4/41	—
Qy. #1	1. MD-OCAC	11/6/41	11/8/41
w/encl.	2. MD-Dayton	11/10/41	for file

Fwd by RAC ltr. 13-31/3038/ROJ

Rpt. No. Misc. Date 10/11/41 Country England
File No. 9570 Life Saving Dvcs Date Rec'd 10/16/41
G-2 No. (I.C. No.) Routed by Dyer

Subject: Fluorescine Green Dye w/3 sets of encl.

No.	To.	Date	Returned
F.C.	to file	10/22/41	10/29/41
Qy #1	1. Eval. Unit	10/24/41	10/28/41
	2. A.F.C.C.	11/1/41	11/21/41
	3. MD-Dayton	11/27/41	for file
Qy #2	1. Operations	10/24/41	11/6/41
	2. MD, OCAC	11/7/41	11/26/41
	3. MD, Dayton	11/27/41	for file

RELEASED

sd-426
5-273 ½; P 2-426

DECLASSIFIED
DOD Rts.
E.O. 12958, Sec. 3.6 (b)(1)
By [illegible] NLC Date 10/16/96

C-749-10(3681) 1st Endorsement

~~CONFIDENTIAL~~ RESTRICTED

MAR 15 1942

From: The Chief of the Bureau of Ships.
To : The Chief of the Bureau of Aeronautics.

Subject: M.A.D. Equipment for Airplanes. (Letter from Coordinator of Research and Development, (Confidential), (SC)F42-1 to Bureau of Ships, dated February 20, 1942.

452.11 (32) C

1. Forwarded as a matter under cognisance of Bureau of Aeronautics in accordance with recent oral agreement between representatives of this Bureau and the Bureau of Aeronautics. As no official expression confirming this has been received to date by this Bureau from the Bureau of Aeronautics, and in view of the importance of the subject, it is requested that this Bureau be informed of the action taken.

A. H. Van Keuren
Chief of Bureau of Ships

Copy to:
S.O.N.R.D.
Chief of the Army Air Forces
Col. G. Gardner
Dr. J. T. Tate

3/17/42 file gsc

DECLASSIFIED
Hq. Army Air Forces
MAR 10 [illegible]
AAG RECEIVED

Arch 452.11 (32) C

DECLASSIFIED
DOD Wp
E.O. Dec

CONFIDENTIAL

RESTRICTED

February 10, 1942.

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

Attention: Major Alfred J. A. Evans, U. S. A.
Coordinator of Research and Development

Subject: R. A. F. Equipment for Airplanes

Your Reference: File No. (CD) 2594

1. It is requested that the Army Department procure for the use of the Russian Government under the Act of March 11, 1941, as amended, the following items of equipment for airplanes, it is also requested that consideration be given to the early procurement of this equipment in quantity sufficient to meet the requirements of any aircraft ordered in the foregoing requirements. The quantity of the items ordered should be sufficient to equip the number of aircraft ordered, and spare parts for the same. The quantity of the spare parts should be sufficient to keep the aircraft operating for sixty days and to be delivered in a reasonable period, so that the number can be substantially maintained in the Army Program.

452.11 (82)

For the Chief of the Army Air Forces:

H. H. Arnold,
Major, U.S.A., Air Corps,
Secretary of the Air Staff.

Dispatched
Feb 11 1942
AAG

RESTRICTED

CONFIDENTIAL

C-419

AG 452.11 (82)

CONFIDENTIAL

DECLASSIFIED
800 Ltr
19/1817

NAVY DEPARTMENT
WASHINGTON

S O P X

File No.
(SC) P42-1

TOW:gp

January 31, 1942

From: Coordinator of Research and Development
To: Commander-in-Chief (Readiness Division)
Bureau of Ships
Bureau of Aeronautics

Subject: M.A.D. Equipment for Airplanes.

Enclosure: (A) Report of Conference held January 30, 1942 at Office of Coordinator.

1. Enclosure (A) is forwarded for information and appropriate action.

J. A. FURER, Rear Admiral, U.S.N.
Coordinator of Research and Development.

Copy (With Enclosure A) to:
Commander L. C. Stevens
Lieutenant Commander R. Harris
Lieutenant Commander G. L. Miller
Lieutenant Commander M. K. Fleming
Lieutenant P. A. deMare
Mr. T. R. Shea
Mr. D. G. C. Hare
Mr. D. P. Mitchell
Col. G. Gardner, U.S. Army Air Corps

CONFIDENTIAL

COPY

CONFIDENTIAL

DECLASSIFIED
DOD ltr
10/19/74

Subject: M.A.D. Equipment for Airplanes.

Date: January 8D, 1943.
Place: Office of Coordinator of Research and Development.

Present:

Bureau of Aeronautics:
Lieutenant Commander D. Harris
Lieutenant Commander C. L. Miller
Lieutenant Commander M. K. Fleming
Lieutenant P. A. deMare

National Defense Research Committee:
Mr. T. R. Shea
Mr. B. G. G. Mare
Mr. D. P. Mitchell

U. S. Army Air Corps:
Col. S. Gardner

Office of Coordinator of Research and Development
Commander E. W. Sylvester
Lieutenant T. G. Wilcox

Purpose of Conference: To discuss arrangements for trial installations for M.A.D. equipment in Navy and Army planes suitable for anti-submarine patrol duty.

Proceedings:

1. Mr. Mare reported that he had inspected an OSSW plane at Lakehurst and that he believed as a result it would not be possible to install an M.A.D. within the fuselage of the plane, and that wing installations would also be impracticable due to the proximity of the bombs and motor. It was considered that, in the case of application to the OSSW, the M.A.D. would have to be carried in an external housing secured aft on the plane, or in a housing towed by the plane.

2. To investigate the possibility of securing the housing to the OSSW, Mr. Mare advised that he wished to make a determination of the plane's magnetic characteristics at Quonset and asked that the plane be sent to that location. The Bureau of Aeronautic's representatives agreed to send the OSSW to Quonset on whatever date is specified by Mr. Mare. Mr. Mare advised that he would call Lieutenant Commander Harris and advise him of this date.

3. The Bureau of Aeronautic's representatives advised that wind tunnel tests would have to be made to determine if the external housing could be secured to an OSSW plane without serious harmful effect on the aerodynamic characteristics of the plane. Mr. Mare agreed to send to the

CONFIDENTIAL

COPY

Bureau of Aeronautics drawings of the streamlined housing so that models could be prepared for such wind tunnel tests.

4. In connection with a towed housing, the opinion was expressed by the Bureau of Aeronautics's representatives that a towed device could not be retracted into the plane before landing, and that development work on the device should include means of release. In the case of shore based land planes the device might be fitted with a parachute which would function on release of the tow line. It was agreed that tests of the detector in a towed housing would be actively pursued at Quonset using the PBY plane at that location. It was also agreed that tests of the detector mounted in a wing tip float of the PBY should be expedited.

5. Lieutenant deHaro of the Bureau of Aeronautics reported that the present generator on an OSSU would take care of both the detector load and the radio load. In this connection, Dr. Haro advised that the direct current requirements for the detector (estimated at 1200 watts by Dr. Haro) can be drawn direct from the plane's generator with the plane's present battery located across the line. This eliminates the necessity for providing an additional battery for the detector.

6. Lieutenant deHaro stated that the Commanding Officer of the Naval Air Station, Quonset, would be advised by the Bureau of Aeronautics of the importance of the work at that station being undertaken by the NDRC group, and that a request would be made that he assist the group in experimental installation and test work by utilization of shop facilities, mechanical and engineering talent available at the Air Station.

7. Colonel S. Gardner advised that the Army now has four groups (each group consisting of 20 to 30 planes) on coastal reconnaissance, most of these being made up of small planes. He believed that the Army would be interested in M.A.D. equipment, but mostly in connection with large, radar-equipped four engine bombers (B-17's and B-24's) of which 28 will be available shortly. Arrangements were made for Dr. Haro to accompany Colonel Gardner to Bolling Field on January 31st to determine if an M.A.D. can be put into planes of this class.

DECLASSIFIED

CONFIDENTIAL

RELEASED

DECLASSIFIED
DOD Dir

February 10, 1942.

To: Navy Department
Washington, D. C.

Attention: Rear Admiral J. A. Furer, U. S. N.
Coordinator of Research and Development

Subject: R. A. P. Equipment for Airplanes

Your Reference: File No. (SC) P40-1

1. It is requested that the Navy Department procure for the Army Air Forces, at the earliest possible date, two (2) sets of R.A.P. equipment for airplanes. It is also requested that provision be made in the Navy Program for production of this equipment to provide a larger number of these items for use in Army aircraft employed in the recommissance. The amount of this larger quantity would necessarily depend upon the success of the trial articles, but forty (40) sets is believed to be a suitable initial quantity of this number can be satisfactorily included in the Navy Program.

For the Chief of the Army Air Forces:

E. P. Curtis,
Lieut. Col., Air Corps,
Secretary of the Air Staff.

Dispatched
FEB 11 1942
AAG

AAB file

CONFIDENTIAL

C-449

air 452.11 (82)

COPY

CONFIDENTIAL

NAVY DEPARTMENT
WASHINGTON

DECLASSIFIED
DOD Dir. 5
By [illegible] NARS, Date [illegible]

File No.
(SC) F42-1

TOW:cp

January 31, 1942

From: Coordinator of Research and Development
To: Commander-in-Chief (Readiness Division)
Bureau of Ships
Bureau of Aeronautics

Subject: M.A.D. Equipment for Airplanes.

Enclosure: (A) Report of Conference held January 30, 1942 at Office of Coordinator.

1. Enclosure (A) is forwarded for information and appropriate action.

J. A. FURER, Rear Admiral, U.S.N.
Coordinator of Research and Development.

Copy (With Enclosure A) to:
Commander L. C. Stevens
Lieutenant Commander D. Harris
Lieutenant Commander C. L. Miller
Lieutenant Commander M. K. Fleming
Lieutenant P. A. deMars
Mr. T. E. Shea
Mr. D. G. C. Hare
Mr. D. P. Mitchell
Col. G. Gardner, U.S. Army Air Corps

CONFIDENTIAL

COPY

CONFIDENTIAL

MINUTES OF CONFERENCE

DECLASSIFIED
DOD INS
E.O. Sec. 3.4(b) 20 June 1974
By [illegible] NARS Date 12/18/11

Subject: M.A.D. Equipment for Airplanes.

Date: January 20, 1943.
Place: Office of Coordinator of Research and Development.

Present: Bureau of Aeronautics:
Lieutenant Commander D. Harris
Lieutenant Commander C. L. Miller
Lieutenant Commander M. K. Fleming
Lieutenant P. A. deMare

National Defense Research Committee:
Mr. S. E. Shoe
Mr. R. G. G. Hare
Mr. E. P. Mitchell

U. S. Army Air Corps:
Col. C. Gardner

Office of Coordinator of Research and Development
Commander E. W. Sylvester
Lieutenant T. C. Wilcox

Purpose of Conference: To discuss arrangements for trial installations for M.A.D. equipment in Navy and Army planes suitable for anti-submarine patrol duty.

Proceedings:

1. Mr. Hare reported that he had inspected an OS2U plane at Lakehurst and that he believed as a result it would not be possible to install an M.A.D. within the fuselage of the plane, and that wing installations would also be impracticable due to the proximity of the tanks and motor. It was considered that, in the case of application to the OS2U, the M.A.D. would have to be carried in an external housing secured aft on the plane, or in a housing towed by the plane.

2. To investigate the possibility of securing the housing to the OS2U, Mr. Hare advised that he wished to make a determination of the plane's magnetic characteristics at Quonset and asked that the plane be sent to that location. The Bureau of Aeronautic's representatives agreed to send the OS2U to Quonset on whatever date is specified by Mr. Hare. Mr. Hare advised that he would call Lieutenant Commander Harris and advise him of this date.

3. The Bureau of Aeronautic's representatives advised that wind tunnel tests would have to be made to determine if the external housing could be secured to an OS2U plane without serious harmful effect on the aerodynamic characteristics of the plane. Mr. Hare agreed to send to the

CONFIDENTIAL

COPY

Bureau of Aeronautics drawings of the streamlined housing so that models could be prepared for such wind tunnel tests.

4. In connection with a towed housing, the opinion was expressed by the Bureau of Aeronautic's representatives that a towed device could not be retracted into the plane before landing, and that development work on the device should include means of release. In the case of shore based land planes the device might be fitted with a parachute which would function on release of the tow line. It was agreed that tests of the detector in a towed housing would be actively pursued at Quonset using the PBY plane at that location. It was also agreed that tests of the detector mounted in a wing tip float of the PBY should be expedited.

5. Lieutenant deHaro of the Bureau of Aeronautics reported that the present generator on an OSU would take care of both the detector load and the radio load. In this connection, Mr. Haro advised that the direct current requirements for the detector (estimated at 150 watts by Mr. Haro) can be drawn direct from the plane's generator with the plane's present battery located across the line. This eliminates the necessity for providing an additional battery for the detector.

6. Lieutenant deHaro stated that the Commanding Officer of the Naval Air Station, Quonset, would be advised by the Bureau of Aeronautics of the importance of the work at that station being undertaken by the MIRS group, and that a request would be made that he assist the group in experimental installation and test work by utilization of shop facilities, mechanical and engineering talent available at the Air Station.

7. Colonel G. Gardner advised that the Army now has four groups (each group consisting of 20 to 30 planes) on coastal reconnaissance, most of these being made up of small planes. He believed that the Army would be interested in M.A.D. equipment, but mostly in connection with large, radar-equipped four engine bombers (B-17's and B-24's) of which 25 will be available shortly. Arrangements were made for Mr. Haro to accompany Colonel Gardner to Bolling Field on January 31st to determine if an M.A.D. can be put into planes of this class.

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

CONFIDENTIAL

DECLASSIFIED
DOD Ltr.
[illegible] 10/15/70

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

FEB 7 1942

SUBJECT: M. A. D. Equipment for Airplanes

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

1. The attached letter to the Coordinator of Research and Development, Navy Department, is forwarded for your consideration and signature.

For the Chief of the Air Corps

F. I. Ordway, Jr.

F. I. ORDWAY, JR.,
Major, Air Corps,
Asst. Exec., Mob. Div.

Incl.
1-Ltr. to Navy Dept., Att: Coordinator of Research and Development.

No. A-
FEB 7 1942
AAF Records

DECLASSIFIED

CONFIDENTIAL

C-1917

[illegible]

CONFIDENTIAL

DECLASSIFIED
DOD Rts
E.O. 12356, Sec. 3.3 & 3.4(b)(1), (b)(3)
By [illegible] NARS, Date 10/18/11

AAF/A-4
JRF/emd
Written March 5, 1942.

MAR 7 1942

MEMORANDUM FOR RECORDS, JOINT AIRCRAFT COMMITTEE:
(Attention: Lt. Bennett)

Subject: Modification of P-38E Airplanes for Photographic Purposes (Project No. 43-9).

1. The attached correspondence is submitted herewith for the allocation of A-4 pilots in accordance with paragraph 4.

FOR THE CHIEF OF THE ARMY AIR FORCES

Encls
Ltr d/ft to C/S,
2/4/42.

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

452.11 (10)

Hq Army Air Forces
MAR 6 1942
AAG Received

Dispatched
MAR 7 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

CONFIDENTIAL

ans 452.1 (10)

SECRET

DECLASSIFIED
DOD Dir. 5 200.9 & 20 June 1974
By [illegible] NARS, Date 10/18/77

FEB 4 1942

Modification of P-38E Airplanes for Photographic Purposes. (Project No. A2-9)

Chief of Air Staff

References: (a) Ltr from AAG to C/AC, File AAF 452.1/3, (Air AG) AC168
(b) Ltr from AAG to C/AC, dated 1/19/42, File (Air AG) AC151
(c) Ltr from AAG to C/AC, dated 1/17/42, File AAF 452.7, (Air AG) AC136.

1. Reference letters (a) and (b) directed that 100 P-38E airplanes be modified for photographic purposes and that in addition, 20 per month be provided for replacement. It was requested that these airplanes be equipped with A-4 pilots.

2. Reference letter (c) reallocated 31 A-4 pilots from C-45 airplanes to the photographic P-38E airplanes, as initial requirements. Inventory indicates that only approximately 15 of these pilots are now available as prior to issuance of this directive, some were used for replacements in the maneuvers and as spares accompanying airplanes transferred to the combat zones.

3. The Bureau of Aeronautics states that present production of the A-4 pilots by Sperry is only 75 per month which is insufficient for their requirements. Expansion of this facility of 300 per month will not be ready for approximately one year.

4. Request that necessary action be taken to secure the allotment of 20 A-4 pilots per month with which to equip these airplanes if it is still desired that your directive be carried out.

For the Chief of the Air Corps:

J. G. TAYLOR
Colonel, Air Corps
Asst. Exec. Technical Planning and Coordination

DECLASSIFIED

900156

SECRET

Air AG 452.1 (80)

~~SECRET~~ HEADQUARTERS ARMY AIR FORCES ~~CONFIDENTIAL~~

ROUTING AND RECORD SHEET

RELEASED

DECLASSIFIED DOD Ltr 6 Jan. & 20 June 19[illegible] by [illegible] I.C. Date [illegible] Initials No. AAF /Av-3/72

File No. .....

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

SUBJECT: Modification of P-38E Airplanes for Photographic Purposes. (Project N. 42-9)

NO.	FROM	TO	DATE	COMMENTS AAF/A-3 DMH/mld
1	AAF/A-3	CCAC (Tech. Pl. and Coord.)	1942 2/14	1. In accordance with AR 380-5, paragraph 16, this paper is reclassified as confidential. 1 Rnal. Basic ltr frm CCAC C/AS 2/4/42 Subj as abv. for ESV C/A-3

RELEASED

~~CONFIDENTIAL~~ ~~SECRET~~ (Do not use reverse side) W-4071;40.Rev.8/16/41

Page No. _____ Air 62 452.11 (80)

~~SECRET~~ ~~CONFIDENTIAL~~

WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE AIR CORPS

WASHINGTON

Feb. 4, 1942

SUBJECT: Modification of P-38E Airplanes for Photographic Purposes. (Project No. 42-9)

TO: Chief of Air Staff

Reference: (a) Ltr from AAG to C/AC, File AAF 452.1/3, (Air AG) AC168
(b) Ltr from AAG to C/AC, dated 1/19/42, File (Air AG) AC151
(c) Ltr from AAG to C/AC, dated 1/17/42, File AAF 452.7, (Air AG) AC138.

1. Reference letters (a) and (b) directed that 100 P-38E airplanes be modified for photographic purposes and that in addition, 20 per month be provided for replacement. It was requested that these airplanes be equipped with A-4 pilots.

2. Reference letter (c) reallocated 31 A-4 pilots from C-45 airplanes to the photographic P-38E airplanes, as initial requirements. Inventory indicates that only approximately 15 of these pilots are now available as prior to issuance of this directive, some were used for replacements in the maneuvers and as spares accompanying airplanes transferred to the combat zones.

3. The Bureau of Aeronautics states that present production of the A-4 pilots by Sperry is only 75 per month which is insufficient for their requirements. Expansion of this facility of 500 per month will not be ready for approximately one year.

4. Request that necessary action be taken to secure the allotment of 20 A-4 pilots per month which to equip these airplanes if it is still desired that your directive to be carried out.

For the Chief of the Air Corps:

/s/
J. O. TAYLOR
Colonel, Air Corps
Asst. Exec. Technical Planning and Coordination

~~SECRET~~ ~~CONFIDENTIAL~~

AAF/Dir Opns Require.
JHD.

~~SECRET~~

DECLASSIFIED
DOC No:
By NND Date 10/5/76

1st Ind.

War Department, Headquarters Army Air Forces, Washington, D.C., February 20, 1942. To Chief of the Air Corps

A letter dated February 16th from your office, subject: "Insurance of Airplanes for Doolittle Project" (AC/AS-3 [illegible]), which probably exceed the basic letter, covered alterations to the B-25-B airplanes mentioned above.

By command of Lieutenant General ARNOLD:

Hq. Army Air Forces
FEB [illegible] 1942
AAG RECEIVED

B. C. [illegible],
Major, Air Corps,
Acting Asst. to Air Adjutant General.

452.11 (2-16) B

Dispatched
FEB 21 1942
AAG

RS

HEADQUARTERS—ARMY AIR FORCES—COORDINATION

Chief of Staff	Secy Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-Wild	A-Insp.	Budget	Statistics	
	WDH	RCR									
											AAF-28

~~SECRET~~

Air AG 452.11 (2-16) B

DECLASSIFIED
DOD Dir
By ... 1418 K

(Adv AG)
AG

February 5, 1942

SECRET
BY AUTHORITY OF THE
CHIEF OF THE ARMY AIR FORCES
DATE INITIALS

SUBJECT: Special B-25-B Project

TO: Chief of Air Corps

Att: Chief Materiel Division

1. It is directed that a study be made immediately of the best manner of leakproofing the outside of the twenty-four 275 gallon 20 gage steel bomb bay tanks now being fabricated by the McQuay Company, in Minneapolis.

2. It is essential that these tanks be leakproofed even though the leakproofing should prove to be less than 100% effective and it is necessary to remove some of the equipment from the ceiling of the bomb bay and force the tank into place.

3. Straps and supports should be so designed as to permit initial installation of the unleakproofed tank and final installation of the leakproofed tank.

4. It is suggested that one of these tanks be sent immediately to one of the major agencies making leakproof tanks in order that they may obtain and prepare the material required to enable them to convert the remaining twenty-three in the shortest possible time.

5. Should McQuay be able to get far enough ahead on the tanks, it will be desirable to send them to be leakproofed prior to installation. Otherwise, it will be necessary to install the unleakproofed tank, fly the airplane to Akron or elsewhere, remove the tank, leakproof it, and reinstall it in order that the overall job may be accomplished in the shortest possible time.

Dispatched
FEB 6 1942
AAG

HEADQUARTERS ARMY AIR FORCES — COORDINATION

Chief of Staff	Air Surg.	A.C.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Inc.	Director	Secretary

DECLASSIFIED

AAG 452.11 (2-5-42)

Air AG 452.11 (2-5-42)

SECRET

CLASSIFIED

6. If it is found desirable, entirely new leakproof tanks may be provided but in this case the present metal tanks should still be completed and installed. They may be removed at a later date and replaced by the new leakproof tanks.

7. A-1-a priority is desired on this project.

By command of Lieutenant General ARNOLD:

JOHN E. COOLEY
Lt. Col., 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	
	AWV ↓ JMC	JMC			-3-						

SECRET

CLASSIFIED

DECLASSIFIED
DOD ltr's
By ... 10/16/76

SECRET

DRAFT

(air AG)
AC —

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

SECRET

February 4, 1942

Col Deichelmann
Send letter of instructions
ARW

SUBJECT: Special B-25-B Project

TO: Chief of Air Corps

Att: Chief Materiel Division

1. It is ~~requested~~ directed that a study be made immediately of the best manner of leakproofing the outside of the twenty-four 275 gallon 20 gage steel bomb bay tanks now being fabricated by the McQuay Company, in Minneapolis.

2. It is essential that these tanks be leakproofed even though the leakproofing should prove to be less than 100% effective and it is necessary to remove some of the equipment from the ceiling of the bomb bay and force the tank into place.

3. Straps and supports should be so designed as to permit initial installation of the unleakproofed tank and final installation of the leakproofed tank.

4. It is ~~recommended~~ suggested that one of these tanks be immediately sent to one of the major agencies making leakproof tanks in order that they may obtain and prepare the materiel required to enable them to convert the remaining twenty-three in the shortest possible time.

5. Should McQuay be able to get far enough ahead on the tanks, it will be desirable to send them to be leakproofed prior to installation. Otherwise, it will be necessary to install the unleakproofed tank, fly the airplane to Akron or elsewhere, remove the tank, leakproof it, and reinstall it in order that the overall job may be accomplished in the shortest possible time.

Added by hd
Overall gage

6. If it is found desirable, entirely new leakproof tanks may be provided but in this case the present metal tanks should still be completed and installed. They may be removed at a later date and replaced by the new leak proof tanks.

A priority is desired ~~requested~~ on this project

MCKSS2

SECRET

WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES

WASHINGTON

February 6, 1942

SUBJECT: Additional Tankage in B-17's

TO: Chief of Air Corps

Attn: Chief, Materiel Division

1. It is directed that the new B-17 airplanes now at the Sacramento Air Depot and future production articles up to fifty (50) be equipped with sufficient extra tankage, in addition to the present bomb bay tanks, to increase the range 400 to 500 miles.

2. This tankage should be installed, if possible, in such a way as not to interfere with the operational qualities of the airplane.

3. Unless leakproof tanks are employed, provision to flush them with CO_2 when empty should be considered in order to reduce the fire and explosion hazard.

4. The tanks are primarily to be used when ferrying the airplanes and should therefore be readily installed and capable of quick removal.

5. It is recommended that information on the additional tankage recently installed in a B-17 in Hawaii be studied and if satisfactory, that this or a similar system be used. This information is now enroute by air mail from Hawaii.

6. It is desired that this additional tankage be installed at the earliest possible moment.

For the Chief of the Army Air Forces:

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

11-C54 (79)

February 6, 1942

SUBJECT: Additional Tankage in B-17's

TO: Chief of Air Corps

Attn: Chief, Material Division

1. It is directed that the new B-17 airplanes now at the Sacramento Air Depot and future production articles up to fifty (50) be equipped with sufficient extra tankage, in addition to the present bomb bay tanks, to increase the range 400 to 500 miles.

2. This tankage should be installed, if possible, in such a way as not to interfere with the operational qualities of the airplane.

3. Unless inerteen tanks are employed, provision to flush them with CO_2 from supply should be considered in order to reduce the fire and explosion hazard.

4. The tanks are primarily to be used when ferrying the airplanes and should therefore be readily installed and capable of quick removal.

5. It is recommended that information on the additional tankage readily installed in a B-17 in Hawaii be studied and if satisfactory, that this or a similar system be used. This information is now enroute by air mail from Hawaii.

6. It is desired that this additional tankage be installed at the earliest possible moment.

For the Chief of the Army Air Forces:

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

Noted
Chief of the Air Staff

Directive No. 4-38

SECRET

DECLASSIFIED
DOD Dir. 5200.9
By [illegible] NARS, Date 6/19/71

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

February 5, 1942

DIRECTIVE MEMO FOR: A-4

Subject: Delay of B-17's for Lack of Spares and Supplies.

1. General Arnold directs that the Service Command be immediately contacted to determine why necessary tires, wheels and other spare parts and supplies were not ready for the B-17's which were delayed enroute to the Far East. General Arnold desires this report today, February 5, 1942.

2. Report of action taken is directed.

By direction of Chief of Air Staff.

John Y. York, Jr.,
Colonel, Air Corps,
Secretary of the Air Staff.

452.11 (78)

DISTRIBUTION:
A-1
A-2
A-3
AWPD
AI
Col. Vanaman
Col. York

FEB 4 1942
AAG

AAG/EC9

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

AAF-30

SECRET
SECRET

DECLASSIFIED
DOD 5200
By 6 Jan & 20 June 1974
By NARS, Date 10/16/74

ASS
(Air AG)

A C 241

January 29, 1942

SUBJECT: Replacement of AFCE Equipment

TO : The Chief of the Air Corps

1. It is directed that in the future, A-3 or A-4 (Junior), Automatic Pilots, provided A-4 is proven to be suitable and available, be installed in all A-20 series and other light bombardment airplanes in place of A.F.C.E. equipment.

2. This is due to the insufficient supply of H series sights and component A.F.C.E. equipment and the belief that the A.F.C.E. equipment is not needed in light bombardment airplanes as the bombing run may be satisfactorily performed manually by the pilot.

3. If [redacted] Automatic Pilots can be made available in quantity, it is directed that one be installed in an A-20 airplane in order to determine its suitability in an airplane of this size, weight and performance.

By command of Lieutenant General ARNOLD:

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

452.11 (7)

JAN 30 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 WD	A Insp	Budget	Statistics	

AAF 39

Van:

This is all coordinated and ready to go to the Air Adj Gen for preparation and transmission.

Jim

TO: Chief of Air Corps

A-4

1. It is directed that in the future, A-3 or A-4 (Junior), provided the latter is proven to be suitable and available, Automatic Pilots be installed in all A-20 series and other light bombardment airplanes in place of A.F.C.E. equipment.

2. This is due to the insufficient supply of M series sights and component A.F.C.E. equipment and our belief that the A.F.C.E. equipment is not needed in light bombardment airplanes as the bombing run may be satisfactorily performed manually by the pilot.

3. If A-4 Automatic Pilots can be made available in quantity, it is directed that one be installed in an A-20 airplane in order to determine its suitability in an airplane of this size, weight and performance.

Ver
A-3
EM/Bench.

AFCE 2

7 Jan 41
Drill DOR.

copy for Air. 2 Op. Reg.

AirCdl 452.11 (17)

CONFIDENTIAL

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

3528

DECLASSIFIED DOD Dir. 5200.9 Sept. 1974 NSC Date 10/15/82

File No. . . . . .

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

Tally No. AAF . . . . .

SUBJECT: AFCE

NO.	FROM	TO	DATE	COMMENTS
1	AAF A-3	AAF A-4	1942 1/20	AAF/A-3 OSP-ds 1. It is the belief of this Division that AFCE equipment is not needed in light bombardment airplanes, and that the bombing run should be performed manually by the pilot. 2. Substitution of the Junior Automatic Pilot will reduce the weight of the airplane, which, especially in the A-20 series, is extremely heavy for its range. The weight saved could be converted into the structural strengthening required in the A-20 series, (except the A-20C), to carry a torpedo. 3. Your comments are desired. ELN C/A-3
2.	AAF/A-4	AAF 1.Director of Bombardment. 2.Director of Opera. Equipment	1942 1/26	AAF/A-4 MFS/mhh 1. If you concur in belief of the Chief of A-3 Division, it is requested that an appropriate directive to the Chief of the Air Corps be prepared and sent forward. TJH, Jr. C/A-4

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

CONFIDENTIAL

Air AG 452.1 (77)

CONFIDENTIAL

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

CONFIDENTIAL

REGISTER

File No. . . . . .

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

Tally No. AAF . . . . . .

CONFIDENTIAL

SUBJECT:

NO.	FROM	TO	DATE	COMMENTS
3	AAF/Dir. of Bomb.	AAF 1.Dir.of Operational Requirements 2.A-3	1942 1-27	1. Materiel Division (Colonel Gardner) advises that action substantially as suggested is being taken. The A-3 or A-4 pilot will be installed in place of AFCE primarily because of insufficient supply of M series sights with component AFCE equipment, and of the higher priority of that equipment in heavy and medium bombers.. E. P. S. Dir. of Bomb.
4	AAF/Dir. Op. Req.	AAF 1.Dir. Bomb. 2.A-4 3.A-3	1942 1/28	1. Concur in principal. Suggested directive for the Chief of Air Corps attached hereto. J. H. D. Dir. Op. Req.

(Do not use reverse side)

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

CONFIDENTIAL

CONFIDENTIAL

Page No. _____

CW-AAF452.11 (97)

DECLASSIFIED
DOD Dirs
5 Jan & 23 June 1954
by [illegible] Date 10/15/76

SECRET
BY AUTHORITY OF THE
CHIEF OF THE ARMY AIR FORCES
DATE INITIALS

February 2, 1942

SUBJECT: Retention of Lieutenant Colonel Jordan at San Francisco, Port of Embarkation.

TO: Chief of the Air Corps.

1. Confirming telephone conversation between the Executive, Office Chief of Air Corps, and the Assistant Chief of the Air Staff, A-4, it is directed that Lieutenant Colonel Jordan be left on duty at the San Francisco Port of Embarkation until a replacement, satisfactory to the Commanding General, Port of Embarkation, is trained.

2. This action is necessary in order to carry out satisfactorily the directive contained in letter to the Chief of the Air Corps from the Air Adjutant General, dated January 23, 1942, subject: "Spare Parts and Accessories for Airplanes Outside the Continental United States", copy of which is attached.

By command of Lieutenant General ARNOLD:

WILLIAM D. SICK,
Colonel, A.G.D.,
Air Adjutant General.

Incl.
ltr 1/23/42,
AAG to C/AC.

Dispatched
FEB 3 1942
AAG

HEADQUARTERS—ARMY AIR FORCES—COORDINATION											
Chief of Staff	Brig Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	
					SECRET						AAF-29

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Dir. 5 200 June 1974
By [illegible] Date 10/16/70

File No.

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

Tally No. AAF/A-4/19

SUBJECT: Retention of Lt. Col. Jordan at San Francisco, Port of Embarkation.

NO.	FROM	TO	DATE	COMMENTS
				AAF/A-4 TJH/gwd
1.	AAF A-4	AAF AAG	1942 1-30	It is requested that the following letter be forwarded to the Chief of Air Corps: "1. Confirming telephone conversation between the Executive, Office Chief of Air Corps, and the Assistant Chief of the Air Staff, A-4, "2. It is desired that Lieutenant Colonel Jordan be left on duty at the San Francisco Port of Embarkation until a replacement, satisfactory to the Commanding General, Port of Embarkation, is trained. "3. This action is necessary in order to carry out satisfactorily the directive contained in letter to the Chief of Air Corps from the Air Adjutant General, dated January 28, 1942, subject: "Spare Parts and Accessories for Airplanes Outside the Continental United States", copy of which is attached." Incl.: Cy.ltr.1/28/42,frm.AAG to C/AC,subj: Spare Parts and Accessories for Airplanes Outside the Continental United States. WJF A-4
				Hq AAF JAN 31 1942 AAG Received

DECLASSIFIED

(Please reverse side) P-4071, AC. Rev. 8-10-41

File No. Air AG 452.1 (6-13-42) B

DECLASSIFIED
DECLASSIFIED
DOD Dir.
By D. Gilbert NARS, Date 10/24/72

COPY

(Air AG)

January 28, 1942

SUBJECT: Spare Parts and Accessories for Airplanes Outside the Continental Unite States.

TO: Chief of the Air Corps.

1. It is directed that the necessary precautions be taken to insure a continuous and balanced flow of spare parts and accessories for airplanes now outside of the continental limits of the United States, with particular reference to "X".

2. The officer now on duty at the San Francisco Port of Embarkation, Colonel Jordan, will be instructed that his main duty will be to keep track of Air Corps supplies which are shipped through that port, and to be able to give an up-to-date report at any time on the items which have been shipped and what is on the docks awaiting shipment, by item.

3. A-4 has informed G-4 of General Arnold's decision that Colonel Jordan's main duty is Air Corps representative for the Air Service Command.

By command of Lieutenant General ARNOLD:

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

DECLASSIFIED

ADDRESS REPLY TO
CHIEF OF THE AIR CORPS
AND REFER TO
WASHINGTON, D. C.

SECRET

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

DECLASSIFIED
SECRET
By Authority of
the Chief of the Air
FEB 1 1 1946
By [illegible] Initials

February [illegible]

SUBJECT: Shipment of Spare Parts to "X".

DECLASSIFIED
DOD Dirs.
By [illegible] NARS, Date 10/18/78

TO: The Chief of the Army Air Forces.

1. With reference to letter from the Chief of the Army Air Forces to the Chief of the Air Corps, subject same as above, attention is invited to letter from the Chief of the Air Corps to the Chief of the Army Air Forces, Subject: "Spare Parts for 'X' ", dated February 2, 1942, which outlines action being taken to provide spare parts and supplies to airplanes destined to "X". Similar action is being taken on all movements of task forces to insure that sufficient spare parts and supplies are furnished for the combat life of the airplane.

For the Chief of the Air Corps:

W. T. Hefley

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

Hd Army Air Forces
FEB 12 [illegible]
AAG RECEIVED

See inclosures

Air AS 452.11 (76)

asc-73a

SECRET

air AS 452.11 (76)

JBC/gr

(Air AG)
AC 2-3.5

DECLASSIFIED
DOD ltr
Jan. & 20 June 1973
By DRK/jma Date 10/15/70

January 28, 1942

SUBJECT: Spare Parts and Accessories for Airplanes Out[illegible] the Continental United States.

SECRET
BY AUTHORITY OF THE
CHIEF of the ARMY AIR FORCES
DECLASSIFIED
DATE INITIALS

TO Chief of the Air Corps.

1. It is directed that the necessary precautions be taken to insure a continuous and balanced flow of spare parts and accessories for airplanes now outside of the continental limits of the United States, with particular reference to "T".

2. The officer now on duty at the San Francisco Port of Embarkation, Colonel Jordan, will be instructed that his main duty will be to keep track of Air Corps supplies which are shipped through that port, and to be able to give an up-to-date report at any time on the items which have been shipped and what is on the docks awaiting shipment, by item.

3. A-4 has informed G-4 of General Arnold's decision that Colonel Jordan's main duty is Air Corps representative for the Air Service Command.

By command of Lieutenant General ARNOLD:

JAN 29 1942
AAG

JOHN B. COOLEY,
Lt. Col., 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 EPC FMC	gmc				✓					

AAF-39

DECLASSIFIED
SECRET

AG 452.11 (76)

452.11 (76)

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Dir. 5200.1 Para. IV-A
By [illegible] Date 10/15/70

File No.

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

Tally No. AAF

SUBJECT: Spare Parts and Accessories for Airplanes Outside the Continental United States.

NO.	FROM	TO	DATE	COMMENTS
1.	AAF A-4	AAF AAG	1942 1-26	AAF/A-4 TJH/gwd It is requested that a directive, substantially as follows, be sent to the Chief of Air Corps: "It is directed that you take the necessary precautions to insure a continuous and balanced flow of spare parts and accessories for airplanes now outside of the continental limits of the United States, with particular reference to "X". "The officer now on duty at the San Francisco Port of Embarkation, Colonel Jordan, will be instructed that his main duty will be to keep track of Air Corps supplies which are shipped through that port, and to be able to give you an up-to-date report at any time on the items which have been shipped and what is on the docks awaiting shipment, by item. A[illegible] will inform G-4 of General Arnold's decision that Colonel Jordan's main duty is Air Corps representative for the Air Service Command." C/A-4

Hq. Army A
JAN 26 1942
AAG Received

DECLASSIFIED

SECRET (use reverse side)

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

air AG 452.11 (76)

DECLASSIFIED
DOD Dir. 5
By [illegible] Date [illegible]

AAF/A-4
DPG/elm
(Written January 20, 1942)

Subject: Leakproof Bomb Bay Tanks for B-24D Airplanes

1st End.

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

JAN 28 1942

1. Approved.

2. Request necessary action be taken to accomplish the recommendations in paragraph 2 above.

By Command of Lieutenant General Arnold

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

JAN 23 1942
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Secretariat	
	38										

AAF-39

DECLASSIFIED CONFIDENTIAL
Air AG 452.11 (75)

SECRET

DECLASSIFIED
DOD Rts
5 Jan & 30 June 1974
By [illegible] Date 10/18/10
DECLASSIFIED

JAN 19 1942

Leakproof Bomb Bay Tanks for B-24D Airplanes

Chief of the Army Air Forces.

1. The original conception of the use of bomb bay tanks is understood to have been purely for the purpose of ferrying aircraft long distances. It now appears that certain types of long range aircraft will be required to go into action covering such distances that bomb bay tanks will be required in addition to the bomb load.

2. It is recommended, therefore, that leak proof bomb bay tanks be installed in all B-24D airplanes to be used in the Halverson Mission; that a total of 600 gallons fuel be provided in the front bomb bay and six (6) individual leak proof tanks be hung on the racks with standard Air Corps shackles; that twelve (12) leak proofed fuel cells be taken from other B-24 series airplanes for use in the 5 B-24D airplanes currently scheduled for accelerated test at Wright Field.

LSS:jn

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

W.R. Weaver,
Major General,
Acting Chief of the Air Corps.

SECRET

DECLASSIFIED

Any 2645.11 175

WAR DEPARTMENT
Office of the Chief of the Air Corps
Washington

1/16

MEMORANDUM FOR:

Lulu

action has been stopped per your request

H. C. Bowman,
Major, Air Corps,
Assistant Executive

X-266, A.C.

OFFICE OF THE CHIEF OF THE AIR CORPS

CONFIDENTIAL

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Dir. 5 & 20 June 1974
By [illegible] NARS, Date 4/6/77

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

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

Tally No. AAF/ - - - - -

Subject: Leak Proof Bomb-Bay Tanks for B-24D Airplanes

NO.	FROM	TO	DATE	COMMENTS X-LSS:jn
1	Actg. C/AC	Asst for Procur. Serv	1942 1/10	1. Lt. Colonel Halverson and Major Brandt have presented to this office the necessity for equipping all B-24D's with leak proof bomb-bay tanks as early as possible, in the production line, on the theory that it is essential that this airplane have all its gas capacity leak proofed to insure accomplishment of the Halverson Mission, which will require the use of bomb-bay tanks for carrying bombs. Under the present production system, the B-24D will carry 750 gallons of gas non-leak proofed in the bomb-bay. It is understood that the original conception of the use of bomb-bay tanks was for ferrying only. In view of the contemplated use of this airplane for combat activities necessitating bomb-bay tanks as well, it is suggested that, if possible, 800 gallons of gas be provided in the front bomb-bay in six individual leak proof tanks hung on the racks with standard Air Corps shackles, it being undesirable to have large 400 gallon tanks or have such fixtures in the bomb-bay to provide for them. 2. Your comments and recommendations are requested. 3. At the same conference, Lt. Colonel Halverson requested that the three B-24Ds, scheduled for delivery to Wright Field in the immediate future for the purpose of accelerated service test and subsequent assignment to the Halverson Mission, have installed in them twelve gas cells taken from the front wings of the B-24 series airplanes. Since these gas cells are already leak proofed, Major Carl Brandt advises that they could be installed in the front bomb-bay to accomplish the effect desired in the recommendations above. 4. Your comments and recommendations are requested on the feasibility of accomplishing this during the period of accelerated service tests of the B-24D at Wright Field. W. R. W. For Major General, Actg. C/AC Exec Susp 1/15

(Do not write below this line) CONFIDENTIAL

Page No. ___

70

P-60T5, AC. Rev. 8/1/41

XG-23

CONFIDENTIAL

OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND RECORD SHEET

(To be filed with correspondence)

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

SUBJECT: Leakproof Bomb Bay Tanks for B-24D Airplanes

NO.	FROM	TO	DATE	DATA
2	(4-B-4) Asst. for Proc.Servs.	Actg. C/AC	1942 1/15	1. This office concurs in the above and recommends: a. that leakproof bomb bay tanks be installed in all B-24D airplanes to be used in this mission. b. that a total of 800 gallons of fuel be provided in the front bomb bay and six individual leakproof tanks hung on the racks with standard Air Corps shackles. c. that twelve leakproofed fuel cells be taken from other B-24 series airplanes for use in the three B-24D's on accelerated tests. 2. This office requests a directive in order that immediate action may be taken.

(Do not use reverse side)

CONFIDENTIAL

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

DECLASSIFIED

Received from the Office, Chief of the Air Corps the following (SECRET, CONFIDENTIAL) document:

Addressed to: [redacted] AAF

Subject: Leakproof Sub Day Tanks for B-24D Airplanes

Type of Corres.: Ltr

Date: 1-29

Basic Dated: WR 1-25

No. Incls.:

PLEASE ACCOMPLISH AND
RETURN IMMEDIATELY TO:
Classified Mail & File Unit,
Administrative Division,
Office, Chief of Air Corps.

DATE RECEIVED: _____

BY _____
Name

_____
Rank Branch

OFFICE OF: _____

OCAC NO. _____

W-4009,AC.,Rev. 12/2/41

DECLASSIFIED DOD Dir

CONFIDENTIAL

AAF/A-4

Ltr.											(Ltr. from C/S 2/23/42)
		Subject: Replacement parts for B-17 Aircraft.									

War Department, [illegible] Washington, D. C.

To: Commanding General, Air Force Combat Command, Bolling Field, D. C.

1. It is desired that you make available on call to the Air Service Command five transport ships a month for the purpose of ferrying air supplies to Newfoundland.

2. The Chief of the Air Service Command has been authorized to communicate directly with you in this matter.

Incls.n/c

By command of Lieutenant General ARNOLD:

Incl previously submitted

R. O. LEWIS
Major, Air Corps
Acting Assistant Air Adjutant General

452.11 (74)

Hq. Army Air Forces
FEB 24 1942
AAG RECEIVED

Dispatched
FEB 25 1942
AAG

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

AAF-30

CONFIDENTIAL

452.11 (74)

CONFIDENTIAL

DECLASSIFIED
DOD Dir
E.O. 11652
By DOD Letter 11/8/72

File 9 at Caig (in acct.)
452.11 (94)

Subject: Replacement parts for B-17 Aircraft.

3rd End. (14-E)

War Department, Office of the Chief of the Air Corps, Washington, D. C.
FEB 19 1942
To: Chief of the Army Air Forces, Washington, D. C.

1. As stated in 5th Indorsement from this office dated February 11, 1942, the supplies listed in the inclosed letter have been furnished to Newfoundland, shipment having been made by transport approximately January 29, 1942. Shipment by air of 10 spare caliber .50 machine guns was also made.

2. Every effort is being made to accomplish the prompt delivery to Newfoundland of aircraft parts necessary to maintain airplanes in operating condition. The limited number of transport airplanes now available to the Air Service Command does not permit the establishment of a regular air transport service to Newfoundland at this time. Withdrawals of transports from the Air Service Command for assignment to theaters of operations and the allocation of new production transports to the Ferrying Command have reduced the number of cargo airplanes available in the Air Service Command to a total of 28.

WH:mfg
2-18-42

3. Five C-52 series airplanes were assigned to the 60th Transport Group at Westover Field primarily for the purpose of accomplishing the movement of supplies and personnel to Newfoundland. If the Air Service Command were authorized to call upon this group to accomplish the movement of supplies to Newfoundland, the situation would be relieved considerably. Otherwise, until additional transport airplanes are made available to the Air Service Command, supplies required for Newfoundland will be delayed in the same manner as supplies required by Panama, Puerto Rico, and the Western and Eastern theaters.

For the Chief of the Air Corps:

H. J. F. MILLER
Brig. General, U.S.A.
Asst. for Supply & Maintenance Services

Incls:
n/c

FEB 20 1942
A.A.G.

CONFIDENTIAL
- 1 -

Air Ab 452.11 (94)

CONFIDENTIAL

AAF/A-4
DPG/emi

DECLASSIFIED
Rewritten

Replacement Parts for B-17 Aircraft.

452.11 (11-1)

1st Ind.

War Department, Headquarters Army Air Forces, Washington, D. C.,
JAN 2 8 To: The Chief of the Air Corps.

1. Request the supply of replacement parts for B-17 airplanes be furnished the 41st Reconnaissance Squadron, Newfoundland Air Base, as soon as possible.

2. It is desired that consideration be given to the supply of air transport of aircraft parts necessary to maintain in operating condition the B-17 airplanes at the Newfoundland Air Base.

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief Engineer	Chief of Staff	Sec'y Air Staff	A.A.G.	By Command of Lieutenant General Arnold				Personnel	Supply	Budget	Statistics	
Ltr 41st Rcn 12/24/41 to CG 41st Rcn Sqdn Inds.												
								JOHN B. COOLEY Lt. Colonel, A. G. D. Assistant Air Adjutant General				

AAF-39

- 2 -

CONFIDENTIAL

Central file previously completed. 452.11 (11-1)

CONFIDENTIAL

DECLASSIFIED
DOD Dir
By [illegible] Date 10/18/77

AAF/A-4
[illegible]/mhh

SUBJECT: Replacement parts for B-17 aircraft.

JAN [illegible] 1942
AAG

2nd Ind.

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

1. Request the supply of replacement parts for B-17 airplanes be furnished the 41st Reconnaissance Squadron, Newfoundland Air Base, as soon as possible.

2. Installation of routine air transport service to the Newfoundland Air Base is approved, to be established at once.

Incl. n/c

HEADQUARTERS ARMY AIR FORCES - COORDINATION									
[illegible]	[illegible]	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	
12/24/41 CG GHQ, 41st Recon. Sq. from AFCC w/3 inds.				[illegible]					
[illegible]									

AAF-39

CONFIDENTIAL

Air AG 452.11 (7-1)

~~CONFIDENTIAL~~ CONFIDENTIAL

DECLASSIFIED
DOD Dir. 5 & 20 June 1972
By Chiffriers Date 9/18/73

COPY

HEADQUARTERS
Newfoundland Base Command
APO 801, Newfoundland

452.11

January 6, 1942.

SUBJECT: Replacement parts for B-17 aircraft.

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

1. Reference your radio, confidential, January 5, 1942, regarding spare parts for B-17 aircraft and our radio 43AA January 6, 1942, the enclosed letter sets forth parts now needed to replace worn or broken parts in each airplane as noted in the letter.

2. It will be noted that this list does not include spare parts needed. Items listed are not functioning instruments and accessories now in various aircraft of the 41st Reconnaissance Squadron.

3. Attention is invited to Paragraph 3, 3d Indorsement of enclosed letter in reference to allotting three Hudson Lockheed airplanes for operating on air transportation supply system for this command.

For the Commanding General:

s/Eric Stein,
Major, A. G. D.,
Adjutant

encl.

DECLASSIFIED
CONFIDENTIAL

~~CONFIDENTIAL~~ CONFIDENTIAL

CONFIDENTIAL

[illegible]

[illegible] 1st End.

GENERAL HEADQUARTERS, U. S. ARMY, Army War College, Washington, D. C., January 15, 1942. TO: The Chief of the Army Air Forces, Washington, D. C.,

1. Attention is invited to letter, subject: "Supply of Airplane Parts" dated December 24, 1941, to the Commanding Officer, 41st Reconnaissance Squadron, Newfoundland, which is attached hereto.

2. It is recommended that steps be taken to supply the B-17 airplanes and [illegible] Newfoundland, but in the present critical situation, it is considered that [illegible] and completion the Commanding Officer, 41st Reconnaissance Squadron, Newfoundland, be upon as possible.

3. It is recommended that a supplies [illegible] shipped by [illegible] as soon as they are [illegible] contained in paragraph 2 of the [illegible] letter mentioned in paragraph 1, this indorsement be returned.

By the COMMANDING GENERAL:

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

CONFIDENTIAL

DECLASSIFIED
000 0ps
By NNSA, 20 June 1995 Date 10/27/11

CONFIDENTIAL

FORTY FIRST RECONNAISSANCE SQUADRON (H) AF OB
OFFICE OF THE OPERATIONS OFFICER

Newfoundland Air Base,
December 24, 1941.

SUBJECT: Supply of Airplane Parts.

TO : The Commanding Officer, 41st Reconnaissance Squadron, U. S. Army Air Base, Newfoundland.

1. In order to enable this organization to perform it's mission at it's present station, it is essential that various airplane parts that have already been requisitioned by the Base Supply Officer be furnished. Repeated attempts have been made to obtain this equipment; on every side the answer is, "It is on requisition", "It is on the way", etc. Shipment by rail and boat is uncertain, therefore it appears necessary that a regular air transport service from supply depots to this station be established. Every organization airplane that went back to the United States brought back a capacity load of parts; but in every instance it had to leave a much larger load on the floor of the warehouse. Transport squadrons were evidently too busy supplying local airbases to give us a hand with our supply, and so we had to depend on ourselves. Now, an order has been published forbidding our planes to return to the United States with the result that our airplanes are in the following condition (complete nomenclatures are not given because everyone supposedly concerned with the situation already has the necessary information).

2. Air Corps Equipment:

A. B-17B Airplane No. 39-10.

a. 1 ea. Vacuum Pump (fails to work; this means that instruments and deicers will not work at the same time).
b. 4 ea. Gasketo fuel booster pump (Pumps are leaking badly; that means a fire hazard).
c. 4 ea. Cushions, fuel booster pump set seat. (Also causing fire hazard).
d. 1 ea. Flight indicator (worn bearings; indication erratic).
e. 1 ea. Pilots clock, type A-9 (Fails to run. this is normal; those clocks never run).
f. 2 ea. Scoops, exhaust, outboard (missing; these scoops directly effect the amount of carburetor heat available).
g. 1 ea. Heater, boiler (missing; causes extreme discomfort at loss of efficiency on long missions).
h. 200 sq. inches plexiglass, 1/16" thick (broken tunnel door).
i. 1 ea. Thermocouple, cylinder head temperature (defective insulation).

B. B-17B Airplane. No. 39-9.

a. 1 ea. Tachometer transmitter (reading fluctuate badly).

CONFIDENTIAL

Am AB 452.11 (74)

h. 1 ea. Supercharger (Inboard -358 hours. Removal required in 62 hours).
i. 1 ea. Motor, right landing gear, retracting (wheel must be cranked up by hand).
j. 4 ea. Gaskets, fuel booster pump (see above).
k. 4 ea. Cushions, fuel booster pump seal (see above).
l. 1 ea. Tachometer Receiver (numbers one and two tachometer very erratic).
m. 1 ea. Tachometer drive shaft, inboard (defective).

C. B-17B Airplane No. 38-259.

a. 1 ea. Engine primer (defective pump).
b. 1 ea. Turn indicator (drifts excessively).
c. 1 ea. Bank and Turn indicator (sluggish because of worn bearings; undependable; it has been necessary to disconnect this instrument.)
d. 1 ea. Tachometer drive shaft, outboard (Worn, causes severe fluctuations).
e. 1 ea. Oil temperature transmitter (sticking autosyn motor).
f. 1 ea. Rate of climb indicator, type A-6 (shows erratic descent readings).
g. 4 ea. Gaskets, fuel booster pumps, (leaking; see above).
h. 4 ea. Cushions, fuel booster pump, (see above).
i. 1 ea. Heater boiler. (Three required for cold weather flights; only two installed).
j. 1 ea. Fuel flow meter transmitter (fails to operate).

D. B-17B Airplane No. 38-610.

a. 2 ea. Valves, brake return booster (leaking).
b. 1 ea. Check valve, hydraulic (sticking). Causing severe pressure fluctuations).
c. 1 ea. Oil temperature transmitter (oil could overheat without any indication to the pilot).
d. 1 ea. Oil temperature receiver (failed).
e. 1 ea. Tachometer shaft, inboard (worn, causes erratic readings).
f. 1 ea. Tachometer shaft, outboard (worn, causes erratic readings).
g. 1 ea. Horn, landing gear warning (but you can't hear them anyway).
h. 1 ea. Gasoline filter element, hydraulic. (Blades defective with resultant poor filtering).

E. B-17B Airplane No. 39-8.

a. 1 ea. Flight indicator, C-5 (erratic).
b. 1 ea. Tachometer transmitter (indicates 150 RPM too slow).
c. 1 ea. Tachometer shaft, inboard (worn gears cause erratic operation).
d. 1 ea. Tachometer shaft, outboard (broken).

a. 1 ea. Transmitter, fuel pressure (Heads low).
b. Lea Plug, six pole for A.P.C.E. (This equipment not working because of this; however, this marvelous equipment does'nt work most of the time).

F. B-17B Airplane No. 39-2.

a. 1 ea. Bank and turn indicator (sluggish worn bearings).
b. 1 ea. Tachometer drive shaft, outboard (broken).
c. 2 ea. Valve, brake rerurn booster (leaking).
d. 4 ea. Gaskets, fuel booster pump (to repeat: causes definite fire hazard).
e. 4 ea. Cushions, fuelcock seal, booster pump (see above).
f. 1 ea. Pump, engine oil (throws oil at fitting, cause fire hazard).
g. 2 ea. Gauges, fuel contents (sticking: pilots guess at amount of fuel remaining).
h. 1 ea. Regulator, hydraulic pressure (will not maintain minimum required pressure).
i. 1 ea. Cell, assembly, analysis, Cambridge (does not operate).
j. 600 square inches plexiglass 1/16" thick. (Tunnel gun window defective).
k. 2 ea. Scoops, inboard, exhaust (missing. To repeat: directly affects the amount of carburetor heat available).
l. Flight indicator. (Gyro cannot be caged).

G. For all Airplanes.

a. 20 gallons ethylene glycol (heating systems require this)
b. 10 gallons glycerine (heating systems require this).
c. 20 gallons Diethylene glycol (heating systems requirecthis).
d. 40 gallons oil hydraulic. (Hydraulic systems require this). (also required for cold weather operation of superchargers).

3. Ordnance Property.

(1) The following positions are at present inoperative, and therefore afford no protection to the airplane and its area. Lower turn mounts on airplanes squadron number 46 and 50.

(2) The following parts (already requisitioned, are needed for the armament of the tactical airplanes).

a. 3 ea. Deflectors, top guns.
b. 3 ea. Deflectors, bottom guns.
c. 3 ea. Clamps, blocks and spacers.
d. 8 ea. Sight assemblies, front.
e. 8 ea. Sight assemblies, rear.
f. 4 ea. Adapters, assemblies, gun mount type B-5 (original model).

(3) There are no spare cal. .50 machine guns or gun mounts. When the various parts break (which happens often because the guns are not new and the parts are worn) the gun is out of commission. The transportation available does not permit the organization to maintain it's stock level above that of the breakage rate.

CONFIDENTIAL

4. The above lists of parts and material required indicates in part what our organization requires for normal operation. The indication is only partial since items available on the field are not listed; nor are the replacements and repairs, many of them major, that have been accomplished in the last four months, indicated. If every one of the above items were immediately corrected, there would e a list, in another three months, just as long; even longer if no replacements could be effected in the meantime.

5. The conclusion appears to be that for an organization isolated from normal supply and repair facilities, as this one is, either a sub-depot, both for supply and repair functions beyond those allotted to a tactical organization, must be established, so that the rate of influx of supplies does not depend on the day to day requirements of individual airplanes; or else effective contact must be made with some control depot. This contact, at present is non-existent. Under present shipping and rail conditions, only a routine air transport system will maintain these airplanes in flying condition.

/signed/ ARTHUR A.FICKEL,
/typed/ ARTHUR A.FICKEL,
Major, Air Force,
Operations Officer.

1st Ind. JCAD/reh

1st RECONNAISSANCE SQUADRON, (H) AFCC, U. S. Army Air Base, APO 801-C, Nfld. December 29, 1941. TO:C.O., U. S. Army Air Base, APO 801-C, Newfoundland.

1. Attention is invited to basic communication.

2. Approval is recommended because conditions mentioned in basic communication are growing continually worse, and if not corrected, the operations of this organization will be seriously handicapped.

/signed/ JOSEPH C. A. DENNISTON,
/typed/ JOSEPH C. A. DENNISTON,
Lt. Col., Air Corps,
Commanding.

(12-30-41) 2nd Ind. JCAD/pmb

Nfld., U. S. ARMY AIR BASE, APO 801-C, Nfld., December 30, 1941. TO: Commanding General, Newfoundland Base Command, U. S. Army, APO 801, Newfoundland.

1. Forwarded.

2. Approval strongly recommended.

/signed/ JOSEPH C. A. DENNISTON,
/typed/ JOSEPH C. A. DENNISTON,
Lt. Col., Air Corps,
Commanding.

-CONFIDENTIAL-

~~CONFIDENTIAL~~

(12-24-41) 1st Ind. CRS/bf.

HEADQUARTERS, Nfld., Base Command, U. S. Army, APO 801, Nfld., January 3, 1942. TO: Commanding General, Army Air Forces, Washington, D. C.

1. Recommendation was made by this headquarters on December 3, 1941 for the establishment of a sub-depot at Stephenville but no action has been taken to date.

2. Even if approved, some time will elapse before this depot can function as such. In the meantime the maintenance situation at Gander Lake grows worse.

3. A practical solution is as follows:

a. At Bangor, Maine, there were on December 27, 1941, sixteen Lockheed Hudsons but only sixteen pilots.

b. Recommend that three of these planes be turned over to the Newfoundland Base Command for use as supply planes to get necessary parts and to replace the B-17s temporarily out of commission on account of lack of spare parts.

c. Crews and pilots can be supplied from Gander Lake from B-17 crews grounded because their planes are out of commission.

d. Spare parts for the Lockheeds can be obtained from the R.C.A.F., if needed.

4. If this recommendation is approved the pilots and crews for the Lockheeds will be ferried to Bangor, and the Lockheeds will then be flown to Middleton for the procurement of needed supplies.

/signed/ C. C. BRANT,
/typed/ C. C. BRANT,
Major General, U. S. Army,
Commanding.

A TRUE COPY:

C. R. STORRIE,
Major, Air Corps,
Hq., Staff, NBC.

~~CONFIDENTIAL~~

SECRET

DECLASSIFIED
DOD Dir 5 Nov. & 20 June 1974
By [illegible] NARS Date 6/14/11

AAF/A-3
PTR-4c
2/2/42

SUBJECT: Sea Search Equipment

DECLASSIFIED
Auth: Secy. Gen. Staff

FEB 4 1942

War Department, Headquarters of the Army Air Forces, Washington, D.C.
To: Commanding General, Air Force Combat Command, Bolling Field, D.C.

The necessary action has been taken to amend the War Department letter, AG 452.1 (1-10-42) MSC-A-M, January 17, 1942, Subject "Allocation of Aircraft Equipped for Sea Search and Training of Required Crews", in such manner as to agree with instructions contained in basic communication above.

By Command of Lieutenant General Arnold

2 Incls. n/c

WM. W. DICK
Col., A.G.D.
Air Adjutant General

452.11 (93) B

FEB 4 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-MED	A-Insp.	Budget	Statistics	

AAF-39

DECLASSIFIED
SECRET

Air OB 452.11 (93) B

[SECRET] DECLASSIFIED

4. B-17E, AC #41-2999, is now at Wright Field being winterized and having ASV MK II installed. The Air Corps Ferrying Command will deliver this airplane to Scott Field after these installations are complete. You will furnish 2 enlisted men who have received instruction on ASV at Clinton, Ontario, to Scott Field when notified by Wright, for permanent change of station to Bronze.

5. The remainder of the personnel who have received instruction at Clinton, will be ordered by you to Scott Field in classes not to exceed 75 each, commencing February 15, 1942, for a period of training of 4 weeks per class. The Chief of the Air Staff has approved holding this personnel in the Continental United States.

6. Commanders of the Eastern and Western Theatres have been notified. See paraphrase of Radio attached.

By Command of Lieutenant General ARNOLD:

/s/ John B. Cooley
JOHN B. COOLEY
Lt. Col., A.G.D.
Assistant Air Adjutant General

2 Incls.
1-para. of radio 1-8-42
from GH-37 to GH Western Def. Cmd.
2-same para. to GH-Eastern Theatre of Ops.

AGO 475.9 (1-15-42) 1st Ind. (0-38)

Headquarters Air Force Combat Command, Bolling Field, D.C., Jan 24 1942
To: The Chief of the Army Air Forces, Washington, D.C.

1. Reference is made to War Department letter, AG 452.1 (1-10-42) MSC-A-M, January 17, 1942, Subject "Allocation of Aircraft Equipped for Sea Search and Training of Required Crews." This headquarters has issued orders sending sixty-six (66) enlisted men, graduates of the Radio School at Clinton, Ontario, to Scott Field in compliance with paragraph 2 (h), and four (4) crews for LB-30 airplane to Wright Field in compliance with paragraph 2 (f).

2. The instructions contained in War Department letter cited do not agree with instructions contained in the basic communication hereinwith.

For the Commanding General:

/s/ C. V. Russell
C. V. RUSSELL,
Brigadier General, C.S.C.,
Chief of Staff

[SECRET]

SECRET

DECLASSIFIED

PARAPHRASE

FROM: CG, WF

SENT: January 6, 1942.

TO : CG, Western Defense Command,
Presidio of San Francisco, California

PARAPHRASE

No. 82.

For the purpose of installing ASV equipment it is desired that you make available, on call from the Commanding General, Materiel Division, Wright Field, six B-18A airplanes. The Materiel Division will call for airplanes singly at about one week intervals. Crews for these airplanes should consist of pilot, copilot, engineer and radio operator. Airplanes will proceed to Wright Field where equipment will be installed, then to Scott Field where the personnel will be given instruction in operation. The airplanes will then revert to your control. Additional instruction is to be given to the graduates of the ASV Radio Locator School, Clinton, Ontario, who are under your command.

Marshall

Paraphrased by: /s/ William D. Old
WILLIAM D. OLD,
Lt. Col., Air Corps,
Asst. Air Officer.

Copies furnished to:
Major Oliver S. Picher,
Air Staff, A-3,
Office of Chief of Air Corps.

DECLASSIFIED

SECRET

SECRET

DECLASSIFIED
DOD Dirs
5 Jan & 30 June 1954
By NARS, Date 10/15/71

JBC/gn

(Air AG)

AC 108

January 14, 1942

SUBJECT: Sea Search Equipment.

TO: Chief of the Air Corps.

1. Thirty-three sets of Sea Search Equipment are available. Ten of these will be utilized as follows:

a. 6 B-18A's from the Western Defense Command, to be equipped with ASV-10 at Wright Field and Radiation Laboratory, M.I.T., Boston, Massachusetts.

b. 4B-18A's from the Eastern Theatre, to be equipped with ASV-10 at Wright Field and Radiation Laboratory, M.I.T., Boston, Massachusetts.

c. The Material Division has been authorized by CNO, U.S. Army, to deal directly with the Eastern and Western Theatres and notify them when the B-18A's should be delivered by their crews to Wright Field and Radiation Laboratory, M.I.T. for installation of ASV-10. See paraphrase of radio sent by CNO, attached.

d. After installation of plexi-glass noses and Group A parts at Wright Field these airplanes with crews will be ordered to the Boston Municipal Airport for installation of Group B parts under the direction of the Liaison Officer, Radiation Laboratory, M.I.T. Twenty enlisted mechanics are being ordered by the Air Force Combat Command to the Radiation Laboratory for training in operation and maintenance of ASV-10.

e. These airplanes and crews will then return to the Commands from which they came.

2. a. It is directed that the Ferrying Command deliver twenty-two LB-30 type airplanes, diverted from British contracts, to the modification base at Tucson, and from there to Wright Field for installation of ASV, according to delivery schedule specified by them.

Dispatched
JAN 15 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-		M. Intel.	

SECRET

Air 00452.11 (73) A

RELEASED

b. These airplanes are tentatively allocated as follows:

To "T"	4	ASV - II
" Copper	5	ASV - II
" Mercury	4	ASV - II
" Bronze	3	ASV - II
" Puerto Rico	4	ASV - II
" Eastern Theatre (U.S.)	2	ASV - 10
	22	

Crews to move the airplanes from Wright Field to Scott Field for the airplanes for "X", will be furnished by the AFCC.

Crews for the airplanes for Copper, Bronze, Mercury, Puerto Rico and the Eastern Theatre will be ordered by those places to Wright Field.

The 3 airplanes for Bronze will be winterized prior to departure for Scott Field.

c. B-17E, AC #41-2398, is now at Wright Field being winterized, and having ASV Mk II installed. It is directed that the Ferrying Command deliver this airplane to Scott Field after these installations are complete. It will be allocated to Bronze. Crew will be furnished by the Western Defense Command to Scott Field.

d. Approximately 140 E.M. and 33 officers of the AFCC have received some instruction on ASV and AI equipment at Clinton, Ontario. This personnel is being held in Continental United States. With each of the 33 airplanes listed above one maintenance man and one operator will be sent to Scott Field from the AFCC for additional training, and will remain with the airplane. The remainder of the personnel will be ordered by the AFCC to Scott Field in classes not to exceed 75 each, commencing February 15th for a period of training of 4 weeks per class. It is directed that you take necessary action to accomplish this training.

e. Wright Field is authorized to contact the AFCC direct, for complete crews which they are to furnish, if possible one week prior to the date the airplane should arrive at Wright Field.

f. Wright Field will notify the AFCC direct, giving the date each of the airplanes will depart Wright Field for Scott Field, so that orders can be issued for the ASV Maintenance and Operations personnel to proceed to Wright Field.

g. Wright Field is authorized to notify the Western Defense Command direct of the date B-17E, AC #41-2398 will depart for Scott Field,

Dispatched JAN 15 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

RELEASED

SECRET

so that orders can be issued for the crew to proceed to Scott Field, and will notify the AFCC direct, so that the ASW personnel can be ordered to Scott Field.

By Command of Lieutenant General ARNOLD:

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

2 Incls.-etc.
Para. of Radio.
1/6/42 frm CO/77 to CO/
Western Def. Cmd.

Same Para. to CO/
Eastern Theater of Ops.

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

SECRET

SECRET

DECLASSIFIED
DOD Dir. 5 Jan. & 20 June 1964
By [illegible] Date 10/15/71

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

January 12, 1942.

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Sea Search Equipment.

It is desired that the following instructions be transmitted to the Chief of Air Corps. The authority in Memorandum for the Chief of the Army Air Forces, dated December 31, 1941, subject: "Equipment for Temporary Locator School", approved December 31, 1941 by the Chief of the Air Staff:

1. Thirty-three sets of Sea Search Equipment are available. Ten of these will be utilized as follows:

a. 6 B-18A's from the Western Defense Command, to be equipped with ASV-10 at Wright Field and Radiation Laboratory, M.I.T., Boston, Massachusetts.

b. 4 B-18A's from the Eastern Theatre, to be equipped with ASV-10 at Wright Field and Radiation Laboratory, M.I.T., Boston, Massachusetts.

c. The Materiel Division has been authorized by GHQ, U.S. Army, to deal directly with the Eastern and Western Theatres and notify them when the B-18A's should be delivered by their crews to Wright Field and Radiation Laboratory, M.I.T. for installation of ASV-10. See paraphrase of radio sent by GHQ, attached.

d. After installation of plexi-glass noses and Group A parts at Wright Field these airplanes with crews will be ordered to the Boston Municipal Airport for installation of Group B parts under the direction of the Liaison Officer, Radiation Laboratory, M.I.T. Twenty enlisted mechanics are being ordered by the Air Force Combat Command to the Radiation Laboratory for training in operation and maintenance of ASV-10.

e. These airplanes and crews will then return to the Commands from which they came.

2. a. It is directed that the Ferrying Command deliver twenty-two LB-30 type airplanes, diverted from British contracts, to the modification base at Tucson, and from there to Wright Field for installation of ASV, according to delivery schedule specified by them.

SECRET

b. These airplanes are tentatively allocated as follows:

To "X"	4	ASV - II
" Copper	5	ASV - II
" Mercury	4	ASV - II
" Bronze	3	ASV - II
" Puerto Rico	4	ASV - II
" Eastern Theatre (U.S.)	2	ASV - 10
	22	

Crews to move the airplanes from Wright Field to Scott Field for the airplanes for "X", will be furnished by the AFCC.

Crews for the airplanes for Copper, Bronze, Mercury, Puerto Rico and the Eastern Theatre will be ordered by those places to Wright Field.

The 3 airplanes for Bronze will be winterized prior to departure for Scott Field.

c. B-17E, AC #41-2398, is now at Wright Field being winterised, and having ASV Mk II installed. It is desired that the Ferrying Command deliver this airplane to Scott Field after these installations are complete. It will be allocated to Bronze. Crew will be furnished by the Western Defense Command to Scott Field.

d. Approximately 190 E.M. and 33 officers of the AFCC have received some instruction on ASV and AI equipment at Clinton, Ontario. These personnel are being held in Continental United States. With each of the 33 airplanes listed above one maintenance man and one operator will be sent to Scott Field from the AFCC for additional training, and will remain with the airplane. The remainder of the personnel will be ordered by the AFCC to Scott Field in classes not to exceed 75 each, commencing February 15th for a period of training of 4 weeks per class. It is desired that you take necessary action to accomplish this training.

e. Wright Field is authorized to contact the AFCC direct, for complete crews which they are to furnish, if possible one week prior to the date the airplane should arrive at Wright Field.

f. Wright Field will notify the AFCC direct, giving the date each of the airplanes will depart Wright Field for Scott Field, so that orders can be issued for the ASV Maintenance and Operations personnel to proceed to Wright Field.

g. Wright Field is authorized to notify the Western Defense Command direct of the date B-17E, AC #41-2398 will depart for Scott Field,

SECRET

DECLASSIFIED

so that orders can be issued for the crew to proceed to Scott Field, and will notify the AFCC direct, so that the ASV personnel can be ordered to Scott Field.

For the Chief of the Air Staff

Earl L. Naiden

EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

Expl.

2 Incls. - etc

Attachments:
Paraphrase of Radiogram
1/6/42 frm CG/FF to CG/
Western Def.Command Cmd.

Same Paraphrase to CG/
Eastern Theater of Oprs.

13 1942
AAG Received

DECLASSIFIED

SECRET

Air AG 452.11 (73) a

DECLASSIFIED
NND 815
By NARS, Date 10/18/77

SECRET DECLASSIFIED

(Air AG)

CG 39

January 15, 1942

SUBJECT: Sea Search Equipment

TO : Commanding General, Air Force Combat Command

1. The instructions which follow are issued to effect the installation of Sea Search equipment in Aircraft assigned to the Eastern Theatre of Operations and the Western Defense Command, and accomplish the training of crews therefor.

2. Twenty enlisted men who have received training on ASV at Clinton, Ontario will be ordered to report to the Liaison Officer, Radiation Laboratory, Massachusetts Institute of Technology, Boston, Massachusetts, without delay for training in the maintenance and operation of ASV-10 equipment. These men on completion of training will become permanent members of combat crews of 10 B-18A airplanes being equipped with ASV-10 and return with the airplanes to the Eastern and Western Theatres from which airplanes are being withdrawn. Commutation of quarters and rations for the period of training should be authorized.

3. The Air Corps Ferrying Command will deliver 22 LB-30's to Wright Field for installation of ASV.

It is directed that you order to Wright Field complete combat crews, plus 2 enlisted men per airplane who have had instruction in ASV at Clinton, Ontario, for 4 of these airplanes which will be allocated to "I". These airplanes will be delivered to Scott Field, and after instruction in ground and air maintenance and operation of ASV, will be flown to "I" for permanent change of station of airplanes and crews.

Crews for the remaining 20 of the LB-30's will be furnished by those theatres to which they will be allocated, except that 2 enlisted men per airplane who have received instruction in ASV at Clinton, Ontario, will be ordered by you to Scott Field to join the crews and remain permanently with the airplanes.

Dispatched JAN 15 1942 AAG

HEADQUARTERS, ARMY AIR FORCES authorized to [illegible] COORDINATION
Chief of Staff	Secretary	Chief of Air Staff	Chief of Staff	Deputy Chief of Staff	Chief of Air Corps	Chief of Air Force Combat Command	Chief of Air Force Service Command	Chief of Air Force Ferrying Command	Chief of Air Force Training Command	Chief of Air Force Technical Command

Field.

SECRET

AAF 39

Air ab 452.11 (73)

4. B-17E, AC #41-2398, is now at Wright Field being winterized and having ASV Mk II installed. The Air Corps Ferrying Command will deliver this airplane to Scott Field after these installations are complete. You will furnish 2 enlisted men who have received instruction on ASV at Clinton, Ontario, to Scott Field when notified by Wright, for permanent change of station to Bronze.

5. The remainder of the personnel who have received instruction at Clinton, will be ordered by you to Scott Field in classes not to exceed 75 each, commencing February 15, 1942, for a period of training of 4 weeks per class. The Chief of the Air Staff has approved holding this personnel in the Continental United States.

6. Commanders of the Eastern and Western Theatres have been notified. See paraphrase of Radio attached.

By Command of Lieutenant General ARNOLD:

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

2 Incls.
1-para. of radio 1-6-42
frm CG-FF to CG-Western Def. Cmd.
2-same para. to CG-Eastern Theatre of Opns.

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	
	✓	MC			✓						

AAF 39

DECLASSIFIED

SECRET

DECLASSIFIED
DOD Dir 5 Sec. 4 20 June 1974
By [illegible] Date 10/28/77

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

January 12, 1942.

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Sea Search Equipment.

It is desired that the following instructions be transmitted to the Air Force Combat Command. The authority is Memorandum for the Chief of the Army Air Forces, dated December 31, 1941, subject: "Equipment for Sea Search for Temporary Locator School," approved December 31, 1941, by the Chief of the Air Staff:

1. The instructions which follow are issued to effect the installation of Sea Search equipment in aircraft assigned to the Eastern Theatre of Operations and the Western Defense Command, and accomplish the training of crews therefor.

2. Twenty enlisted men who have received training on ASV at Clinton, Ontario will be ordered to report to the Liaison Officer, Radiation Laboratory, Massachusetts Institute of Technology, Boston, Massachusetts, without delay for training in the maintenance and operation of ASV-10 equipment. These men on completion of training will become permanent members of combat crews of 10 B-18A airplanes being equipped with ASV-10 and return with the airplanes to the Eastern and Western Theatres from which airplanes are being withdrawn. Commutation of quarters and rations for the period of training should be authorized.

3. The Air Corps Ferrying Command will deliver 22 LB-30's to Wright Field for installation of ASV.

It is desired that you order to Wright Field complete combat crews, plus 2 enlisted men per airplane who have had instruction in ASV at Clinton, Ontario, for 4 of these airplanes which will be allocated to "X". These airplanes will be delivered to Scott Field, and after instruction in ground and air maintenance and operation of ASV, will be flown to "X" for permanent change of station of airplanes and crews.

Crews for the remaining 20 of the LB-30's will be furnished by those theatres to which they will be allocated, except that 2 enlisted men per airplane who have received instruction in ASV at Clinton, Ontario, will be ordered by you to Scott Field to join the crews and remain permanently with the airplanes.

Wright Field has been authorized to notify you directly one week prior to the departure of each airplane from Wright Field to Scott Field.

SECRET

SECRET

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

4. B-17E, AC #41-2398, is now at Wright Field being winterized and having ASV Mk II installed. The Air Corps Ferrying Command will deliver this airplane to Scott Field after these installations are complete. You will furnish 2 enlisted men who have received instruction on ASV at Clinton, Ontario, to Scott Field when notified by Wright, for permanent change of station to Bronze.

5. The remainder of the personnel who have received instruction at Clinton, will be ordered by you to Scott Field in classes not to exceed 75 each, commencing February 15, 1942, for a period of training of 4 weeks per class. The Chief of the Air Staff has approved holding this personnel in the Continental United States.

6. Commanders of the Eastern and Western Theatres have been notified. See Paraphrase of Radio Attached.

For the Chief of the Air Staff

Earl L. Naiden

EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, G-3

Attachments:
Paraphrase of Radiogram 1/6/42 frm CG/FF to CG/ Western Def. Command.

Same Paraphrase to CG/ Eastern Theatre of Oprs.

13 1942
AAG Received

SECRET

air ak 452.11 (73) 8

SECRET

DECLASSIFIED
DOD 5200.10
Sec. 4 & 20 June 1974
By D. Hopkins Date 4/15/77

January 12, 1942.

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Sea Search Equipment.

It is desired that the following instructions be transmitted to the Chief of Air Corps. The authority is Memorandum for the Chief of the Army Air Forces, dated December 31, 1941, subject: "Equipment for Temporary Locator School", approved December 31, 1941 by the Chief of the Air Staff:

1. Thirty-three sets of Sea Search Equipment are available. Ten of these will be utilized as follows:

a. 6 B-18A's from the Western Defense Command, to be equipped with ASV-10 at Wright Field and Radiation Laboratory, M.I.T., Boston, Massachusetts.

b. 4 B-18A's from the Eastern Theatre, to be equipped with ASV-10 at Wright Field and Radiation Laboratory, M.I.T., Boston, Massachusetts.

c. The Material Division has been authorized by GHQ, U.S. Army, to deal directly with the Eastern and Western Theatres and notify them when the B-18A's should be delivered by their crews to Wright Field and Radiation Laboratory, M.I.T. for installation of ASV-10. See paraphrase of radio sent by GHQ, attached.

d. After installation of plexi-glass noses and Group A parts at Wright Field these airplanes with crews will be ordered to the Boston Municipal Airport for installation of Group B parts under the direction of the Liaison Officer, Radiation Laboratory, M.I.T. Twenty enlisted mechanics are being ordered by the Air Force Combat Command to the Radiation Laboratory for training in operation and maintenance of ASV-10.

e. These airplanes and crews will then return to the Commands from which they came.

2. a. It is desired that the Ferrying Command deliver twenty-two LB-30 type airplanes, diverted from British contracts, to the modification base at Tucson, and from there to Wright Field for installation of ASV, according to delivery schedule specified by them.

DECLASSIFIED

SECRET

10786

SECRET
UNCLASSIFIED

b. These airplanes are tentatively allocated as follows:

To "X"	4	ASV - II
" Copper	5	ASV - II
" Mercury	4	ASV - II
" Bronze	3	ASV - II
" Puerto Rico	4	ASV - II
" Eastern Theatre (U.S.)	2	ASV - 10
	22	

Crews to move the airplanes from Wright Field to Scott Field for the airplanes for "X", will be furnished by the AFCC.

Crews for the airplanes for Copper, Bronze, Mercury, Puerto Rico and the Eastern Theatre will be ordered by these places to Wright Field.

The 3 airplanes for Bronze will be winterized prior to departure for Scott Field.

c. B-17E, AC #41-2398, is now at Wright Field being winterized, and having ASV Mk II installed. It is desired that the Ferrying Command deliver this airplane to Scott Field after these installations are complete. It will be allocated to Bronze. Crew will be furnished by the Western Defense Command to Scott Field.

d. Approximately 190 E.M. and 33 officers of the AFCC have received some instruction on ASV and AI equipment at Clinton, Ontario. These personnel are being held in Continental United States. With each of the 33 airplanes listed above one maintenance man and one operator will be sent to Scott Field from the AFCC for additional training, and will remain with the airplane. The remainder of the personnel will be ordered by the AFCC to Scott Field in classes not to exceed 75 each, commencing February 15th for a period of training of 4 weeks per class. It is desired that you take necessary action to accomplish this training.

e. Wright Field is authorized to contact the AFCC direct, for complete crews which they are to furnish, if possible one week prior to the date the airplane should arrive at Wright Field.

f. Wright Field will notify the AFCC direct, giving the date each of the airplanes will depart Wright Field for Scott Field, so that orders can be issued for the ASV Maintenance and Operations personnel to proceed to Wright Field.

g. Wright Field is authorized to notify the Western Defense Command direct of the date B-17E, AC #41-2398 will depart for Scott Field,

UNCLASSIFIED

SECRET

SECRET

DECLASSIFIED

so that orders can be issued for the crew to proceed to Scott Field, and will notify the AFCC direct, so that the ASV personnel can be ordered to Scott Field.

For the Chief of the Air Staff

EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

Attachments:
Paraphrase of Radiogram
1/6/42 frm CG/FF to CG/
Eastern Def.Command

Same Paraphrase to CG/
Eastern Theater of Opns.

SECRET

DECLASSIFIED

10786

AIR 14452.11 (73) a

END