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REQUEST FOR OFFICIAL PHOTODUPLICATION
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| Originating Division | Telephone Extension | Date |
|---|---|---|
| L.C. Photoduplication Service | X 7 5663 | 12/15/94 |

| Date Required | Appropriation to be Charged |
|---|---|
| 1995 "Hap" Arnold Project | See Below |

| Purpose to be Served | Requesting Office Order No. |
|---|---|
| Preservation shelf # MS 21,124 | MSS. Div. |

CHECK TYPE OF SERVICE TO BE ORDERED

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

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

| DESCRIPTION OF MATERIAL | Size, Finish Quantity, etc. | (1) 35mm Negative Microfilm | Positive |
|---|---|---|---|
| MSS. Div. General Henry "Hap" Arnold Coll. | Exp. at $ | 60,000 | ~~[illegible]~~ |
| [illegible] DATA C.O. [illegible] POS. 28 RED. 14:1 EXP. [illegible] DATE 1-17-95 | 2 positive copies at $ 8,000 | | 16,000 |
| See Rick for finding aid | Exp. at $ | | |
| → See Accounting for billing instructions [illegible] | Exp. at $ | | |

Special Instructions:

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

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

| | | |
|---|---|---|
| Special Charges | | |
| Spools and boxes for Microfilm at $ | | |
| TOTAL COST | | $ 76,000.00 |

| Received by | Division Symbol | Date |
|---|---|---|
| | | |

LW 2-65 (rev 11/85)

SEE VERSO FOR INSTRUCTIONS

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The Papers of

# Henry H. Arnold

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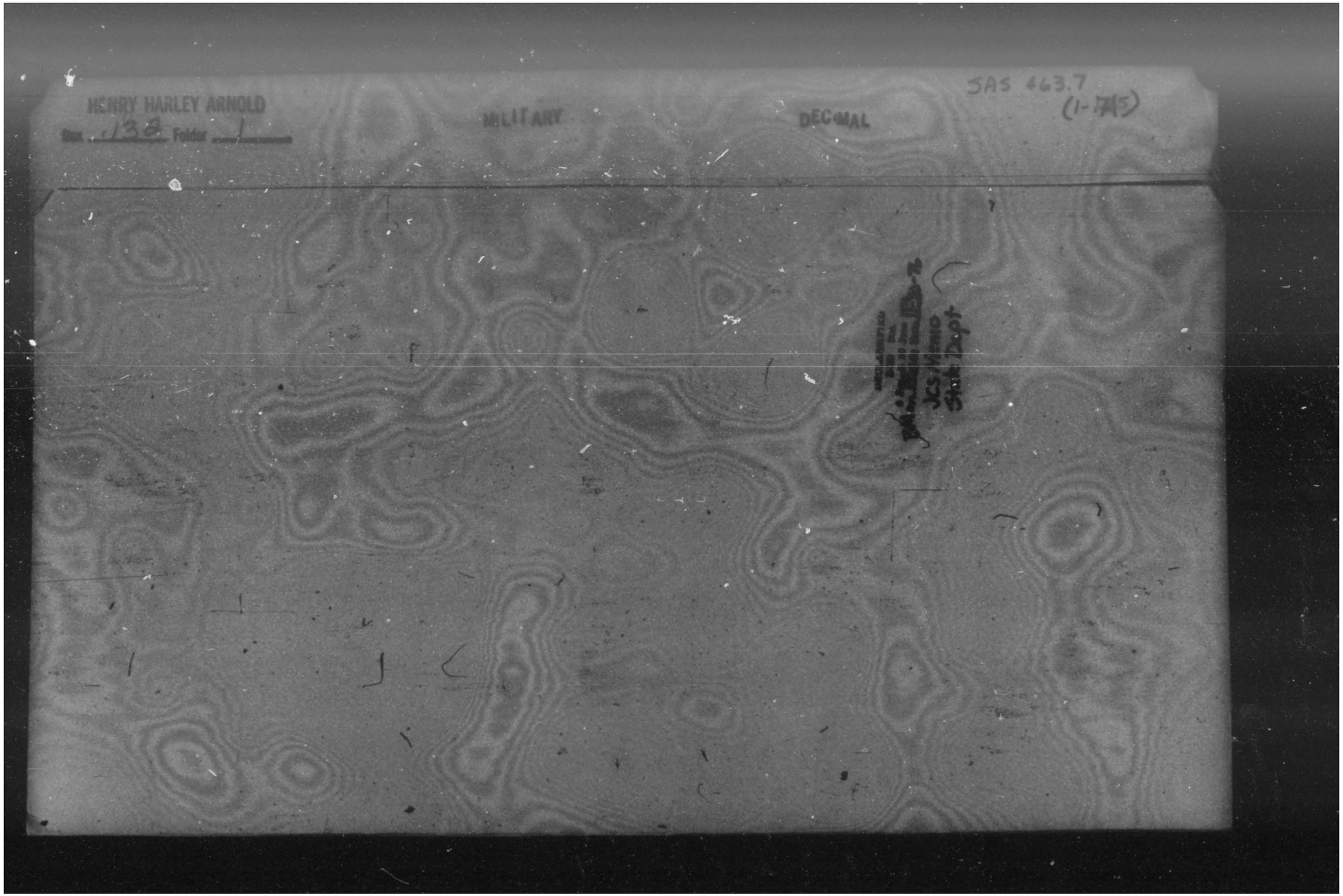


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THE LIBRARY OF CONGRESS
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WASHINGTON, D. C. 20540

CABLE ADDRESS
TEXACO, NEW YORK

THE TEXAS COMPANY
TEXACO PETROLEUM PRODUCTS

PORT DEPARTMENT

135 EAST 42ND STREET
NEW YORK

December 12, 1941

Major General H. H. Arnold
United States of America
Chief of the Army Air Forces
War Department
Washington, D. C.

Dear Sir:

The attached* letter was discussed this week with the representatives of the Army and Navy Munitions Board and at their suggestion it is being returned on the assumption that it was misdirected.

We are retaining the copy forwarded to us in our files.

Very truly yours,

THE TEXAS COMPANY
EXPORT DEPARTMENT

BY: H. M. Oldis
H. M. OLDIS
CHIEF ENGINEER

HMO:IB

* sent to office of Prod. Management

DEC 14 1941

463.7
(71)

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HENRY HARLEY ARNOLD
Box 132 Folder 1

MILITARY

DECIMAL

JAS 463.7
(1-7[illegible]3)

JCS Memo
State Dept

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DEC 14 1941

46 3.7 (12)

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# TELEGRAM

(DO NOT USE WIRES FOR BUSINESS THAT CAN WAIT FOR THE MAILS)

NEW YORK N Y DECEMBER 4 1941

463.7 (71)

PRIORITIES COMMITTEE
OFFICE OF PRODUCTION MANAGEMENT
NEW SOCIAL SECURITY BUILDING
WASHINGTON, D. C.

PLEASE REFER TO MAJOR GENERAL H.H. ARNOLD'S LETTER TO YOU NOVEMBER 21 REGARDING A-1-A PRIORITY RATING FOR MATERIAL ON OUR PURCHASE ORDERS 84019 AND 84018 WITH CHICAGO BRIDGE AND IRON COMPANY. WE WERE FURNISHED ON OCTOBER 9 AND SEPTEMBER 25 BY FORMS PD-2 NOS. C-76242 AND C-75130 PREFERENCE RATINGS OF A-5 COVERING THESE ORDERS, DELIVERY BEING REQUESTED NOVEMBER 15. CHICAGO BRIDGE AND IRON UNSUCCESSFUL IN OBTAINING STEEL PLATES REQUIRED FOR FABRICATION OF TANKS INVOLVED WITH THIS RATING. WILL YOU PLEASE ADVISE WHAT FURTHER ACTION WE SHOULD TAKE IN THIS MATTER. WILL YOU ALSO PLEASE ADVISE WHAT PROCEDURE WE SHOULD FOLLOW IN OBTAINING NECESSARY HIGH PREFERENCE RATINGS ON OTHER ADDITIONAL MATERIALS AND EQUIPMENT REQUIRED FOR THE COMPLETION OF THESE INSTALLATIONS AND REGARDING WHICH WE HAVE NOT YET SUBMITTED APPLICATIONS FOR PRIORITIES. WE CONSIDER YOUR ADVICE IN THESE MATTERS NECESSARY SINCE MAJOR GENERAL ARNOLD'S LETTER IS MARKED "SECRET"

G W ORTON
ASSISTANT TO MANAGER
PURCHASING DEPARTMENT
THE TEXAS COMPANY

GWO:MIK
10:35am

Major Gen. Arnold

air ass 463.7 (71)

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DECLASSIFIED
DOD Dir.
6 Jan. & 30 June 1974
By: [illegible] Date: 11/20/76

DECLASSIFIED
SECRET

742

11/12/41

AAF/awpd
EFG-aea

NOV 21 1941

463.7 (71)

Priorities Committee,
Office of Production Management,
Washington, D. C.

Gentlemen:

The Army Air Forces herewith requests A-1-A priority rating for steel and other necessary equipment ordered from the Chicago Bridge and Iron Works by the Texas Company for the erection of 100 Octane gasoline storage tanks at Belem and Recife, Brazil. Substantial gasoline storage facilities are essential to the Army Air Forces at Belem and Recife and all possible means should be taken to preclude additional delay.

With assurance of appreciation of your usual courteous attention to this request, I remain,

Yours very truly,

Dispatched
NOV 21 1941
AAG

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

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Chief of Staff | Secy Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A- WPD | A. Insp. | Budget | Statistics | |
| | [illegible] | | | | [illegible] | [illegible] | 11/26 for [illegible] | | | | |
| | | | | | [illegible] | | [illegible] | | | | |

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AAF-39

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CABLE ADDRESS
TEXACO, NEW YORK

THE TEXAS COMPANY
TEXACO PETROLEUM PRODUCTS

EXPORT DEPARTMENT

135 EAST 42ND STREET
NEW YORK

October 31, 1941

Major Eugene F. Gillespie
U. S. Army Air Corps
Washington, D.C.

Dear Sir:

Referring to our telephone conversation today on the subject of the proposed bulk facilities for the storage of 100 Octane Aviation Gasoline to be erected in Brazil at Para (Belem) and Pernambuco (Recife).

As a result of a survey made some time ago, it was found, based on information then available, that the logical sources of supply to cover the area in question, in Brazil, would be at Para (Belem) and Pernambuco (Recife). It is the intention to erect a 7,600-barrel storage tank at Para, where we have terminal facilities available, and at Pernambuco a 15,000-barrel storage tank at the terminal now operating at this point.

As advised you, we placed the orders for the steel and other necessary equipment for the erection of these tanks with the Chicago Bridge and Iron Works in June of this year.

Shortly after the orders for the equipment were placed, Priority Ratings were established, and application was then filed to cover the necessary materials for both Para and Pernambuco. For your information, there are attached copies of the applications made for export clearance, on which applications you will

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note the Preference Rating Certificate Serial Numbers allow us an A-5 Preference. The manufacturers have informed us that this Rating is not high enough and that, in their opinion, it will be quite some time before steel can be obtained to cover our orders.

In our conversation, mention was made of bulk storage facilities to be erected at Natal. It has been our understanding that underground storage would be constructed at the Natal Airport and Seaplane Base by the users of such storage; andsince we are equipped at Pernambuco with full terminal facilities, it was decided that Natal would be supplied with Aviation Gasoline by tank cars out of bulk storage at Pernambuco. At this time there are no terminal facilities available of any nature whatsoever at Natal.

Since the railroad line from Pernambuco passes sufficiently close enough to the airport and seaplane base at Natal, and since terminal facilities are available at Pernambuco, it would follow that Pernambuco would be the logical source of supply for Natal, by tank car. It is our understanding that tank car shipments from Pernambuco to Natal can be made in a thirty-six hour period.

Any assistance that you may be able to give us toward facilitating the release of sufficient steel and other necessary equipment for the erection of the storage tanks at Para and

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Pernambuco will be greatly appreciated.

Yours very truly,
THE TEXAS COMPANY
EXPORT DEPARTMENT
By: O.B.Small

EJT-MM

Encl.

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REFERENCE RATING
CERTIFICATE SERIAL
No. 976242
PURCHASE ORDER
NO. NY-8401908

SUPPLEMENTARY INFORMATION
APPLICATION FOR EXPORT CLEARANCE

1. City and country of destination.

Pernambuco, Brazil, South America.

2. Name, address and nationality of the consignee in the foreign country.

The Texas Company (South America) Ltd., Caida Postal 520, Rio de Janeiro, Brazil. American.

3. Name, address and nationality of the purchaser in the foreign country.

Same as 2.

4. Is the Consignee or purchaser directly or indirectly connected with a person or firm on the "Proclaimed List of Certain Blocked Nationals"?

No

5. Detailed itemized list of all products or materials which are to be included in this application for export clearance.

See copy of Order NY-84019-S attached.

6. Specific use of the materials or products to be manufactured from the materials.

Additional storage facilities to be used for storage and handling of aviation fuel.

7. Ultimate consumer of the materials or products to be manufactured.

Commercial airlines, owned and operated by United States interests, U. S. Army Air Service, and U. S. Navy Air Service.

8. Are the materials or products referred to above to be re-exported and if so, to what countries and consignees.

The storage tank covered by this application will not be re-exported from Brazil.

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9. Why the materials or products are deemed essential to foreign industry and the economy of the foreign country.

The extension of National Defense projects, and in particular the development of airports and aviation fuel storage, has made it necessary to increase storage capacities at certain points where The Texas Company is called upon tosupply aviation fuel to commercial airlines as well as the U. S. Army and Navy Air Service. The Civil Aeronautics Board is familiar with circumstances in connection with this Service.

One of the most important points from which aviation gasoline must be delivered is Pernambuco, Brazil. In order to take care of the requirements of National Defense, it is necessary to erect one 15,000 barrel floating roof tank at Pernambuco.

In addition to the tanks, it is necessary to supply pipe lines, valves, fittings and all other necessary fixtures to put these tanks into operation.

10. Why substitution of another material is not possible.

In designing the additional storage for the Pernambuco plant, our engineers have selected the Floating Roof type of tank as most satisfactory for the service anticipated, namely storing and conserving aviation fuel.

11. If an export license is required for the material, product, or accompanying technical data, attach the proper forms, and affidavits.

See answer to paragraph 12.

12. If an export license has been previously applied for, state the date of application. If an export license has been issued, give the license number.

Export license number covering this tank is HT-426.

13. Proposed port of shipment.

New York, New York.

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REFERENCE RATION
CERTIFICATE SERIES
NO. G75130
PURCHASE ORDER NO. NY-84108-S

SUPPLEMENTARY INFORMATION
APPLICATION FOR EXPORT CLEARANCE

1. City and country of destination.

Belem, Para, Brazil

2. Name, address, and nationality of the consignee in the foreign country.

Servicios de Navegacao da Amazonia e de Administracao do Porto de Para, Belem, Para, Brazil.
(A Brazilian Government Entity)

3. Name, address, and nationality of the purchaser in the foreign country.

The Texas Company (South America) Ltd. will purchase and erect the additional storage facilities and receive payment from the Servicios de Navegacao de Amazonia, etd. under an operating agreement extending over a period of 16 years.

4. Is the consignee or purchaser directly or indirectly connected with a person or firm on the "Proclaimed List of Certain Blocked Nationals"?

No.

5. Detailed itemized list of all products or materials which are to be included in this application for export clearance.

See copy of order NY-84018-S attached.

6. Specific use of the materials or products to be manufactured from the materials.

Additional storage facilities to be used for storage and handling of aviation fuel.

7. Ultimate consumer of the materials or products to be manufactured.

Commercial airlines owned and operated by United States interests, U.S. Army Air Service and U.S. Navy Air Service.

8. Are the materials or products referred to above to be re-exported and if so, to what countries and consignees.

The storage tank covered by this application will not be exported from Brazil.

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The extension of National Defense projects, and in particular the development of airports and aviation fuel storage, has made it necessary to increase storage capacities at certain points where The Texas Company is called upon to supply aviation fuel to Commercial airlines as well as the U.S. Army and Navy Air Service. The Civil Aeronautics Board is familiar with circumstances in connection with this Service.

One of the most important points from which aviation gasoline must be delivered is Para, Brazil. In order to take care of the requirements of National Defense, it is necessary to erect one 7,600 barrel floating roof tank at Para.

In addition to the tanks, it is necessary to supply pipe lines, valves, fittings and all other necessary fixtures to put these tanks into operation.

10. Why substitution of another material is not possible.

In designing the additional storage for the Belem plant our engineers have selected the Floating Roof Type of tank as most satisfactory for the service anticipated, namely storing and conserving aviation fuel.

11. If an export license is required for the material, product, or accompanying technical data, attach the proper forms, and affidavits.

See answer to paragraph 12.

12. If an export license has been previously applied for, state the date of application. If an export license has been issued, give the license number.

The Export License number covering this tank is HT-479.

13. State the proposed port of shipment.

New York, New York.

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Subscribed and sworn to before me
this 19th day of August

THE TEXAS COMPANY
LEGAL NAME OF APPLICANT

VINCENT D. MC CANN
Notary Public

BY
SIGNATURE OF OFFICIAL & TITLE
Asst. to Manager of Purchasing D

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HEADQUARTERS ARMY AIR FORCES

# ROUTING AND RECORD SHEET

CONFIDENTIAL

(To be filed with correspondence)

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

DECLASSIFIED
DOD Dirs. 5 Nov. & 20 June 1974
By ALNICLSC. Date 11/30/76

SUBJECT: Priority Rating for Texas Company supplies.

| NO. | FROM | TO | DATE | DATA AAF/AWPD EFG-aes |
|---|---|---|---|---|
| 1 | AAF<br>AWPD | C/AAF | 1941<br>11/12 | 1. O. B. Small, Export Department, The Texas Company, has advised (October 31, 1941) concerning requisite letter from the Chief of the Army Air Forces to the Priorities Committee, Office of Production Management, relative to A-1-A priority rating for steel and other necessary equipment for erection of 100 Octane aviation gasoline storage tanks at Belem and Recife, Brazil.<br><br>2. This gasoline storage is essential to Army Air Force operations in this vital sector.<br><br>3. It is recommended that the attached letter, addressed to the Priorities Committee, Office of Production Management, be signed by the Chief of the Army Air Forces and forwarded in the attached envelope to O. B. Small, Export Department, The Texas Company, 135 East 42nd Street, New York, N. Y.<br><br>Male for H.G<br>H.G.<br>C/AWPD<br><br>Incl.<br>Ltr. to Priorities Comm.(draft)<br>from C/AAF |

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Hrs.
8 Jan. & 20 June 1974
By AGC/CC, Date 11/30/76

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

File No. .....

Tally No. AAF .....

SUBJECT: Available Commercial Gasoline Storage in Alaska.

| NO. | FROM | TO | DATE | COMMENTS |
|---|---|---|---|---|
| 1. | AAF C/AS | C/AC Attn. Air Service Command. | 1941 11/26 | AAF/A-4 JYY/mwb 1. For information and return to Air Force files. Incl: Ltr to TAG, 11/13, above subject w/1 Ind. and 1 Incl: Data Alaska Tankage. GS C/AS |
| 2. | OCAC Air Ser Com Lia | C/AS | 12/3 | OCAC/14-S HWH:Dmi Noted. for L. P. W. C/ASCL |

463.7 (69)

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Page No. RESTRICTED

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RC-106

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WAR DEPARTMENT

OFFICE OF THE CHIEF OF ENGINEERS

WASHINGTON

ADDRESS REPLY TO
CHIEF OF ENGINEERS, U. S. ARMY
WASHINGTON, D. C.

DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 1954
By AGN/CC, LC, Date 11/30/76

REFER TO FILE NO. 635 (War Reserve) 3-N

November 13, 1941.

Subject: Available Commercial Gasoline Storage in Alaska.

To: THE ADJUTANT GENERAL.

1. In connection with the problem of providing war reserve aviation gasoline storage in Alaska, a representative of the Standard Oil Company of California, San Francisco, California, left the inclosed data in this office. This data shows the locations in Alaska where the Standard Oil Company of California has constructed tank storage and the locations where additional storage is under construction.

2. This data is forwarded for planning purposes.

For the Chief of Engineers:

John R. Hardin,
Lt. Col., Corps of Engineers,
Chief, Construction Section.

46 A G O
NOV 14 1941
Received

NOV 14 1941

Inclosure:
Data, Alaska Tankage - Present and Proposed (4 pages).

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RC-106

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DOD Dir.
8 Jan. & 30 June 1974
By ALD/CC LC, Date 11/30/06

981

SUBJECT: Available Commercial Gasoline Storage in Alaska.

AG 463.7 (11-13-41)MC 1st Ind. RPM/kti-1712.

War Department, A.G.O., November 15, 1941. To: Chief of the Army Air Forces.

1 Incl. n/c



RC-106
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AG 463.7 (69)

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STANDARD OIL OF CALIFORNIA
SAN FRANCISCO, CALIF.

UNDER CONSTRUCTION

MR. J. C. STIRTON

## [illegible] - PRESENT AND PROPOSED

| Location | Product | Present Tankage Size | Present Tankage Barrels | Proposed Tankage Size | Proposed Tankage Barrels |
|---|---|---|---|---|---|
| [illegible] | Light Fuel Oil | 96½'x28'8 | 26,661 | | |
| | " " " | 12 x 10 | 252 | | |
| | " " " | 16 x 10 | 336 | | |
| | Diesel Furnace | 60 x 30 | 12,107 | 90 x 40 | 45,825 ** |
| | " " | 45 x 30 | 8,636 | | |
| | Stove Oil | 42 x 41 | 10,127 | | |
| | Standard Gasoline | 96½ x 80½ | 57,035 | | |
| | Aviation 90 | 20 x 20 | 1,679 | | |
| | Pearl Oil | 20 x 20 | 1,679 | | |
| *SEWARD | Light Fuel Oil | 48 x 30 | 6,714 | | |
| | Diesel Furnace | 80 x 29'5 | 10,491 | 80 x 40 | 20,145 ** |
| | Stove Oil" | 30 x 30 | 5,714 | | |
| | Standard Gasoline | 60 x 30 | 15,101 | 52 x 40 | 15,170 ** |
| | Aviation 73 | 30 x 30 | 5,774 | | |
| | " 80 | 29'5 x 30'5 | 5,977 | | |
| | " 100 | 30 x 30 | 5,774 | 52 x 40 | 15,170 ** |
| *DUTCH HARBOR | Diesel Furnace | 60 x 30 | 16,188 | 73½x40 | 30,165 ** |
| | Stove Oil | 18 x 29½ | 1,328 | | |
| | Standard Gasoline | 48 x 35 | 11,898 | | |
| | Aviation 73 | 30 x 30 | 5,760 | 30 x 40 | 5,100 ** |
| | Aviation 100 | 24 x 35'4 | 5,831 | | |
| Anchorage | Diesel Furnace | 10½ x 12½ | 194 | | |
| | Aviation 80 | 10½ x 17'5 | 270 | | |
| | " 73 | 11'9x 29'9 | 388 | 12 x 30 | 590 ** |
| | Standard Stove | 10½ x 30 | 306 | | |
| | Standard Gasoline | 11'9 x 29'9 | 387 | 12 x 30 | 590 ** |
| Bethel | Diesel Furnace | 36 x 30 | 5,457 | | |
| | Aviation 73 | 24 x 29½ | 2,984 | | |
| | " 80 | 18 x 29½ | 1,332 | | |
| | Standard Gasoline | 18 x 29½ | 1,334 | | |
| | Stove Oil | 12 x 29½ | 892 | | |
| Cordova | Diesel Furnace | 22 x 15 | 1,015 | 30 x 40 | 5,100 ** |
| | " " | 25 x 17'5 | 1,804 | | |
| | Standard Gasoline | 25 x 32'9 | 2,857 | | |
| | Aviation 73 | - | - | 12 x 30 | 590 ** |
| | " 90 | - | - | 12 x 30 | 590 ** |
| Craig | Diesel Furnace | 10½ x 30 | 465 | | |
| | " " | 10½ x 30 | 465 | | |
| | Stove Oil | 10½ x 30 | 465 | | |
| | " " | 10½ x 30 | 465 | | |
| | Standard Gasoline | 10½ x 30 | 465 | | |
| | " " | 10½ x 30 | 465 | | |

*Distributing Plants

** Installation of new storage will entail re-assignment of present products in some cases

10/29/41

Stuel/ RC-106

Alaskan Tankage - Present and Proposed

Page 2

| Location | Product | Size | Barrels | Size | Barrels |
|---|---|---|---|---|---|
| Kitlin Cove | Diesel Furnace | 10½'x 15 | 233 | | |
| | Standard Gasoline | 10½ x 14'10 | 226 | | |
| | " " | 10½ x 30 | 465 | | |
| Fairbanks | Diesel Furnace | 10½' x 30 | 465 | | |
| | " " | 10½ x 30 | 465 | | |
| | " " | 10½ x 30 | 465 | | |
| | Aviation 87 | 10½ x 30 | 465 | | |
| | " 75 | 10½ x 30 | 465 | | |
| | " 80 | 10½ x 30 | 465 | | |
| | Standard Gasoline | 94 x 30 | 2,580 | | |
| | Diesel Furnace | 18' x29½ | 1,326 | | |
| Encmah | Standard Gasoline | 10½' x 30 | 474 | | |
| | " " | 10½ x 30 | 486 | | |
| | Diesel Furnace | 10½ x 30 | 467 | | |
| | " " | 10½ x 30 | 462 | | |
| Ryder | Standard Gasoline | 30' x 30' | 1,116 | | |
| Juneau | Stove Oil | 30' x 30 | 1,679 | 30'x30' | 3,775 |
| | Standard Gasoline | 40 x 30 | 6,720 | | |
| | Stove Oil | 45 x 30 | 5,807 | | |
| | " " | 30 x 30 | 1,679 | | |
| | Aviation 90 | 10½ x 30 | 465 | | |
| | " 80 | 10½ x 30 | 465 | | |
| | " 100 | - | - | 35'x30' | 5,100 |
| | Diesel Furnace | 86 x 25 | 15,400 | | |
| Kodiak | Diesel Furnace | 10½ x 30 | 465 | | |
| | " " | 10½ x 30 | 465 | | |
| | " " | 30 x 30 | 1,679 | | |
| | " " | 30 x 30 | 5,770 | | |
| | Stove Oil | - | - | | |
| | Standard Gasoline | 30 x 30 | 1,682 | 25'x42 | 3,670 |
| | " " | 10½ x 30 | 465 | | |
| Nome | Diesel Furnace | 48 x 30 | 9,639 | | |
| | Standard Gasoline | 30 x 30 | 5,783 | | |
| | Aviation 73 | 18 x 35 | 1,893 | | |
| | " 80 | 12 x 22 | 469 | | |
| | Stove Oil | 15 x 22 | 516 | | |
| Petersburg | Stove Oil | 8 x 10 | 89 | | |
| | " " | 10 x 10 | 140 | | |
| | " " | 10 x 10 | 140 | | |
| | Diesel Furnace | 30 x 22 | 2,775 | | |
| | Standard Gasoline | 30 x 30 | 5,731 | | |
| | Stove Oil | 15 x 30 | 947 | | |

10/29/41

RC-106

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| Location | Product | Present Tankage Size | Present Tankage Barrels | Proposed Tankage Size | Proposed Tankage Barrels |
|---|---|---|---|---|---|
| Platinum | Diesel Furnace | 36 x 30 | 5,[illegible] | | |
| | Stove Oil | 12 x 20½ | [illegible] | | |
| | Standard Gasoline | 12 x 20½ | [illegible] | | |
| Ft. Alexander | Standard Gasoline | 30 x 30 | 5,771 | | |
| | Diesel Furnace | 10½x 30 | 463 | | |
| | " " | 10½x 30 | 463 | | |
| Ft. Ashton | Diesel Furnace | 20 x 30 | 1,679 | | |
| | " " | 11'8x29'10 | [illegible] | | |
| | Standard Gasoline | 10½x 30 | 463 | | |
| | " " | 10½x 30 | 463 | | |
| Goldovia | Standard Gasoline | 30 x 30 | 5,777 | | |
| | Diesel Furnace | 20 x 30 | 1,710 | | |
| | " " | 20 x 30 | 1,710 | | |
| | Stove Oil | 10½x 30 | 463 | | |
| Sitka | Stove Oil | 10½x 20 | 308 | | |
| | " " | 10½x 30 | 463 | | |
| | Diesel Furnace | 20 x 30 | 1,678 | 25 x 36 | 3,145 |
| | Standard Gasoline | 15 x 30 | 948 | | |
| Skagway | Diesel Furnace | 30 x 30 | 5,770 | | |
| | Stove Oil | 18 x 30 | 1,336 | | |
| | Standard Gasoline | 30 x 30 | 5,770 | | |
| | Aviation 80 | 25'8x29'10 | 2,389 | 20 x 30 | 1,680 ** |
| | " 90 | 10½x 30 | 463 | | |
| | " 100 | - | - | | |
| Valdez | Diesel Furnace | 18 x 35½ | 1,589 | 30 x 36 | 4,530 ** |
| | Stove Oil | 10½x30 | 463 | | |
| | " " | 10½ x 30 | 463 | | |
| | " " | 9'8 x 10 | 134 | | |
| | " " | 10 x 10 | 141 | | |
| | " " | 10'3x 10 | 148 | | |
| | " " | 12 x 29'8 | 596 | | |
| | Standard Gasoline | 29'8x 30 | 5,735 | 30 x 36 | 4,530 ** |
| | Aviation 73 | 10½ x 30 | 463 | | |
| Waterfall | Standard Gasoline | 10½ x 20 | 308 | | |
| | Stove Oil | 6 x 8 | 40 | | |
| | Diesel Furnace | 20 x 30 | 1,679 | | |
| | Stove Oil | 5 x7'10 | 39 | | |
| | " " | 6 x 8 | 40 | | |

10/29/41

RC-106



| Location | Product | Present Tankage Size | Present Tankage Barrels | Proposed Tankage Size | Proposed Tankage Barrels |
|---|---|---|---|---|---|
| Wrangell | Stove Oil | 12 x 15 | 302 | | |
| | " " | 12 x 15 | 302 | | |
| | " " | 12 x 15 | 302 | | |
| | " " | 4'x 10'10 | 24 | | |
| | Standard Gasoline | 25 x 25 | 2,183 | | |
| | " " | 4'x 10'10 | 24 | | |
| | " " | 4'8x 12'9 | 35 | | |
| | " " | 19½x 14'7 | 225 | | |
| | Diesel Furnace | 20 x 30 | 1,675 | | |
| | " " | 10½x 15'4 | 237 | | |
| Total Present Tankage | | | 341,810 | | |
| Total Proposed Tankage | | | | | 160,335 |
| Grand Total - Present and Proposed | | | | | 502,145 |

10/29/41

RC-106

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DOD Dir.
5 Nov. & 30 June 1954
By: AL/CC SC Date: 11/30/76

Available Commercial Gasoline Storage in Alaska.

463.7 (69)

AAF/A-4
JYY/mmb

1. AAF
C/AS C/AC 1941
Attn. 11/26 1. For information and return to Air Force files.
Air Service Command.

Dispatched
NOV 28 1941
AAG

Incl:
Ltr to TAG, 11/13, above subject w/1 Indv and 1 Incl:
Data Alaska Tankage

CS
C/AS

No copies of enclosure retained per J.Y.Y.

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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| Chief of Staff | Sec'y Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | |
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DOD Dir.
5 Nov. & 30 June 1954
By ALN/CE LC Date 11/30/76

SUBJECT: Available Commercial Gasoline Storage in Alaska.

AG 463.7 (11-13-41)MC 1st Ind. SPM/ktl-2712.

War Department, A.G.O., November 15, 1941. To: Chief of the Army Air Forces.

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1 Incl. n/c

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OFFICE OF THE CHIEF OF THE AIR CORPS

SECRET

971

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Dir.
6 Jan. & 30 June 1926
By [illegible] Date 11/30/76

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

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

Tally No. - - - - - - - - - - - - - -

Subject: Aviation Fuel and Oil Enroute to the Philippines.

| NO. | FROM | TO | DATE | COMMENTS OCAC/4-G HWH:rm |
|---|---|---|---|---|
| 1. | OCAC MAT. | AAF C/AS | 1941 11/14 | 1. This will confirm information given informally to Colonel York:<br><br>a. The owners of the Hawaiian Planter have advised that the cargo of aviation fuel and oil originally destined for discharge at Brisbane for shipment to Rockhampton can be discharged at Townsville.<br><br>b. This Division has instructed the Water Transport Branch of the Quartermaster Corps to arrange for the discharge at Townsville, in accordance with your informal request.<br><br>c. It is assumed that the Air Staff will make the necessary arrangements for receiving the cargo at Townsville.<br><br>O. P. E.<br>C/MAT. |

463.7

(68)

Noted my.
To AAF files
w/attention to copy
of RFP requesting
radiogram

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(Do not use reverse side)

Sb-900

Page No. _____

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

Air AAF 463.7 (68)

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DOD Ltrs.
8 Jan. & 20 June 1974
By: ALN/CC LC; Date 11/30/76

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Aviation Fuel and Oil Supplies enroute to the Philippines.

OCAS/4-9 HWH:rm

1. OCAS AAF 1941
MAT. C/AS 11/13

1. There is attached for your information, a resume of telephone conversation between Mr. Adamson, Asiatic Petroleum Company and Lt. Col. Whitten, and between Mr. Adamson and Lt. Howze.

O. P. E.
C/MAT.

2 Incls.
1-Resume-Adamson & Whitten, 10/28/41
2-Resume-Adamson & Howze, 11/[illegible]/41

463.7

(67) B

Dispatched
NOV 17 1941
AAG

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

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RECORD OF TELEPHONE CONVERSATION FROM MR. ADAMSON, ASIATIC PETROLEUM TO LT. COL. WESTOVER - 11:45 AM, OCTOBER 28TH.

1. With regard to determining what arrangements Asiatic can make for supplying fuel to points in the Far East, the following information has been received from Melbourne via London.

a. Melbourne can arrange for -

(1) 800 ton (228,000 gallon) tank at Darwin by the end of January.

(2) 1200 ton tank at Gladstone immediately.

(3) 1200 ton tank at Townsville by the end of January.

b. The Royal Australian Air Force and U.S. Army local representative prefer Townsville to Rockhampton in view of the purpose they understand this point will serve.

c. A vessel is loading shortly which is dischargeable at Gladstone. Immediate decision is necessary if fuel and tank are desired and whether Air Corps will accept 4 oz. of lead (Mr. Adamson was informed that 4 oz. of lead would be acceptable and he would so advise London).

d. If substitution of Townsville is agreed upon, Asiatic would appreciate hearing shortly if the Air Corps wants them to make bulk 100 octane available there and also at Darwin in order to enable all arrangements being made.

e. It is pointed out that the tanks are available, but delay is due to disposing of present contents.

f. Melbourne advises that bulk 100 octane is available at Brisbane and Sidney, but existing shipping facilities are not sufficient to transfer from these points to Kabul and Fort Moresby. It was suggested that Air Corps arrange for a small tank vessel (Mr. Adamson was requested to advise Melbourne to endeavor to make these arrangements direct with C.G., Air Forces in Philippines).

g. They understand that Air Corps had arranged for 90,000 barrels to be made available at Palembang which was to be transported by Air Corps in small quantities from time to time and that as yet no deliveries had been made of any of this quantity of 90,000 barrels. (Mr. Adamson was advised that the Air Corps did not contemplate making its own shipments, but that we expected Standard Vacuum to make deliveries to Manila as storage facilities became available. Also that 9,000 barrels had already been delivered to Manila). Their Hong Kong representative has advised that Navy wants 2200 tons to be delivered to Manila

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DOD Dir.
5 Jan. & 30 June 1954
By [illegible] Date 11/20/70

the middle of November and the same quantity again in June. The Navy is using 90 octane in aircraft but require 100 octane for their motor boats. Hong Kong representative has urged upon the Navy the advisability of using 90 octane wherever possible due to shortage of 100 octane.

b. Asiatic would like an estimate by Thursday of Air Corps and Navy long time requirements at Manila. Mr. Adamson was advised we would endeavor to get an answer for him and would have them by tomorrow noon at which time we will have a conference.

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DOD Ltrs.
6 Jan. & 20 June 1974
By ALF/CC J.C. Date 11/20/76

100 Octane Aviation Gasoline and Aviation Oil, Philippine Area.

AAF/A-4
JTI/amb

3. AAF C/AS C/AC 1941 12/5

1. The information requested in paragraph 4 of Item #1 has been previously furnished to the Office, Chief of the Air Corps and is now in possession of the Air Service Command (Lieutenant Howes).

2 Incls: CS
Copy ltr from Asiatic Petr. C/AS
Co., 10/24/41
Copy of reply.

463.7

67 A

Dispatched
DEC 9 1941
AAG

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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| Chief of Staff | Sec'y Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | |
| | [signature] | | | | | [signature] | | | | | |
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DOD Dir.
[illegible] 11/30/76

100 Octane Aviation Gasoline and Aviation Oil, Philippine Area

2. C/AS AAF 1941
C/AS 11-14

[illegible]

1. In order not to delay further acknowledgment of receipt of letter of October 24th (copy attached), the reply indicated in Paragraph 2, Item 1, above has been signed and forwarded. A yellow file copy of the reply is attached hereto.

2. It is essential that this office receive as soon as possible the information requested in Paragraph 4, Item 1.

M. S. F.
Executive.

2 Incls.
1-Ltr. fr. Asiatic Petr. Co., 10/24/41
2-Cy. of reply.

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DOD Dir.
By [illegible] Date 11/30/76

Sub: 100 Octane Aviation Gasoline and Aviation Oil, Philippine Area.

OCAC/4-G HWH:rm

OCAC AAF 1941
C/AS 11/13

TERM:

C/AS

1. Attention is invited to the attached copy of letter dated October 24, 1941, from Asiatic Petroleum Company to Lt. Col. L. P. Whitten, and a proposed reply.

2. The proposed reply is referred to the Air Staff for coordination, as this Division made the tentative arrangements for supplies of 100 octane aviation fuel at your informal request.

3. It is most essential that this Division advise Asiatic Petroleum Company, Standard Vacuum Oil Company, and any other potential suppliers as to the Air Corps requirements in this area to enable the Oil Companies to make the necessary arrangements for supplies and transportation. In many instances it is necessary for these companies to disrupt their normal movements of petroleum products to make 100 octane available to the Air Corps. This requires considerable time and planning.

4. It is requested that this Division be furnished definite requirements for 100 octane fuel and aviation oil in this area as soon as possible in order that definite plans for supplying same can be made.

/s/ LPW
C/MAT.

2 Incls.
1-Ltr. fr. Asiatic Petr.Co., 10/24/41
2-Prop. reply.

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October 24, 1941

Colonel L. P. Whitten,
Material Division, Field Service Section,
Munitions Building,
Washington, D. C.

Dear Colonel Whitten:

Confirming our telephone conversation of the 23rd, we understand that you are going to ascertain whether or not your technical people would consent to increasing the lead content in 100 Octane Aircraft Fuel which we could make available to you in Singapore and throughout the N.E.I./Philippine Islands area from 3.6 CC's per U.S. gallon.

As we advised you by telephone, we are prepared to make available to you in Singapore up to 300,000 U.S. gallons of 100 Octane Fuel over a three month period, and in the event you permit the lead content to be increased to 4 CC's per U.S. gallon, we would quote a price of 23-1/2c U.S. per U.S. gallon delivered into land aircraft at Singapore. However, if your technical people feel that they must insist upon the lead content a price of 25-1/2 U. S. per U.S. gallon. These prices would be firm for three months from the date of your first lifting, which we understand will be within the next thirty days.

As pointed out to you by telephone, we would much prefer to supply you the product containing 4/CC's of lead at the 2c per gallon lower price. The difference of 2¢ per gallon is far outweighed, in our opinion, by the fact that if you permit us to increase the lead content of the Fuel, it will



Colonel L. P. Whitten October 24, 1941

result in conservation of high octane material which will be to our mutual benefit.

We understood from our conversation that the 300,000 gallons of Aircraft Fuel which you require at Singapore along with other quantities previously indicated to us to be required at Rabaul, Port Moresby, Port Darwin and Rockhampton, represent quantities which you wish to have on hand at all times and may or may not also represent your quarterly operational requirements.

We are developing this matter, as well as the question of returnable drums, by cable with our people in London and as soon as we have further advice on this matter we will get in touch with you again.

Yours very truly,

ASIATIC PETROLEUM CORPORATION

By: J. A. Adamson

JAA:AS

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(4-9)

~~CONFIDENTIAL~~

DECLASSIFIED
000 Mrs.
[illegible]
[illegible] Date 11/30/76

Written 11/5/41

Asiatic Petroleum Company
50 West 50th Street
New York, New York

Attention: Mr. J. A. Adamson

Gentlemen:

Your letter of October 24th addressed to Lt. Col. L. P. Whitten, has been reviewed by this office.

It is probable that the Air Corps will have certain requirements for 100 octane aviation fuel and aircraft engine oil at Singapore in the near future. However, these requirements are not definitely established at the present time, and it is impracticable to say just when the requirements may materialize. When supplies are required, the Asiatic Petroleum Company will be given definite information concerning volume and method of delivery. HWH:dmi

Whenever 100 octane aviation fuel is not readily available, meeting specification AN-VV-F-781 which allows maximum tetraethyl lead content of 3 cc's per gallon; fuel conforming to British Air Ministry's Specification, containing 4 cc's tetraethyl lead per U. S. gallon will be satisfactory for Air Corps use. The necessary waiver on specification will be granted at the time each committment is made for delivery of the fuel.

The Air Corps deeply appreciates the information furnished in your letter of October 24, and the interest you have taken in assisting in the solution of our supply problem.

Very truly yours,

For the Chief of the Air Corps:

MERVIN E. GROSS,
Lieut. Colonel, Air Corps,
Assistant Executive.

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DOD ltrs.
6 Jan. & 20 June 1974
By ALN/CC LC. Date 11/30/76

AAF/A-4
JBN/gwd
Written Nov.10,1941.

NOV 13 1941

MEMORANDUM FOR THE SECRETARY OF THE JOINT AERONAUTICAL BOARD:

Subject: Storage of War Reserve Gasoline.

1. The existing plan for the storage of War Reserve gasoline includes provision for the installation of storage tanks at the following locations:

Alaska
Umatilla
Oglethorpe
Tarrtown
Raccoon Creek

463.7 (66)

2. Information now available indicates no immediate and urgent necessity for War Reserve gasoline storage within the continental limits of the United States. The world situation, however, definitely indicates the necessity for early provision of such storage in Alaska and the Philippine Islands.

3. The status of War Reserve storage within the continental limits of the United States is as follows:

a. At Raccoon Creek a contractor is engaged in installing six 40,000 barrel tanks. The work under this contract is about 80% complete, and has advanced to such a point that the contract should be prosecuted to completion.

b. For the proposed storage at Umatilla, Oglethorpe and Tarrtown, contracts have been entered into for the fabrication and erection, at each location, of four 40,000 barrel tanks. Plans and specifications for the installation of the tanks are incomplete, and no contract has been entered into for general construction at any of the sites. The four tanks intended for installation at Tarrtown have been promised for delivery to Hawaii. The contracts for the four tanks intended for Umatilla and the four for Oglethorpe will permit of supplemental agreements to provide for erection at new locations. No loss to the United States will be [illegible] the twelve tanks from their originally designated locations.

| Chief of Staff | Secy Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A- WPD | A. Insp. | Budget | Statistics | |
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DOD ltrs.
6 Jan. & 20 June 1974
By ALN/CC LC. Date 11/30/76

4. It is proposed that the contracts for tanks intended for installation at Umatilla and Oglethorpe be modified to provide the following distribution:

a. Four (4) for installation in the Philippine Islands for storage of War Reserve gasoline for the use of the Army Air Forces.

b. One (1) for installation at Anchorage, Alaska, for the joint use of the Navy and the Army Air Forces.

c. Three (3) to be fabricated, but held by the contractor, and to be installed by him in accordance with instructions to be issued at a later date.

d. Two (2) of the three (3) mentioned in paragraph c. above to be made available to the Navy, if desired by that service, for installation in the Philippine Islands. War Department funds are available to complete the fabrication of these tanks, but not for the erection and installation.

5. It is further proposed to discontinue work at Umatilla, Oglethorpe and Tarrtown, and to use the funds provided for these projects to complete the installation of four (4) tanks in the Philippine Islands.

6. The present authorization for War Reserve gasoline storage in Alaska provides for the installation of 100,000 barrel storage at Anchorage, and the sum of $800,000.00 has been allotted for that purpose. This project has been the subject of extensive investigation and is still under consideration. Tactical requirements and the difficulties of winter transportation may dictate the necessity for dispersion of a considerable portion of the total storage required. It is, therefore, proposed to install one (1) 40,000 barrel tank at Anchorage, and to defer installation of further storage pending completion of the investigation.

7. Instructions contained in your directive, dated September 5, 1940, provide that all War Reserve gasoline be stored unethylized. Tests by the Bureau of Standards and the experience of the Navy indicate that ethylized gasoline may be stored for relatively long periods with deterioration not materially greater than is the case with unethylized gasoline. In view of this, and for the added reason that the ethylization of gasoline at remote overseas stations will prevent many

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 | |
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DOD Res.
8 Jan. & 30 June 1974
By AWC/CC, LC Date 11/30/76

serious problems, it is recommended that gasoline in the Philippine Islands and in Alaska be stored ethylized.

8. Your early consideration of the proposals contained herein is earnestly requested.

For the Chief of the Army Air Forces:

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

Dispatched
Nov 30 1941
AAG

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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DOD DIR.
5 Nov. & 30 June 1974
By: [illegible] Date: 11/30/76

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Wrtn.11/14/41

NOV 17 1941

Supply of Gasoline and Oil for B-17 Aircraft En Route Through Australian Area.

463.7 (65)

I G-2

AAF/A-4
JYY/[illegible]

I. 1. Noted.

2. Most of the information contained in letter from Colonel Smith, Military Attache in Australia has been in possession of the Air Staff for some time. In ferrying aircraft to the Philippines via Australia, no reliance has been or will be placed upon supplies of fuel belonging to the Australian government. The Air Force is providing at each landing point utilized necessary gasoline and oil to meet the needs of the airplanes being ferried to the Philippines.

3. It is realized that the letter written by the Military Attache in Australia is prompted by a desire to be helpful. However, cognizance should be taken of the fact that General MacArthur has been designated as the Commanding General of the U. S. Forces in the Far East and as such is in complete control of all operations, aerial and otherwise, in the Far East, including those in Australia. Colonel Smith, the Military Attache in Australia has previously sent cablegrams to the War Department, copies of which have come to the notice of the Air Staff. He has also sent certain cablegrams to General MacArthur. As a result of these cablegrams,

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 | tistics | |
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DOD ltrs
5 Jan. & 20 June 1974
By ALN/CC, LO, Date 11/30/76

General MacArthur has recently requested the War Department to clarify the status of Colonel Smith, the Military Attache in Australia, in view of the fact that Colonel Smith is under the control of the G-2 Division of the War Department, General Staff and not under the jurisdiction of the Commanding General of the U. S. Forces in the Far East.

4. In order that the situation in Australia may not be confused as a result of well intentioned, but uninformed action on the part of the Military Attache, it is believed that Colonel Smith should be advised that his duties pertain to those of the Military Attache, and that in connection with any air operations in Australia he should take no action except upon request of or after consultation with General MacArthur. Any other course of action will inevitably result in confusion.

5. The Air Staff has taken note of paragraph 8 of Colonel Smith's letter and in future advantage will be taken of cabling direct to Colonel Smith in those cases where such action is indicated.

For the Chief of the Army Air Forces:

A. W. VANAMAN
Lt. Col., Air Corps,
Secretary of the Air Staff

Incls:
D/F frm G-2, above subj, 11/10/41
Ltr to AC/S, G-2, 10/10/41 frm M/A Australia.

MEMORANDUM FOR THE RECORD: The Military Attache in Australia under date of Oct.10, 1941, subject: "Supply of gasoline and oil for B-17 aircraft en route through Australian area" has written the Assistant Chief of Staff, G-2, giving certain information concerning the resources and shortages of aviation gasoline in Australia He also makes certain suggestions concerning these gasoline supplies. The above disposition form is designed to clear the atmosphere with reference to the status of Colonel Smith, the Military Attache in Australia.

Dispatched
NOV 18 1941
AAG

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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| Chief of Staff | Secy Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A- WPD | A. Insp. | Budget | Statistics | |
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G-2/MA
RGM/PAP

WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM

DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 1976
By AD/OC LG Date 11/20/76

G-2/M/A MID 463 10-10-41 (9-22-41)

SUBJECT: Supply of gasoline and oil for B-17 aircraft en route through Australian area.

Chief, Army Air Forces,
Munitions Bldg., Washington, D.C.

Necessary action

Paragraph 8 is concurred in.

For the Acting A.C. of S., G-2:

/s/ RALPH C. SMITH
RALPH C. SMITH
Colonel, General Staff
Executive Officer, G-2

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DOD Dir
E.O. 12356, Sec. Date: 11/30/76

SECRET

19th October, 1941.

Subject: Supply of gasoline and oil for B-17 aircraft en route through Australian area.

To: Assistant Chief of Staff, G-2 War Department, Washington, D.C., U.S.A.

1. I am outlining herein a general digest of the conditions to be met in refuelling and refilling B-17 machines going through Port Moresby and Darwin. Considerable confusion has existed in Air Staff here relative to the uncertainty regarding arrangements to be made for fuelling these planes. The last flight of nine machines which came through utilized 9,600 imperial gallons, at Port Moresby and about 17,000 imp. gals. at Darwin. They used up all the available supply of 100 octane gasoline at Port Moresby (about 7,000 gals) the balance being made up of 90 oct. gas. At Darwin they were supplied 50% requirements with 100 oct. gas; the balance with 90 oct.

2. The Air Staff here, itself faces considerable difficulties in arranging for supplies of aviation gas. to outlying bases such as Port Moresby and Rabaul and also general difficulties in building up their central reserves of aviation gas. In January 1941 they had a reserve of 12,800,000 imp. gals., of which 1,000,000 gals. was 100 oct. gas. This reserve supply is less than one half of what they believe vital and even this amount dropped steadily until June 1941 when it got down to 9,100,000 imp. gals. It increased in July to 13,800,000 gals; dropped in August to 12,400,000 gals. and in September 1941 stood at 17,000,000 gals. of which 1,000,000 is 100 oct. The bulk of this reserve of 100 oct. gas. is in New South Wales and Queensland and there is only at Darwin an amount of 25,000 gals. The R.A.A.F. is at present utilizing very little of this 100 oct. reserve, but would like to keep it intact.

3. As a result of the original request made by the United States Air Corps the stocks of 100 oct. gas. since the inception of the Pan Pacific bombing operations and the ferrying of aircraft to Rabaul 8,000 imp. gals. of 100 oct. gas which, added to the 2,000 imp. gals. now at Rabaul, will aggregate 11,200 gals. of 100. oct. gas. All shipments and storage of 100 oct. gas to Rabaul and Moresby must be made in drums as no tankage space is

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DOD Dir.
E.O. 12356 Sec. 3.3
NLS/CCC 10-30-96



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available at these points. At Darwin there is 15,500 imp. gals. 100 oct. and 55,500 en route.

4. The above outlines the situation prior to very recent information from the Shell Oil Company relative to the special arrangements made by the United States Air Corps with that Company for special supplies at Rabaul, Moresby and Darwin. Captain Jones of the Shell Company here and Manager in charge of supply of aviation gasoline reported to me today regarding his understanding of these arrangements. He received from the parent Company in London notification that the Air Corps wanted 8,000 imp. gals. 100 oct. gas laid down at Rabaul, 50,000 imp. gals. 100 oct. at Moresby and 50,000 imp. gals. 100 oct. at Darwin, and appropriate quantities of lubrication oil. He was asked to develop and report what shipping arrangements would be possible for such shipment from Singapore. He received another message about September 29th through the American Consul at Manila stating that the United States Air Corps wanted laid down 8,000 imp. gals. of 100 oct. gas at Rabaul, 50,000 at Moresby and 50,000 at Darwin, that the Air Corps proposed shipping some of its own stocks and asked whether the Shell Company would act as agents for receipt, storage and delivery to aerodromes as required. He replied that the Shell Company here was willing to act and would charge out of pocket expenses and sub-agents charges also asking for approximate dates of arrival of shipments and whether lubricating oil was included. In reply he received on October 8th a telegram from the Asiatic Petroleum Company saying that the dates of probable arrival would be on October 15th at Rabaul, October 18th at Darwin and October 20th at Moresby, and that the ships might arrive possibly two days late. He was further notified that the shipment would be in drums and that there would be included 94 barrels, of 44 imp. gals. capacity each, of lubricating oil. On October 9th, he received a wire from London confirming arrangements made through Manila and saying that they still wished the details regarding the originally proposed shipment from Singapore to these three points; the quantities, however, to be subject to further arrangements by cable. Captain Jones believes that this cable indicates probability of additional shipments, perhaps monthly, from Singapore.

5. Captain Jones is confident that unless the shipment from Manila is late, the stocks desired at Rabaul, Moresby and Darwin will be ready and available for the 25th October.

6. He told me that in respect of further shipments of Shell Company stocks from Singapore and the time element involved, the situation was as follows: The Pinna, the Shell Company packed tanker (carries drums, not gasoline in bulk) will next make its round to Darwin in December which may be too late. He believes, however, that he can arrange for supplies from Singapore to Darwin of 100 oct. gasoline by making use of Koninklijke [illegible] Maatschappij (K.P.M.) vessels or Burns Philip vessels [illegible] K.P.M.

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DOD Ltr.
5 Jan. & 30 June 1976
By MJC Date 11/30/76



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boats can accept cargoes of about 600 drums of 65 imp. gals. each. The shipment from Darwin to Moresby takes about four days and goes by Burns Philp ships. These ships run about one each month and usually have ample space available. He explained that the movement of these ships was, of course, under British or Australian Navy control but is not affected by British Empire tanker pool restrictions. That Pool covers only bulk tankers. It may be possible to supplement above K.P.M. possible shipments from Singapore to Darwin by utilizing Burns Philp ships between Singapore and Darwin, which run about once a month and can carry about 70 drums of 65 imp. gals. each. He further reports that Singapore has not, as yet, indicated any lack of drums for aviation gasoline supplies, but I believe the future possibility of drum shortage should be contemplated. Captain Jones is investigating now the possibility of laying down monthly amounts of 100 oct. gasoline equal to the amounts being shipped now from Manila. He cannot, as yet, give any assurance that such arrangements can be made. In any event, lengthy advance notice should be given due mainly to the difficulties of arranging shipping space.

7. The concern of the Air Staff here has been largely removed by the receipt of the above information from the Shell Company.

8. Sir Charles Burnett, Air Chief Marshall here, has pointed out to me the delay caused by the United States Air Corps communicating with him here via the Australian Naval Attache in Washington through the Ministry of External Affairs in Canberra and thence through the Naval Headquarters, Melbourne, and thence to the Air Staff. He suggests that a day or two might be saved by the War Department cabling me direct for transmission to Air Staff here. I believe this procedure advisable.

VAN S. MERLE-SMITH
Colonel, Specialist
Military Attache.

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2-2

Air WG 463.7 (65)

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DOD Hrs.
8 Jan. & 30 June 1974
By: AL/CC LC, Date 11/20/76

November 7, 1941

Gasoline and Lubricants - Port au Prince, Haiti.

Lt. Colonel L. S. Dillon
Deputy Contracting Officer
U. S. Engineer Corps
Room 420, 17 Battery Place
New York, N. Y.

463.7
(69)

1. Reference is made to your letter of November 3rd, 1941, (Airport Development) stating PAA advise all necessary arrangements have been completed for storage of gasoline and lubricants at Bowen Field, Port au Prince, Haiti, in accordance with the provisions of PAA Secret Contract dated November 2, 1940.

2. Schedule 2 of the contract specifies facilities at Bowen Field for 40,000 gallons of 100 octane aviation fuel with 10,000 gallons in underground tanks and 30,000 in drums or otherwise, and 1,000 gallons of aircraft engine oil, 98 standard. Your attention is invited to the fact that grade 120 aircraft engine oil is used in the West Indies by the Army and PAA and it is suggested that the "98 standard" specified in Schedule 2 of the contract is in error and that "120 grade" be supplied instead of the 98 standard.

3. In accordance with paragraph 7, Article 1, of the Subordinate Agreement of the contract, the Air Corps requests that you, as Contracting Officer, instruct PAA to provide and store 40,000 gallons of 100 octane aviation fuel and 1000 gallons of 120 grade aircraft engine oil, at Bowen Field, Port au Prince, Haiti, and maintain there at least 75% of these quantities until further notice.

HEADQUARTERS ARMY AIR FORCES - COORDINATION

| Chief of Staff | Secy Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | E. F. GILLESPIE Major, Air Corps Contact Officer | Budget | Statistics | |
|---|---|---|---|---|---|---|---|---|---|---|
| | rls | | | | | | [signature] | | | |
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(U. S. E. D., N. Y. D.) FORM NO. 11

WAR DEPARTMENT
UNITED STATES ENGINEER OFFICE
NEW YORK DISTRICT, NEW YORK, N. Y.
ROOM 420, 17 BATTERY PLACE

IN REPLY REFER TO
Airport Develop.

DECLASSIFIED
DOD Ltr.
8 Jan. & 30 June 1974
By: ALN/CC LC; Date: 11/30/76

NEW YORK, N. Y.
November 3, 1941.

Subject: Gasoline and Lubricants - Port au Prince, Haiti.

To: Major E. F. Gillespie,
Air Corps Contact Officer,
Office of the Chief of the Army Air Forces,
Washington, D. C.

SECRET
Auth: [illegible] Mgr. NYD
Date: 11-3-41
Initial: LSD

1. I am in receipt of a letter from Pan American Airways stating that, in accordance with the provisions of paragraph 7, Article I of the Subordinate Agreement of the Contract of November 2, 1940, all necessary arrangements have been made for the suitable storage at Bowen Field, Port au Prince, Haiti, of such amounts of gasoline and lubricants as are designated in Schedule 2 of the above described contract.

2. In accordance with the above quoted article, the Contracting Officer is to notify Pan American of the type and amount (not to exceed the amount for which tankage and storage have been provided) of gasoline or lubricants which the Government desires to be presently forwarded to such point.

3. It is therefore requested that you inform me as to the quantity of gasoline and lubricants that the Air Corps wishes to store at this airfield.

L. S. DILLON,
Lt. Col., Corps of Engineers,
Deputy Contracting Officer.

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DECLASSIFIED
DOD Dir.
Sec. 3 (a) & 30 June 1954
By ACW/CC, LC, Date 11/20/76

CONFIDENTIAL DEC 8 - 1941

MEMORANDUM FOR GENERAL J. H. [illegible].

Replying to your Memorandum of November 15th, the following information is furnished:

1. Requirements for 100 Octane Gasoline.

Efforts have been made to meet domestic and export demands for 100 Octane Aviation Gasoline insofar as the Air Corps and the Bureau of Aeronautics is concerned. September 17, 1941, the Aeronautical Board recommended A-1-a priorities for additional facilities to bring up production in the United States from approximately [illegible] barrels per day to [illegible] barrels per day by July 1, 1942. At that time the Board foresaw a probable demand for approximately [illegible] barrels per day during the calendar year 1943 to meet requirements resulting from the Army and Navy expansion programs and export requirements. These estimates included approximately [illegible] barrels per day for the British and [illegible] barrels per day for the Russians, however, the Board felt that rather than break into other very important building programs requiring A-1-a priorities, that priorities for the additional facilities over and above [illegible] barrels per day should be held in abeyance until such time as the necessity for this amount of gasoline was established.

November 24, 1941, the Aeronautical Board recommended that immediate action be taken to grant the A-1-a Priorities for the additional manufacturing facilities for 100 octane gasoline. The matter of expediting construction of these facilities rests with the Office of the Petroleum Coordinator and Office of Production Management.

2. 100 Octane Gasoline Report from the Office of Petroleum Coordinator.

A copy of Report Number 166[illegible], Office of Petroleum Coordinator is attached for information. Aviation gasoline to meet domestic requirements contained in this report are based upon estimates submitted by the Air Corps and the Bureau of Aeronautics.

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[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Sgd/ H. H. Arnold

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

3 Inclosures -
Letter of 11-24-41 from U.Pidrey with draft of proposed letter to Secretary Ickes) and copy of Report Number 144399.

Dispatched
DEC 4 1941
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DOD NIS
Dec. 6 30 June 1974
By ALN/CC TC Date 11/30/76

Aviation Fuel Reserve for Philippine Islands.

463.7 (63)

AAF/A-4
MFS/mbh

3. AAF 1941
C/AS C/AC 11/13

1. Verbal instructions to arrange for the November 18, 1941 tanker (Col. Sorensen to Lt. Col. Whitten) are confirmed.

CS
C/AS

Dispatched
NOV 18 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 | |
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By Auth: CC JCS Date 11/30/76

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Aviation Fuel Reserve for Philippine Islands.

OCAS/4-6 HMS:rm

1. OCAS 4-6 W/AS 1941 11/7 W/AS

1. Contracts AC-21631 and 21900 with Shell Oil Company, Incorporated, San Francisco, provided approximately 100,000 drums of 100 octane aviation fuel, f.o.b. San Francisco Port of Embarkation, for delivery on call. The undelivered portions of these contracts total approximately 78,000 drums and can be made available for shipment to the Philippines.

2. These drums will be filled at the rate of approximately 2000 per day, beginning November 6, 1941, and 78,000 will be filled and ready for shipment about the middle of December.

3. Information furnished this Division informally, indicated it is not desired that additional volumes of aviation fuel be shipped in bulk for storage in commercial tankage at such points as Singapore and Tandjong Oehan.

4. At request of Air Staff This Division has made tentative arrangements for shipping additional volumes of aviation fuel for storage in the N. E. I. and Singapore Areas to provide approximately 18,000,000 gallons reserve fuel for the Philippines. This fuel to be shipped in commercial boats to the Philippines from the storage points as Air Corps and commercial storage was available for receiving same. In these arrangements was a request to the Maritime Commission for assistance in finding a tanker for shipping 80/100,000 barrels fuel from the West Coast, late November or early December. This fuel to be secured from option held by the Standard Vacuum Oil Company to purchase 100,000 barrels from a West Coast Refinery, or from diverting fuel from Air Corps contracts now in force. It was planned to store this fuel in Standard Vacuum storage in Singapore and Tandjong Oehan.

5. The Maritime Commission advised this Division by phone this morning that a tanker of 100,000 barrels capacity could probably be made available by November 15, 1941, or one of 80,000 barrels capacity would be available by December 1, 1941. In order to schedule one of the above movements, it will be necessary for this Division to give the Maritime Commission

To Mail & Record Room
CIVIL
FISCAL
INTELLIGENCE
LEGAL
MILITARY
TRAIN. & OPER.
W. COM. AERO BD.

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DOD Dir.
8 Jan. & 30 June 1974
By: [illegible] I.C. Date: 11/30/76

Aviation Fuel Reserve for Philippine Islands.

OCAC/4-6 HWH:rm

1. OCAC C/AS 1941 a definite answer by Wednesday, November 12.
MAT. [illegible] 11/7
C/AS

6. Request this Division be notified what action should be taken.

G. P. E.
C/MAT.

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2. C/AC AAF 1941 1. Forwarded. X-ASB:br
C/AS 11/10

M. S. F.
Executive

| To Mail & Record Room |
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| Date |
| EXECUTIVE |
| ADMINISTRATIVE |
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| CIVILIAN PERS. |
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DOD ltr
3 Jan. & 30 June 1974
By AWJ/CC, LC, Date 11/30/76

Gasoline Supply for Newfoundland

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|---|---|---|---|---|
| | AAF | | 1941 | AAF/A-4 |
| 3 | C/AS | C/AC | 11/13 | JFW/lml |

1. Fuel requirements in the face of transportation limitations appear to be satisfactorily met until June 30, 1942. If the Permanent Joint Board on Defense has not already been notified by the Materiel Division as covered in Paragraph 2, Item 1, request this action be taken.

463.7 (62)

Incls. N/C

CS
C/AS

NOV 17 1941
AAG

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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| Chief of Staff | Secy Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A- WPD | A. Insp. | Budget | Statistics | |
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DOD Dir.
5 Jan. & 30 June 1954
By AGM/CC LC Date 11/30/76

Gasoline Supply for Newfoundland.

| | | | | |
|---|---|---|---|---|
| 1 | ACFC | Materiel Division Attn Maintenance Sec. | 1941 10/15 | 1. With reference to the attached memorandum No. PDB 117-5, dated October 4, 1941, ACFC have advised Maintenance Section (Lt. Howse) its maximum gasoline requirements in Newfoundland to June 30, 1942.<br><br>2. It is requested that you advise the Permanent Joint Board on Defense of action taken and arrangements made for delivery of the aviation fuel.<br><br>Incl: Memo PDB 117-5, 10/4/41 Ltr 9/18/41 fr deNiverville to Plans Division<br><br>ROBERT OLDS Colonel, Air Corps Commander Air Corps Ferrying Command |
| 2 | OCAC MAT | C/AS | 11/7 | 1. Air Corps Ferrying Command advised this Division their requirements at Newfoundland Airport (Gander Lake) for the first six months of 1942 will be approximately 60,000 gallons of 100 octane aviation fuel, and a proportionate amount of aviation oil.<br><br>2. Air Corps fuel and oil now stored in drums at Newfoundland Airport, is sufficient to take care of these requirements.<br><br>Incls: n/c<br><br>O. P. E. S/MAT |

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DOD Dir.
5 Jan. & 30 June 1954
By AGM/CC LC Date 11/30/76

United States of America Canada
PERMANENT JOINT BOARD ON DEFENSE
American Section

PDB 117-5 October 4, 1941.

MEMORANDUM FOR COL. OLDS, FERRYING COMMAND:

Subject: Gasoline Supply for Newfoundland.

Attached hereto is a letter received from Canadian Air Force Headquarters, which has been referred to A-4 for action by direction of General Spaatz.

By direction of General Embick:

/s/ Clayton Bissell
CLAYTON BISSELL,
Lt. Col., G.S.C.

Incl.
Ltr. fr. R.C.A.F.
9-18-41

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DOD 1-2
8 Jan. & 20 June 1924
By [illegible] LC, Date 11/20/76

Quote No. S.15-11-24

DEPARTMENT OF NATIONAL DEFENCE
(Air Force)

Ottawa, Canada

September 18th, 1941.

~~SECRET~~

Lt. Col. Clayton Bissell,
Plans Division,
War Department,
Washington, D.C.

My dear Bissell:

As you are well aware, the main ports in Newfoundland to which bulk cargoes of gasoline can be shipped are, with the exception of Saint Johns to Newfoundland Airport difficult and unreliable.

It is therefore necessary that the full winter's requirements of aviation fuel be shipped to Newfoundland and stored in the northern area before the close of the navigation.

In as much as the requirements of any of the services operating in Newfoundland do not represent tanker cargoes, and in view of the limited availability of tankers, it is considered imperative that some co-ordinating action on the part of all the services should be taken with regard to the transportation of gasoline to the various bases in Newfoundland. To this end, I would therefore ask that you be good enough to let me know as soon as possible, what action the United States Army Air Corps is taking with regard to the initial filling of its tanks in Newfoundland, and the subsequent maintenance of its stocks there.

Similar information has been requested from the R.A.F. Ferry Command and the United States Navy.

As the winter season in Newfoundland is fast approaching, I would appreciate it if you would give this matter your immediate attention.

Yours sincerely,

(Sgd.)
(A. de Niverville)
Group Captain

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WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM

DECLASSIFIED
DOD Ltr
8 Jan. & 30 June 1974
By AWCC LC, Date 11/30/76

AG
G- 4/32126

SUBJECT: Aviation Gasoline for Northeast Brazil

Date NOV 5 1941

| TO: | | | | | | | |
|---|---|---|---|---|---|---|---|
| | ___C/S | ___G-1 | ___G-2 | ___G-3 | ___G-4 | X Air Staff | |
| | ___TAG | ___WPD | ___USW | ___ASW | ___ASWA | ___CG | ___Army |
| | ___AC | ___BLP | ___BOWD | ___ExRA | ___NGB | ___CG | ___Army Corps |
| | ___INF | ___FA | ___CAV | ___CA | ___ENGR | ___CG | ___CA |
| | ___ORD | ___QMG | ___CSO | ___SG | ___FIN | ___CG | ___Dept. |
| | ___GHQ | ___JAG | ___CWS | ___IG | ___B/PR | | |

| FOR: | | | |
|---|---|---|---|
| | ___S/W directs | ___Comment or concurrence | X. 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 ___ |

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| By: | ___Spcl Msgr | ___Radio | ___Air Mail | ___Immed Action Ltr | ___Letter | |
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X. It is understood that the gasoline storage tanks referred to are not being constructed under the War Department - Pan American Contract, for which satisfactory priorities have been arranged by the Chief of Engineers.

S. J. CHAMBERLIN,
Colonel, General Staff,
Acting Assistant Chief of Staff.

A. L. HAMBLEN,
Col., General Staff,
Executive, Constr. & Real Estate Br.

Incl.
DS WPD 4224-181
11-3-41 w/1 Incl.

Air AS 463.7 (61)

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OUT-G-4 NOV 7 1941

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DOD ltrs
6 Jan. & 30 June 1974
By: [illegible] Date: 11/30/76

October 31, 1941.

MEMORANDUM FOR COLONEL RIDGWAY, WAR PLANS DIVISION:

Subject: Aviation Gasoline for Northeast Brazil.

The Texas Oil Company contracted with Pan American to construct a gasoline storage tank for 100 octane gas of 1,500 barrels, 42 gallons each, at Belem, and a tank of 15,000 barrel capacity at Recife. At present the foundations for these tanks are completed or practically so, however, the steel and fittings have a priority of A-6. Chicago Bridge and Iron Company, Chicago, has the contract from the Texas Oil Company for the actual construction of the tanks. At present this firm has a crew at Belem constructing tanks for the Standard Oil Company. On October 20 Colonel Hale presented this to Major Gillespie, Air Liaison Officer, War Plans Division and to the Buildings and Grounds Section of the Chief of the Air Corps, recommending efforts to secure a higher priority for this steel. Mr. O. B. Small, Export Department, Texas Oil Company, Chrysler Building, New York City, handles this for Texas Oil. As a corollary to this, it is recommended that efforts be initiated to have another tank constructed at Natal for aviation gasoline with a minimum of 15,000 barrels. This should be taken up at once and added to the present program if possible. At present, there are no gasoline storage tanks in Natal.

Attention is invited to the fact that Lieut. Harry W. Howze on duty in the Materiel Division, Chief of the Air Corps, was with the Standard Oil Company of New Jersey, and is familiar with gasoline and oil for South America.

JOHN. W. LEONARD,
Colonel, G. S. C.

NOV 3 1941
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IN IN

G-4 DIVISION
WAR DEPT. GEN. STAFF

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DOD ltrs
6 Jan. & 20 June 1974
By: AFP/CC LC. Date: 11/30/76

Air Corps Gasoline and Lubricating Oil Storage, Hawaiian - Philippine Airfields.

AAF/A-4
JYY/mmb

3. AAF 1941
C/AS C/AC 11/6

1. The proposal to divert from the available supply of storage tanks in the United States the number required to meet the situation described in attached radiogram is approved.

2. The proposal to have lubricating oil storage tanks procured locally by District Engineer is approved if storage in drums is found impracticable. Storage of lubricating oil in drums is satisfactory unless conditions are such as to induce sufficient rust to destroy or cause leakage of the drum prior to the time of usage of the oil.

463.7 (58)

Dispatched
NOV 8 1941
AAG

Incl:
Ltr frm Ch/Eng. CS
11/1/41. C/AS

HEADQUARTERS ARMY AIR FORCES - COORDINATION

| Chief of Staff | Secy Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A- WPD | A. Insp. | Budget | Statistics | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | [signature] | | | | | [signature] | | | | | |
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DOD Ltr.
8 Jan. & 20 June 1974
By [illegible] LC. Date 11/30/76

Air Corps Gasoline and Lubricating Oil Storage, Hawaiian - Philippine Airfields.

(12-F6)

| | | | | |
|---|---|---|---|---|
| 1. | OCAC<br>B & G | AAF<br>C/AS<br>Thru<br>Exec. | 1941<br>11-4 | 1. Attention is invited to attached letter and radiogram set forth therein.<br><br>2. Authorization is requested to divert if necessary sufficient gasoline storage tanks from those allotted to stations in continental U. S. to meet this essential requirement.<br><br>3. It is recommended that tanks for lubricating oil storage be procured locally by District Engineer as referred to in attached communication.<br><br>F. M. K.<br>Chief, B&G Division |
| 2. | C/AC | AAF<br>C/AS | 1941<br>11/5 | 1. Forwarded.<br><br>M. S. F.<br>Executive |

Incl. Ltr frm Ch Engrs 11/1 w/ cpy

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air AD463.7 (58)

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By order of the Chief of Engineers

ADDRESS REPLY TO
CHIEF OF ENGINEERS, U. S. ARMY
WASHINGTON, D. C.

REFER TO FILE NO.

WAR DEPARTMENT
OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON 3-N

11/1/41
(Date)

DECLASSIFIED
DOD Hrs.
8 Jan. & 20 June 1974
By: ALN/CO LC. Date 11/20/76

November 1, 1941.

Subject: Air Corps Gasoline and Lubricating Oil Storage, Hawaiian - Philippine Airfields.

To: THE CHIEF OF THE AIR CORPS.

(Attention: Major C. H. Woolley.)

1. The following telegram from the Division Engineer, South Pacific Division, is quoted for your information:

CHIEF OF ENGINEERS OCTOBER 30, 1941

" DISTRICT ENGINEER HONOLULU REPORTED THIS DATE THAT THE REVISED AIRPLANE GASOLINE AND AIRPLANE LUBRICATING OIL STORAGE DESIRED BY THE COMMANDING GENERAL HAWAIIAN DEPARTMENT AT THE FOLLOWING HAWAII PHILIPPINE AIRFIELD STATIONS IS AS FOLLOWS COLON FIVE HUNDRED THOUSAND GALLONS GASOLINE AT CANTON COMMA TWENTY FIVE THOUSAND GALLONS LUBRICATING OIL AT CANTON COMMA THREE HUNDRED THOUSAND GALLONS GASOLINE AT CHRISTMAS COMMA TWELVE THOUSAND GALLONS LUBRICATING OIL AT CHRISTMAS COMMA TWO HUNDRED FIFTY THOUSAND GALLONS GASOLINE AT SUVA COMMA TWELVE THOUSAND GALLONS LUBRICATING OIL AT SUVA COMMA TWO HUNDRED FIFTY THOUSAND GALLONS GASOLINE AT CALEDONIA COMMA AND TWELVE THOUSAND GALLONS LUBRICATING OIL AT CALEDONIA STOP INFORMATION IS REQUESTED AS TO WHETHER LUBRICATING OIL TANKS WILL BE MADE AVAILABLE BY THE AIR CORPS OR WHETHER LOCAL PROCUREMENT IS REQUIRED

MATHESON ACTING"

2. Advice is requested as to whether tanks for lubricating oil storage will be furnished by the Air Corps or will be procured locally by the District Engineer.

For the Chief of Engineers:

Ewart G. Plank,
Major, Corps of Engineers,
Assistant Chief, Construction Section.

[redacted]
Chief of the Air Corps 2/2 SECRET 2/2

air AD 463.7 (58)

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DOD ltrs
8 Jan. & 20 June 1974
By [illegible] LC, Date 11/30/76

Aviation Fuel and Oil Requirements, Airports Western Canada.

AAF/A-4
CEC/mr

463.7 (56)

AAF/A-4
CEC/mr

4 AAF C/AS C/AC 11/18 1. It is desired that your office take necessary action to provide gasoline and oil supplies as listed in R & R No. 3.

Incls.
Memo fr C/AAF fm
BISSELL, G.S.C. 9-25,
w/3 Incls:
#1-cy memo-Progress Rpt,
Radio Range Facilities,
9-19, sgd. McBurney.
#2-cy ltr fm Dept of Transport,
9-19, sgd. J.A. Wilson.
#3-extract on Servicing Facil.

CS
C/AS

Dispatched
NOV 24 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 | |
| | [illegible] | | | | | [illegible] | | | | | |
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DOD Dir.
8 Jan. & 20 June 1974
By [illegible] LCL Date 11/30/76

Aviation Fuel and Oil Requirements, Airports Western Canada.

AAF/A-3
DLP-ak

3. AAF A-3 AAF A-4 11/13

1. No estimate can possibly be made on the amount of flying to take place in Western Canada during the first six months of 1942.

2. It is requested that arrangements be made to maintain a gasoline supply plus a proportionate amount

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DOD Dir.
5 Jan. & 30 June 1974
By [illegible] LC Date 11/30/76

Aviation Fuel and Oil Requirements, Airports Western Canada.

3 AAF AAF 1941 of oil at the stations and in quantities indicated below:
(Cont) A-3 A-4 11/13

| Station | Amount 100 Oct. Gasoline |
|---|---|
| Whitehorse | 30,000 gallons |
| Watson Lake | 20,000 gallons |
| Prince George | 30,000 gallons |
| Fort Nelson | 30,000 gallons |
| Fort St. John | 20,000 gallons |
| Grand Prairie | 10,000 gallons |

E. L. N.
C/A-3

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5 Jan. & 30 June 1974
By [illegible] Date [illegible]

United States of America Canada

Permanent Joint Board on Defense

American Section

PDB 141-2 September 25, 1941.

MEMORANDUM FOR CHIEF OF ARMY AIR FORCES:

Subject: Progress Report - Northwest Staging Route.

Attached hereto is a memorandum signed McBurney, September 19, 1941 and a latter Canadian Department of Transport signed Wilson, same date, reporting progress of Canadian Staging fields in Western Canada.

By direction of General Embick:

/s/
CLAYTON BISSELL,
Lt. Col., G.S.C.

Incl.
Memo sgd.McBurney,
9-19-41.
Ltr. sgd.Wilson,
9-19-41.

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DOD Ltr.
5 Jan. & 20 June 1974
By: [illegible] J.C. Date 11/30/76

MEMORANDUM

S.15-12-1
19th September, 1941.

A.W.A.S.

Progress Report - Radio Range Facilities
Northwest Staging Route

1. The following information was obtained verbally from Mr. Walsh, Senior Radio Engineer, Department of Transport. These reports are based on verbal and telegraphic information received by him during the past two weeks.

(a) Whitehorse. Towers being erected, buildings completed. Ground work proceeding.

(b) Grande Prairie. Towers and buildings completed. Ground work proceeding.

(c) Fort St. John. Towers completed. Buildings under way.

(d) No towers have been erected at [illegible] other points on the route but buildings are under way or completed.

2. Mr. Walsh gives a general estimate that if all goes well, most of the ranges will be operating by the middle of November, 1941.

(Sgd.) "R. E. McBurney"
(R.E. McBurney)
Wing Commander,
D.A.S.

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DEPARTMENT OF TRANSPORT

Executive Office
Director of Air Services

DECLASSIFIED

Ottawa, September 19, 1941.

Dear Sir:

I promised to send you a report on my flight over the aerodromes between Edmonton and Whitehorse.

In spite of major transportation difficulties at Nelson and at Watson Lake, excellent progress has been made and although the aerodromes are still far from complete there are usable landing strips at all points for contact flying. Following is a brief summary, taking the airports in sequence from Edmonton to Whitehorse:

GRANDE PRAIRIE

Wet weather experienced during the two weeks from August 24th delayed the grading, drainage and paving of the new airport but if dry weather continues during September and October there should be no difficulty in completing our programme. In the meantime, the old airport just south of the new one is still in use and in good condition, in spite of the bad weather recently. I landed there in a Yukon Southern Lockheed '14' on September 7th and found the field in excellent condition. It will be kept in good order pending completion of the new aerodrome. The radio range towers are erected and buildings are ready for installation of the radio systems.

FORT ST. JOHN

Progress at this site has been excellent and it is anticipated that the new aerodrome will be ready for use by October 10th. The building construction was in hand and the radio range towers are erected. Here also the old aerodrome is in good shape and landings are being made on it by Lockheed '14' aircraft almost daily. It will be maintained in working order pending completion of the new aerodrome.

FORT NELSON

A well compacted runway 200' wide and 3500' long is now in use and work is progressing on widening this to the full 500'. Rapid progress is being made with the building programme which should be completed by the end of November. In the meantime, messing accommodation is available at the contractor's camp on the site.

WATSON LAKE

A usable landing strip 150' wide and 3000' long was ready by September 3rd. This is rapidly being widened and lengthened to the full size of 500' by 4500' called for by the contract. The approaches are clear from lakeshore to lakeshore and 7000' strip could be obtained here is necessary. Rapid progress has been made with the building s as well, but here also, pending their completion, good living and messing accommodation can be had at the contractor's camp. The power house, garage and radio range station buildings have been built and the tower foundations are in course of construction.

Air Commodore A.A.L. Cuffe,
Air Member Air Staff Division,
Royal Canadian Air Force,
Ottawa, Ontario.

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8 Jan. & 20 June 1974
By: LC Date:

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WHITEHORSE

Construction work on the main landing strip is practically complete and there is ready for use a landing strip 4500' long and 150' wide, complete with bituminous paving. Side strips are now being compacted to give a usable runway 500' wide. This runway could also be very easily extended to 6,000 or 7,000' if necessary. A cross wind landing strip is now being graded and will be left in usuable condition this Fall, although it will not be possible to lay bituminous paving owing to cold weather. Taxi ways and buildings are well advanced and the whole programme is within sight of completion. Erection of the radio range towers started on September 8th.

I hope the above will give a concrete picture of what has been accomplished. In general, no one need hesitate to fly over this route "contact" in its present condition.

The radio ranges will probably be the last items on the programme to be completed owing to the difficulty of obtaining deliveries of the instruments. Delivery is expected to commence on October 15th. Range sets will require to be tested, shipped to destination and installed, all of which will take some time. No range facilities need be expected on this route, therefore, before November 15th, but every effort is being made to complete the installations by the end of November. In the meantime, good 2-way communication is available at each point to give weather reports and permit communication from ground to air.

An inquiry has been made as to the necessity or otherwise of skiis for aircraft using the route this winter. It is fully anticipated that all aerodromes will be kept in good condition for the safe use of aircraft on wheels at all times, although weather conditions may interrupt this for short periods after heavy snowfalls, and there may be from ten days to two weeks in the spring when one or other of the aerodromes are out of commission. Full information on these points will be available at our District Headquarters at Whitehorse and Fort St. John, however, and will be Given to the pilots inquiring for it.

Yours very truly,

/s/ J. A. WILSON
(J. A. Wilson)
Director of Air Services.

P.S.-

I note I have said that messing accommodation is available at our contractor's camps at Watson Lake and Fort Nelson. It might be as well to add that any parties going through by that route at present should take their own bed rolls with them as, until our own accommodation is ready, the contractor might be short of blankets.

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8 Jan. & 20 June 1974
By: ALN/CC LC: Date 11/30/76

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HEADQUARTERS ARMY AIR FORCES

# ROUTING AND RECORD SHEET

(To be filed with correspondence)

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

SUBJECT: Release of Air Corps War Reserve to Russia.

| NO. | FROM | TO | DATE | DATA |
|---|---|---|---|---|
| 3 | Ch. Air Staff | Ch. Air Corps | 1941 8/23 | AAF/A-4, EPS/ich<br>1. While no papers have been received it apparently has been decided to let Russia have this gas.<br>2. Colonel Whitten in the Materiel Division, O.C.A.C., will be contacted when papers arrive.<br>C. S.<br>Chief of the Air Staff |

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OFFICE OF THE CHIEF OF THE AIR CORPS

# ROUTING AND RECORD SHEET

DECLASSIFIED
000 Hrs.
6 Jan. & 30 June 1974
By [illegible] Date 11/30/76

(To be filed with correspondence)

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

SUBJECT: Release of Air Corps War Reserve Fuel to Russia.

CONFIDENTIAL

| NO. | FROM | TO | DATE | DATA |
|---|---|---|---|---|
| 1 | Chief, Materiel Division | Chief of Air Corps and Chief of Army Air Forces<br><br>In turn | 8/19 1941 | 1. At approximately 5:30 PM Monday, August 18th, Mr. Wright Gary of the Department of Interior (Office of Coordination) telephoned Lt. Colonel L. P. Whitten and outlined the following situation, with the request that the Air Corps release the 100 octane fuel, which is in war reserve storage on the West Coast, for the use of Russia:<br><br>a. There will be two Russian tankers on the West Coast within 48 hours.<br><br>b. They require 200,000 to 300,000 barrels of 100 octane fuel.<br><br>c. Refiners on the West Coast can supply this only if the Air Corps will release the war reserve fuel at that point.<br><br>2. Last May 23rd the Air Corps awarded a contract to Standard Oil Company of California for 10,750,000 gallons (approximately 256,000 barrels) of 100 octane fuel to be stored unethylized by the refiner for six months free of charge. This is less than 1/5 of the total quantity (56,000,000 gallons) which the Secretary of War directed the Air Corps to procure and store for war reserve.<br><br>3. Lt. Col. Whitten advised Mr. Wright Gary to submit to the Undersecretary of War a formal request in writing for the release of this fuel. Pending formal action, Lt. Col. Whitten has discussed the matter with General M.S. Fairchild, Col. Sorenson (A-4), and Lt. Col. Craig, War Plans Division of the Air Staff, Lt. Col. George McDonald of the Air Staff, and with the War Plans Division of the General Staff (Col. Donald Wilson and Lt. Col. Charles Bundy). Lt. Col. R. H. Magee, OUSW, was also advised of the request. |

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OFFICE OF THE CHIEF OF THE AIR CORPS

# ROUTING AND RECORD SHEET

(To be filed with correspondence)

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

DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1974
By _____ AC. Date _____

SUBJECT: Release of Air Corps War Reserve to Russia.

CONFIDENTIAL

| NO. | FROM | TO | DATE | DATA |
|---|---|---|---|---|
| | | | | 4. It is the general opinion of the foregoing officers and of the Materiel Division that this fuel can be released without interference to the requirements of the Army Air Forces. The Air Corps has contracts covering current requirements up to January 1, 1942. This Division is taking steps to determine how soon the Standard Oil Company of California can replace this war reserve fuel if it is released.<br><br>5. If released, it is recommended that the fuel be turned in to the S.O. of Cal for credit and that that company negotiate directly with Amtorg Trading Corporation.<br><br>O.P.M.,<br>Chief, Mat. Div. |
| 2. | OCAC | Chief, Army Air Forces | 8-20 1941 | Forwarded for decision of higher authority in view of the fact that proposed action involves the release of war reserve materials. |

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DOD ltrs
8 Jan. & 20 June 1974
By AAF/CC LC. Date 11/30/76

Gasoline Tanks for Canton & Christmas Islands.

AAF/A-4
JYY/mhh

1. AAF S/EC 1941
C/AS 10/31

1. The Chief of the Army Air Forces desires that twelve (12) twenty-five thousand gallon gasoline tanks be diverted from current production for use at Canton Island and twelve (12) tanks of the same kind to be sent to Christmas Island.

1 Incl.-
Radio frm.San.Fran.Cal,
10/26/41 to C/Engr. w/1 ind.

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Disposed
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| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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| Chief of Staff | Secy Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A- WPD | A. Insp. | Budget | Statistics | |
| | EC | | | | | JM | | | | | |
| | | | | | | CJS | | | | | |

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WASHINGTON, D. C.

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DOD Dir
5 Jan. & 30 June 1954
By: [illegible] I.C. Date: 11/24/76

17 WVY

OCTOBER 26 1941

FILED 335 PM

827 P M

From SANFRANCISCO CALIF.

TO: CHIEF OF ENGINEERS

205 TWENTY SIXTH

SECRET RADIO OCT SEVENTEEN FORTYONE FROM WAR DEPT TO CG HAWAIIAN DEPT STATED THAT TWENTY FIVE THOUSAND CAPACITY GASOLINE STORAGE TANKS CAN BE FURNISHED FOR THE SOUTH SEAS AIRFIELDS STOP REQUEST TWELVE TANKS FOR CANTON ISLAND AND TWELVE FOR CHRISTMAS ISLAND BE FURNISHED SOON AS PRACTICABLE STOP SHIPMENT SHOULD BE MADE CARE OF DIST ENGR LOS ANGELES STOP PRIORITY RATING A DASH ONE DASH A HAS BEEN ASSIGNED STOP REQUEST AS MANY OF ABOVE TANKS AS POSSIBLE BE SHIPPED TO ARRIVE LOST ANGELES IN TIME FOR LOADING ON USAT LUDINGTON SAILING NOV TEN STOP SALT WATER AQUA SYSTEM IS TO BE INSTALLED AT BOTH CANTON AND CHRISTMAS ISLANDS STOP RADIO ADVICE REQUESTED PROBABLE DATES OF SHIPMENT

MATHESON ACTING

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DOD Dir.
4 Jan. & 30 June 1974
By [illegible] Date 11/30/76

666 (Hawaii-Philippines)8

Subject: Request shipment of tanks for Canton & Christmas Island. (Tel. S.P.D. to C. of E., 10/26/41).

1st Ind. S-N

Office, C. Of E., October 28, 1941.

TO THE CHIEF OF THE AIR CORPS.
(Attention Major C. H. Woolley).

1. It is requested that the twenty-four tanks referred to in basic radiogram be shipped at the earliest practicable date to the District Engineer, U. S. Engineer Office, 751 S. Figueroa Street, Los Angeles, California.

2. Advice is requested of the probable date of shipment and the anticipated date of arrival of the tanks at Los Angeles.

For the Chies of Engineers:

s/J. L. Person,
Major, Corps of Engineers,
Assistant Chief, Construction Section

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Fuel, Oil & Gasoline #74

~~CONFIDENTIAL~~

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DOD ltrs
8 Jan. & 20 June 1974
By: [illegible] LC. Date: 11/30/76

SECRETARY
Room 4848
Navy Department Building

THE AERONAUTICAL BOARD
WASHINGTON

OK

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

A.B. No. 530
~~CONFIDENTIAL~~

October 29, 1941.

388

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MEMORANDUM FOR The Secretary of War
The Secretary of the Navy

Copies to The Assistant Secretary of War for Air
The Assistant Secretary of the Navy for Air
The Chief of Air Corps
The Chief of Bureau of Aeronautics

SUBJECT: 100 octane gasoline production facilities situation.

Reference: (a) Aeronautical Board Memo. A.B.No. 527, ~~CONFIDENTIAL~~, of 15 October, 1941.

Based upon information obtained from the Refineries Division of the Petroleum Coordination Office, the following statement of the 100 octane gasoline production facilities situation, as of October 28, 1941, is submitted for information:

(a) Existing refinery facilities for 100 Octane Gasoline - - - - - - - - - 43,278 bbls. per day

(b) Additional facilities under construction, to be completed on or before July 1, 1942: 14,136 bbls. per day

| | |
|---|---|
| (Humble, Texas - - - - - | 700 |
| Phillips, Texas - - - | 3250 |
| Gulf, Texas - - - - - | 490 |
| Sinclair, Houston - - | 1800 |
| Texas, Port Arthur - | 572 |
| Shell, Houston - - - | 1107 |
| Shell, Wood River - - | 1500 |
| Shell, Calif.- - - - | 300 |
| Union, Calif.- - - - | 100 |
| Socal, Calif.- - - - | 3142 |
| Standard Oil (Ind.) | 380 |
| Standard Oil (Ohio) | 270 |
| Standard Oil (N.J.) Linden, N. J. - - | 525) |

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(c) Additional facilities for which Priorities for materials have been authorized with A-1-a Priorities.

None

(d) Additional facilities for which request for A-1-a Priorities are ready for submission but not yet authorized. (It is doubtful whether these facilities can be brought in before July 1st, however, they can be made available early in F.Y. 1943).

| | | |
|---|---|---|
| Gulf, Port Arthur | 3000 | |
| Standard, California | 7000 | (?) |
| Sinclair, E. Chicago | 690 | |
| Richfield, Calif. | 1516 | |
| Cities Service, E. Chicago | 1200 | |
| | 13,406 bbls. per day | |

(e) Facilities which can be made available but will require financing. (Office of the Refineries Division of Petroleum Coordinator's Office, prefers to withhold recommending government financing for these companies for the time being).

| | |
|---|---|
| Douglas, Calif. | 500 |
| Southport | 1560 |
| Signal, Calif. | 1750 |
| Petroleum Chemicals, Calif. | 1070 |
| Pontiac, Texas | 4687 |
| Resolute, Great Falls, Mont. | 720 |
| Terminal, Texas | 1200 |
| | 11,487 bbls. per day |

(Premier Oil Company of Louisiana, - 2500 bbls., mentioned in reference (a), has been removed from this list due to production difficulties in the Louisiana location).

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2. Additional facilities are capable of being brought into production at a future date but not before July, 1942:

| | |
|---|---|
| Atlantic, Phila. | 1850 |
| Sinclair, Penn. | 775 |
| Socony, Brooklyn | 660 |
| Paulsboro, N. J. | 696 |
| Standard Oil, N. J., Linden | 1372 |
| Sun, Penn. | 4575 |
| Tidewater, N. J. | 1170 |
| Standard Oil. La. | 2799 |
| Pure Oil, Nederland, Texas | 2132 |
| Pan American, Texas City | 1540 |
| Atlantic, Texas | 1180 |
| Crown Central, Houston, Texas | 700 |
| Magnolia, Ft. Worth | 700 |
| Shell, Norco, La. | 790 |
| | 20,149 bbls. per day |

3. Completion of the British owned Anglo-Iranian Company Refinery at Abadan with a capacity of 7,400 barrels per day is not expected before January, 1943.

By direction of the Aeronautical Board:

JARVIS BUTLER
Secretary.

OCT 30 1941

WAR DEPARTMENT
ADMINISTRATIVE
ASSISTANT

air adj 463.7 (52)
OCS/16071-33

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DOD ltrs.
8 Jan. & 20 June 1974
By: ALN/CC LC. Date: 11/30/76

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Initial and Annual Requirements of 100 Octane Aviation Fuel in the Philippine Area.

AAF/A-3
RLN-3e

463.7 (49) B

| | | | | |
|---|---|---|---|---|
| 1. | AAF<br>C/AS | OCAC | 1941<br>11-26 | 1. Reference is made to RAR sheet Materiel Division to Chief of Air Staff thru: Office, Chief of Air Corps, dated October 28, 1941, subject: Initial and Annual Requirements of 100 Octane Aviation Fuel in the Philippine Area.<br><br>2. In Item 4, under heading transit bases four islands were included by error. Strike out Johnston Island, Fanning Island, Jarvis Island and Howland Island. |

Dispatched
NOV 27 1941
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C.S.
C/AS

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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| Chief of Staff | Secy Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A- WPD | A. Insp. | Budget | Statistics | |
| | [signature] | | | | [signature] | | | | | | |
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Air AS 463.7 (49) B

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DOD Ltr
8 Jan. & 20 June 1974
By: AWTCC LC Date 11/30/76

Initial and Annual Requirements of 100 Octane Aviation Fuel in the Philippine Area.

463.7 (49)

AAF/A-4
JYY/mmb

5. AAF 1941
C/AS C/AC 11/21

1. Inviting attention to Item #3, which gives the number of gallons of gasoline required at various types of bases on route to the Philippines and to Item #4 which gives the categories into which the bases have been divided;

2. It is requested necessary action be taken to accomplish at the earliest practicable time the stockage of gasoline and oil required at these bases inasmuch as this route is to be placed in operation by January 1, 1942.

CS
C/AS

Dispatched
NOV 24 1941
AAG

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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| Chief of Staff | Sec'y Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | |
| | EPC | | | | | [signature] | | | | | |
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Office of the Chief of the Air Corps

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Dir.
5 Jan. & 30 June 1974
By [illegible] S.C. Date 11/30/76

Subject: Initial and Annual Requirements of 100 Octane Aviation Fuel in the Philippine Area.

OCAC/4-G HWH:dmi

| | | | | |
|---|---|---|---|---|
| 1. | OCAC | C/AS Thru T&O Col. Ferson | 1941 10-28 | 1. This Division has done considerable exploration work regarding potential supplies of 100 octane aviation fuel in the N. E. I. and the area adjacent to the Philippines.<br><br>2. The Asiatic Petroleum Company and the Standard Vacuum Oil Company have cooperated fully in this work by furnishing complete information on their facilities which can be made available to the Air Corps.<br><br>3. It is now essential that these companies be advised as to the Air Corps requirements in this area for at least the next twelve months, and preferably the next eighteen to twenty-four months.<br><br>4. This information will enable these companies to plan their production shedules, storage requirements, and the necessary transportation for moving the fuel to points of consumption.<br><br>5. It is requested that estimated requirements be furnished this Division as soon as possible.<br><br>O.P.E.<br>C/MAT |
| 2 | (3-C6) Exec. | C/AS | 1941 10-28 | 1. Inviting attention to Comment 1, above. Request action taken in accordance therewith be coordinated with T & O Division (Colonel Ferson).<br><br>O. S. Ferson,<br>Lt. Colonel, A.C.,<br>Project Officer. |

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DOD ltrs
6 Jan. & 20 June 1974
By: [illegible] LC Date 11/30/76

Initial and Annual Requirements of 100 Octane Aviation Fuel in the Philippine Area.

| | | | | |
|---|---|---|---|---|
| 4 | AAF | AAF | 1941 | 3. The A-3 division concurs in your estimate expressed |
| Cont. | A-2 | A-4 | 11-18 | in Paragraph 7, Comment 3. |

E. L. N.
C/A-3

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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DOD ltrs.
8 Jan. & 30 June 1974
By: AAF/CC LC, Date 11/30/76

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

File No. .....

Tally No. AAF .....

SUBJECT: Initial and Annual Requirements of 100 Octane Aviation Fuel in the Philippine Area.

1003

AAF/A-3
DLP-ek

| NO. | FROM | TO | DATE | COMMENTS |
|---|---|---|---|---|
| 4 | AAF A-3 | AAF A-4 | 1941 11-18 | 1. Reference comment 3, Paragraph 8, it is recommended that the following bases be designated as indicated: |

Combination BASES
Townsville, Australia
Rabaul
Port Moresby, New Guinea
Port Darwin, Australia

Transit BASES

| | |
|---|---|
| Hickam Field | ~~Tafuna, Tutuila Island~~ Samoa |
| Midway Island | Nandi, Suva, Fiji Island |
| Wake Island | Efate, New Hedrides out |
| Johnston Island | Koumac, New Caledonia |
| Palmyra Island (Navy) | Plainnes de Gaiacs, New Caledonia |
| Fanning Island | De Vernoue, New Caledonia |
| Christmas Island | Rockhampton, Australia out |
| Jarvis Island | Bougaineville Island out |
| Howland Island | Kendari, Celebes |
| Canton Island | Ambon, D. E. I. |

Noumea 1 place only

2. Reference comment 3, Paragraph 9, General MacArthur provided the following information in his radio No. 827, dated November 11, 1941:

"For planning the present basis comprises:

a. Beginning at base at Townsville establishment of ferry route suitable for pursuit.

b. Development of base at Townsville and operating airdromes at Rabaul, Port Moresby and Darwin with a view to initiation of familiarization and training flights over the area with ultimate objective of preparing a comparatively small number of heavy bombers for operations to cover sea lanes accessible therefrom. Expansion of North Australian facilities to permit of operation of a force of strength approaching 50% of that now proposed for Philippines not contemplated but possible in eventual development."

No additional information is available at this time.

(Do not use reverse side)

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

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CANADA UNITED STATES

PERMANENT JOINT BOARD ON DEFENSE

WASHINGTON

288

PJBD 107-3 October 27, 1941

463.7 48

NOTE FOR RECORD:

Subject: Newfoundland--Aviation Gasoline Supply.

1. Reference is made to PJBD 107-3, Subject: Newfoundland Airport, October 27, 1941 and memorandum from the Chief, Army Air Forces to the Senior Army Member, PJBD, October 16, 1941--Subject: Aviation Gasoline for Newfoundland.

2. With reference to the above, Colonel Clark, Air Corps Building and Ground Section, was requested to make necessary arrangements to insure that facilities would be provided for transferring Aviation Gasoline from tankers to storage tanks and from storage tanks to tank cars at Argentia and that arrangements should also be made to insure that gasoline can be promptly transferred from tank cars to under-ground and above-ground storage at Newfoundland Airport. It was suggested that Colonel Clark coordinate with interested activities.

3. Colonel Clark telephoned October 27, 1941 that he had contacted the Air Corps Material Division who would take care of arrangements with the Navy at Argentia and that Colonel Clark would handle the technical arrangements at Newfoundland Airdrome, direct with Group Captain Collard.

By direction of General Embick.

CLAYTON BISSELL,
Lt. Col., G.S.C.

Col. Sorensen
Col. Clark (In Turn)
For your information.
By direction of General Embick:

C.T.

A11-12[illegible]

air AF 463.7

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WAR DEPARTMENT

Office of The Chief of The Army Air Forces

Washington

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DOD Ltrs.
8 Jan. & 30 June 1954
By: ALN/CC LC: Date 11/30/76

October 16, 1941

MEMORANDUM FOR THE SENIOR, ARMY MEMBER OF THE PERMANENT JOINT BOARD ON DEFENSE, CANADA-UNITED STATES:

Subject: Aviation Gasoline for Newfoundland.

1. Recommendations:

a. The U. S. Army Air Corps to procure 1,000,000 gallons of aviation gasoline (100 Octane) and fill the R.C.A.F. 1,000,000 gallon storage tanks at Newfoundland Airport (Gander Lake). Installation of these storage tanks is estimated for completion about January 15, 1942.

b. All aviation gasoline to be shipped in "tankers" instead of drums and unloaded at ports where it can be transhipped in tank cars to storage points. The U. S. Army has 50 each 5000-gallon tank cars in Newfoundland.

c. Arrangements to be made with the U. S. Navy for the transfer of gasoline from "tankers" to U. S. owned "tank cars" at the Argentia Naval Base. Gasoline thence to be moved by rail in tank cars to the various storage points.

d. 350,000 gallons of aviation gasoline required to fill storage tanks at U. S. Army Base, Stephenville to be shipped by tankers to Argentia and thence transhipped by tank cars, when tanks are ready for filling. It is estimated that these tanks will not be ready for filling until spring, 1942.

2. Arrangements are being made to place 25,000 gallons aviation gasoline (100 octane), a proportionate amount of oil, a gasoline servicing truck, and snow removing equipment at the U. S. Army Base, Stephenville for operations this winter.

For the Chief of the Army Air Forces:

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

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CANADA DECLASSIFIED UNITED STATES

PERMANENT JOINT BOARD ON DEFENSE

WASHINGTON

293

PDB 107-3 October 27, 1941

463.7 (48)

NOTE FOR RECORD:

Subject: Newfoundland--Aviation Gasoline Supply.

1. Reference is made to PDB 107-3, Subject: Newfoundland Airport, October 27, 1941 and memorandum from the Chief, Army Air Forces to the Senior Army Member, PDB, October 16, 1941--Subject: Aviation Gasoline for Newfoundland.

2. With reference to the above, Colonel Clark, Air Corps Building and Ground Section, was requested to make necessary arrangements to insure that facilities would be provided for transferring Aviation Gasoline from tankers to storage tanks and from storage tanks to tank cars at Argentia and that arrangements should also be made to insure that gasoline can be promptly transferred from tank cars to under-ground and above-ground storage at Newfoundland Airport. It was suggested that Colonel Clark coordinate with interested activities.

3. Colonel Clark telephoned October 27, 1941 that he had contacted the Air Corps Materiel Division who would take care of arrangements with the Navy at Argentia and that Colonel Clark would handle the technical arrangements at Newfoundland Airdrome, direct with Group Captain Collard.

By direction of General Embick.

CLAYTON BISSELL,
Lt. Col., G.S.C.

Army Air Forces for information.

By direction of General Embick:

CB
C.B.

an AG 463.7 (48)

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DOD Ltr
8 Jan. & 20 June 1974
By [illegible] 11/22/76

WAR DEPARTMENT

Office of The Chief of The Army Air Forces

Washington

October 16, 1941

MEMORANDUM FOR THE SENIOR ARMY MEMBER OF THE PERMANENT JOINT BOARD ON DEFENSE, CANADA-UNITED STATES:

Subject: Aviation Gasoline for Newfoundland.

1. Recommendations:

a. The U. S. Army Air Corps to procure 1,000,000 gallons of aviation gasoline (100 Octane) and fill the R.C.A.F. 1,000,000 gallon storage tanks at Newfoundland Airport (Gander Lake). Installation of these storage tanks is estimated for completion about January 15, 1942.

b. All aviation gasoline to be shipped in "tankers" instead of drums and unloaded at ports where it can be transhipped in tank cars to storage points. The U. S. Army has 50 each 5000-gallon tank cars in Newfoundland.

c. Arrangements to be made with the U. S. Navy for the transfer of gasoline from "tankers" to U. S. owned "tank cars" at the Argentia Naval Base. Gasoline thence to be moved by rail in tank cars to the various storage points.

d. 350,000 gallons of aviation gasoline required to fill storage tanks at U. S. Army Base, Stephenville to be shipped by tankers to Argentia and thence transhipped by tank cars, when tanks are ready for filling. It is estimated that these tanks will not be ready for filling until spring, 1942.

2. Arrangements are being made to place 25,000 gallons aviation gasoline (100 octane), a proportionate amount of oil, a gasoline servicing truck, and snow removing equipment at the U. S. Army Base, Stephenville for operations this winter.

For the Chief of the Army Air Forces:

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

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air AF 463.7 (48)

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SECRET

DECLASSIFIED
DOD ltr
8 Jan. & 20 June 1974
By: ALN/CC LC. Date 11/30/76

PARAPHRASE OF SECRET radiogram to Commanding General, USAF, Far East, Manila, P.I., November 1, 1941. M. C. No. 456

100 octane fuel in leased commercial storage in the Philippines will be unleaded. All gasoline delivered to Air Corps storage in your command will be leaded and delivered partially in bulk and partially in drums. For the purpose of preserving octane rating, Air Corps bulk storage should be kept filled. Drum storage has the advantage of wide dispersion and easy transportation, and the disadvantage of loss of octane rating. Large amounts of gasoline will be shipped in drums, and provided the storage in the drums does not exceed 18 months after arrival in the Philippines, as many drums as you desire may be kept filled. The dimensions of the 25,000 gallon tank are as follows: Outside diameter is 10 feet 7 inches; openings as follows: One 2-inch tank flange; 1 3-inch tank flange; 1 6-inch tank flange. One manhole with 15 3/4 inches inside diameter. 1 3-inch and 1 6-inch pipe permanently installed in and extended to within 6 inches 6 inches of botom of tank. This reference your 653, October 24.

463.7 (46)

INFORMATION

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DECLASSIFIED
DOD Dir.
5 Jan. & 20 June 1974
By: [illegible] LC: Date: 11/30/76

AAF/A-4
JYY/mhh
(Written Oct. 31, 1941)

NOV 1 1941

#456 sent Nov. 1/41

463.7 (46)

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Gasoline Storage, Philippine Islands.

The Secretary of War directs that a secret radiogram substantially as follows, be sent to the Commanding General, United States Army Forces in the Far East:

REURAD NUMBER SIX FIVE THREE OCTOBER TWENTY FOURTH PERIOD TOTAL LENGTH OF TWENTY FIVE THOUSAND GALLON TANK IS FORTY FEET AND SIX AND ONE FOURTH INCHES PERIOD OUTSIDE DIAMETER IS TEN FEET SEVEN INCHES PERIOD OPENINGS ARE AS FOLLOWS COLON ONE SIX INCH TANK FLANGE SEMICOLON ONE TWO INCH TANK FLANGE SEMICOLON ONE THREE INCH TANK FLANGE SEMICOLON ONE SIX INCH AND ONE THREE INCH PIPE PERMANENTLY INSTALLED IN AND EXTENDED TO WITHIN SIX INCHES OF BOTTOM OF TANK PERIOD ONE MANHOLE WITH FIFTEEN AND THREE FOURTHS INCHES INSIDE DIAMETER PERIOD ONE HUNDRED OCTANE FUEL IN LEASEDCOMMERCIAL STORAGE IN THE PHILIPPINES WILL BE UNLEADED PERIOD ALL GASOLINE DELIVERED TO AIR CORPS STORAGE IN YOUR COMMAND WILL BE LEADED PERIOD PART OF THIS GASOLINE WILL BE DELIVERED IN BULK AND PART IN DRUMS PERIOD AIR CORPS BULK STORAGE SHOULD BE KEPT FILLED FOR PURPOSE OF PRESERVING OCTANE RATING PERIOD LARGE

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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|
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DOD ltr
8 Jan. & 20 June 1974
By: _____ I.C. Date: _____

QUANTITIES OF GASOLINE WILL BE SHIPPED IN DRUMS AND AS MANY DRUMS AS YOU DESIRE MAY BE KEPT FILLED PROVIDED THE PERIOD OF STORAGE IN DRUMS DOES NOT EXCEED EIGHTEEN MONTHS AFTER ARRIVAL IN THE PHILIPPINES PERIOD DRUM STORAGE HAS THE DISADVANTAGE OF LOSS OF OCTANE RATING AND THE ADVANTAGE OF WIDE DISPERSION AND EASY TRANSPORTATION END

For the Chief of The Air Staff

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

MEMORANDUM FOR RECORD: In secret radiogram 653, October 24, 1941, from the Commanding General, United States Army Forces in the Far East, inquired as to the dimensions and other characteristics of the 25,000 gallon fuel tank. He also desired information as to whether the gasoline to be delivered to his command would be leaded and also as to whether the gasoline would be shipped in bulk or in drums. This telegram is designed to answer the questions raised.

| 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 | | | | | EPC | | | | | |
| | | | | | | | | | | | |



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OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND RECORD SHEET

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DOD Dir.
8 Jan. & 30 June 1974
By: [illegible] Date: 11/30/76

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

[redacted]

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

Tally No. AAF/ - - - - -

Subject: Gasoline Storage, Philippine Department.

402

| NO. | FROM | TO | DATE | COMMENTS |
|---|---|---|---|---|
| 4. | C/AC | AAF | 1941 10/29 | 1. Forwarded. AAB For M. S. F. Executive |

463.7 (45)

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

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Page No.
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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

10/24

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DECLASSIFIED
DOD ltrs.
6 Jan. & 20 June 1974
By: ASW/CC LC: Date 11/30/76

File No. .....

Tally No. AAF .....

SUBJECT: Gasoline Storage, Philippine Department.

| NO. | FROM | TO | DATE | COMMENTS |
|---|---|---|---|---|
| 1. | AAF<br>C/AS | C/AC | 1941<br>10/23 | AAF/A-4<br>JYY/mhh<br><br>1. Reference the attached communication, above subject, of which request is made to reduce the fund set up for gasoline storage from $2,000,000 to $1,000,000. You are informed that the ultimate requirements for storage in the Philippine Islands will greatly exceed that which is now provided for, even if the entire $2,000,000 allotted is expended for this purpose.<br><br>2. Therefore, it is desired that no reduction be made. The Chief of the Army Air Forces further desires that plans be made to expend the entire sum for providing gasoline storage in the Philippine Islands in accordance with the plans which should be developed by your office as a result of collaboration between the Materiel Division and the Buildings and Grounds Division.<br><br>1 Incl. -<br>Memo for C/AAF<br>dated 10/18/41<br><br>CS<br>C/AS |
| 2 | C/AC | B & G | 10/25 | For appropriate action. B/Hm. |
| 3 | B & G | C/AC | 10/29 | (12-PM3) DGS:fee<br><br>1. In accordance with paragraph 2 of No. 1 above, funds in the amount of $2,000,000 have been reserved for allotment to the Department Engineer, Philippine Department for gasoline storage installation.<br><br>J. C. S.<br>Executive, Buildings & Grounds Division. |

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

Page No. SECRET

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

633

(12-PM 12) 110

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

October 18, 1941

MEMORANDUM FOR: The Chief of the Army Air Forces
Attention: A-4

SUBJECT: Gasoline Storage, Philippine Department.

1. On the basis of an informal conversation, Office Chief of Engineers with Chief of the Army Air Forces A-4, a reservation in the amount of $2,000,000 was made under Parking Storage Areas Reserve Airplane - Public 29, for Gasoline Storage in the Philippine Island. This reservation was made on the basis of $1.00 per gallon for $2,000,000 gallons which included the installation of dispensing systems. The present plan for this storage calls for bulk storage for which a dispensing system will not be needed. The cost per gallon is thus reduced to $ .50 per gallon for 2,000,000 gallons or a total of $1,000,000.

2. It is, therefore, requested that authorization be granted for the reduction of the reserve for $2,000,000 to $1,000,000.

3. It is further requested this office be informed of the action taken.

Hq. Army Air Forces
OCT 20 1941
AAG RECEIVED

For the Chief of the Air Corps:

Frank M. Kennedy

Frank M. Kennedy,
Colonel, Air Corps,
Chief, Buildings & Grounds Division

XM-WDB

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DOD ltrs
8 Jan. & 20 June 1974
By: AWJ/CC LC. Date: 11/30/76

Gasoline Storage, Philippine Department.

1. AAF 1941 AAF/A-4
C/AS C/AC 10/23 JYY/mhh

1. Reference the attached communication, above subject, of which request is made to reduce the fund set up for gasoline storage from $2,000,000 to $1,000,000. You are informed that the ultimate requirements for storage in the Philippine Islands will greatly exceed that which is now provided for, even if the entire $2,000,000 allotted is expended for this purpose.

2. Therefore, it is desired that no reduction be made. The Chief of the Army Air Forces further desires that plans be made to expend the entire sum for providing gasoline storage in the Philippine Islands in accordance with the plans which should be developed by your office as a result of collaboration between the Materiel Division and the Buildings and Grounds Division.

Air AG 463.7 (45)

1 Incl. -
Memo for C/AAF
dated 10/18/41

CS
C/AS

Dispatched
OCT 24 1941
AAG

COPY FOR:
AIR ADJ. GEN.

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5021 (12-PH 12)

OFFICE OF THE CHIEF OF THE AIR CORPS

WASHINGTON

October 18, 1941

MEMORANDUM FOR: The Chief of the Army Air Forces
Attention: A-4

SUBJECT: Gasoline Storage, Philippine Department.

1. On the basis of an informal conversation, Office Chief of Engineers with Chief of the Army Air Forces A-4, a reservation in the amount of $2,000,000 was made under Parking Storage Areas Reserve Airplane - Public 29, for Gasoline Storage in the Philippine Island. This reservation was made on the basis of $1.00 per gallon for 2,000,000 gallons which included the installation of dispensing systems. The present plan for this storage calls for bulk storage for which a dispensing system will not be needed. The cost per gallon is thus reduced to $ .50 per gallon for 2,000,000 gallons or a total of $1,000,000.

2. It is, therefore, requested that authorization be granted for the reduction of the reserve for $2,000,000 to $1,000,000.

3. It is further requested this office be informed of the action taken.

For the Chief of the Air Corps:

/s/ Frank M. Kennedy,
Colonel, Air Corps,
Chief, Buildings & Grounds Division

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5 Jan. & 30 June 1974
By: [illegible] Date: 11/30/76

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PARAPHRASE

of a

[illegible]/bjs - 1713.

SECRET CABLEGRAM

AG 452.1 (10-21-41)MS

October 21, 1941.

From Honolulu

To The Adjt. Genl.

Honolulu Number 871 October 21st.

Adequate oil and gasoline supply spotted Darwin October 20, 1941, advance agent that station reports. Above reference your 202 of 9th.

Short

Received in Foreign Liaison Section
3:54 p.m., 10/22/41

ACTION COPY TO A-MPD

Distribution:

Air Forces

Air Adjutant General - 3 cys

(2)

Air Forces

[illegible]
T & O - Attention: Col. Forsen
Air Intel.Sec., Intel.Div.

463.7 (42)

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AAF/A-4
JYY/mwb

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DOD ltrs.
8 Jan. & 20 June 1974
By AWJ/cc LC. Date 11/30/76

Written Oct. 22, 1941

OCT 23 1941

463.7 (41)

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Aviation Gasoline in the Far East.

The Secretary of War directs that a secret cablegram, substantially as follows, be sent to the Commanding General, United States Forces in the Far East:

REFERENCE YOUR CABLEGRAM OCTOBER TWENTY COMMA SIX THOUSAND DRUMS AVIATION GASOLINE WITH PROPORTIONATE AMOUNT OF OIL WILL BE DISPATCHED TO ROCKHAMPTON AS RECOMMENDED BY YOU PERIOD DUE TO POOR HARBOR AT ROCKHAMPTON IT WILL PROBABLY BE NECESSARY TO DISCHARGE THIS GASOLINE AND OIL AT BRISBANE AND MOVE IT TO ROCKHAMPTON BY RAIL END

For the Chief of the Army Air Forces:

Incl.
Cy. Radio No. 623
dated Oct.20, 1941
from Manila.

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

Dispatched
OCT 23 1941
AAG

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5 Jan. & 20 June 1974
By [illegible] LC, Date 11/20/76

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EHB BJS 1712

ACTION COPY

RADIOGRAM

AG 463.7 (10-20-41) NC

October 20, 1941

FROM MANILA

TO THE ADJUTANT GENERAL

MANILA NO. 623 OCTOBER 20TH

RECOMMEND PROPOSED SHIPMENT OF SIX THOUSAND DRUMS OF GASOLINE TO ROCKHAMPTON BE CONSUMMATED SINCE AIR DEPOT WILL REQUIRE STOCK OF GASOLINE AND THAT LOCATION WILL BE SATISFACTORY FOR RESHIPMENTS IN THE AUSTRALIA DASH NEI AREA. REURAD TWO EIGHTY SIX AND MY FIVE FORTY THREE

MACARTHUR

463.7 (41)

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DOD ltrs
6 Jan. & 20 June 1974
By [illegible] Date 11/30/76

AAF/A-4
JTY/mhh
(Written Oct. 17, 1941)

OCT 20 1941

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Gasoline Storage in the Philippine Islands.

The Secretary of War directs that a secret radiogram, substantially as follows, be sent to the Commanding General, United States Forces in the Far East:

REURAD DATED OCTOBER FOURTEENTH COMMA WAR RESERVE STORAGE AVIATION GASOLINE FOR AUGMENTED AIR FORCES IN YOUR COMMAND WILL ULTIMATELY EXCEED FIFTEEN MILLION GALLONS PERIOD THEREFORE IT IS BELIEVED ADVISABLE TO CONTINUE SHIPMENTS OF EIGHTY TWENTY FIVE THOUSAND GALLON GASOLINE TANKS COMMA THIRTY FOUR OF WHICH ARE ENROUTE BY WATER AND BALANCE WILL SOON BE ENROUTE PERIOD NECESSARY ARRANGEMENTS HAVE BEEN MADE FOR SHIPPING TO HANDLE THESE EIGHTY TANKS PERIOD IF NOT REQUIRED IMMEDIATELY COMMA THESE TANKS ALMOST CERTAIN TO BE NEEDED LATER PERIOD DOLLY EQUIPMENT FOR HANDLING THESE TANKS WILL BE DISPATCHED AT EARLIEST PRACTICABLE DATE PERIOD SITUATION HERE WITH REFERENCE TO SUPPLYING STEEL PLATES FOR ASSEMBLY OF FIVE THOUSAND GALLON TANKS THERE IS SERIOUS ~~PERIOD~~ PERIOD SHORTAGE OF STEEL AND OPERATION OF PRIORITIES SYSTEM WILL DELAY SHIPMENT OF THIS MATERIEL INDEFINITELY PERIOD GENERAL BRERETON NOW ENROUTE TO YOUR COMMAND

Air AG 463.7 (40)

SECRET

Copy for: Air Adj. Gen.

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DOD ltrs
6 Jan. & 20 June 1974
By [illegible] LC. Date 11/30/76

IS FAMILIAR WITH THIS SITUATION PERIOD EVERY EFFORT BEING MADE TO SECURE THIS MATERIEL FOR FUTURE USE PERIOD REQUEST ESTIMATES OF PUMPS COMMA PIPING AND FITTINGS ON ASSUMPTION THAT TWENTY FIVE THOUSAND GALLON TANKS WILL BE ONLY ONES AVAILABLE FOR THE NEXT FOUR TO SIX MONTHS. PERIOD

For the Chief of the Army Air Forces:

Dispatched
OCT 20 1941
AAG

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

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DOD Dir.
5 Jan. & 30 June 1976
By [illegible] Date 11/30/76

PARAPHRASE

OCTOBER 14 No. 892 FROM PHILIPPINES TO ADJUTANT GENERAL REGRAD 285 AND 294 THE 25,000 GALLON GASOLINE TANKS BELIEVED TOO BIG DUE TO TROUBLE HANDLING AND TRANSPORTING TO OUTLYING FLYING FIELDS AS WELL AS REQUIREMENT FOR SHIPPING SPACE. THIS MAKES THESE TANKS IMPRACTICABLE. DESIRE NUMBER 25,000 GALLON TANKS BE KEPT DOWN TO SUCH AS HAVE ALWAYS BEEN SHIPPED. THESE WILL BE USED CLOSE TO MANILA. TRAILER EQUIPMENT FOR MOVING THESE TANKS IS NEEDED. CAN PROCURE LOCALLY 140 TWO HUNDRED GALLON TANKS. DESIRE THAT TANK STORAGE ABOVE THIS 420,000 GALLONS AND THE 25,000 GALLON TANKS ENROUTE BE PROVIDED BY SENDING US ENOUGH 5000 GALLON TANKS IN FORM OF PLATES OR KNOCKED DOWN FOR ASSEMBLY. THIS TO CONSERVE SHIPPING SPACE. INFORM US SIZE, NUMBER, OF TANKS SHIPPED. UPON RECEIPT THIS INFORMATION RELIST OF PUMPS PIPING AND FITTINGS WILL BE FURNISHED.

MACARTHUR

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FROM WAR DEPARTMENT
BUREAU Air Corps Hq, Army Air Forces
DIVISION

# TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

DECLASSIFIED
DOD Ltr.
8 Jan. & 30 June 1974
By [illegible] LC Date 11/30/76

October 18, 1941

HIGHEST PRIORITY IN TRANSMISSION

Air Att 463.7 (38)

MR JOHN G WINANT

AMERICAN EMBASSY

LONDON

A DASH FOUR NUMBER THIRTEEN

MR PIERCY OF THE BRITISH PETROLEUM MISSION WASHINGTON ADVISED AIR CORPS BY LETTER SEPTEMBER NINTEENTH THAT AIR MINISTRY LONDON HAD RELEASED NINETY THOUSAND BARRELLS HUNDRED OCTANE AVIATION FUEL LOCATED AT PALEMBANG DUTCH EAST INDIES FOR USE OF U S IN PHILIPPINES PERIOD WE HAVE BEEN INFORMED BY STANDARD VACUUM OIL COMPANY THAT A BRITISH TANKER IS NOW AT PALEMBANG FOR LOADING THIS GASOLINE FOR TRANSPORTATION TO BRITISH PORTS PERIOD THIS GASOLINE ABSOLUTELY INDISPENSIBLE FOR MOVEMENT TO AND OPERATIONS OF OUR B DASH SEVENTEENS IN THE PHILIPPINES PERIOD REQUEST IMMEDIATE ACTION TO PREVENT LOADING OF THIS FUELD ON BRITISH TANKER AND TO INSURE ITS CONTINUING AVAILABILITY TO THE UNITED STATES END

Dispatched 12:10
OCT 18 1941
AAG

STIMSON

MOST URGENT

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air att 463.7 (38)

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DOD ltrs
8 Jan. & 20 June 1974
By: [illegible] LC Date 11/30/76

October 18, 1941

SUBJECT: Transmittal of Radiogram

TO: The Adjutant General

It is requested that a SECRET radiogram, attached hereto and paraphrased below, be transmitted to the Commanding General, Hawaiian Department, and to the Commanding General, Philippine Department.

"Have received information from Singapore that 12,000 gallons 90 octane aviation gasoline and 1,000 gallons SAE oil available on Horn Island."

For the Chief of the Army Air Forces:

Sgd. Wm. W. Dick
WILLIAM W. DICK
Lt. Col., A.G.D.
Air Adjutant General

1 Incl.
radio.

Dispatched
OCT 18 1941
AAG

SECRET

Air AG 463.7 (37)

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DOD ltrs.
6 Jan. & 20 June 1974
By AWCC LC; Date 11/30/76

PARAPHRASE

of a

~~SECRET~~ RADIOGRAM

Received at the War Department 1:57 PM Oct. 16, 1941

From: Singapore, Via Manila

To: MILID Oct. 15, 1941 UNNUMBERED

INFORMATION COPY

Available on Horn Island are 12,000 gallons Ninety Octane aviation gasoline and 1,000 gallons oil SAE one twenty.

Brink

463.7 (36)

Distribution:

Air Corps (Action copy)
Record Section

Received in Foreign Liaison Section
2:55 p.m., 10/17/41

Distribution:

Air Forces

Air Adjutant General - 3 cys. ✓

(2)

Air Corps

Materiel
T & O (Attention: Col. Ferson)
Air Intel. Sec., Intel. Div.

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Air AG 463.7 (36)

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DOD ltrs
6 Jan. & 20 June 1974
By: AWC LC Date 11/30/74

SECRET

AAF/A-4
CEC/mmb

Written Oct. 15, 1941

OCT 16 1941

463.7
35

MEMORANDUM FOR THE SENIOR ARMY MEMBER OF THE PERMANENT JOINT BOARD ON DEFENSE, CANADA—UNITED STATES:

Subject: Aviation Gasoline for Newfoundland.

1. Recommendations:

a. The U. S. Army Air Corps to procure 1,000,000 gallons of aviation gasoline (100 Octane) and fill the R.C.A.F. 1,000,000 gallon storage tanks at Newfoundland Airport (Gander Lake). Installation of these storage tanks is estimated for completion about January 15, 1942.

b. All aviation gasoline to be shipped in "tankers" instead of drums and unloaded at ports where it can be transhipped in tank cars to storage points. The U. S. Army has 50 each 5000-gallon tank cars in Newfoundland.

c. Arrangements to be made with the U. S. Navy for the transfer of gasoline from "tankers" to U. S. owned "tank cars" at the Argentia Naval Base. Gasoline thence to be moved by rail in tank cars to the various storage points.

d. 350,000 gallons of aviation gasoline required to fill storage tanks at U. S. Army Base, Stephenville to be shipped by tankers to Argentia and thence transhipped by tank cars, when tanks are ready for filling. It is estimated that these tanks will not be ready for filling until spring, 1942.

2. Arrangements are being made to place 25,000 gallons aviation gasoline (100 octane), a proportionate amount of oil, a gasoline servicing truck, and snow removing equipment at the U. S. Army Base, Stephenville for operations this winter.

Dispatched
OCT 16 1941
AAG

For the Chief of the Army Air Forces:

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

SECRET

Air AS 463.7AA (35)

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DOD 1175
6 Jan. & 20 June 1974
By Arpics LC. Date 11/30/76

# RECEIPT

DATE_____

SUBJECT: Aviation Gasoline for Newfoundland.

Received from Headquarters, Army Air Forces a memorandum on the above subject.

_____
Officer Rank

_____
Office

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AAF/A-4
JTH/gmb

DECLASSIFIED
DOD Ltr.
8 Jan. & 20 June 1974
By: AWC LC Date 11/20/76

Written Oct. 14, 1941

OCT 15 1941

Air AS 463.7 (34)

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Aviation Fuel for Ferry Route to the Philippines.

The Secretary of War directs that the Commanding General, United States Forces in the Far East be advised as follows:

THE FOLLOWING RADIOGRAM FROM AIR BOARD MELBOURNE IS QUOTED FOR YOUR INFORMATION QUOTE REFERENCE: ARMY DISPATCH TWO THREE NAUGHT NAUGHT Z OVER TWO THROUGH THIS OFFICE ARRANGEMENTS FOR SERVICES REQUESTED WILL BE MADE THE SAME AS FOR THE O DONNEL FLIGHT. THESE SERVICES INCLUDE COMMUNICATIONS WEATHER AND HAZARD INFORMATION AND ACCOMODATIONS. IT IS REQUESTED THAT YOU CLARIFY AND ADVISE AS TO REFUELING SINCE OUR SUPPLY OF ONE HUNDRED OCTANE GASOLINE IS EXTREMELY SMALL. THERE IS LITTLE CHANCE OF US INCREASING THE SUPPLY DUE TO THE SHIPPING SITUATION. WE UNDERSTAND THAT YOU ARE HAVING GASOLINE SHIPPED FROM THE PHILIPPINES TO PORT MORESBY AND DARWIN VIA NEXT AVAILABLE TRANSPORTATION BUT HAVE NO DEFINITE INFORMATION TO THAT EFFECT FROM MANILA. ADVISE ARRANGEMENTS FOR ABOVE UNQUOTE QUERY REGARDING SHIPMENT OF

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Air AS 463.7 A 6 (34)

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DOD ltrs
8 Jan. & 20 June 1974
By _____ I.C. Date _____

GASOLINE HAS BEEN FORWARDED BY SECRET RADIO TO COMMANDING GENERAL US FORCES IN FAR EAST. SIGNED SHORT.

For the Chief of The Air Staff:

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

MEMORANDUM FOR RECORD: This radiogram quotes verbatim a message received from Melbourne via the Commanding General, Hawaiian Department.

Dispatched
OCT 17 1941
AAG

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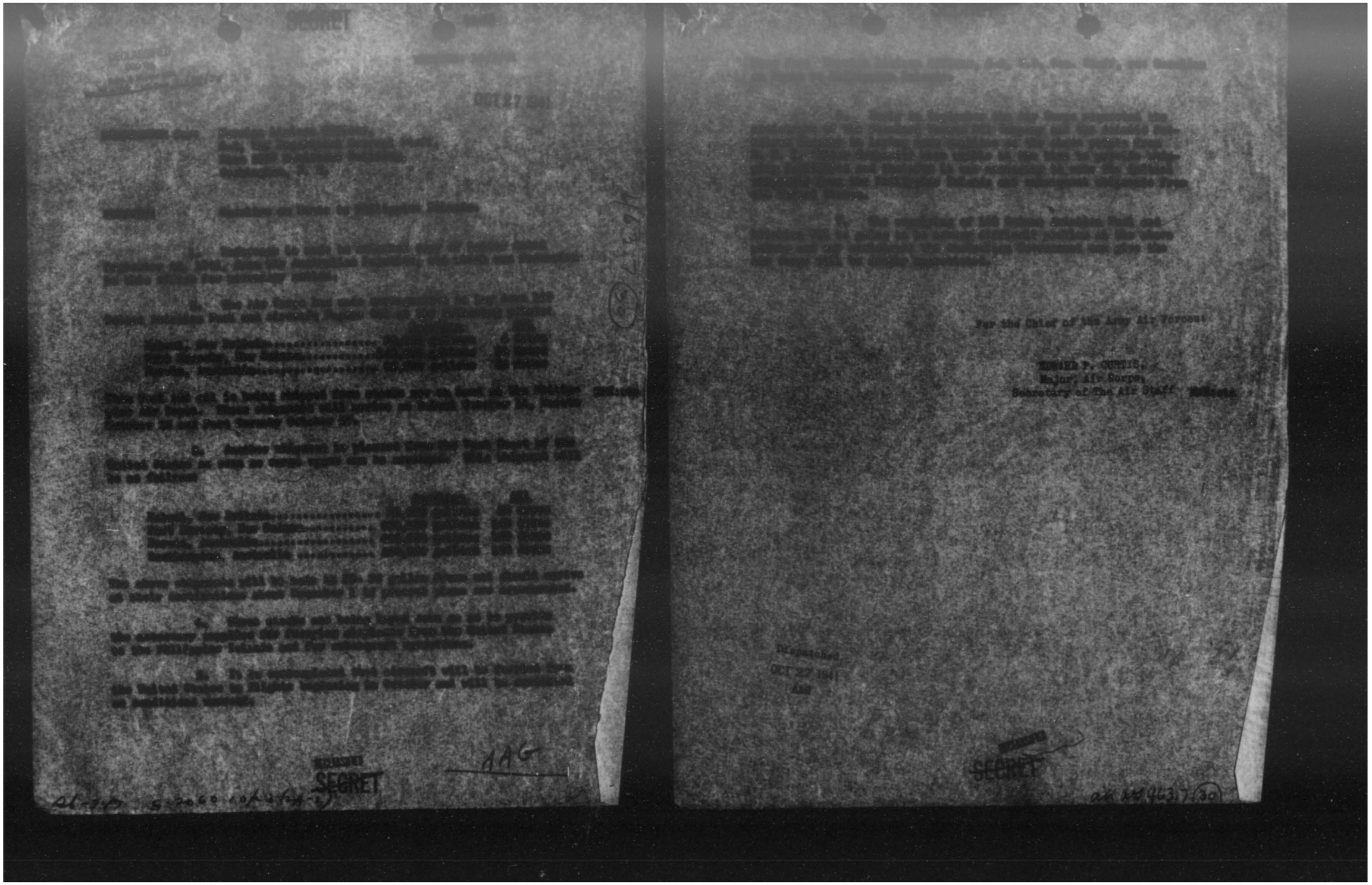

For the Chief of the Army Air Forces:

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

Dispatched
OCT 22 1941
AAF

SECRET

AAG

SECRET

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~~SECRET~~

WRD JMD

FROM WAR DEPARTMENT

BUREAU Air Corps

DIVISION HQ ARMY AIR FORCES AIR AG

# TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By: AWC LC; Date 11/30/76

OCT 17 1941

463.7 (29)

COMMANDING GENERAL
HAWAIIAN DEPARTMENT
FT SHAFTER TH

AAG THIRTYFOUR. . . REFERENCE ONE HUNDRED OCTANE GAS AND OIL TO BE FURNISHED BY MANILA CMA #543 MACARTHUR REPORTS FOLLOWING SHIPMENTS TWO HUNDRED DRUMS GAS FOUR DRUMS OIL TO ARRIVE RABAUL FOURTEENTH INSTANT CLN TWENTYEIGHT HUNDRED DRUMS GAS AND FIFTYSIX OIL TO ARRIVE MORESBY NINETEENTH INSTANT CLN SEVENTEEN HUNDRED DRUMS GAS FORTYFOUR OIL TO ARRIVE KARNIN TWENTYFIRST INSTANT PERIOD STEAMSHIP AMERICAN PRESS HANDLING FIRST ITEMS WHILE STEAMSHIP VINCENT CARRYING TO TWO LAST NAMED PORTS CMA BOTH DEPARTING MANILA ON EIGHTH INSTANT PERIOD MACARTHUR ADVISES DATA CONCERNING SHIPMENT TO ROCKHAMPTON will follow PERIOD HE FURTHER ADVISES SUITABLE SMALL TRANSPORT IS BEING SOUGHT BY QUARTERMASTER AND WHEN PLACED IN SERVICE IF AP ROVED WILL EXPEDITE TRANSPORTATION IN FAR EAST SIGNED ARNOLD

Dispatched
OCT 17 1941
AAG

ADAMS

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~~SECRET~~

DIVISION FILES COPY

Air AG 463.7 (29)

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AAF/A-4
CH/mwb
Written Oct. 18, 1941

DECLASSIFIED

DECLASSIFIED
DOD ltr
8 Jan & 30 June 1974
By: [illegible] Date: 11/30/76

OCT 18 1941

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Caretaking Detachments in the Far East.

The Secretary of War directs that a secret radiogram, substantially as follows, be sent to the Commanding General, United States Forces in the Far East, Manila, P. I.:

RERAD NUMBER FIVE HUNDRED NINETY SEVEN OCTOBER SEVENTEENTH ~~REFERENCE STATIONING OF CARETAKERS FOR GASOLINE AND OTHER AIR CORPS SUPPLIES~~ YOU ARE AUTHORIZED AND REQUESTED TO CARRY OUT THE ARRANGEMENTS DESCRIBED IN OUR RADIO THREE HUNDRED EIGHTEEN AS SOON AS SAME IS REQUIRED END

For the Chief of the Army Air Forces:

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

MEMORANDUM FOR RECORD: Several thousand gallons of aviation gasoline are either in transit or soon will be to Raboul, Port Moresby, Darwin and Rockhampton in the Far East. It is necessary adequate caretaking detachments supervised by Air Corps officers be provided to give necessary care that this aviation fuel and to such Air Corps supplies as may be later shipped to these points. This radiogram is designed to acquaint the Commanding General of the United States Forces in the Far East with the necessity for taking some action along this line.

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COPY

AG 220.31 (10-17-41)MC PARAPHRASE EHB/bje - 1712

of a

CABLEGRAM

DECLASSIFIED
DOD ltrs.
8 Jan. & 30 June 1974
By: ALW/cc LC. Date: 11/30/76

October 17, 1941

From Manila, P. I.

To The Adjutant General

No. 597 October 17th

Details contained in your radio 318 are completely concurred in by me and as soon as you direct, I am prepared to execute without further assistance from the War Department

MacArthur

Received in Foreign Liaison Section
2:05 p.m., 10/17/41

ACTION COPY TO AAF/AAG

Distribution:

| Air Forces | Air Corps |
|---|---|
| Air Adjutant General - 3 cys. | Chief of Air Corps - 2 cys. |

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OF ACTION COPY

EHB bjs 1712

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By: [illegible] LC, Date 11/20/76

AG 220.31 (10-17-41 (MC

October 17 1941

FROM MANILA PI

TO THE ADJUTANT GENERAL

* * * * * * *

NO. 597 OCTOBER SEVENTEENTH

I CONCUR COMPLETELY IN THE DETAILS CONTAINED IN YOUR RADIO THREE ONE EIGHT AND AM PREPARED TO EXECUTE WITHOUT FURTHER ASSISTANCE FROM THE WAR DEPARTMENT AS SOON AS YOU SO DIRECT.

MACARTHUR

463.7

27

(Re: Memo 10-10-41 A.A.F.)
Prepared by Col. York, A-4)

EXACT COPY

OF ACTION COPY

Action copy being paraphrased - and to be sent to ~~A-4~~ (Col ~~JY York~~) OCAC Col Forson) (Col Horn

W.W.D.

(Col. York in A-4 knows of this, and might be of assistance)

Air AG 463.7 27

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SECRET

AAF/A-4
JTY/mwb

Written Oct. 9, 1941

DECLASSIFIED
DOD ltrs
8 Jan. & 30 June 1974
By: AWC Date 11/30/76

463.7 (27)

October 10, 1941

MEMORANDUM FOR THE ADJUTANT GENERAL:

SUBJECT: Caretaking Detachments in the Far East.

The Secretary of War directs that a secret radiogram, substantially as follows, be sent to the Commanding General, United States Forces in the Far East, Manila, P. I.:

PRIOR TO TRANSFER TO YOU OF RESPONSIBILITY FOR ALL MATTERS IN CONNECTION WITH AIR OPERATIONS IN THE FAR EAST IT WAS CONTEMPLATED THAT TWO AIR CORPS OFFICERS SUPPLIED WITH A TWO ENGINE AIRPLANE WOULD BE DETAILED TO SUPERVISE AND CARE FOR AIR FORCE INTERESTS AT RABOUL COMMA MORESBY COMMA ROCKHAMPTON AND DARWIN PERIOD IT WAS PLANNED THAT AT EACH OF THESE POINTS THERE WOULD BE STATIONED AS CARETAKERS FOR GASOLINE AND OTHER AIR CORPS SUPPLIES ONE SENIOR NONCOMMISSIONED OFFICER AND FOUR OTHER ENLISTED MEN PERIOD DO YOU DESIRE TO CARRY OUT THIS PLAN AND IF SO IS ANY ASSISTANCE FROM THE WAR DEPARTMENT REQUIRED QUERY END

For the Chief of The Air Staff:

See 2nd page for Memo for Record

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

Dispatched
OCT 11 1941
AAG

Return this copy to Air A.G.
Room 2015

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DOD ltrs
8 Jan. & 20 June 1974
By AW/CC S.C. Date 11/30/76

MEMORANDUM FOR RECORD: Several thousand gallons of aviation gasoline are either in transit or soon will be to Rabaul, Port Moresby, Darwin and Rockhampton in the Far East. It is necessary adequate caretaking detachments supervised by Air Corps officers be provided to give necessary care that this aviation fuel and to such Air Corps supplies as may be later shipped to these points. This radiogram is designed to acquaint the Commanding General of the United States Forces in the Far East with the necessity for taking some action along this line.

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5 Jan. & 30 June 1974
By: [illegible] Date: 11/20/76

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PARAPHRASE

of a

[illegible]/bjc - 1712

AG 220.31 (10-17-41)MS

RADIOGRAM

October 17, 1941

From Manila, P.I.

To The Adjutant General

No. 527 October 17th

Details contained in your radio 318 are completely concurred in by me and as soon as you direct, I am prepared to execute without further assistance from the War Department.

MacArthur

Received in Foreign Liaison Section
2:05 p.m., 10/17/41

ACTION COPY TO AAF/AAG
10/18 " " sent to OCofAC for Col. Ferson & Col. Horn

Distribution:

Air Forces

Air Adjutant General - 3 cys. ✓

Air Corps

Chief of Air Corps - 3 cys.

Copy for Gen Spaatz

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463.7 (27)

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DOD Dir.
5 Jan. & 30 June 1976
By [illegible] Date 11/20/76

OCT 10 1941

MEMORANDUM FOR THE SENIOR ARMY MEMBER OF THE PERMANENT JOINT BOARD ON DEFENSE, CANADA-UNITED STATES

SUBJECT: United States Army Air Corps Gasoline Maritime Provinces.

1. Reference is made to Memorandum from Colonel Bissell, dated September 15, 1941, subject: "United States Army Air Corps Gasoline, Maritime Provinces".

2. At the request of the Commanding General of the First Air Force, Wright Field published Circular Proposal 40-[illegible], about September 5, 1941, asking for bids to deliver 100 Octane Aviation Fuel and Aircraft Engine Oil into United States Army airplanes at the following airports:

Moncton, New Brunswick
St. Johns, New Brunswick
Charlottetown, Prince Edward Island
Dartmouth, Nova Scotia
Robert, Nova Scotia
Sydney, Nova Scotia

No bids were received in answer to this Circular Proposal.

3. Subsequent investigation reveals that 100 Octane Fuel and Aircraft Engine Oil can be made available at the above airports on 24 to 48 hours notice through the Imperial Oil Company and the Asiatic Petroleum Company. No further efforts have been made by the United States Army Air Corps to have fuel and oil available at these airports.

4. It is requested that this matter be discussed at the next meeting of the Permanent Joint Board on Defense, Canada-United States and the Air Corps be advised if the Canadian Air Force plans to have fuel and oil available for United States Air Corps use at

Copy for Chief of the Army Air Force

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Air AG 463.7 (26)

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DOD 1[illegible]
8 Jan. & 30 June 1974
By [illegible] Date 11/30/76

MEMORANDUM FOR THE SENIOR ARMY MEMBER OF THE PERMANENT JOINT BOARD
ON DEFENSE, CANADA-UNITED STATES

SUBJECT: United States Army Air Corps Gasoline
Maritime Provinces.

these airports, or if other action should be taken by the Air Corps to provide its own supply of Aviation Fuel and Oil.

For the Chief of the Army Air Forces:

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

Dispatched
OCT 10 1941
AAG

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DOD ltrs
6 Jan. & 30 June 1974
By: AAF/CC LC Date 11/30/76

SUBJECT: Supply of Aviation Gasoline and Oil at the Canadian Airports.

463.7 (25)

AAF/A-4
JTY/mr

2. AAF C/AC 10/22
C/AS

1. In view of the availability of 100 Octane Fuel in reasonable quantities and on short notice, no additional attempt will be made to provide 100 Octane Fuel and Oil as requested in basic communication.

Dispatched
OCT 23 1941
AAG

2 Incls. n/c

CS
C/AS

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Copy for Air Adjutant Gen.

Air AS 463.7 (25)

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By authority of: CG

HEADQUARTERS FIRST AIR FORCE
Office of the Air Force Commander
Mitchel Field, New York

(D-53)

DECLASSIFIED
DOD ltrs
5 Jan. & 30 June 1974
By: ALN/CC LC, Date: 11/30/76

463.7

SUBJECT: Supply of Aviation Gasoline and Oil at Canadian Airports.

TO : Commanding General, Air Force Combat Command, Bolling Field, D. C.

1. In view of instructions just received by this headquarters relative to the responsibility of the Commanding General, First Air Force, for furnishing reinforcements to the Newfoundland Base Commander, it may become necessary to move a squadron with pursuit type airplanes to the Newfoundland Airport, Gander Lake, Newfoundland. Information is requested concerning the availability of aviation gasoline and oil, grade, quantity, time of notice required for service, the proper authority to contact for necessary service and any other pertinent data at the following airports:

Moncton, New Brunswick
St. Johns, New Brunswick

Charlottetown, Prince Edward Island

Dartmouth, Nova Scotia
Debert, Nova Scotia
Sydney, Nova Scotia

2. In reference to the further responsibility of this headquarters for the Air Corps technical supplies for the Air Force units of the Newfoundland Base Command, information is requested concerning the arrangements now in effect for supplying aviation gasoline and oil to transport and other type airplanes at Dartmouth (Halifax) Nova Scotia as well as to the unit now at the Newfoundland Airport, Gander Lake, Newfoundland.

For the Commanding General:

O. C. VAN HOESEN,
Captain, AGD
Asst. Adjutant General.



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8 Jan. & 20 June 1974
By: AWTC LC; Date: 11/30/76

ACC 400 (7-18-41) 1st Ind. ( F-28 )

HEADQUARTERS AIR FORCE COMBAT COMMAND, Bolling Field, D. C., July 22, 1941
To: Chief, Maintenance Command, Wright Field, Dayton, Ohio.

Request information asked for in basic be furnished.

For the Commanding General:

C. W. RUSSELL,
Brigadier General, G. S. C.,
Chief of Staff.

2nd Ind.

War Department, Materiel Division, Maintenance Section, Air Corps, Wright Field, Dayton, Ohio. July 30, 1941. To: Commanding General, First Air Force, Mitchel Field, New York. (Thru: Commanding General, Air Force Combat Command, Bolling Field, D. C.)

1. Contract gasoline and oil have not been provided at any of the points listed in Paragraph 1, basic communication. This matter is being studied and if it is determined that air traffic will warrant the availability of 100 octane fuel at all times, it is probable that contract for supply will be placed through the War Supplies Inc., Washington, D. C.

2. The Imperial Oil Company, Limited, 56 Church Street, Toronto, Canada, can make 100 octane fuel and the necessary oil available at any of the places listed on 24 to 48 hours' notice. Until, and if, contract fuel is made available, the Imperial Oil Company should be requested by wire to have the necessary fuel and oil available for special flights at the airports where needed. Full information as to the dates and quantities required should be furnished the Imperial Oil Company.

3. 100 octane fuel and grades 98 and 120 lubricating oil are regularly carried in stock at the Newfoundland Airport and will be replenished as the occasion demands.

For the Chief of the Maintenance Command, Air Corps:

F. S. BORUM,
Lt. Col., Air Corps,
Chief, Field Service Section.



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8 Jan. & 30 June 1974
By: AFW/CC VC Date: 11/30/76

SECRET

ACC 400 (7-18-41) 3rd Ind. ( F-3 )

HEADQUARTERS AIR FORCE COMBAT COMMAND, Bolling Field, D.C., August 11, 1941.
TO: Chief, Maintenance Command, Air Corps, Wright Field, Dayton, Ohio.

1. Information is requested if fuel is available at the places indicated. It is immaterial whether the fuel is on government contract or otherwise. There is reason to believe that fuel is available at some of the airports.

2. This headquarters recommends that 10,000 gallons of gasoline and the required oil be placed at each airport indicated. The amount of air traffic is irrelevant. This fuel should be laid down to meet emergencies which will not permit 48 hours notice.

For the Commanding General:

C. W. RUSSELL,
Brigadier General, G. S. C.,
Chief of Staff.

4th Ind.

War Department, Materiel Division, Maintenance Command, Air Corps, Wright Field, Dayton, Ohio. August 21, 1941. To: Commanding General, Air Force Combat Command, Bolling Field, D. C.

1. Circular proposal is being issued covering ten thousand (10,000) gallons of Grade 100 aircraft engine fuel and two hundred (200) gallons of Grade 120 lubricating oil delivered into airplanes at each of the airports listed in basic communication. Further information will be furnished after results of bid opening are known.

For the Chief of the Maintenance Command, Air Corps:

F. S. BORUM,
Lt. Col., Air Corps,
Chief, Field Service Section.



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DOD ltrs
8 Jan. & 30 June 1974
By: BLP/a LC: Date 11/30/76

ACC 400 (7-18-41) 5th Ind. ( F-14 )

HEADQUARTERS AIR FORCE COMBAT COMMAND, Bolling Field, D. C., September 19, 1941. To: The Chief of the Air Corps, Washington, D. C.

1. Forwarded to your office in compliance with telephone conference Lieutenant Colonels Thomas and Whitten.

2. It is requested that steps be taken to provide fuel at the airports indicated and this headquarters be informed as to action taken.

For the Commanding General:

C. W. RUSSELL,
Brigadier General, G. S. C.,
Chief of Staff.

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DOD ltrs
6 Jan. & 20 June 1974
By: AWJ/CC LC Date: 11/20/75

MC-T-8727 9-16-41

MAINTENANCE SECTION

RETELETYPE MS-794. C. P. 42-456 WAS ISSUED COVERING AIRCRAFT FUEL FOR POINTS IN THE MARITIME PROVINCES AT MONCTON, NES BRUNSWICK: ST. JOHNS, NEW BRUNSWICK; CHARLOTTETOWN, PRINCE EDWARD ISLAND; DARTMOUTH, NOVA SCOTIA; DEBERT, NOVA SCOTIA, AND SYDNEY, NOVA SCOTIA. AS STATED IN OUR TELETYPE MC-T-8212, DATED SEPTEMBER 15TH, NO BIDS WERE RECEIVED COVERING SERVICING DIRECT TO PLANE. IT IS BELIEVED THAT ANY CONTRACT FOR FUEL AT THESE AND OTHER CANADIAN POINTS WILL HAVE TO BE THROUGH THE WAR SUPPLIES LIMITED, 1205 FIFTEENTH STREET N.W., WASHINGTON, D. C. IN LETTER FROM THAT OFFICE, DATED SEPTEMBER 4TH, IT WAS STATED, "THE QUANTITIES INVOLVED WOULD NOT JUSTIFY THE INSTALLATION OF COMMERCIAL STORAGE AND EQUIPMENT FOR SERVCING PLANES. FURTHERMORE, THE INSTALLATION OF SUCH WOULD BE TO A CERTAIN EXTENT A DUPLICATION OF WHAT THE ROYAL CANADIAN AIR FORCE HAVE OR MAY INSTALL AT THESE AIRPORTS. IN THE CIRCUMSTANCES, IT WOUD APPEAR NECESSARY THAT THE R. C. A. F. ARRANGE TO SUPPLY AND SERVICE YOUR PLANES AT THE VARIOUS AIRPORTS AND I UNDERSTAND ARRANGEMENTS HAVE BEEN MADE ALONG THESE LINES. THE MATTER HAS BEEN REFERRED TO THE DEPUTY MINISTER OF NATIONAL DEFENSE FOR AIR AND WE PRESUME THAT HE WILL TAKE THIS MATTER UP WITH YOUR AIR CORPS, WITH WHOM I UNDERSTAND HE HAS ALREADY HAD SOME COMMUNICATION CONCERNING THIS MATTER." NO FURTHER INFORMATION HAS BEEN RECEIVED.

MAINTENANCE COMMAND

MAH

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5 Jan. & 30 June 1974
By [illegible] LC Date 11/30/76

MEMORANDUM FOR THE SENIOR ARMY MEMBER OF THE PERMANENT JOINT BOARD ON DEFENSE, CANADA-UNITED STATES

SUBJECT: United States Army Air Corps Gasoline Maritime Provinces.

1. Reference is made to Memorandum from Colonel Bissell, dated September 15, 1941, subject: "United States Army Air Corps Gasoline, Maritime Provinces".

2. At the request of the Commanding General of the First Air Force, Wright Field published Circular Proposal 42-456, about September 5, 1941, asking for bids to deliver 100 Octane Aviation Fuel and Aircraft Engine Oil into United States Army airplanes at the following airports:

Moncton, New Brunswick
St. Johns, New Brunswick
Charlottetown, Prince Edward Island
Dartmouth, Nova Scotia
Debert, Nova Scotia
Sydney, Nova Scotia

No bids were received in answer to this Circular Proposal.

3. Subsequent investigation reveals that 100 Octane Fuel and Aircraft Engine Oil can be made available at the above airports on 24 to 48 hours notice through the Imperial Oil Company and the Asiatic Petroleum Company. No further efforts have been made by the United States Army Air Corps to have fuel and oil available at these airports.

4. It is requested that this matter be discussed at the next meeting of the Permanent Joint Board on Defense, Canada-United States and the Air Corps be advised if the Canadian Air Force plans to have fuel and oil available for United States Air Corps use at

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5 Jan. & 30 June 1974
NC, Date

MEMORANDUM FOR THE SENIOR ARMY MEMBER OF THE PERMANENT JOINT BOARD ON DEFENSE, CANADA-UNITED STATES

SUBJECT: United States Army Air Corps Gasoline Maritime Provinces.

these airports, or if other action should be taken by the Air Corps to provide its own supply of Aviation Fuel and Oil

For the Chief of the Army Air Forces:

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

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5 Jan. & 30 June 1974
By AFD/CC LC Date 11/20/76

Gasoline and Oil In and On Route to the Philippine Islands.

1. AAF C/AS C/AAF 1941 9/19

AAF/A-4
JTT/mhh

1. The Commanding General, U. S. Army Forces, in the Far East, Manila, P. I. was requested by radiogram on September 11, 1941 to arrange for shipment of the following quantities of gasoline from the P. I. via water, ships to be secured by him:

Rabaul, New Britain 10,000 gal.; 100-octane gas.
Port Moresby, New Guinea ..... 60,000 gal.; " " "
Darwin, Australia 60,000 gal.; " " "

a. No reply having been received, a follow-up radiogram was dispatched to the Commanding General, U.S. Army Forces in the Far East on September 17, 1941 urging that every effort be made to get this gasoline under way and to request a report on the situation.

b. Attempts are being made to ship from the West Coast aviation fuel in drums to Port Moresby, Rabaul and Darwin. The earliest sailing will depart about October 15 and supplies would be delivered to the above points about December 1, 1941. No final decision on these shipments can be made pending the receipt of further information from oil companies.

c. The Pan-American Airways was requested to make available on call 80,000 gallons of gasoline and 16,000 gallons of oil at Midway and Wake. They advise today that in order to make these quantities available, it will be necessary for their supplies, Standard Oil Company to arrange for a tank to arrive at both of these points prior to December 1, 1941. Every effort is being made to arrange for these tankers.

| 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 |
| | | | | | | | | | | |
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6 Jan. & 20 June 1974
By _____ LC, Date _____

Gasoline and Oil In and On Route to the Philippine Islands.

- 2 -

1 AAF 1941
cont'd) C/AS C/AAF 9/19

2. Gasoline to be Stored in the P. I.

a. The objective is to make available approximately 9,000,000 gallons of 100-octane aviation gasoline to the Philippine Islands by Feb.1, 1942. 500- thousand gallons, 100-octane fuel in bulk will be shipped to arrive in the Philippines by October 1, 1941. An additional 2,400,000 gallons of 100-octane fuel will be laid down in the Philippines by December 15, 1941. In addition, 5,200,000 gallons of 100-octane fuel in drums has been contracted for to be shipped to the Philippines from the West Coast. Due to a shortage of bottoms, the securing of shipping to handle this fuel in drums presents a difficult problem, which the Material Division is now attempting to solve.

CS
C/AS

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Chief of Staff | Secy Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A- WPD | A. Insp. | Budget | Statistics | |
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War Department
Headquarters, Army Air Forces

PROPOSED

MEMO FOR THE SEC'Y OF GEN. STAFF:

Subject: Funds for the Procurement of 8—25,000-gallon Gasoline Storage Tanks for the Philippine Islands.

1. The attached action approving the installation of a 2,000,000 gallon aviation gasoline storage system for Philippine Islands is forwarded thru your office for notation by the Deputy Chief of Staff, General Arnold.

2. No funds are available for this construction and funds in the amount of $2,000,000 are being borrowed from "Deferred Storage of Reserve Airplanes." The communication further authorizes the inclusion in the next estimates sufficient funds for reimbursement.

3. There are no legal restrictions for the use of these funds for this purpose.

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8 Jan. & 20 June 1974
By AAA/cc LC Date 11/30/76

SECRET

October 2, 1941

Funds for the Procurement of 60-25,000-gallon Gasoline Storage Tanks for the Philippine Islands.

II. OCAC I. ENGR

I. TAG

III. Commanding General Philippine Department, by radio.

I. SW directs

463.7 (17)

AAF/A-4
CEC/mr

I. 1. Authorize installation of a 2,000,000 gallon aviation gasoline storage system in the Philippine Department in accordance with par. 1, basic letter, from Chief of Air Corps dated September 24, 1941. This storage system is for current tactical use.

2. Funds in the amount of $2,000,000.00 are authorized, from "Public 29 Airplane Deferred Storage Program." This amount to be included in the next estimates for reimbursement.

3. The size of this project is to be modified if necessary so as not to exceed the $2,000,000.00 authorized. No additional funds will be available for this project.

4. Funds in the amount of $83,680.00 are to be sub-allotted from the $2,000,000.00 to the Chief of Air Corps to cover cost of tanks now being furnished.

II. Advise action taken.

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Copy for Air Adjutant General.

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III. Action action taken by radio.

For the Chief of the Army Air Forces:

1 Encl.
Ltr.fr.GCAS to G/S thru G/AS,
9/24/41, abv. subj.

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

REMARKS FOR RECORD: Expansion of aviation activities in Philippines requires a 2,000,000 gallon aviation gasoline storage system, 80 each 25,000 gallon tanks at an estimated cost of $2,000,000.00 gasoline storage are for current tactical use.

Dispatched
OCT 3 1941
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8 Jan. & 30 June 1974
By [illegible] LC Date 11/20/76

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September 24, 1941

Funds for the Procurement of 80-25,000-gallon Gasoline Storage Tanks for the Philippine Islands.

Chief of Engineers, THRU Chief, Air Staff

1. A letter from this office dated September 20, 1941, subject: "2,000,000 Gallon Gasoline Storage Tanks for the Philippine Islands", requested allotment of $2,000,000 for underground gasoline storage. These funds are for the procurement, transportation and installation of 80-25,000-gallon storage tanks in the Philippine Islands.

2. The tanks will be furnished by Materiel Division, Office, Chief of the Air Corps and will be shipped to the Philippine Islands by Office, Chief of the Air Corps THRU The Quartermaster General. It is requested that funds to pay these costs be allotted to Office, Chief of the Air Corps in the following manner: EBjr/dn

> 80 tanks @ $1046 per tank will cost $83,680. Shipment of these tanks will be made by the most expeditious means and at such time as the cost of transportation is known a request for allotment of funds will be made to your office. At present 50 tanks are scheduled to move via NY., N.Y. at a cost of $2853.75 per tank - every effort is being made to move the remaining 30 via San Francisco, California at a cost of $400 per tank via Army transport. It is not known at this time whether or not this will be possible, therefore, estimate of cost of transportation of 80 tanks cannot be made.

3. It is requested that immediate allotment of funds in amount of $83,680 be made from the above mentioned $2,000,000 to the Office, Chief of the Air Corps to cover cost of tanks now being furnished.

For the Chief of the Air Corps:

Walter J. Reed,
Colonel, Air Corps,
Asst. Chief, Bldgs. & Grounds Div.

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DOD Dir.
5 Jan. & 20 June 1974
By AWG LC Date 11/30/76

Written September 25, 1941.

SEP 25 1941

463.7 (15)

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Transportation of Aviation Fuel.

The Secretary of War directs that a secret radiogram, substantially as follows, be sent to the Commanding General, United States Forces in the Far East, Manila, Philippine Islands:

REUBAD THREE SIX SIX SEPTEMBER EIGHTEEN AND FOUR ZERO ONE SEPTEMBER TWENTY FOUR PERIOD QMG ARRANGING FOR USE SS VINCENT AND SS AMERICAN PRESS PERIOD REQUEST TWO HUNDRED DRUMS ONE HUNDRED OCTANE AVIATION GASOLINE AND FOUR DRUMS LUBRICATING OIL BE DISPATCHED TO RABOUL NEW BRITAIN VIA SS AMERICAN PRESS PERIOD REQUEST FOLLOWING SHIPMENTS VIA SS VINCENT COLON TWENTY EIGHT HUNDRED DRUMS ONE HUNDRED OCTANE AVIATION GASOLINE AND FIFTY SIX DRUMS LUBRICATING OIL TO PORT MORESBY NEW GUIANA AND SEVENTEEN HUNDRED DRUMS AVIATION GASOLINE AND THIRTY FOUR DRUMS LUBRICATING OIL TO PORT DARWIN AUSTRALIA PERIOD USAT MUNT SHOULD NOT BE HELD FOR TRANSPORTING FUEL TO POINTS MENTIONED ABOVE PERIOD QMG ISSUING INSTRUCTIONS TO COVER THIS SHIP PERIOD IT IS NOT

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DOD ltrs
8 Jan. & 20 June 1974
By AW/cc J.C. Date 11/30/76

MEMORANDUM FOR THE ADJUTANT GENERAL:

NECESSARY TO ATTEMPT DELIVERY OF GASOLINE TO POINTS ABOVE DESCRIBED THROUGH ASIATIC PETROLEUM COMPANY PERIOD

For the Chief of the Army Air Forces:

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

Inclosures:
Exact Copy of Radio 366, 9/12/41.
Exact Copy of Radio 401, 9/24/41.

MEMORANDUM FOR RECORD: The Commanding General, United States Forces in the Far East, is being requested to make the above shipments from aviation gasoline and lubricating oil now in stock in the Philippine Islands to the points mentioned in the above message in order that further reinforcements in B-17 airplanes may be flown to the Philippine Islands.

gwd

Dispatched
8 SEP 26 1941
AAG

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RELEASED
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DATE-TIME FILED

DECLASSIFIED
DOD Dir. 5200.10 and 30 June 1974
By [illegible] NARS, Date 11/20/74

A. G. 452.1(9-10-41)

From: MANILA

To: THE ADJUTANT GENERAL

ONLY SHIP AVAILABLE IS AMERICAN PIONEER LINE SHIP VINCENT DUE MANILA OCTOBER THREE THEN TO PROCEED AUSTRALIA BY WAY OF NEW CALEDONIA AMERICAN PRESIDENT LINES REPRESENTATIVE SUGGESTS SERVICES THIS SHIP MAY BE SECURED TO TRANSPORT GASOLINE IF AUTHORITY OBTAINED FROM NEW YORK OFFICE US LINES FOR DIVERSION OF VINCENT TO PORT MORESBY PORT DARWIN AND RABOUL ON WAY TO AUSTRALIA AMERICAN PRESIDENT LINES SHOULD BE ASKED TO ACT AS AGENTS IN HANDLING CARGO AT PORTS ABOVE LISTED IF FOREGOING DISAPPROVED RECOMMEND QMG BE ASKED TO DIVERT US A T HUNT FROM PRESENT ROUTING AS GIVEN IN QMG ONE FIFTY NINE THIRTEENTH SEPTEMBER IF DIVERTED RECOMMENDATION IS THAT HUNT BE REROUTED TO PORT DARWIN PORT MORESBY AND RABOUL AND HENCE TO RESUME VOYAGE DIRECTED BY QMG THESE PROCEDURES WILL RESULT IN DELIVERY GASOLINE AT PORTS NAMED IN YOU ONE FORTY SEVEN BY TWENTIETH OCTOBER NO REGULAR SHIP LINES RUN FROM MANILA TO THESE PLACES CONTINUING IN ATTEMPT TO SECURE COMMERCIAL TRANSPORTATION LETTER AIR CORPS MATERIEL DIVISION AUGUST TWENTY SIX PERMITS PURCHASE AVIATION GASOLINE FROM FOREIGN SOURCES THE ASIATIC PETROLEUM COMPANY IS SOLICITING BUSINESS FOR ONE HUNDRED OCTANE GASOLINE DO YOU DESIRE THAT WE UNDERTAKE TO SECURE SUPPLIES FROM AUSTRALIAN SHELL COMPANY WHICH PROVIDED FUEL FOR FOURTEENTH SQUADRON AT TWO OF POINTS WHERE GASOLINE NOW REQUIRED

MACARTHUR

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PARAPHRASE OF [redacted] RADIOGRAM

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5 Jan. & 30 June 1974
By AGJ/CC LC Date 11/30/76

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A. G. 452.1 (9-24-41)MC

From: Manila

To: The Adjutant General

REFERENCE ONE SEVENTY EIGHT AND ONE FORTY SEVEN LOCAL SITUATION REPORTED IN RADIO THREE SIX SIX EIGHTEENTH SEPTEMBER ARMY TRANSPORT HUNT IN MANILA READY TO SAIL TWENTY FIFTH SEPTEMBER RETURN VOYAGE UNLESS CHANGED ROUTING IS DIRECTED HUNT HELD FOR REPLY RADIO THREE SIX SIX AND RADIO FROM DEPARTMENT QM TO QMG

MACARTHUR

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ROUTING AND RECORD SHEET

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File No. 8 - - - - - - - -

Tally No. AAF8 - - - - - -

Rq.

Subject: Gasoline Stockage at Natal

JAN 11 1942
AAG Received

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AIR WAR PLANS DIV.

| NO. | FROM | TO | DATE | COMMENTS (S-P) JMH:EMC |
|---|---|---|---|---|
| 4. | Med. Div. | AAF/ C/AS | 1942 1/6 | 1. In collaboration with the United States Public Health Service instructions concerning the deinsectization of aircraft between South American and African airdromes and other foreign countries are being prepared to supplement Army Air Force Regulations 61-3. |
| Incls. | n/c | | | J.M.P. |

Dir Pd 463.7 (4)

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F-4071, AC. Sec. 8/1/41

Page No. 3

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HEADQUARTERS ARMY AIR FORCES

# ROUTING AND RECORD SHEET

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(To be filed with correspondence)

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DOD Ltr
8 Jan. & 30 June 1954
By AUTH JC Date 11/26/58

SUBJECT: Gasoline Stockage at Natal.

RECEIVED
SEP 30 1941
AIR CORPS
FERRY COMD.

| NO. | FROM | TO | DATE | DATA |
|---|---|---|---|---|
| 1 | AAF C/AS | OCAC (ACFC) | 1941 9/25 | AAF/A-WPD LSK-dmn<br>1. For remark and recommendation and return to the Air Staff.<br>1 Incl.- Dis/Form fr. WPD to CAAF 9/22 4224-181 w/1 Incl- Dis/Form fr. G-2 to WPD 9/18 w/1 incl.-memo to G-2 fr.MA, 9/8/41.<br>CS HLG/R C/AS |
| 2 | CO,ACFC | Chief of Air Corps | 10/2 | 1. The questions raised in the subject communication from the Military Attache, Brazil, relative to gasoline stockage at Natal and preventive measures to be applied against introduction of malaria by the Gambiae mosquito from West Africa, pertain directly to the Pan-American Airways Corporation at the present time in so far as movement of aircraft through this area is concerned. On special occasions aircraft of this Command have and will continue to utilize existing facilities for the accomplishment of special missions.<br><br>2. In consideration of the increased rate of delivery of aircraft capable of being flown across the South Atlantic, it is the recommendation of the Air Corps Ferrying Command that a stockage of not less than 500,000 gallons of 100 Octane gasoline be maintained in the Natal area at all times. It is conceived by this Command that in the very near future it will be found essential that aircraft destined for the Mediterranean theater be flown by the Air Corps Ferrying Command at least to Natal, Brazil, where a transfer point will be in operation to turn aircraft over to either the Pan-American Airways Corporation or crews of other agencies charged with further delivery to the actual air theater. |

SEP 30 1941
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DOD Ltr.
6 Jan. & 30 June 1974
By: AWS/CC LC; Date: 11/30/76

OFFICE OF THE CHIEF OF THE AIR CORPS

# ROUTING AND RECORD SHEET

(To be filed with correspondence)

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SUBJECT: Gasoline Stockage at Natal. Page 2.

| NO. | FROM | TO | DATE | DATA |
|---|---|---|---|---|
| 2. (Continued) | | | | 3. Colonel Sibert's recommendation regarding the use of a pressure spray to fumigate returning aircraft is heartily concurred in. Until such equipment can be installed, it is recommended that spray apparatus be made available at the earliest practical moment on the Natal Airdrome where aircraft can be fumigated immediately upon landing. It appears advisable as well to ship similar spraying apparatus to each airdrome in West Africa from which aircraft depart for the westward trans-South Atlantic flight. Robert Olds ROBERT OLDS |
| [redacted] | | | | |
| | Air Ser Com. | C/AS THRU Med. Div. | 1/2 | [redacted] requested Pan American to provide facilities to store 100 octane fuel at the following points: Natal 1,000,000 gallons; Belem 500,000 gallons; Recife 150,000 gallons. 2. This correspondence is routed through Medical Division for comment, relative to the question of fumigating airplanes at South American and West African airdromes. H. J. F. M. C/ASC. Incls: n/c |

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AMERICAN EMBASSY
OFFICE OF THE MILITARY ATTACHE
RIO DE JANEIRO

ELS/ap

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DOD Ltr.
9 Jan. & 30 June 1974
By [illegible] Date 11/30/76

September 8, 1941.

No. 2936

Subject: Gasoline stockage at Natal.

To: A. C. of S., G-2
War Department
Washington, D. C.

2574-1486/8 REC'D-G-2 SEP 16 1941

Ref: M/A Brazil No. 2619 dated February 11, 1941.
M/A Brazil No. 2787 dated June 14, 1941. 2472-151/1
M/A Brazil No. 2873 dated July 24, 1941. no number

1. The recent passage of General Brett in a B-24 en route to Africa and his difficulty in obtaining 100 octane gasoline suggests that prompt action should be taken to correct the existing situation.

2. In order to avoid a repetition of General Brett's difficulties, it is recommended that Pan-American Airways representative in Washington be directed to promptly establish a suitable stockage of 100 octane gasoline at Natal. Not being privy to the plans for the immediate use of Natal, I am unable to recommend an appropriate quantity.

3. In view of the distance of Natal from the Natal airfield, it would seem desirable that some sleeping quarters be erected at the field at the earliest date for use in connection with south Atlantic airways.

4. In connection with the south Atlantic airways the history of the GAMBIAE mosquito should not be forgotten, and that its introduction into Brazil was probably by airplane from west Africa. This pest caused as many as 14,000 deaths per year for four or five years

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not to mention the hundreds of thousands of wrecked constitutions as a result of the malignant malaria carried by this mosquito. It seems pertinent therefore to recommend the desirability of pressure spray fumigation in returning planes prior to their landing in Brazil.

Edwin L. Sibert

EDWIN L. SIBERT
Colonel, G. S. C.
Military Attache.

Air Mail, September 11, 1941.

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DOD Dir.
8 Jan. & 23 June 1974
By [illegible] Date [illegible]/76

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 [redacted] - *Confidential) documents:

[redacted]

(R&R dated 1-6-42)

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.

[redacted] (*[redacted]TIAL) W-4003, A.C.

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8 Jan. & 20 June 1974
By AAG/CR NC, Date 11/26/76

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

AUG 26 '41 AM

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(To be filed with correspondence)

SUBJECT: Projected importation of aviation gasoline for LATI from Brazil

RECEIVED
AIR INT. SEC., INTEL. DIV., OCAC.

C-671

| NO. | FROM | TO | DATE | DATA |
|---|---|---|---|---|
| | | | | AAF/AS/ (A-2) MCC/jd |
| 1. | A-2 | Chief of Air Corps (Intell. Div.) | 1941 8/25 | 1. Attention is invited to report from M. A. Brazil No. 2835, July 9, 1941, paragraph 3 in attached folder.<br><br>2. Information is requested as to which office is responsible for initiating necessary action on such reports.<br><br>3. It is requested that the attached folder be returned to this office in order that receipt for it may be obtained from Current Intelligence Unit.<br><br>MFS<br>Air Staff, A-2<br><br>1 Incl.<br>Folder of G-2 reports. Receipt dated August 5, 1941. |
| 2. | Intel. Div. (3-B) JFO:mcb | Air Staff | SEP 2 - 1941 | 1. The Assistant Chief of Staff, G-2 initiates the necessary action on reports which necessitate the coordination or the assistance of the State Department. In the case of the attached reports Colonel Sackville, Acting Chief of the Latin American Section, G-2, advised this office that in connection with the condition described in the above named report, or a similar case, he had telephoned Mr. Walmsley in the Export Control Department of the State Department. Mr. Walmsley told Colonel Sackville that the State Department had taken action on shipment of gasoline to Brazil and there was no need for the War Department to be concerned about this or any other similar case.<br><br>J. F. TAYLOR,<br>Lieut. Colonel, Air Corps,<br>Chief, Intelligence Division.<br><br>1 Incl. n/c |

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OFFICE OF THE CHIEF OF THE AIR CORPS

DECLASSIFIED
DOD Ltr.
6 Jan. & 30 June 1974
By [illegible] Date [illegible]

1066

# ROUTING AND RECORD SHEET

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

File No. _____

Tally No. _____

Subject: Aviation Fuel and Oil at Surinam, Dutch Guiana.

| NO. | FROM | TO | DATE | COMMENTS OCAC/4-G HWH:dmi |
|---|---|---|---|---|
| 3. | OCAC MAT | C/AC thru B&G & T&O | 1941 11-5 | 1. This Division has requested Wright Field to initiate action to provide by local procurement in Trinidad, 100,000 gallons 100 octane octane aviation fuel in drums.<br>2. This fuel to be on call, and available for shipment to Surinam to cover initial requirements. Replacement will be made as required.<br>3. Aircraft engine oil to be shipped from the United States and taken from contracts now in force.<br>4. Pan American Airways' report of October 18, 1941 indicated there was in stock at Paramaribo, for use of the Air Corps, 15,051 gallons of 100 octane aviation fuel and 639 gallons of aviation oil.<br>O. P. E.<br>C/MAT<br>(12-F1) HBW/lw |
| 4 | OCAC B&G | OCAC T&O | 1941 11/13 | 1. Noted.<br>J. C. S.<br>Executive, Buildings & Grounds Division.<br>6-5/11-17 |
| 5 | Ch.A.C. | C/AS | 11/19/41 | (3-C6) aa<br>Inviting attention to Comment #3 above.<br>M.S.F., L.F.S.<br>Brig. Gen. A.C.<br>Executive. |

463.7 (12)

(Do not use reverse side)

amD-11/29
ab-769
ab-186 (28)
S-979 T&O (11-15-41)
Xm-796
#795 T&O

SECRET

W-4071, AC Rev. 8/1/41
Air 463.7 (12) B

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HEADQUARTERS ARMY AIR FORCES

~~SECRET~~ ROUTING AND RECORD SHEET

DECLASSIFIED DOD Dir. 5 Nov. & 30 June 1974 By [illegible] NC Date 8/26/76

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

File No. .....

Tally No. AAF .....

SUBJECT: Aviation Fuel and Oil at Surinam, Dutch Guiana.

| NO. | FROM | TO | DATE | COMMENTS | AAF/A-4 MFS/gwd |
|---|---|---|---|---|---|
| 1. | C/AS | C/AC | 1941 9-18 | 1. It is desired that all necessary advance planning and preliminary arrangements be effected to establish and maintain a level of one hundred thousand (100,000) gallons of aviation gasoline and an appropriate quantity of oil at Surinam, Dutch Guiana.<br><br>2. Movement of any United States Army Forces to Surinam has not been authorized and no shipments of any kind should be made at this time. However, it is essential that gasoline and oil should be moved there as quickly as possible in the event of decision to occupy Dutch Guiana. The Commanding General, Caribbean Defense Command, suggests that arrangements be made to have the Air Corps Supply Officer, Provisional Air Base Detachment, Trinidad, contract for and ship these supplies from Port of Spain. The trip takes four days when shipping is available.<br><br>3. The Commanding General, Caribbean Defense Command, further states that approximately fifteen thousand (15,000) gallons of aviation gasoline (placed by Pan-American Airways) is now at Paramaribo, available for initial use by an aviation force that may be transferred.<br><br>~~Inclosure~~<br>~~By C-WPD-4500-10, 9/20/41,~~<br>~~change subject to~~ [illegible].<br><br>C.S.,<br>C/AS |
| 2. | C/AC | Materiel Division | 9/25 | 1. For necessary action and coordination with the B & G Division and with T-2 Division.<br><br>W. S. F.<br>Executive | MEG:rf |

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

Page No. .....

SECRET S-9[illegible]

XM-796 Al-105

A9-24(23-a) A-2416

aiaa 463.7 (12) B

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

SECRET

DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 1974
By [illegible] LC, Date 11/[illegible]/75

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

(12-E9)

September 20, 1941

SUBJECT: 2,000,000-gallon Gasoline Storage Tanks in the Philippine Islands.

TO: Chief of Engineers. THRU Chief, Air Staff.

1. It is requested that funds in the amount of $2,000,000 be allotted for the installation of 2,000,000 gallons of underground gasoline storage in the Philippine Islands. These funds to be made available from P-29 (Deferred Storage Fund)

2. It is requested that funds be set aside in a future appropriation to reimburse the P-29 (Deferred Storage Fund)

3. In order to enable this office to keep a record of cumulative amounts charged against the Various Appropriation Acts so that the current status of the remaining available funds may be known, it is requested that this office be advised of the Appropriation Act against which the construction recommended above will be charged, the date of allotment, and the amount thereof as finally approved.

For the Chief of the Air Corps:

Frank M. Kennedy

Frank M. Kennedy,
Colonel, Air Corps,
Chief, Buildings & Grounds Division

OCT 2 - 1941

This letter is superseded by letter dated 9-24-41. File do not use.
CEC

463.7 (11) B

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A9-23(16-a) A-2358

air AG 463.7 (11) B

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(~~SECRET~~) [redacted]

DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 1974
By: [illegible] LC Date: 11/20/76

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: Ltr. to Chief of Engineers THRU Chief, Air Staff, dated September 20, 1941.

Hq. Army Air Forces
SEP 23 1941
AAG Received

Orig. sgd. & returned

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.

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(~~*SECRET~~) (~~*CONFIDENTIAL~~)

W-4003, A.C.

A9-23/16-a) A-2388

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DOD Ltrs.
6 Jan. & 20 June 1974
By [illegible] LC, Date 11/30/76

463.7 (12) B

Aviation Fuel and Oil at Surinam, Dutch Guiana.

AAF/A-4
MFS/gwd

1. C/AS C/AC 1941
9-18

1. It is desired that all necessary advance planning and preliminary arrangements be effected to establish and maintain a level of one hundred thousand (100,000) gallons of aviation gasoline and an appropriate quantity of oil at Surinam, Dutch Guiana.

2. Movement of any United States Army Forces to Surinam has not been authorized and no shipments of any kind should be made at this time. However, it is essential that gasoline and oil should be moved there as quickly as possible in the event of decision to occupy Dutch Guiana. The Commanding General, Caribbean Defense Command, suggests that arrangements be made to have the Air Corps Supply Officer, Provisional Air Base Detachment, Trinidad, contract for and ship these supplies from Port of Spain. The trip takes four days when shipping is available.

3. The Commanding General, Caribbean Defense Command, further states that approximately fifteen thousand (15,000) gallons of aviation gasoline (placed by Pan-American Airways) is now at Paramaribo, available for initial use by an aviation force that may be transferred.

~~Inclos~~
~~[illegible]~~
~~[illegible]~~

C.S.,
C/AS

Dispatched
SEP 23 1941
AAG

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air AG 463.7 (12) B

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DECLASSIFIED
DOD Ltrs.
6 Jan. & 20 June 1974
By [illegible] LC. Date 8/20/76

SUBJECT: Fuel Storage Amapa

Receipt is acknowledge of letter, above subject, dated September 8, 1941.

463.7 (9)

Officer Rank

Office

NOTE: To be accomplished
and returned to:
Air Staff, A.A.F. Hqs.
Att. Major Gillespie
Room 2210, Munitions Bldg.
Washington, D. C.

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Air Ab 463.7 (9)

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DECLASSIFIED
DOD ltrs.
6 Jan. & 30 June 1974
By: [illegible] LC: Date 11/30/76

September 6, 1941

SUBJECT: Fuel Storage - Amapa

To: Lt. Colonel L. S. Dillon
Deputy Contracting Officer,
United States Engineer Office,
Room 420, 17 Battery Place,
New York City

1. Reference is made to your letter of September 3, 1941, (Airport Develop.) above subject.

2. War Plans Division of the General Staff (Colonel Bissell) advises that original plans anticipated refueling 100 pursuit planes (100 gallons each) at Amapa.

3. Subsequent to consummation of Pan American Airways contract the War Department has undertaken obligations with respect to movement of aircraft through Brazil which will make requisite more substantial supplies of gasoline at Amapa.

4. It is, therefore, requested that forty thousand (40,000) gallons of gasoline be stored at Amapa and that a storage shed be provided in accord with your recommendations.

Hq Army Air Forces
10 41
AAG Received

E. F. Gillespie
Major, Air Corps.

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~~SECRET~~

Air AS 463.7 (1)

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COPY

War Department
US Engineer Office
New York District, N.Y.
Room 420, 17 Battery Place

Airport Develop.

September 3, 1941

SUBJECT: Fuel Storage - Amapa.

DECLASSIFIED
DOD Dir 5 E.O. 20 June 1974
By Atty GC JC Date 11/20/76

TO: Major E. P. Gillespie,
Air Corps Contact Officer,
Office of the Chief of A.C.
Washington, D. C.

1. With reference to gasoline storage at Amapa, Brazil, there is attached hereto a copy of a letter from Pan American Airways. It is requested that you take this matter up with the Chief of the Air Corps and inform me if he desires any change made in the amount of gasoline to be stored at Amapa.

2. It appears to me that 10,000 gallons of gasoline is a very small quantity to be stored at such an out-of-the-way airfield; particularly in view of the fact that should additional gasoline be needed, it would take considerable advance notice in order to have it delivered in time. If it is desired that additional gasoline be stored at this locality, it will be necessary that construction of a storage shed be started in the near future so that facilities may be available for storage of additional fuel by the time the other work is completed.

Sgn. L. S. Dillon,
Lt. Col., Corps of Engineers,
Deputy Contracting Officer.

1 Incl cc ltr. PAA 9-2-41

Pan American Airways System
General Offices, Chrysler Building, 135 East 42nd St.
New York, N. Y.

Sept. 2, 1941

Lt. Colonel L. S. Dillon,
Corps of Engineers,
Room 420 - 17 Battery Place
New York, N. Y.

Re: Fuel Storage - Amapa

Dear Colonel Dillon:

With reference to the above the contract calls for 10,000 gallons in underground storage tanks. It is understood that Amapa is an important fueling point in the ferrying of pursuit ships down to Brazil. In view of the difficulty of transporting material to Amapa, it is recommended that consideration be given to also providing storage facilities above ground, allowing for the storage of a substantially larger amount of fuel.

At the present time a fleet of seven small vessels, some of them with motors but most of them depending on sails alone, are being used in transporting material. They are presently carrying about 700 drums of asphalt per month and the round trip consumes an average of about two weeks. Larger ships cannot be used.

Yours very truly,

SECRET

Pan American Airways, Inc.
s/G.B.Grosvenor, Special assistant to the President.

Air Ob 463.7

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DOD ltrs
8 Jan. & 30 June 1974
By AGD/CC LC Date 11/30/76

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SECRET

September 22, 1941

Supply of Aviation Gasoline in Foreign Countries (Latin America).

Air adj 463.7 (4)

I TAG

I SW directs

AAF/A-4
MFS/mr

That the correspondence attached be returned to the Commanding General, Caribbean Defense Command, Quarry Heights, Canal Zone, with an indorsement, substantially as follows:

1. The War Department responsibility for arranging with Pan American Airways for spotting aviation gasoline and oil, set forth in paragraph 4c., secret letter from the Adjutant General, May 20, 1941, AG 380(5-8-41)MC-E, Subject: "Preparation of Plans for the Effective Support of Latin American Republics.", is delegated to the Commanding General, Caribbean Defense Command.

Incls.
D/F G-WPD 4413-4, 8/26/41, above subj. w/ltr.frm.ACoS, HQ.Caribbean Air Force to CG,CDC, subj: "Preparation of Plans", 8/16/41,w/2 Incls. and 1 Ind.

For the Chief of the Army Air Forces:

CLAUDE E. DUNCAN,
Lt. Col., Air Corps,
Secretary of The Air Staff.

Copy for; Air adj Gen
air adj 463.7 (4)

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DOD ltrs
8 Jan. & 20 June 1974
By: ASN/CC LC, Date 11/30/76

MEMORANDUM FOR RECORD:

1. The secret letter referred to in the proposed indorsement charged the War Department with responsibility for arranging with Pan American Airways for spotting aviation gasoline and oil in connection with the plan for the effective support of Latin American Republics. Other correspondence places this responsibility on the Commanding General, Panama Canal Department Air Force.

2. The Commanding General, Caribbean Defense Command has pointed out that the two sets of instructions are in conflict and has recommended that the instructions in the secret letter referred to in paragraph 1 be rescinded.

3. The proposed indorsement, delegating to the Commanding General, Caribbean Defense Force, responsibility for the spotting of aviation gasoline and oil, accomplishes the desired purpose without requiring amendment of the cited secret letter.

4. This matter has been discussed with Colonel Gerow and Colonel Loomis.

Dispatched
SEP 24 1941
AAG

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DOD Dir
5 Jan. & 30 June 1974
By: [illegible] LC. Date: 11/30/76

WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM

AG 380 (8-16-41)
G-WPD 4413-4
SUBJECT: Supply of Aviation Gasoline in Foreign Countries (Latin America).

Date August 26, 1941.

TO: Ch/AAF

FOR: Primary interest

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

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

1 Incl. - AG 380 (8/16/41)
fr Hqs. Carib. AF to
CG Carib. Def. Comd. 8/16/41
w/2 incls. and 1 inds.

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~~SEC REY~~

DECLASSIFIED
DOD ltrs
8 Jan & 20 June 1974
By ALN/cc Date 11/30/76

463.7

HEADQUARTERS CARIBBEAN AIR FORCE
Office of the Commanding General

Albrook Field, Canal Zone,
August 16, 1941.

SUBJECT: Preparation of Plans.

TO: Commanding General, Caribbean Defense Command,
Quarry Heights, Canal Zone.

1. Reference is made to paragraph 5 of secret letter from your headquarters, dated July 8, 1941, subject, same as above, which states that the War Department will make arrangements with Pan American Airways for the supply of aviation gasoline. This is not in accordance with War Department instructions contained in confidential letter from the AGO to the Commanding General, Panama Canal Department, dated May 24, 1941, subject: "Supply of Aviation Fuel in Foreign Countries", copy attached as Inclosure No. 1, nor is it in accordance with instructions from the OCAC in the extract of the 1st Indorsement to Commanding General, Caribbean Air Force, dated July 11, 1941, subject; "Supply of Fuel in Caribbean Area", copy of extract attached as Inclosure No. 2.

2. Request that this matter be clarified.

For the Commanding General:

ARTHUR B. McDANIEL,
Colonel, Air Corps,
Acting Chief of Staff.

2 - Incls:
#1 - Copy ltr. AGO, to CG PCD, dated 5-24-41, sub: "Supply of Aviation Fuel in Foreign Countries."
#2 - Copy extract OCAC, to CG, CAF, dated 7-11-41, sub: "Supply of Fuel in Caribbean Area".

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~~SEC REY~~



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DOD ltrs
6 Jan. & 30 June 1974
By: [illegible] LC; Date 11/30/76

WAR DEPARTMENT
The Adjutant General's Office
Washington

AG 463.7
(3-27-41)MB-D

May 24, 1941

Subject: Supply of Aviation fuel in foreign countries.

To: The Commanding General,
Panama Canal Department.

1. Instructions contained in letter from this office, AG 463.7 (8-12-41)M-B, August 14, 1940, on the above subject, are rescinded.

2. Arrangements for the supply of aviation fuel to United States military airplanes in South and Central American countries and the islands of the Caribbean Sea, will be made in the future by the Commanding General, Panama Canal Department Air Force.

3. The Chief of the Air Corps will be responsible that prompt information concerning flights into this area which are authorized by agencies other than the Headquarters, Caribbean Defense Command, together with a statement as to the arrangements, if any, which have been made with supply agencies for the furnishing of fuel for the flights, is furnished to the Commanding General, Panama Canal Department Air Force.

By order of the Secretary of War:

A. P. SULLIVAN,
Adjutant General.

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SUBJECT: Preparation of Plans. SECRET

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DOD ltrs
5 Nov. & 20 June 1974
By [illegible] WD. Date 11/20/76

GDC-S 381 AAN (8/19/41) 1st Ind. ss

HEADQUARTERS CARIBBEAN DEFENSE COMMAND, Quarry Heights, C. Z., August 20, 1941.
To: The Adjutant General, Washington, D. C.

1. Paragraph 4a, secret letter from The Adjutant General, May 20, 1941, AG 380(5/8/41)MC-E, subject: "Preparation of Plans for the Effective Support of Latin American Republics", states that the War Department will make arrangements with Pan American Airways to spot gasoline and oil at designated points. As outlined in the basic communication and inclosures thereto, this is a reversal of previous War Department instructions, which delegated these arrangements to the Caribbean Air Force.

2. The present system, which follows the instructions contained in Inclosure #1 to basic communication, is working smoothly and it is recommended that the reference mentioned in paragraph 1, above, be rescinded.

For the Commanding General:

C. D. B. SMITH,
Second Lieutenant, Adjutant General's Department,
Asst. Adjutant General.

2 Incls-n/c

SECRET

- 2 -

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DOD ltr
11/10/76

EXTRACT

From 1st Ind. of War Department, Office, Chief of the Air Corps,
To: Commanding General, Caribbean Air Force, Albrook Field, Canal Zone.
Subject: Supply of Fuel in Caribbean Area. Dated July 11, 1941.

* * * *

4. It is expected that your Headquarters will continue to make arrangements for the supply of fuel F.O.B. airplanes at airports throughout the South and Central Americas and the Caribbean area. As indicated in radiogram 40-877, dated June 4, 1941, this office is endeavoring to obtain approval of the War Department for lifting the restriction of the "Buy American Act" requiring procurement of American produced fuel. If this is accomplished it may be desirable for you to procure fuel in bulk for delivery to certain of the above named points.

* * * *

H. A. DARGUE,
Brig. General, Air Corps,
Acting Chief of the Air Corps.

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DOD Dir. 5200.9 Sec. 3 & 30 June 1971
By [illegible] NARA, Date 10/20/26

SUBJECT: Storage of Reserve Aviation Gasoline, Hawaii.

AG 463.7 (8-12-41)MC-S 2nd Ind. WPI/sts/1712.

War Department, A.G.O., Sept. 3, 1941.- To: Chief of Engineers.

1. The problem of storage of reserve aviation gasoline has been thoroughly considered by experts and considerable research and study of the subject has been done by your office and the Chief of the Air Corps. The construction plans formulated by your office in consequence of these studies represent the best judgment obtainable and constitutes the general policy of the War Department for all projects. It is desired that adherence be made to this policy except for the necessary deviations to best meet the terrain conditions in each locality.

2. It is noted that the inclosed plans for the project in Hawaii, as submitted from that Department, depart from the foregoing policy by providing extra protection against bombs at an extra cost of $1,339,321. No funds are available to meet the increased cost. It is desired that the full amount of storage be provided on the basis of the established construction policy rather than a smaller amount of storage having a greater degree of protection.

3. In view of the foregoing considerations, it is desired that the plans be revised to conform to the established policy, worked out by your office for other localities, with reference to protection, concealment, dispersion, and size of tanks. Subject to these revisions, and the funds available, the project is approved for execution as recommended by your office (paragraph 8, 2nd Indorsement of Inclosure). In order that further delay may be avoided, you are authorized to proceed with the work without submitting the revised plans for further approval.

4. The Navy Department has concurred in the revision of the project as directed in the preceding paragraph 3 and further advises as follows:

a. "The Fuel Storage Board of the Navy Department has recommended a total storage on Oahu, for the Navy, of 90,000 barrels of 100 octane war reserve gasoline. On the basis of a revised estimate of $4.00 per barrel, $360,000 has been allocated to the Chief of Engineers for the construction of the required storage of 90,000 barrels. It is now understood that the preliminary estimated cost of the proposed gasoline storage in Hawaii, constructed as described in paragraph 2 above, is approximately $8.00 per barrel, and that for the $360,000 allocated for the purpose, pipe line connections and storage facilities for 25,000 barrels of gasoline will be provided for the Navy.

Dir. of 463.7 (1) (a)



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8 Jan. & 20 June 1974
By: [illegible] LC; Date 11/30/76

AG 463.7 (8-12-41)MC-D Sept. 3, 1941 (Cont'd)

b. "It is anticipated that additional funds will become available in the near future to complete the program of war reserve gasoline storage for the Navy, as recommended by the Fuel Storage Board. It is proposed to allocate to the Chief of Engineers, from this appropriation, sufficient funds, not to exceed $200,000, to provide an additional storage of 25,000 barrels of gasoline at Site A, to bring the total amount of Navy storage on Oahu to 50,000 barrels as recommended by the Fuel Storage Board."

5. It is desired that a copy of the revised plans be submitted, upon completion, to this office and also to the Chief of the Bureau of Yards and Docks, Navy Department.

By order of the Secretary of War:

[illegible]

Adjutant General.

1 Incl. n/c

COPIES TO: Chief of the Air Corps, w/cy of 2nd Ind. fm. C. of E, July 26, 1941, 635 (Gasoline Storage)-254, to TAG.

Commanding General, Hawaiian Dept., w/cy of 2nd Ind. fm. C. of E. July 26, 1941, 635 (Gasoline Storage)-254, to TAG.

Chief of the Army Air Forces, ref. his 4th Ind., Aug. 7, 1941, to TAG

Chief of the Bureau of Yards and Docks, Navy Dept., ref. his 1st Ind. Aug. 18, 1941, (SC)ND14/N6-33 YD Serial 302, to TAG.

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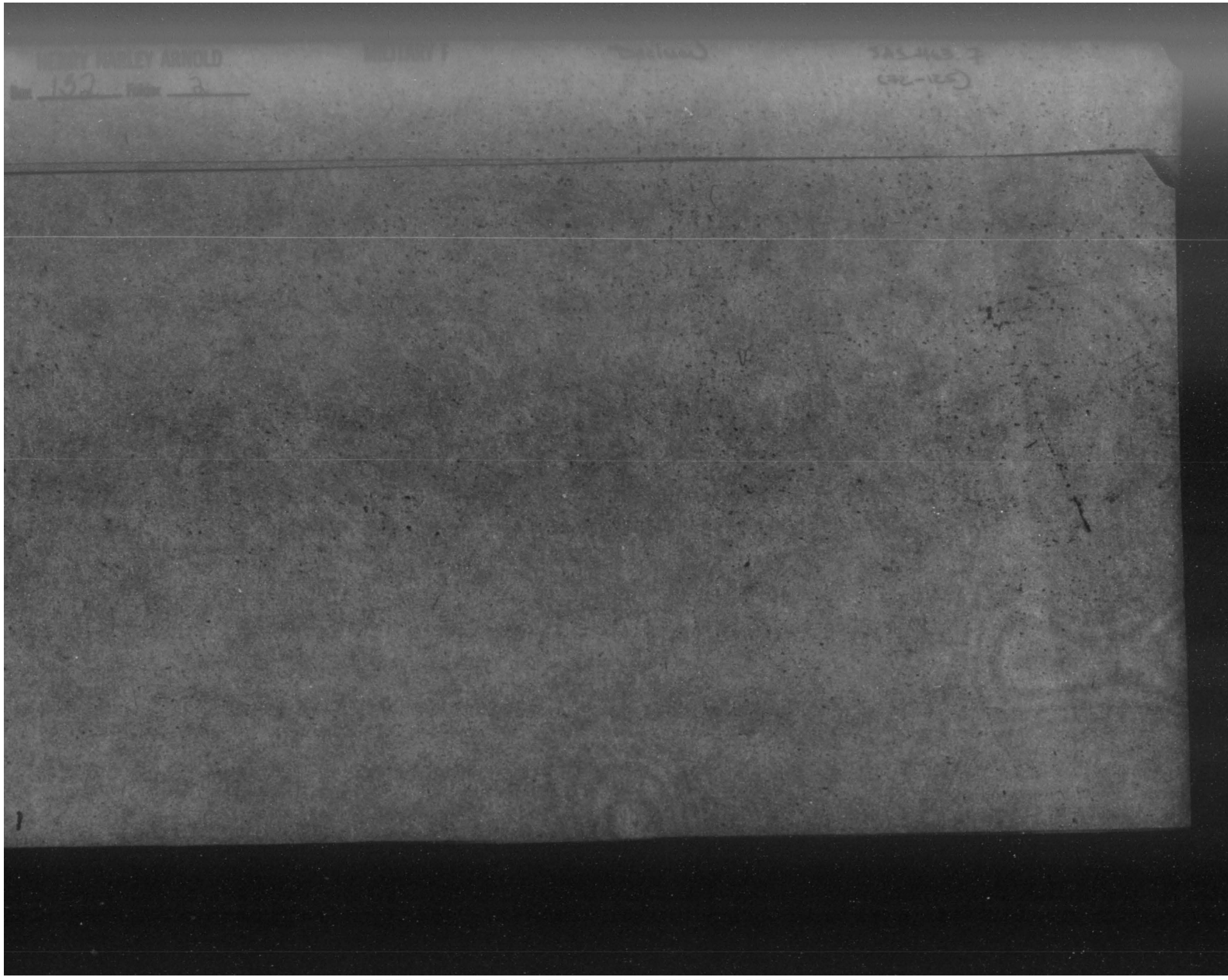

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DOD ltrs.
8 Jan. & 20 June 1974
By: [illegible] LC, Date 11/30/76

AAF/A-WPD
EFG
wtn 1/6/42

DECLASSIFIED
SECRET

Mr. Samuel E. Gates, International Counsellor
Civil Aeronautics Board
Washington, D. C.

Dear Mr. Gates:

Reference is made to your letter dated December 18, 1941 inviting the War Department to indicate the point at which it is desired that Pan American Airways stock 100 octane aviation gasoline.

The War Department is interested in the storage of 100 octane gasoline by Pan American Airways only at those points enumerated in the secret Pan American Airways Contract and subsequent modification thereof, and terminal and intermediate points covered by the War Department, Pan American Airways African Transport and Ferry contracts and additions thereto.

This office is not in a position to comment authoritatively on whether $490,000.00 is a reasonable amount to be charged by Pan American Airways as representing the difference in cost to them of 100 octane gasoline used in lieu of the 90 octane now habitually employed by Pan American Airways in its operations.

An examination of the list you enclose indicates you have correctly marked with an asterisk, those locations where stores of 100 octane gasoline are to be maintained under the terms of the contract. Your office will be furnished with additional locations when, and if, changes are desired.

Very truly yours,

Dispatched
JAN 10 1942
AAG 81

| 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 | |
| | | | | | | JY | [illegible] | | | | |
| | | | | | | | | | | | |

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1-2

MANUSCRIPT DIVISION

CLASSIFIED ITEMS REMOVED

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

Series: Declined

Folder Title: 4637 (12-5)

Item(s) and Security Classification:

1. Letter, Samuel E. Gates to Eugene F. Gillespie, 12/18/41, 2p. S
Originating Agency: CAB

PK / DCN
Reviewer

1994 / 11.30.76
Date

85-57 (rev 4/90

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AAF/A-2
WB :lh
written 2/14/42

DECLASSIFIED
DOD-Ltr.
5 Jan. & 30 June 1974
By: [illegible] Date: 11/30/76

February 21, 1942.

MEMORANDUM FOR: The Assistant Chief of Staff, WPD.

SUBJECT: Fellers message recommending planning for denying Rumanian oil to Germany.

463.7 (124)

1. Reference is made to Memorandum from your Division to the Chief of the Army Air Forces, January 7, 1942, WPD A59607, subject: Message from Cairo re Oil Fields in the Iraq and Caucasus Pools.

2. Information in the possession of the Air Intelligence Section, A-2, Headquarters Army Air Forces, confirms the conclusions and recommendations of Colonel Fellers, but is at variance with the statistics given by him in regard to the general Axis oil position, on which he bases these conclusions. Our Information does not show the German oil situation to be as critical as his message infers.

3. Nevertheless Rumanian oil is so important to Germany that if it were denied to her, her position would quickly become as critical as Colonel Fellers states it now is.

4. In planning to achieve the complete or partial denial of this oil to Germany certain facts have great importance:

a. Rumanian refining capacity is greatly in excess of her crude production, necessitating the destruction of possibly a third of this capacity before she is forced to begin shipping [illegible]

HEADQUARTERS ARMY AIR FORCES [illegible]

| Chief of Staff | Sec'y Air Staff | A. A. G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics |
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DOD Dir.
5 Jan. & 20 June 1924
By _____ I.C. Date _____

b. Both Germany, France, and Italy surplus refining capacity capable of handling Rumania's crude production (though not so conveniently) in the event that the Rumanian refineries were completely destroyed.

c. In view of the above the transportation of Rumanian oil and the communications between Rumania and the rest of Europe assume primary importance.

For the Chief of the Air Staff:

H. P. Curtis,
Lieut. Col., Air Corps,
Secretary of the Air Staff.

Dispatched
FEB 21 1942
AAG

~~Dispatched~~
~~FEB 17 1942~~
~~AAG~~

HEADQUARTERS—ARMY AIR FORCES—COORDINATION

| Chief Staff | Sec'y Air Staff | A. A. G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | |
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5 Jan. & 20 June 1934
By [illegible] LC, Date 11/30/76

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AAF/A-2
Air Intel
RDH-ea
Written 2/11/42

FEB 16 1942

MEMORANDUM FOR: The Chief of the Army Air Forces.

SUBJECT: Fellers message recommending planning for denying Rumanian oil to Germany.

463.7 (124)

1. Information in the possession of the Air Intelligence Section, A-2, Headquarters Army Air Forces, confirms the conclusions and recommendations of Colonel Fellers, but is at variance with the statistics given by him in regard to the general Axis oil position, on which he bases these conclusions. Our information does not show the German oil situation to be as critical as his message infers.

2. Nevertheless Rumanian oil is so important to Germany that if it were denied to her, her position would quickly become as critical as Colonel Fellers states it now is.

3. In planning to achieve the complete or partial denial of this oil to Germany certain facts have great importance:

a. Rumanian refining capacity is greatly in excess of her crude production, necessitating the destruction of possibly a third of this capacity before she is forced to begin shipping any crude in place of refined products.

HEADQUARTERS—ARMY AIR FORCES—COORDINATION

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8 Jan. & 20 June 1974
By _____ LC, Date _____

b. Both Germany, France, and Italy have surplus refining capacity capable of handling Rumania's crude production (though not so conveniently) in the event that the Rumanian refineries were completely destroyed.

c. In view of the above the transportation of Rumanian oil and the communications between Rumania and the rest of Europe assume primary importance.

4. Attached herewith is a memorandum for the War Plans Division of the War Department, which includes the information given above.

MARTIN F. SCANLON,
Brigadier General, U.S.A.,
Ass't. Chief of the Air Staff, A-2.

FEB 16 1942
AAG Received

2 Incls.
1. Memo. fr AC/S, WPD to CAAF, 1/7/42 (WPD 4596-7) w/incls. as listed.

2. Draft ltr. fr CAAF to AC/S, WPD.

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HEADQUARTERS—ARMY AIR FORCES — COORDINATION

| Chief of Staff | Sec'y Air Staff | A. A. G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | |
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9 Jan. & 25 June 1974
By [illegible] LC Date 6/20/74

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WAR DEPARTMENT
War Department General Staff
War Plans Division
Washington

January 7, 1942

WPD 4596-7

MEMORANDUM FOR THE CHIEF OF THE ARMY AIR FORCES:

Subject: Message from Cairo re Oil Fields in The Iraq and Caucasus Pools.

1. The War Plans Division recognizes the value of Operations to deprive Axis Powers of the Roumanian oil as indicated in the attached report.

2. This report is forwarded to the Chief of the Army Air Forces for his information.

/s/ C.K.Gailey, Jr.

L. T. Gerow
Brigadier General,
Assistant Chief of Staff

C.K.Gailey, Jr.
Lt. Coll, G.S.C.
Executive, WPD

1 Incl.
Paraphrase of secret message from Fellers.

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DOD Dir.
By [illegible] NLC Date 11/20/96

Paraphrase of a Secret
Confidential Restricted Message
Received at War Department.

at 9:39 A.M. P.M. January 4, 1942

FROM Cairo Filed 4:00 A.M. P.M. January 4, 1942

Received in I.B. 11:27 A.M. P.M. January 4, 1942 No. 497

1. The combined oil output of Roumania and Germany is now only adequate to fuel the German machine for static warfare presupposing a war of immobility in Russia, in addition to supplying the demands of German occupied territories. Such condition would call for 1,000,000 tons output monthly.

-2. Germany's oil reserve now stands at 1,700,000 tons of oil products, and because a substantial part of this reserve must remain idle stock at scattered distribution dumps, only part can be counted readily available.

3. Oil products in greater Germany amount to ~~140,000~~ 540,000 (Corrected by phone from G-2 sit. Room D.C.F.Jr.) tons per month when the home consumption is deducted. Roumania (word missing) produces 375,000 tons of oil products per month.

4. All out-warfare against Russia means Germany must consume 400,000 tons per month from her stock tanks plus the entire monthly fuel production. These figures indicative, therefore, that fighting a total war against Russia will mean complete exhaustion of the free stocks in approximately 4½ months. Undoubtedly the practical workings of Germany's fuel supply will grow successively difficult in far less time because of distribution problems arising as the reserves are lowered.

5. It is clear the Germans need additional oil resources, and at the present time two major fields lie within practical distance:

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8 Jan. & 20 June 1974
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the Iraq and Caucasus ppols. It is conceivable that the frustration of Hitler's grab for the Caucasus, repulsed at Rostov, might direct the German leader's efforts toward the Iraq source some time this winter.

6. The following conclusions and recommendations are suggested:

a. The scale of German operations can be narrowed if deprived of Roumanian oil sources.

b. Roumanian oil is within the periphery of Syria - or Derna-Based long-range bombers.

c. Denial of Roumanian oil will shut off German Facility for conducting even static operations.

d. It is recommended War Plans Division undertake studied consideration of the aforementioned long-range bombing tasks.

FELLERS

Only copy for Gen'l. L. T. GEROW

Paraphrased by Lt. R. D. Burhans

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HEADQUARTERS ARMY AIR FORCES
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ROUTING AND RECORD SHEET

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DOD ltrs
6 Jan. & 20 June 1974
By AWTCC LC, Date 11/30/76

File No. 117-5

Tally No. AAF

SUBJECT: Comments on Memorandum from the War Plans Division, General Staff to Chief of the Army Air Forces with reference to Rumanian Oil Situation.

| NO. | FROM | TO | DATE | COMMENTS |
|---|---|---|---|---|
| 1. | AAF A-2 Air Intel. | AAF A-2 | 1942 2/11 | AAF/A-2 WB-veg<br>1. Under date of January 7, 1942, WPD, GS transmitted by memorandum to the Chief of the Army Air Forces a copy of a cable from Fellers dealing with the Axis Oil Situation. The memorandum with its enclosures was transmitted to this Section to note and return.<br>2. In view of the fact that the question of Axis oil supply has been receiving considerable attention in this Section, it is suggested that the conclusions which have been reached may be of interest to the Chief of the Army Air Forces and they have been embodied in a memorandum for your signature which is attached hereto.<br>WB for<br>J.F.O., Jr.,<br>C/Air Intel. Sect.<br>1 Incl.<br>Memo for C/AAF<br>re Rumanian Oil w/2 incls. |

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

FEB 1 6 1942

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DOD Dir.
E.O. Date

MEMORANDUM FOR: The Chief of the Army Air Forces.

SUBJECT: Fellers message recommending planning for denying Rumanian oil to Germany.

1. Information in the possession of the Air Intelligence Section, A-2, Headquarters Army Air Forces, confirms the conclusions and recommendations of Colonel Fellers, but is at variance with the statistics given by him in regard to the general Axis oil position, on which he bases these conclusions. Our information does not show the German oil situation to be as critical as his message infers.

2. Nevertheless Rumanian oil is so important to Germany that if it were denied to her, her position would quickly become as critical as Colonel Fellers states it now is.

3. In planning to achieve the complete or partial denial of this oil to Germany certain facts have great importance:

a. Rumanian refining capacity is greatly in excess of her crude production, necessitating the destruction of possibly a third of this capacity before she is forced to begin shipping any crude in place of refined products.

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By LC, Date

b. Both Germany, France, and Italy have surplus refining capacity capable of handling Rumania's crude production (though not so conveniently) in the event that the Rumanian refineries were completely destroyed.

c. In view of the above the transportation of Rumanian oil and the communications between Rumania and the rest of Europe assume primary importance.

4. Attached herewith is a memorandum for the War Plans Division of the War Department, which includes the information given above.

Martin F. Scanlon

MARTIN F. SCANLON,
Brigadier General, U.S.A.,
Ass't. Chief of the Air Staff, A-2.

Hq. Army Air Forces
FEB 16 1942
AAG Received

2 Incls.
1. Memo. fr AC/S, WPD to CAAF, 1/7/42 (WPD 4596-7) w/incls. as listed.

2. Draft ltr. fr CAAF to AC/S, WPD.

Hq. Army Air Forces
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DOD Ltr.
8 Jan. & 30 June 1954
By: [illegible] LC Date: 11/30/76

COPY

WAR DEPARTMENT
War Department General Staff
War Plans Division
Washington

January 7, 1942

WPD 4596-7

MEMORANDUM FOR THE CHIEF OF THE ARMY AIR FORCES:

Subject: Message from Cairo re Oil Fields in the Iraq and Caucasus Pools.

1. The War Plans Division recognizes the value of operations to deprive Axis Powers of the Roumanian oil as indicated in the attached report.

2. This report is forwarded to the Chief of the Army Air Forces for his information.

/s/ C.K.Gailey, Jr.

L. T. Gerow
Brigadier General,
Assistant Chief of Staff

C.K.Gailey, Jr.
Lt. Col., G.S.C.
Executive, WPD

1 Incl.
Paraphrase of secret message from Fellers.

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DOD Dir.
8 Jan. & 30 June 1974
By [illegible] LC, Date 11/30/76

COPY

Paraphrase of a Secret
Confidential Restricted Message
Received at War Department.

at 9:39 A.M. P.M. January 4, 1942.

FROM Cairo Filed 4:00 A.M. P.M. January 4, 1942.

Received in I.B. 11:27 A.M. P.M. January 4, 1942 No. 497

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2. Germany's oil reserve now stands at 1,700,000 tons of oil products, and because a substantial part of this reserve must remain idle stock at scattered distribution dumps, only part can be counted readily available.

3. Oil products in greater Germany amount to ~~340,000~~ 540,000 tons per month when the home consumption is deducted. Roumania (word missing) produces 375,000 tons of oil products per month. (Corrected by phone from G-2 sit. Room D.C. F. Jr.)

4. All out-warfare against Russia means Germany must consume 400,000 tons per month from her stock tanks plus the entire monthly fuel production. These figures indicative, therefore, that fighting a total war against Russia will mean complete exhaustion o f the free stocks in approximately 4½ months. Undoubtedly the practical workings of Germany's fuel supply will grow successively difficult in far less time because of distribution problems arising as the reserves are lowered.

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5. It is clear the Germans need additional oil resources, and at the present time two major fields lie within practical distance:

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the Iraq and Caucasus pools. It is conceivable that the frustration of Hitler's grab for the Caucasus, repulsed at Rostov, might direct the German leader's efforts toward the Iraq source some time this winter.

6. The following conclusions and recommendations are suggested:

a. The scale of German operations can be narrowed if deprived of Roumanian oil sources.

b. Roumanian oil is within the periphery of Syria - or Derna-based long-range bombers.

c. Denial of Roumanian oil will shut off German facility for conducting even static operations.

d. It is recommended War Plans Division undertake studied consideration of the aforementioned long-range bombing tasks.

FELLERS

Only copy for Gen'l. L. T. GEROW
No distribution.

Paraphrased by Lt. R. D. Burhans

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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000 ltrs
E.O. 12356, Sec. 3.4 & 3.5 June 1982
By NNDJ/NC Date 4/30/96

File No.

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

Tally No. AAF

**SUBJECT:** Supplies of Aviation Gasoline, Ferry Route, Hawaii to "X".

| NO. | FROM | TO | DATE | COMMENTS |
|---|---|---|---|---|
| | | | | AAF/A-4<br>JYY/mwb |
| 1. | AAF<br>A-4 | AAF<br>C/AAF | 1942<br>1/5 | 1. War Department placed on the Commanding General, Hawaiian Department the responsibility for development of this ferry route as far West as New Caledonia. All points at which Ferrying Command now desires gasoline to be stored are located in this area.<br><br>2. Commanding General, Hawaiian Department, charged his District Engineer with responsibility for construction and for placing fuel and oil at airdromes along this route.<br><br>3. As measure of cooperation and in accordance with Air Forces responsibility any number of drums of gasoline up to 30,000 (1,500,000 gallons), were made available to the District Engineer, San Francisco, for transportation on boats under charter to the Corps of Engineers. These boats were moving supplies for the Corps of Engineers.<br><br>4. Supplies of gasoline available along this ferry route are as follows:<br><br>Hawaii - 4,565,000 gallons (~~equal to 1,822~~ heavy bombers)<br><br>Palmyra - 138,000 gallons (of this, 100,000 gallons was destined for Christmas). (Enough to fill 55.2 heavy bombers).<br>Suva-Nandi - 120,000 gallons (enough to fill 48 heavy bombers).<br>Noumea - 100,000 gallons (in addition 5,000 drums are to be returned to Noumea from "X"). (enough to fill 40 heavy bombers).<br><br>5. While it is the responsibility of the Commanding General, Hawaiian Department to spot gasoline along this route, every effort is being made to secure action, and the Commanding General, Hawaiian Department, is being advised of the measures taken. |

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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DOD ltrs.
5 Jan. & 20 June 1974
By _____ AC. Date _____

File No. .....

Tally No. AAF .....

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

SUBJECT: Supplies of Aviation Gasoline, Ferry route, Hawaii to "X".

| NO. | FROM | TO | DATE | COMMENTS |
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| 1 cont | AAF A-4 | AAF C/AAF | 1942 1/5 | AAF/A-4 JYY/mwb<br>6. The Commanding General, Hawaiian Department, has been requested to advise whether any assistance is needed in establishing necessary supplies of aviation gasoline and oil along ferry route. Pending receipt of advice from the Commanding General, Hawaiian Department, ~~[illegible]~~ plans are being made to ship required quantities of aviation fuel and oil in drums from the United States to these points.<br>EPS<br>EPS<br>C/A-4 |

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

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DOD Dir.
5 Jan. & 30 June 1954
By: [illegible] LC, Date: 11/20/76

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

January 2, 1942.

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Impregnated Gasoline Tanks.

Request instructions be issued to the Headquarters, Air Force Combat Command, substantially as follows:

a. The 22d and 38th Medium, the 3d Light Bombardment together with the 31st, 8th, 58th and 50th Pursuit Groups have been set up in high priority for movement to X. The exact date of their move has not yet been decided.

b. Movement orders that will read "on call from the port of embarkation" will issue shortly for these three bombardment groups and the four (4) Pursuit Groups.

c. Since these units are scheduled for destinations where aromatic gasoline will be used, the gasoline tanks in the airplanes that will accompany the units must be sloshed with an impregnating material capable of resisting the action of that type of gasoline.

d. The Materiel Division has indicated that they can receive initially ten (10) B-26's and ten (10) A-20's at Wayne County Airport, Michigan.

e. It is desired that these airplanes be ferried to that place as soon as practicable. The Materiel Division's representative, Colonel Bernard Tocher, has been designated to receive them. He has been instructed to notify the Air Force Combat Command when the sloshing of the first airplanes has been accomplished and to make his request direct to the Air Force Combat Command for additional airplanes when he is ready to receive them.

f. When the 22d Medium Bombardment Group reverts to the control of the Air Force Combat Command it is desired that its airplanes receive the tank impregnating treatment.

g. Since it is still undecided whether or not the 3d Light Bombardment Group will go with A-20 airplanes or the



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remainder of the A-24's, it is desired that plans be made for either contingency.

For the Chief of the Air Staff:

for HARL L. HAIDEN
Colonel, Air Corps
Asst. Chief of the Air Staff, A-3

HQ. Army Air Forces
JAN 3 1942
AAG Section

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8 Jan. & 20 June 1974
By: [illegible] LC Date: [illegible]

(Air AG)

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January 3, 1942

SUBJECT: Impregnated Gasoline Tanks.

TO : Chief of the Air Corps

1. Two medium, one light bombardment and four (4) pursuit groups are being sent to X. Similar types of units will be sent in the near future to other destinations where aromatic gasoline will be used. For this reason it is desired that impregnated gasoline tanks be installed in medium and light bombardment and pursuit airplanes as quickly as possible.

2. Until the composition seal-proof tanks can be placed in airplanes as they come off the production line, it is desired that the sloshing with impregnating materials be accomplished as rapidly as possible in the gasoline tanks of these airplanes.

3. In order to expedite this sloshing in airplanes now on hand, the Air Force Combat Command has been directed to ferry ten (10) B-26 airplanes and ten (10) A-20 airplanes to Wayne County Airport, to establish a production line for this purpose. Other airplanes will be placed at the disposal of the Materiel Division representative at that place upon call direct to the Air Force Combat Command. It has, however, been left to the discretion of the Air Force Combat Command as to whether or not they can spare the quantities to be requested and the times that they can make them available.

4. The Air Force Combat Command has been impressed with the necessity for completing the sloshing of all tanks, as rapidly as possible, in units set up for the task forces that will be called upon to use this aromatic gasoline.

By Command of Lieutenant General ARNOLD:

JAN 3 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 | |
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DOD Dir.
By [illegible] I.C. Date 11/30/76

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

January 1, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Impregnated Gasoline Tanks.

Request instructions be issued to the Office, Chief of Air Corps, substantially as follows:

a. Two medium light bombardment and four (4) pursuit groups are being sent to X. Similar types of units will be sent in the near future to other destinations where aromatic gasoline will be used. For this reason it is desired that impregnated gasoline tanks be installed in medium and light bombardment and pursuit airplanes as quickly as possible.

b. Until the composition seal-proof tanks can be placed in airplanes as they come off the production line, it is desired that the sloshing with impregnating materials be accomplished as rapidly as possible in the gasoline tanks of these airplanes.

c. In order to expedite this sloshing in airplanes now on hand, the Air Force Combat Command has been directed to ferry ten (10) B-26 airplanes and ten (10) A-20 airplanes to Wayne County Airport, to establish a production line for this purpose. Other airplanes will be placed at the disposal of the Materiel Division representative at that place upon call direct to the Air Force Combat Command. It has, however, been left to the discretion of the Air Force Combat Command as to whether or not they can spare the quantities to be requested and the times that they can make them available.

d. The Air Force Combat Command has been impressed with the necessity for completing the sloshing of all tanks, as rapidly as possible, in units set up for the task forces that will be called upon to use this aromatic gasoline.

For the Chief of the Air Staff:

EARL L. NAIDEN
Colonel, Air Corps
Asst. Chief of the Air Staff A-3

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DOD Dir.
8 Jan. & 20 June 1974
By [illegible] LC Date 11/20/76

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SUBJECT: Bluie West 8.

2. AAF OCAC 1941
C/AS Air Ser. 12/30
Com. Lia.

AAF/A-4
JFW/coc

1. Request that necessary action be taken to maintain gasoline supply level indicated and furnish two small servicing trucks. Note letter subject equipment and supplies BWB fwd to C/AC by 1st Ind. recent date.

CS
C/AS

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JAN 2 1942
AAG

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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DOD Reg.
8 Nov. & 30 June 1974
By: [illegible] LC. Date 11/30/76

SUBJECT:

1. AAF AAF 1941 AAF/AWPD
AWPD A-4 12/23 HAC-aea

1. The Commanding Officer, Bluie West 8 recommends that additional aviation gasoline, oil, and small servicing trucks be sent to that place. 20,000 gallons of gas is there at present.

2. This Division recommends that a level of at least 150,000 gallons be maintained there, together with a number of servicing trucks.

H.L.G.
C/AWPD

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OFFICE OF THE CHIEF OF THE AIR CORPS
Routing and Record Sheet

DECLASSIFIED
DOD DIR
5 Jan. 4-30 June 1974
By [illegible] LC Date 11/24/76

Subject: A. C. Gasoline Fueling System, Nome, Alaska.

| NO. | FROM | TO | DATE 1941 | COMMENTS (12-E9) HFK/gr |
|---|---|---|---|---|
| 1. | B & G | AAF C/AS | 12/27 | 1. For remark and recommendation.<br>2. It is requested that the information desired in paragraph 7, a and b, of basic communication, be furnished this office for transmittal to the Chief of Engineers. A copy of the basic communication is inclosed.<br>WJR<br>Acting Ch/B&G Div. |
| 2. | AAF A-4 | AWPD Lt.Col. Partridge | 1942 1/2 | AAF/A-4<br>JFW/coc<br>1. Request advice in the foregoing connection upon which to base refueling requirements at Nome and at Ladd Field considering normal unit assignment and operations plus augmented conditions reasonable to be expected.<br>Incl:<br>Cpy Ltr to Div. Eng.<br>Portland fm Corps of Engs.<br>12-5-41 w/3 Inds.<br>EPS<br>C/A-4 |
| 3. | AAF AWPD | AAF A-4 | 1942 1/10 | AAF/AWPD<br>EEP-aea<br>1. Current plans call for an Alaskan Air Force which may reach the following strength in the next few months:<br>1 Sq. - Heavy Bombardment<br>2 Sqs.- Medium "<br>3 Sqs.- Pursuit<br>2. In tactical operations, it is improbable that all of this force would be concentrated on one outlying field such as Nome. Assuming that it may be practical to fly one pursuit squadron (18 operating airplanes) and one bombardment squadron (9 medium or 5 heavy airplanes) from one field, the requirement for gasoline would total about 10,000 gallons per day. This |

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD Ltr
8 Jan. & 20 June 1974
By_____ J.C. Date_____

SUBJECT: A. C. Gasoline Fueling System, Nome, Alaska.

| No. | From | To | Date | Data |
|---|---|---|---|---|
| 3 (cont.) | AAF AMFD | AAF A-4 | 1942 1/10 | is figured on two missions for pursuit and one for bombardment per day. |

3. Based on the above premise, a fuel supply of 10,000 gallons immediately available appears adequate for Nome under present conditions. However, the Commanding General, Alaskan Defense Command, should make the decision in this respect.

4. The fuel supply at Ladd Field will probably prove inadequate if only 12,000 gallons are immediately available. This is a large permanent field and due to its protected inland position, it should be prepared to serve as an emergency base for practically all the Alaskan Air Force. It is, therefore, highly desirable that no restriction be placed on the immediately available supply of gasoline at Ladd Field.

5. The possibility that ferrying operations through Alaska may become necessary should be kept in mind. If permission can be secured from the Russian Government, it will be easier to ferry aircraft to the Far East through that country than across either the South Pacific or the Atlantic ferry routes. Under ferry conditions, the supply of gasoline expended in Alaska may well run into several hundred thousands of gallons per month.

6. It is recommended:

a. That facilities be provided at Nome, without delay, to insure that not less than 10,000 gallons of gasoline are ready to service aircraft. Concurrence in this recommendation should be secured from the Commanding General, Alaskan Defense Command.

b. Immediate steps should be taken to eliminate any delay in servicing aircraft with gasoline at Alaskan stations. If mechanical filters or pumps and

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DOD Dir.
8 Jan. & 30 June 1974
Sig. [illegible] LC. Date 4/30/76

Air ab 463.7 (115)

Subject: A. C. Gasoline Fueling System, Nome, Alaska.

JAN 31 1942
AAG Received

AAF/A-4
[illegible]/jch

4. AAF OCAC 1/27
C/A-4

1. For your information.

Dispatched
FEB 1 1942
AAG

2. Attention is invited to Par. 6, Comment 3, above and to Air Service command inter-office memorandum. It is desired that a system employing filters for ice crystals and not a system requiring a heated building be employed in future arctic or cold weather installations.

| 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 Incls. m/c | | | | | C.J.H., Jr. C/AC/A-4 | | |
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Air ab 463.7 (115)

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DOD Dir.
8 Jan. & 30 June 1974
By: [illegible] LC Date: 11/30/76

SE 5430(Nome)98 December 5 1941

Subject: A. C. Fueling Systems for Cold Weather Tactical Stations.

To: The Division Engineer, North Pacific Division, Portland, Oregon.

1. Reference is made to the Letter Office, Chief of Air Corps to Chief of Engineers, dated November 13, subject: "A.C. Gasoline Fueling System, Nome, Alaska," and the 3d indorsement thereto , Seattle District Office to the North Pacific Division, dated December 2, 1941.

2. It is planned to install a 25,000-gallon tank in a heated building to provide for removing ice crystals from the gasoline in cold weather similar in operation to the 12,000-gallon tank in use at Ladd Field.

3. Prior to preparing the plans and cost estimate and requesting funds for the installation of such a system it is desired to point out the apparent weakness of the system and to obtain the opinion of the Chief of Air Corps as to whether such systems will be satisfactory for use in fueling tactical planes.

4. Aqua systems for A.C. fueling in the interior or northern stations in Alaska are not feasible unless each aqua tank is heated, and the gasoline is preheated before the tanks are filled as the gasoline at temperatures ranging as low as -60° F. in winter will immediately freeze the surface of the water in the storage tanks upon contact. It is not known what experiments the Air Corps has conducted on the use of saline or anti-freeze solutions instead of water for such installations.

5. As an Aqua system was not feasible at Nome and the Commanding General, Western Defense Command was desirous of the immediate installation of tanks for 150,000 gallons of A.C. gasoline, a gravity flow system was constructed at Nome.

6. A 25,000-gallon tank, placed in a heated building for the purpose of providing a water trap to take out ice crystals is believed to be inadequate for the purpose. Assuming gasoline in the supply tanks at a temperature of -60° F., as is frequently the case, and the gasoline in the heated building at 70° F., it will be possible to pass less than 10,000 gallons of gasoline at one time through the tank before the temperature of

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8 Jan. & 20 June 1974
By: LC, Date

the gasoline in the tank in the building is reduced to below freezing temperatures. The system at Ladd Field uses a 12,000-gallon tank that was designed for use at the Experimental Cold Weather Stations and not for refueling of tactical planes possible in large numbers. Waiting for the tank in the heated building to warm up sufficiently to melt the ice crystals is not critical for experimental flying, whereas at Nome it is believed that the system used must be capable of use for refueling tactical planes up to the capacity of the storage without any delay. It, therefore, appears that the system installed should not provide for heating the gasoline in winter but should mechanically filter out the crystals from the fueling while it is cold. The system should include a separator tank for a water trap between the outlet and the filter. The filter can then be cleaned after use each time in winter by application of heat to convert the crystals to water which, in turn, is settled out in the separator tanks.

7. It is requested that the above comments be referred to the Air Corps with a request for information on the following:

a. What will be the maximum refuel demand on the A.C. Fueling System at Nome, At Ladd Field?

b. Will a system similar to that at Ladd Field but using a larger size tank (25,000 gallons) be adequate,

c. Have studies been made on filtering ice crystals from gasoline in fueling systems in extreme climates, If so, are the results available, If not, is it desired that this office make them,

For and in the absence of the District Engineer:

Donald P. Booth,
Major, Corps of Engineers,
Executive Assistant.

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AIR MAIL

Subject: A.C. Fueling Systems for Cold Weather Tactical Stations.

3
NPD 6844(Nome)-21.1 1st Ind.

Office, Division Engineer, North Pacific Division, Portland, Oregon, Dec. 9, 1941. - To the Chief of Engineers, U.S. Army, WASHINGTON, D.C.

1. Your attention is invited to the reported conditions at Alaska Stations and to the system for servicing planes at Ladd Field.

2. It is requested that the information desired by the District Engineer as contained in paragraph 7 of the basic letter be obtained as soon as practicable from the Office, Chief of Air Corps.

By direction and in the absence of the Division Engineer:

H. J. Wild,
Colonel, Corps of Engineers,
Executive, Assistant.

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DOD Ltr
8 Jan. & 30 June 1974
By ALP/CE I.C. Date 11/20/76

CONFIDENTIAL

CE 600.1(Nome Airfield)-21

Subject: A.C. Fueling Systems for Cold Weather Tactical Stations. (Re: Ltr. from Seattle Dist. to Div. Engr. NPD, dated 12/5/41)

2d Ind. COA

Office, C. of E., December 18, 1941. To: THE CHIEF OF THE AIR CORPS.
(Attention: Chief, Buildings and Grounds Division.)

1. Reference is made to letter from your office to the Chief of Engineers, dated November 3, 1941, subject: "A. C. Gasoline Fueling System, Nome, Alaska," being forwarded to your office this date by fifth indorsment thereto.

2. It is requested that the information desired by the District Engineer in paragraph 7 a and b of the basic letter be furnished this office for transmittal to the field.

3. Attention is invited to paragraph 7 c of the basic letter. It is believed that provision for elimination of ice crystals from gasoline in extreme climates should be contingent upon the findings of an investigation to be made for this specific purpose.

For the Chief of Engineers:

J. L. Person,
Major, Corps of Engineers,
Assistant Chief, Operations Branch.

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DOD Dir
4 Jan. & 30 June 1974
By [illegible] I.C. Date 11/30/76

CONFIDENTIAL

IMMEDIATE ACTION

WAR DEPARTMENT

Subject: A.C. Fueling Systems for Cold Weather Tactical Stations.

3rd Ind. (12-E9)

War Department, Office, Chief of the Air Corps, Washington, D. C., December 27, 1941 - To Chief of Engineers.

1. Attention is invited to 6th Indorsement from this office to your office on letter dated November 3, 1941, subject: "A.C. Gasoline Fueling System, Nome, Alaska", Wherein it is requested that the Changes in the A. C. gasoline fueling system at Nome, Alaska be deferred pending further study on the elimination of ice crystals in gasoline fueling systems.

2. This office concurs in the recommendations contained in paragraph 3, 2nd Indorsement. It is requested that the District Engineer, Seattle, Washington, make a study on the filtering of ice crystals from gasoline fueling systems in extreme climates. The Air Service Command, Wright Field, Dayton, Ohio, has also been requested to make similar tests It is recommended that these two studies be made simultaneously in order to obtain a comparison of results. It is requested that this matter be expedited.

3. The information requested in paragraph 7, a and b, basic letter is not known by this office at this time. When this information is available, it will be furnished your office for transmittal to the District Engineer, Seattle, Washington.

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(14-M)

INTER-OFFICE MEMORANDUM

War Department, Air Corps
Office, Chief Air Service Command

January 3, 1942

To: Assistant Chief, Air Service Command
Wright Field, Dayton, Ohio.

Subject: Air Corps Gasoline Fueling Systems in Extreme Climates.

1. The attached correspondence is forwarded for initiation of a study to provide means of eliminating ice crystals in Air Corps fuel installations in extreme cold climates.

2. It is the opinion of this office that the Aqua System is not the best type installation for Air Corps Stations, where the temperature is apt to be well below zero during a large period of the winter, and Where the frost line extends to a considerable depth.

3. It is additional expense and further complicates the system to install heated tanks to serve as a water trap. It is also believed that such a system is not a solution to the problem, although it may be a temporary expedient. If the gasoline supply line, from the heated tank is of any length, considerable condensation will occur in this line, especially since the gasoline will be warm when it enters the cold line.

4. It is believed the best type installation would be to install the underground tanks just as they would be installed at any station, where ice troubles would not be encountered, and the use of an electric or gasoline driven pump instead of the Aqua System.

5. If the suction stub to each underground tank were located from six to ten inches off the bottom of the tank, and a screen provided for the suction stub, ice crystals would probably not be pulled through to the pump. After the pump, a large bucket type screen of 60 to 100 mesh wire could be installed to trap any ice crystals formed. This screen should be installed in the line, so as to permit easy removal for cleaning. Any ice crystals formed through condensation in the line from this strainer to the discharge nozzle would be removed by the strainer in the nozzle spout.

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Inter-Office Memorandum to the Assistant Chief, Air Service Command
Wright Field, Dayton, Ohio.
Subject: Air Corps Gasoline Fueling Systems in Extreme Climates.

6. The system as described above would be very simple to install, and no heated tanks would be required.

7. It is requested that your study on this question be expedited and that this office be informed of the results in order that comparison can be made with the tests now being undertaken by the District Engineer, Seattle, Washington.

L. P. WHITTEN
Lt. Col., Air Corps
Executive

Incls: Cy R&R fr OCAC B&G
12/27/41 w/ltr to
Div. Eng. Portland, Oregon
12/5/41 w/9 Inds.

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DOD ltrs.
8 Jan. & 20 June 1974
By AMSC JC. Date 11/30/76

December 26, 1941.

MEMORANDUM FOR THE CHIEF OF ENGINEERS:

Subject: War Reserve Gasoline Storage.

1. Reference letter your office, December 18, 1941, to The Adjutant General, above subject, confirming informal conferences between the Office, Chief of the Army Air Forces, and the Office, Chief of Engineers.

2. It is desired that until such time as the situation with reference to overseas shipments is clarified and until such time as an agreement is secured from the Navy Department, pertaining to the strategic War Reserve Gasoline Storage Project, all such projects be held in abeyance and that the storage tanks already fabricated be held in storage.

3. As soon as it is practicable to make disposition of these tanks you will be advised.

For the Chief of The Air Staff;

EDGAR P. SORENSEN
Colonel, Air Corps,
Assistant Chief of the Air Staff, A-4.

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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| Chief of Staff | Sec'y Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | |
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8 Jan. & 30 June 1974
By [illegible] LC. Date 6/30/76

ADDRESS REPLY TO
CHIEF OF ENGINEERS, U. S. ARMY
WASHINGTON, D. C.

REFER TO FILE NO. _____

WAR DEPARTMENT
OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON

3-N

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~~RESTRICTED~~ December 18, 1941.

Subject: War Reserve Gasoline Storage.

To: THE ADJUTANT GENERAL.

1. As a matter of record, it is desired to review the present status of the war reserve gasoline storage planned for the Philippine Islands, Alaska, Oglethorpe, Tarrtown, and Umatilla, and to request advice regarding the action that should be taken in each case.

2. On or about October 30, 1941, this office was informally advised by the Air Staff that the General Staff and the Air Staff were considering the cancellation of the war reserve gasoline projects at Oglethorpe, Umatilla, and Tarrtown and using the funds obtained from these projects for the installation of war reserve gasoline storage in the Philippines and Alaska.

3. At the time the above telephone call was received, no actual construction work had yet begun at the three above-mentioned storage sites, but contracts had been made for the construction and installation of four 40,000 barrel tanks with each of the following companies:

| Company | Location of Site | No. of 40,000 Barrel Tanks |
|---|---|---|
| Bethlehem Steel | Oglethorpe | 4 |
| Pittsburgh-Des Moines Steel | Umatilla | 4 |
| Hammond Iron Works | Tarrtown | 4 |

4. Bethlehem Steel and Pittsburgh-Des Moines have both completed their tanks and these eight tanks are now ready for shipment. Hammond Iron Works are fabricating their tanks and expect to have them completed by January 15, 1942.

5. As a result of the informal advice mentioned above and other subsequent discussions in which this office was assured that official

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approval would be given to the changes mentioned in paragraph two above, this office has taken the following steps:

(a) Requested the Division Engineers to withhold further work at the Oglethorpe, Umatilla and Tarrtown projects.

(b) Initiated negotiations with the tank manufacturers for supplementary agreements that would facilitate their installation per paragraph two above.

(c) Sent two consulting petroleum engineers to the Philippine Islands on Friday December 5, 1941, by clipper. This clipper arrived at the Hawaiian Islands while Honolulu was being bombed and the present whereabouts of these men is not known.

6. The supplementary agreements initiated by this office with the steel companies contain the following provisions:

(a) Bethlehem Steel Company. Quotation of price for delivery of four tanks, knockdown, F.O.B. factory at Leetedale (Pittsburgh), Pennsylvania. The intention was to ship three of these tanks to the Philippines and leave one tank surplus at the factory.

(b) Pittsburgh-Des Moines Steel Company. Quotation of price for delivery of tanks knockdown, F.O.B. factory at Des Moines, Iowa and quotation of price for delivery shipside Seattle and erection at Anchorage, Alaska. The intention was to ship three of these tanks to the Philippines and ship one tank to Alaska.

(c) Hammond Iron Works. Quotation for delivery of tanks shipside, New York and erection at Guayanilla, Puerto Rico.

7. This office is proceeding with the acceptance of the bid of the Hammond Iron Works per paragraph 6 (c) above, because it disposes of these four surplus tanks and it obviates the necessity of purchasing other additional tanks for Puerto Rico.



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Letter to the Adjutant General.

8. At the present time, therefore, this office is awaiting instructionson the following matters:

(a) Action to be taken on Umatilla, Tarrtown and Oglethorpe projects.

(b) What further action shall be taken regarding the proposed Philippine Island project and Alaska project.

(c) What action shall be taken toward disposition of eight 40,000 barrel tanks now on order with Bethlehem Steel Company and Pittsburgh-Des Moines Steel Company.

9. As a matter of record, the following information is furnished. The above-mentioned tanks are made of steel plate. They have a diameter of 100 feet and a depth of 30 feet. They are designed for underground installation with a water table of not more than 10 feet above base of the tank. The tanks are designed to carry a load of approximately 600 pounds per square foot, which would roughly correspond to about 4 feet of earth plus a live load of about 100 pounds per square foot.

10. If these tanks are not shipped overseas, it is suggested that consideration be given to their installation of storage at strategic points in North or South America. They are suitable for the underground storage of gasoline or oil or similar fluids.

11. Advice in this matter is requested at the earliest practicable date.

For the Chief of Engineers:

John R. Hardin,
Lieut. Col., Corps of Engineers,
Executive Assistant.

cc: Col. York, (Army Air Forces)
Ohio River Div.
Pittsburgh Dist.
South Atl. Div.
Mobile Dist.
North Pacific Divl (Air Mail)
Major Porson
Capt. Bonforte w/d
Portland Dist. (Air Mail)

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DOD Rts
By ALW/KG NC. Date 11/26/76

AAF/AWPD
GBC-aea

November 12, 1941

Gasoline and Lubricants - Camaguey, Cuba.

Lt. Colonel L. S. Dillon
Deputy Contracting Officer
U. S. Engineer Corps
Room 420, 17 Battery Place
New York, N. Y.

1. Reference is made to your letter of November 8, 1941 (Airport Development) stating PAA advise all necessary arrangements have been completed for storage of gasoline and lubricants at Camaguey, Cuba, in accordance with the provisions of PAA Secret Contract dated November 2, 1940.

2. Schedule 2 of the contract specifies facilities at Camaguey, Cuba for 120,000 gallons of 100 Octane aviation fuel with 20,000 gallons in underground tanks and 100,000 in drums or otherwise, and 3,000 gallons of aircraft engine oil, 98 standard. Your attention is invited to the fact that grade 120 aircraft engine oil is used in the West Indies by the Army and PAA and it is suggested that the "98 standard" specified in Schedule 2 of the contract is in error and that "120 grade" be supplied instead of the 98 standard.

3. In accordance with paragraph 7, Article 1, of the Subordinate Agreement of the contract, the Air Corps requests that you, as Contracting Officer, instruct PAA to provide and store 120,000 gallons of 100 Octane aviation fuel and 3,000 gallons of 120 grade aircraft engine oil at Camaguey, Cuba, and maintain there at least 75% of these quantities until further notice.

4. It is requested that this office be advised by the Contracting Officer when PAA has this storage completed.

Dispatched
AAG NOV 17 1941
AAG

E. F. GILLESPIE
Major, Air Corps
Contract Officer

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 | |
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DOD Rts
By ALW/KG NC. Date 11/26/76

AAF/AWPD
GBC-aea

November 12, 1941

Gasoline and Lubricants - Ciudad Trujillo, D. R.

Lt. Colonel L. S. Dillon
Deputy Contracting Officer
U. S. Engineer Corps
Room 420, 17 Battery Place
New York, N. Y.

1. Reference is made to your letter of November 8, 1941 (Airport Development) stating PAA advise all necessary arrangements have been completed for storage of gasoline and lubricants at Miraflores Airport, Ciudad Trujillo, D. R., in accordance with the provisions of PAA Secret Contract dated November 2, 1940.

2. Schedule 2 of the contract specifies facilities at Miraflores Airport, Ciudad Trujillo, D.R. for 40,000 gallons of 100 Octane aviation fuel with 10,000 gallons in underground tanks and 30,000 in drums or otherwise, and 1,000 gallons of aircraft engine oil, 98 standard. Your attention is invited to the fact that grade 120 aircraft engine oil is used in the West Indies by the Army and PAA and it is suggested that the "98 standard" specified in Schedule 2 of the contract is in error and that "120 grade" be supplied instead of the 98 standard.

3. In accordance with paragraph 7, Article 1, of the Subordinate Agreement of the contract, the Air Corps requests that you, as Contracting Officer, instruct PAA to provide and store 40,000 gallons of 100 Octane aviation fuel and 1000 gallons of 120 grade aircraft engine oil, at Miraflores Airport, Ciudad Trujillo, D. R., and maintain there at least 75% of these quantities until further notice.

4. It is requested that this office be advised by the Contracting Officer when PAA has this storage completed.

Dispatched
NOV 17 1941
AAG

E. F. GILLESPIE
Major, Air Corps
Contract Officer

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

Date FEB 1 - 1942

TO:

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

For necessary action.
(attention of Col. Whiteley)

Action has been taken by letter to Western Defense Comnd requesting additional storage at Kodiak & Directive to Corps of Engrs to proceed accordingly.

2-9/ JW

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

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OFFICER IN CHARGE
CONTRACT NOy-3570
ALASKA NAVAL AIR STATIONS
SEATTLE, WASHINGTON

NOy-3570/L-27E

22 September 1941

From: Officer in Charge, Contract NOy-3570
To: The Chief of the Bureau of Yards and Docks

Subject: Army gasoline reserve storage at Kodiak, Alaska

1. The Officer in Charge has been requested by the Western Defense Command to prepare an estimate covering the installation of a 950,000-gallon aviation gasoline storage and distribution system at Kodiak. The brief specifications furnished with the request provide for individual tanks of 25,000 to 50,000 gallons each, dispersed for protection and provided with a filling line to the pier and a distribution system at the landplane warming-up platform.

2. The Officer in Charge believes that the installation proposed by the Army represents a needless duplication of facilities in consideration of the 1,900,000-gallon storage now under construction for the Naval Air Station and the total storage of over four million gallons recommended by the Fuel Storage Board.

3. Furthermore, there is some doubt as to the practicability of the Army's proposal on account of space limitations at the site and because the superimposition of a project of this size on the work in progress would divert a dangerously large amount of material, skilled labor, and cargo space from more important functions.

4. This proposal is obviously of considerable magnitude and the preparation of estimates will consume no little time and effort. Before any action is taken locally, information is requested whether this project has been made the subject of interdepartmental coordination and if it has the approval of the Bureaus concerned.

R. F. THOMAS

W. SINLER
By direction

cc: COMALSEC
Captain Thomas
Liaison Officer

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DOD Dir
5 Jan. & 20 June 1974
By AL & CC LC Date 11/30/76

NAVY DEPARTMENT
Bureau of Yards and Docks
Washington, D.C.

NOy-3570/NA34
Serial YD

October 15, 1941

~~CONFIDENTIAL~~

From: Chief of the Bureau of Yards and Docks
To: Officer-in-Charge, Contract NOy-3570
Seattle, Washington

Subject: Army gasoline reserve storage at Kodiak, Alaska

Reference: (a) OinC ltr, NOy-3570/3-13G to BuY&D dated 22 Sept 1941

Enclosure: (A) Joint Board No. 312, Serial 714 dated 26 August 1941

1. The question raised in reference (a), concerning Army gasoline reserve storage at Kodiak, has been referred to the Chief of Naval Operations for advice.

2. Upon receipt of a reply from the Chief of Naval Operations, the Officer-in-Charge will be advised. In the interim, enclosure (A) is forwarded herewith for the information and files of the Officer-in-Charge.

/s/ T. J. Smyth
By direction of Chief

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DOD Dir.
5 Jan. & 30 June 1974
By McCee, LC, Date 11/30/76

COPY

CONFIDENTIAL

September 9, 1941

463.7-Kodiak (CM)

Subject: Gasoline Reserve Storage at Kodiak, Alaska.

To: Captain Russell Vincent, C.A.C., Liaison Officer,
2929 10th Ave., S. W., Seattle, Washington.

1. By radio to the Adjutant General dated July 31, 1941 this headquarters set forth a plan for the shortage of operations reserve gasoline for Army stations in Alaska. There was recommended for Fort Greeley (Kodiak) storage of 18,000 barrels at a cost of $160,000.00. The recommendation of this headquarters was approved and the amount of $160,000.00 was transferred to the Navy by the Chief of Engineers for the construction at Kodiak.

2. On August 13, 1941 a radiogram was received from the Adjutant General in which it was stated:

a. That one million dollars might prove insufficient to accomplish the desired storage.

b. That commitments be kept within the available funds.

c. That estimates of funds required to complete the essential program should be forwarded to the War Department as soon as practicable.

3. In view of the above it is suggested that the following procedure be followed at Kodiak in order to conform with the general plan for Operation Reserve storage for all Alaska stations.

4. The installation should consist of several 25,000 to 50,000 gallon tanks, dispersed for protection, and such concealment and natural protection secured as local conditions permit. Facilities for filling the system from tankers should be provided and it should be interconnected with the Tactical System. All the pipe lines and operating facilities required for the 18,000 barrel installation should be provided and as many of the tanks as the funds permit.

5. An estimate of funds required to complete the Operations Reserve storage should be prepared as soon as practicable. This estimate should



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Incl. #3.

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400.9-KODIAK (QM).Subject: Gasoline Reserve Storage at Kodiak, Alaska.

include the funds necessary to cover any possible deficiency in the initial installation of 18,000 barrels and funds required to bring the level of Operations Reserve Storage at Kodiak up to approximately 22,000 barrels.

By Command of Lieutenant General DeWitt:

J. J. Lappage
Captain, A. G. D.
Actg. Adjutant General

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[redacted]

AAF/A-4
JF:/rwb

Srtn 1/17/42

January 17, 1942.

Gasoline Reserve Storage, Kodiak, Alaska.

The Chief of Naval Operations,
Navy Department,
Washington, D. C.

1. In letter from Liaison Officer, Alaska Naval Air Stations, Seattle, Washington, dated November 5, 1941, the above subject was referred to the Commanding General, Western Defense Command. (Inclosure 1).

2. By first indorsement to the letter above mentioned, the Commanding General, Western Defense Command referred the subject to the Adjutant General of the Army, December 19, 1941, with the statement that it was not known that the Navy was constructing facilities for 1,900,000 gallons at Kodiak when construction of Army storage facilities was proposed (650,000 gallons) and recommended that authority for the joint use of this storage by the Army and Navy be granted (Inclosure 1).

3. It is possible that this matter may have come to the attention of the Chief of Naval Operations by virtue of letter from the Officer in Charge, Alaska Naval Air Stations, to the Chief of the Bureau of Yards and Docks, September 22, 1941 (Inclosure 2), as indicated in reply thereto, October 15, 1941 (Inclosure 3).

4. Request that joint use of gasoline storage facilities at Kodiak be considered by the Navy Department and agreed upon with the understanding also that Army funds shall be used for the installation of necessary pumping facilities and pipe lines to refill the tactical system in view of the distance to the landing field.

For the Chief of the Army Air Forces:

S. P. Curtis,
Lieut. Col., Air Corps,
Secretary of the Air Staff.

Incls:
1-Cy ltr to CG WDC, 11/5/41
w/cy 2 inds.
2-Cy ltr frm C/Bur/Yds. Docks
9/22/41
3-Cy ltr frm C/Bur/Yds. Docks
10/15/41.

Incl #4

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DOD Ltr.
8 Jan. & 30 June 1974
By: [illegible] LC. Date 11/30/76

SUBJECT: Gasoline Reserve Storage, Kodiak, Alaska.

AG 463.7 (11-5-41)MSC-D 4th Ind. LFL/hm - 1705.

War Department, A.G.O., January 29, 1942. - To: Commanding General, Field Forces.

Attention is invited to the preceding 3rd Indorsement.

By order of the Secretary of War:

JAN 30 '42 PM

[signature]
Adjutant General.

4 Incls. n/c.

REC'D MISC DIV GHQ JAN 3 1 1942

RECEIVED
AG, G.H.Q. U.S. ARMY

463.7/1 (ADC)(C)-D 5th Ind.
(11-5-41)

GENERAL HEADQUARTERS, U. S. ARMY, Army War College, Washington, D. C., February 5, 1942. To: The Adjutant General, Washington, D. C.

1. This Headquarters concurs in the recommendations as set forth in paragraph 2, 1st indorsement and recommends that funds be made available to Navy and that the Navy be requested to construct the necessary pipe line from the storage facilities to the Army Service pits.

2. The JB 312 Serial 714 approved by the secretaries of War and Navy in September, 1941 provides that gasoline storage facilities erected by the Navy shall be available for Army use subject to the determination by the Navy that such will not interfere with the primary purpose of the Kodiak station.

3. It is urgently requested that the assignment of a high priority to this project be considered by the Navy department.

For the COMMANDING GENERAL:

[signature]
J. R. DRYDEN
Major, AGD.,
Assistant Adjutant General

SPEC O
FEB 7 1942
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4 Incl.
n/c

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DECLASSIFIED
DOD ltrs.
8 Jan. & 30 June 1974
By AWC/CC LC Date 11/30/76

IN REPLY REFER TO NO.

NOy-3570/3-130

OFFICER IN CHARGE
CONTRACT NOy-3570
ALASKA NAVAL AIR STATIONS
2929 10TH AVE. S. W.,
SEATTLE, WASHINGTON

RV V

HQ. WESTERN DEFENSE COMMAND
NOV - 8 1941

DECLASSIFIED
CONFIDENTIAL

November 5, 1941

Subject: Gasoline Reserve Storage, Kodiak, Alaska

To: Commanding General, Western Defense Command, Presidio of San Francisco

1. Reference is made to your letter of Sept. 9, 1941, file 463.7-Kodiak(QM). The subject matter of this letter was referred to the Officer in Charge, Contract NOy-3570, who referred the matter to the Chief, Bureau of Yards & Docks by letter of Sept. 22, 1941, inclosure #1. Inclosure #2, letter of Oct. 15, 1941, from the Bureau of Yards & Docks, states the matter was in turn referred to the Chief of Naval Operations.

2. It is believed that the reasons for referring this matter to higher authority are fully explained in inclosure #1, and the Officer in Charge is disinclined to take further action toward preparation of an estimate until a reply has been received from the Chief of Naval Operations.

3. Any further information on this subject which is received by this office will be forwarded immediately.

Russell Vincent
RUSSELL VINCENT
Captain, QMC
Liaison Officer

RECORDED

463.7
9-5-40

(11-5-41)

2 - Incls.
#1 - OIC ltr to BuY&D,9/22/41
#2 - BuY&D ltr to OIC,10/15/41

REC'D. HQRS. WESTERN DEFENSE COMMAND NOV - 8 1941

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DOD Rts.
5 Nov. & 30 June 1974
By [illegible] Date 11/29/74

CONFIDENTIAL

2433

BASIC: Ltr., O.I.C. Cont. NOy-3570, Alaska Naval Air Stations, Seattle Washington, dated November 5, 1941, To: Commanding General, Western Defense Command, Presidio of San Francisco, Calif., Subject: Gasoline Reserve Storage, Kodiak, Alaska.

1st Ind.

Hq., WESTERN DEFENSE COMMAND AND FOURTH ARMY, Presidio of San Francisco, Calif., To: The Adjutant General, Washington, D. C.

1. When the request referred to in paragraph 1, basic communication for an estimate of additional funds for reserve gasoline storage was made it was not known that the Navy was constructing the storage facilities for 1,900,000 gallons referred to in paragraph 2 of Inclosure 1.

2. It is recommended that authority for the joint use of this storage by the Army and Navy be granted. In this connection attention is invited to the fact that this installation is approximately two miles from the landing field. Army funds should be used for the installation of necessary pumping facilities and pipe lines to refill the tactical system.

45 A G O
DEC 18 1941
Received

For the Commanding General:

RECORDED C

FRED A. MEYER
Lt.Col., A.G.D.
Assistant Adjutant General

3 Incl.
1- OIC Ltr to Bu Y & D, 9/22/41
2- Bu Y & D Ltr to OIC, 10/15/41
Added 3- WDC Ltr to Capt. Vincent, 9/9/41

SUBJECT: Gasoline Reserve Storage, Kodiak, Alaska.

AG 463.7 (11-5-41)MSC 2nd Ind. RPM/gc - 1712.

War Department A.G.O., December 22, 1941. - To: Chief of the Army Air Forces.

3 Incl. n/c
Hq. Army Air Forces
DEC [illegible] 1941
AAG Received

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DECLASSIFIED
DOD Ltr.
By: AWJG, LC, Date: 11/30/76

Subject: Gasoline Reserve Storage, Kodiak, Alaska

3d Ind. (Air AG)

WD HQ ARMY AIR FORCES, Washington, D.C. January 21, 1942
TO : The Adjutant General

1. Attention is invited to attached copy of Memorandum for the Chief of Naval Operations on the foregoing subject, requesting consideration by the Chief of Naval Operations to effect agreement on joint use of gasoline storage facilities at Kodiak.

For the Chief of the Army Air Forces:

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

4 Incls--
3 Incls. N-C
1 Incls. Added-
letr to Ch of Naval Oper.
from S-AS 1-17-42

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JAN 22 1942
47 A G O

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S. & C. Section

JAN 25 1942
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G-4 DIVISION
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AG 463.7 (109)

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DECLASSIFIED
DOD Dir.
5 Jan. & 30 June 1974
By ACN/CC LC Date 11/30/76

Subject: Gasoline Reserve Storage, Kodiak, Alaska.

3rd Ind.

War Department, Headquarters, Army Air Forces, Washington, D. C., Jan. 15,1942 To: The Adjutant General.

1. Attention is invited to Memorandum for the Adjutant General on the foregoing subject, forwarded this date, requesting consideration by the Chief of Naval Operations to effect agreement on joint use of gasoline storage facilities at Kodiak.

For the Chief of the Army Air Forces:

3 Incls. n/c

4 A. G. O.
JAN 15 1942
REC'D BACK

JAN 15 '42 PM

RECEIVED MISC. DIV., AGO.
S. & C. Section

John B. Cooley,

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

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air AG 463.7 (109)

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AAF/A-4
JFW/mmb

Wrtn 1/17/42

January 17, 1942.

Gasoline Reserve Storage, Kodiak, Alaska.

The Chief of Naval Operations,
Navy Department,
Washington, D. C.

1. In letter from Liaison Officer, Alaska Naval Air Stations, Seattle, Washington, dated November 5, 1941, the above subject was referred to the Commanding General, Western Defense Command. (Inclosure 1).

2. By first indorsement to the letter above mentioned, the Commanding General, Western Defense Command referred the subject to the Adjutant General of the Army, December 18, 1941, with the statement that it was not known that the Navy was constructing facilities for 1,900,000 gallons at Kodiak when construction of Army storage facilities was proposed (950,000 gallons) and recommended that authority for the joint use of this storage by the Army and Navy be granted (Inclosure 1).

3. It is possible that this matter may have come to the attention of the Chief of Naval Operations by virtue of letter from the Officer in Charge, Alaska Naval Air Stations, to the Chief of the Bureau of Yards and Docks, September 22, 1941 (Inclosure 2), as indicated in reply thereto, October 15, 1941 (Inclosure 3).

4. Request that joint use of gasoline storage facilities at Kodiak be considered by the Navy Department and agreed upon with the understanding also that Army funds shall be used for the installation of necessary pumping facilities and pipe lines to refill the tactical system in view of the distance to the landing field.

Incls:
1-Cy ltr to CG WDC, 11/5/41
w/cy 2 Inds.
2-Cy ltr frm C/Bur/Yds. Docks
9/22/41
3-Cy ltr frm C/Bur/Yds. Docks
10/15/41.

For the Chief of the Army Air Forces:

E. P. Curtis,
Lieut. Col., Air Corps,
Secretary of the Air Staff.

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COPY

OFFICER IN CHARGE
Contract NOy-3570
ALASKA NAVAL AIR STATIONS
2929 16th Ave. S.W.
Seattle, Washington.
November 8, 1941

NOy-3570/S-12G

Subject: Gasoline Reserve Storage, Kodiak, Alaska

To: Commanding General, Eastern Defense Command, Presidio of San Francisco

1. Reference is made to your letter of Sept. 8, 1941, file 463.7-Kodiak (GM). The subject matter of this letter was referred to the Officer in Charge, Contract NOy-3570, who referred the matter to the Chief, Bureau of Yards & Docks by letter of Sept. 22, 1941, inclosure #1. Inclosure #2, letter of Oct. 15, 1941, from the Bureau of Yards & Docks, states the matter was in turn referred to the Chief of Naval Operations.

2. It is believed that the reasons for referring this matter to higher authority are fully explained in inclosure #1, and the Officer in Charge is disinclined to take further action toward preparation of an estimate until a reply has been received from the Chief of Naval Operations.

3. Any further information on this subject which is received by this office will be forwarded immediately.

RUSSELL VINCENT
Captain, CMC
Liaison Officer

2 - Incls.
#1 - CIC ltr to BuY&D, 9/22/41
#2 - BuY&D ltr to CIC, 10/15/41

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DOD Res.
5 Jan. & 30 June 1974
By: AWD/CC LC Date 11/30/76

BASIC: Ltr., O.I.C. Cont. NOy-3570, Alaska Naval Air Stations, Seattle Washington, dated November 5, 1941, To: Commanding General, Western Defense Command, Presidio of San Francisco, Calif., Subject: Gasoline Reserve Storage, Kodiak, Alaska.

1st Ind.

Hq., WESTERN DEFENSE COMMAND AND FOURTH ARMY, Presidio of San Francisco, Calif., To: The Adjutant General, Washington, D. C.

1. When the request referred to in paragraph 1, basic communication for an estimate of additional funds for reserve gasoline storage was made it was not known that the Navy was constructing the storage facilities for 1,000,000 gallons referred to in paragraph 2 of Inclosure 1.

2. It is recommended that authority for the joint use of this storage by the Army and Navy be granted. In this connection attention is invited to the fact that this installation is approximately two miles from the landing field. Army funds should be used for the installation of necessary pumping facilities and pipe lines to refill the tactical system.

For the Commanding General:

45 AGO
DEC 18 1941
Received

FRED A. MEYER
Lt.Col., A.G.D.
Assistant Adjutant General

3 Incl.
1- OIC Ltr to Bu Y & D, 9/22/41
2- Bu Y & D Ltr to OIC, 10/15/41
Added 3- WDC Ltr to Capt. Vincent, 9/9/41

SUBJECT: Gasoline Reserve Storage, Kodiak, Alaska.

AG 463.7 (11-5-41)MSC 2nd Ind. RPM/gs - 1712.

War Department A.G.O., December 22, 1941. - To: Chief of the Army Air Forces.

3 Incl. n/c DEV

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COPY

OFFICER IN CHARGE
Contract NOy-3570
Alaska Naval Air Stations
2929 18th Avenue, S.W.,
Seattle, Washington
22 September 1941

NOy-3570/1-WK

From: Officer in Charge, Contract NOy-3570.
To: The Chief of the Bureau of Yards and Docks

Subject: Army gasoline reserve storage at Kodiak, Alaska

1. The Officer in Charge has been requested by the Western Defense Command to prepare an estimate covering the installation of a 900,000-gallon aviation gasoline storage and distribution system at Kodiak. The brief specifications furnished with the request provide for individual tanks of 25,000 to 50,000 gallons each, dispersed for protection and provided with a filling line to the pier and a distribution system at the landplane warming-up platform.

2. The Officer in Charge believes that the installation proposed by the Army represents a needless duplication of facilities in consideration of the 1,900,000-gallon storage now under construction for the Naval Air Station and the total storage of over four million gallons recommended by the Fuel Storage Board.

3. Furthermore, there is some doubt as to the practicability of the Army's proposal on account of space limitation at the site and because the superimposition of a project of this size on the work in progress would divert a dangerously large amount of material, skilled labor, and cargo space from more important functions.

4. This proposal is obviously of considerable magnitude and the preparation of estimates will consume no little time and effort. Before any action is taken locally, information is requested whether this project has been made the subject of interdepartmental coordination and if it has the approval of the Bureaus concerned.

R. E. Thomas

W. Sihler
By direction

cc: COMALSEC
Captain Thomas
Liaison Officer

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September 9, 1941

469.7-Kodiak (9-1)

Subject: Gasoline Reserve Storage at Kodiak, Alaska.

To: Captain Russell Vincent, C.A.C., Liaison Officer, 2929 16th Ave., S. W., Seattle, Washington.

1. By radio to the Adjutant General dated July 31, 1941 this headquarters set forth a plan for the shortage of operations reserve gasoline for Army stations at Alaska. There was recommended for Fort Greeley (Kodiak) storage of 18,000 barrels at a cost of $160,000.00. The recommendation of this headquarters was approved and the amount of $160,000.00 was transferred to the Navy by the Chief of Engineers for the construction at Kodiak.

2. On August 13, 1941 a radiogram was received from the Adjutant General in which it was stated:

a. That one million dollars might prove insufficient to accomplish the desired storage.

b. That commitments be kept within the available funds.

c. That estimates of funds required to complete the essential program should be forwarded to the War Department as soon as practicable.

3. In view of the above it is suggested that the following procedure be followed at Kodiak in order to conform with the general plan for Operation Reserve storage for all Alaska stations.

4. The installation should consist of several 25,000 to 50,000 gallon tanks, dispersed for protection, and such concealment and natural protection secured as local conditions permit. Facilities for filling the system from tankers should be provided and it should be interconnected with the Tactical System. All the pipe lines and operating facilities required for the 18,000 barrel installation should be provided and as many of the tanks as the funds permit.

5. An estimate of funds required to complete the Operations Reserve storage should be prepared as soon as practicable. This estimate should

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453.7-KODIAK (GS) Subject: Gasoline Reserve Storage at Kodiak, Alaska.

include the funds necessary to cover any possible deficiency in the initial installation of 18,000 barrels and funds required to bring the level of Operations Reserve storage at Kodiak up to approximately 22,600 barrels.

By command of Lieutenant General DeWitt:

J. J. Lappage
Captain, A. G. D.
Actg. Adjutant General

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DOD Rts.
8 Jan. & 20 June 1974
By: ALN/CC LC, Date 11/30/76

Gasoline Storage in Canada.

AAF/A-4
CHN/gc

2 AAF OCAC 1942
A-4 ASCL 1/13

1. This office concurs in recommendations contained in basic communication in so far as they are concerned with the necessity to store and provide equipment to dispense 100 octane gas at the locations mentioned in Canada for the servicing of those U. S. Army aircraft employing the Canadian route.

2. It is known that RCAF has supplies of gasoline at these locations and that these fields are to be used by certain Canadian and American airlines.

3. It is believed that amounts of gasoline to be stored, equipment to be installed and the possible location of personnel to be stationed at these locations should be carefully coordinated with the Permanent Joint Board for Defense and the R.C.A.F. before final decision as to action to be taken is reached.

Incl:
Ltr.fm.War Dept.,
AC Office,C/Mat.Div.
to C/ASC Wright Fld.
Dayton,Ohio,abv subj,
12/1/41 w/1 Ind.& 1 Incl.
1. Ltr.fm.Hq.Ladd Fld.
to C/AC abv subj.10/28/41

TJH,Jr.
C/A-4

JAN 1 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 | |
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DOD Ltr
8 Jan. & 30 June 1974
By: ASAI/CC LC: Date 11/30/76

Gasoline Storage in Canada

OCAC/14-S HUH:dmi

| | | | | |
|---|---|---|---|---|
| 1. | OCAC<br>Air Ser.<br>Com. Lia. | AAF<br>C/AS | 1941<br>12/19 | 1. There are attached copies of Inter-Office Memorandum, dated December 1, 1941, from this Office to the Air Service Command, which forwarded letter dated October 28th, from the Commanding Officer, Ladd Field, to Chief of the Air Corps, subject as above, and 1st Indorsement to the basic communication. Your attention is invited to Paragraphs 2 and 3 of the basic communication, and Paragraphs 2 and 3 of the 1st Indorsement thereto.<br><br>2. In view of the fact that these stations are located in Canada, there might be some question of joint operation, or operations by the Canadian Air Force. You are familiar with the fact that Wright Field has requested bids for laying down supplies of 100 octane aviation fuel and aviation oil at these airports, for the first six months of 1942.<br><br>3. This office concurs with recommendations made in the basic communication and 1st Indorsement. If these recommendations are approved by the Air Staff, it is recommended that the attached correspondence be returned to this office for coordination with Buildings and Grounds Division and Military Personnel. |

3Incls: As listed above

H. J. F. M.
C/ASCL

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DOD Dir.
5 Jan. & 30 June 1974
By AWJ/cc DC Date 11/30/76

INTER-OFFICE MEMORANDUM
WAR DEPARTMENT, AIR CORPS
OFFICE, CHIEF, MATERIEL DIVISION
WASHINGTON

December 1, 1941

TO: Chief of the Air Service Command
Wright Field, Dayton, Ohio.

SUBJECT: Gasoline Storage in Canada.

1. Attached hereto is copy of letter from the Commanding Officer, Ladd Field, Fairbanks, Alaska, dated October 28, 1941, subject as above, forwarded for recommendations and comments upon which to base a reply.

/s/
L. P. WHITTEN
Lt. Col., Air Corps
Chief, ASC Liaison Section

Incl:CyLtr fr CO Ladd
Field 10/28/41

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DOD Dir.
Wpn. & Wpns. Dist.
By AUL/SE Date 11/30/76

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G-4

War Department, Air Corps, Headquarters, Air Service Command, Wright Field, Dayton, Ohio, December 15, 1941. To: Chief, Air Service Command Liaison Section, Office, Chief of the Air Corps, Washington, D. C.

1. Recommendations in inclosed letter from Commanding Officer, Ladd Field, Fairbanks, Alaska, dated October 28, 1941, subject, "Gasoline Storage in Canada", is concurred in. Personnel from the 308th Materiel Squadron now in Detroit can be used.

2. The 50th Transport Wing will also use these stations and will need additional stations at Fargo, North Dakota, Winnepeg, and Lethbridge, Canada.

3. Recommend immediate action to Building and Grounds Division, Office, Chief of the Air Corps, for necessary facilities on each station.

For the Chief of the Air Service Command:

/s/
JAMES W. SPRY,
Lieut. Colonel, Air Corps,
Administrative Executive.

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DOD Dir
6 Jan. & 30 June 1974
By [illegible] Date [illegible]

HEADQUARTERS LADD FIELD
FAIRBANKS, ALASKA

October 28, 1941.

SUBJECT: Gasoline Storage in Canada.

TO: Chief of the Air Corps.
Washington, D. C.

1. Two pilots assigned this station have just returned from ferrying two AT-7's from the factory to Ladd Field. Their report with reference to Canadian airways is very encouraging with one exception. There seems to be no definite responsibility for the storing of gasoline or oil at some of the stations and the servicing equipment and methods are to say the least primitive.

2. In view of the fact that there undoubtedly will be an increase of traffic over the Canadian route, I recommend that an officer be placed in charge of the Canadian airways in so far as our servicing is concerned. This set up should be similar to theset up used on the original Army airways throughout the southwest.

3. I further recommend that one non-commissioned officer and one or more privates be detailed to the following stations for the purpose of liaison, assist in servicing of aircraft and to be responsible for the storage of gasoline and equipment which may be sent there. Modern, up to date servicing equipment to include heaters and special cold weather equipment should be provided.

| | |
|---|---|
| Whitehorse | Edmonton |
| Watson Lake | Prince George |
| Fort Nelson | Grand Prairie |
| St. John | Tanana Crossing(When developments warrant). |

/s/
D. V. GAFFNEY,
Lt. Col., Air Corps,
Commanding.

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DOD ltrs
8 Jan & 20 June 1974
By ALN/CC LC Date 11/30/76

December 16, 1941.

463.7 (104)

MEMORANDUM FOR CHIEF OF ARMY AIR FORCES:

Subject: Gasoline - Canton Islands.

PAA (Mrs. Archibald) telephoned December 15, 1941 that PAA had at Canton Islands 137,000 gallons of aviation gasoline. It is suggested that this information be made available to A-3 and A-4.

CLAYTON BISSELL,
Lt. Col., G.S.C.

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DECLASSIFIED

Copy for A-4

Air AG 463.7 (104)

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WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
WAR PLANS DIVISION
WASHINGTON

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By: AWC LC, Date 11/30/76

December 16, 1941.

MEMORANDUM FOR CHIEF OF ARMY AIR FORCES.

Subject: Gasoline - Canton Islands.

PAA (Mrs. Archibald) telephoned December 15, 1941 that PAA had at Canton Islands 137,000 gallons of aviation gasoline. It is suggested that this information be made available to A-3 and A-4.

Clayton Bissell
CLAYTON BISSELL,
Lt. Col., G.S.C.

463.7 (104)

12/18/41
Spaatz
note & necessary
action

File

Copy has been sent to A-3 & A-4

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Air AY 463.7 (104)

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6 Jan. & 30 June 1974
By AWJCC LC Date 11/30/76

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OFFICE OF THE CHIEF OF THE AIR CORPS

# ROUTING AND RECORD SHEET

2140

(To be filed with correspondence)

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

SUBJECT: Aviation Gasoline and Oil Supplies-Outlying Bases.

463.7 (103)

| NO. | FROM | TO | DATE | DATA OCAC/14-S HWH:dmi |
|---|---|---|---|---|
| 1. | OCAC Air Ser. Com. Lia. | C/AS THRU C/AC and C/Operations Div. OCAC | 1941 12/15 | 1. The question of moving aviation fuel and oil to outlying Air Corps stations has been discussed with Commander Callaghan of the Navy (Bureau of Operations).<br>2. This office has now established liaison with the Navy regarding such movements and will discuss each contemplated shipment with Commander Callaghan.<br>3. It is recommended that any action regarding movements of aviation fuel and oil to outlying bases be cleared through this office for proper coordination with the Navy.<br>L. P. W.<br>C/ASCL<br>(15-C2) |
| 2. | Oper. Div. OCAC | C/AS | 1941 12/16 | 1. Noted.<br>O.S.F.<br>Col. A.C.<br>Ch., Op. Div. |

RECEIVED DEC 17 1941 CLASSIFIED MAIL AND FILE UNIT

(Do not use reverse side)

A12/17 (42a)

D-18 acc AN-417

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W-4071.AC

AN-RB 463.7 (103)

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(14-S)

DECLASSIFIED
DOD Dir
8 Jan. & 30 June 1974
By ALN/CC LC Date 11/30/76

12-15-41
HWH:dmi

DEC 2 7 1941

SUBJECT: War Reserve Storage of 100 Octane Aviation Fuel

TO: Chief of the Air Corps

1. Pursuant to authority contained in Joint Board Recommendations JB 314 (Serial 659) September 5, 1940, Paragraph 8(b), which were approved by Secretary of War, AG 463.7 (9-20-40) and Secretary of the Navy, AG 463.7 (9-21-40); also Directive A.G. 322.2, Army Air Forces (9-5-41) MO-G-E, and A.A.F. Regulations No. 20-4 (10-17-41), the Chief of the Air Corps is directed to supervise the construction of, and to operate and administer the facilities, authorized under the designation of "War Reserve Storage of 100 Octane Gasoline" within the continental limits of the United States. Beyond the continental limits of the United States, the Chief of the Air Corps will exercise technical control of these facilities as provided by AR 95-5.

2. At Puerto Rico, Panama and Hawaii, construction as planned will permit rotation of stocks through adjacent, established consumption points. At these points the gasoline will be stored ethylized, and rotated within safe time limits for such product, without depleting total storage more than necessary to receive fresh stocks.

3. At Raccoon Creek, Pennsylvania, the procedure outlined in Paragraph 2, is authorized with the privilege also to store unethylized stocks, if requirements should necessitate such procedure.

By Command of LIEUTENANT GENERAL ARNOLD

William W. Dick
Colonel A. C. D.
Air Adjutant General

463.7 (102)

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air AG 463.7 (102)

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Dec 27

War Reserve Storage of 100 Octane Aviation Fuel.

Chief of the Air Corps

1. Pursuant to authority contained in Joint Board Recommendations JB 314 (Serial 659) September 5, 1940, Paragraph 8(b), which were approved by Secretary of War, AG 463.7 (9-20-40) and Secretary of the Navy, AG 463.7 (9-21-40); also Directive A.G. 322.2, Army Air Forces (9-5-41) MO-D-M, and A.A.F. Regulations No. 20-4 (10-17-41), the Chief of the Air Corps is directed to supervise the construction of, and to operate and administer the facilities, authorized under the designation of "War Reserve Storage of 100 Octane Gasoline" within the continental limits of the United States. Beyond the continental limits of the United States, the Chief of the Air Corps will exercise technical control of these facilities as provided by AR 95-5.

2. At Puerto Rico, Panama and Hawaii, construction as planned will permit rotation of stocks through adjacent, established consumption points. At these points the gasoline will be stored ethylized, and rotated within safe time limits for such product, without depleting total storage more than necessary to receive fresh stocks.

3. At Raccoon Creek, Pennsylvania, the procedure outlined in Paragraph 2, is authorized with the privilege also to store unethylized stocks, if requirements should necessitate such procedure.

By Command of LIEUTENANT GENERAL ARNOLD

William W. Dick
Colonel A. G. D.
Air Adjutant General

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D-21 asc

air AG 463.7 (102)

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DOD Rs.
8 Jan. & 20 June 1974
By [illegible] AC Date 11/20/76

SECRET

2260

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: War Reserve Storage - 100 Octane Aviation Fuel.

| NO. | FROM | TO | DATE | DATA OCAC/14-S HWH:dmi |
|---|---|---|---|---|
| 1. | OCAC<br>Air Ser.<br>Com Lia. | C/AS<br>THRU<br>C/AC | 1941<br>12/15 | 1. There is attached hereto for approval and signature, a proposed directive which has been prepared as a result of a conference on December 6, 1941, between A-4 (Colonel Sorenson) and representatives of Air Service Command Liaison Section, regarding facilities for War Reserve Storage of 100 Octane Aviation Fuel.<br><br>Incl: Proposed Directive fr C/AS to C/AC<br>L. P. W.<br>C/ASCL |
| 2. | C/AC | AAF/AS | 12-16 | (X) HWB/cj<br><br>1. Recommend signature of attached letter.<br><br>for W. R. W.,<br>Actg. C/AC |

463.7 (102)

(Do not use reverse side)

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A-21 [illegible] XN-503

air ag 463.7 (102)

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DOD ltrs.
8 Jan. & 20 June 1974
By: AWC LC; Date: 11/30/76

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(U. S. E. D., N. Y. D.) FORM NO. 11

WAR DEPARTMENT
UNITED STATES ENGINEER OFFICE
NEW YORK DISTRICT, NEW YORK, N. Y.
ROOM 420, 17 BATTERY PLACE

IN REPLY REFER TO

Airport Develop. 11/7.1

NEW YORK, N. Y.
December 9, 1941.

Subject: Storage of Gasoline and Lubricants.

To: Major E. F. Gillespie,
Air Corps Contact Officer,
Office of the Chief of the Army Forces,
Washington, D. C.

DECLASSIFIED
Dist. Engr. NYD
Date: 12-9-41
Initial: LSD

1. There is listed below locations of airfields at which storage facilities are now complete for the amount of gasoline and lubricants shown. Due to the length of time and, in many instances, difficulties of transporting materials to the sites, it is believed that it would be advisable to store gasoline and lubricants in the quantities shown, even though all facilities have not been completed:

| Location | Gasoline (Gals.) | Lubricants (Gals.) |
|---|---|---|
| Paramaribo | 25,000 | 1,500 |
| Belem | 40,000 | 1,500 |
| Natal | 40,000 | 3,750 |
| Maceio | 20,000 | 1,000 |
| Sao Luiz | 40,000 | 1,500 |
| Amapa | 30,000 | 1,125 |
| Tampico | 35,000 | 1,125 |
| Tapachula | 35,000 | 1,125 |
| Barranquilla | 35,000 | 1,125 |
| Managua | 35,000 | 1,125 |
| LaGuaira | 35,000 | 1,125 |

2. It is requested that you inform me as to the desires of the Chief of the Air Corps in this matter in order that, if so desired by the Air Corps, I may give Pan American proper authorization for storing such quantities of gasoline and lubricants as may be desired at the localities shown.

L. S. DILLON,
Lt. Col., Corps of Engineers,
Deputy Contracting Officer.

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DECLASSIFIED
DOD ltr
8 Jan. & 20 June 1974
LC; Date 11/30/74

Subject; Gasoline to Paramaribo

AAF/AWPD
EFG-aea

1 AAF AWPD 1.AAF A-2 2.OCAC ACFC 1941 12/12 For your information.

H. L. B.
C/AWPD

Incl.
Ltr.fr.PAA (V.P. & P.A.)
to Maj. Gillespie 12/10

463.7

AAF/A-2
ALR-ch

100 B

2 AAF A-2 OCAC ACFC 12/16 1. For your information.

MFS
C/A-2

1 Incl.
N/C

Registered
DEC 17 1941
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION

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

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DOD Ltr.
8 Jan. & 20 June 1974
By: ALN/CC LC Date 11/30/76

PAN AMERICAN AIRWAYS SYSTEM
General Offices, Chrysler Building
135 East 42nd Street, New York, N.Y.

December 10, 1941.

Major Eugene F. Gillespie
United States Army Air Corps
2508 Munitions Building
Washington, D. C.

My dear Major Gillespie:

With further reference to our letter of December 4th regarding 100 octane gasoline for Parimaribo, we have been informed by wire that 100 drums (approximately 5300 gals.) are due in Parimaribo today from Trinidad; 200 additional drums will go forward from Trinidad December 12th, and that the shipment noted in our letter of December 4th of approximately 15,000 gals. will now go forward from Belem on the SS "OCTAVIO PRIMEIRO" December 11th, due Parimaribo approximately December 18th or some 13 days earlier than originally stated.

Very truly yours,

PAN AMERICAN AIRWAYS, Inc.

/s/ Franklin Gledhill
Franklin Gledhill
Vice-President & Purchasing Agent.

PSD.U

cc - F. Gledhill
H. M. Bixby
J. C. Cooper
A. S. Galbraith

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DOD Dir.
11/30/76

Gasoline to Paramaribo.

1 AAF 1. A-2 1941 12/9 AAF/AWPD EFG-aca

2. OCAC ACFC For your information.

H.L.G.
C/AWPD

Incl.
Ltr. 12/4/ to
Maj. Gillespie fr.
V. P., PAA.

46-3.7 (100)

---

2 AAF C/AS 1. OCAC 1941 2. ACFC 12/13 AAF/A-2 ALR/ghf

1. Noted.
2. Attention is invited to the dangerous character of the information concerning steamship movements mentioned in PAA's letter to Maj. Gillespie.

DEC 17 1941
AAG

Incl.
n/a

M.C.S.
C/C/AS

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

PAN AMERICAN AIRWAYS SYSTEM

135 East 42nd Street,
New York, N. Y.

December 4, 1941.

Major Eugene F. Gillespie
United States Army Air Corps
2508 Munitions Building
Washington, D. C.

My dear Major Gillespie:

We have today ordered the shipment of approximately 15,000 gallons of 100 octane to go forward from Belem, Brazil, to Parimaribo, Surinam, on the SS "OYAPOCK" due to sail from Belem December 21st and due in Paramaribo about January 1st.

We are still endeavoring to make an earlier shipment than the above from Trinidad, and we can do so, we shall notify you at once.

Very truly yours,

PAN AMERICAN AIRWAYS, INC.

/S/ Franklin Gledhill
Franklin Gledhill
Vice-Pres. & Purchasing Agent.

PSD.U

cc - H.M. Bixby
J.C. Cooper
S.A. Galbraith

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DECLASSIFIED
DOD Dir.
5 Jan. & 30 Nov. 1976
By ALN/CC Date 11/20/76

High Octane Gasoline on Basra to Far East Route.

463.7(9)

AAF/A-4
EPS/gwd

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

1. Attention is invited to the attached memorandum, indicating the possibility of gasoline available along the subject route having such qualities as to be detrimental to leakproof gasoline tanks.

2. It is desired that investigation be made and such action taken as may be found to be necessary to safe-guard equipment in any movements on the route in question.

Incl.-
Memo,12/11/41,frm.Col.
George to Col.Sorensen.

CS
C/AS

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Chief of Staff | Secy Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A- WPD | A. Insp. | Budget | Statistics | |
| | [illegible] | | | | | [illegible] | | | | | |
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WAR DEPARTMENT

Headquarters of the Army Air Forces
Washington

DECLASSIFIED
DOD Rts
5 Jan. & 30 June 1976
By ALW/ac LC. Date 11/30/76

December 11, 1941.

MEMORANDUM FOR COLONEL SORENSEN:

1. Col. Olds has just advised me that all gasoline, of suitable octane rating for modern military airplanes, spotted along the airlines from Basru to the Far East, has been subjected to a special treatment to bring it to the high octane rating which prevents its use in airplanes having leakproof gasoline tank installations. Just what effect the gasoline has on these leakproof installations I do not know.

2. Col. Olds stated that a tanker was scheduled to leave with gasoline for airports in the Basru - Far East area but so far he has not been able to determine whether the tanker has actually departed from the United States.

3. This information is given to you as a matter of interest to the A-4 Division.

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

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DOD ltrs.
5 Jan. & 20 June 1974
By: AWG LC Date 11/20/76

CONFIDENTIAL

DECLASSIFIED

1913

File

463.7 (98)

100 Octane Gasoline.

| | | | |
|---|---|---|---|
| 1. | Acro. Bd. | Chief, Mat. Div. | 12-11-41 |

1. On December 10th, the following R&R was sent to General Echols, with a copy to Lt. Col. Vanaman:

"Approximately 900,000 barrels of 100 octane gasoline which was being procured for delivery to the British during the month of December 1941 on Land-Lease contracts, was being contracted for by the Bureau of Supplies and Accounts, Navy Department. For your information, the Chief of the Bureau of Supplies and Accounts, Admiral Spear, gave instructions December 9, 1941, that awards for this gasoline to respective refineries would be held up and deliveries of this gasoline withheld."

2. Supplementing the above information, the following action is reported:

As a result of coordination by telephone with Col. Henry S. Aurand (G-4), and conference with personnel listed in the attached memorandum, through cooperation with personnel in the Navy Department, action was taken to insure that the Air Corps would be able to procure and obtain delivery of 100 octane gasoline to meet requirements during the last half of Fiscal Year 1942.

SIGNED

D. G. LINCLE,
Lt. Col., Air Corps,
Army Member, Working Committee.

1 Incl. Cpy. ltr. to Bureau of Supplies and Accounts.

Copies to: Lt. Col. Vanaman
Chief of Air Corps
Commander D. W. Mitchell
Lt. H. W. Howse
Col. Henry S. Aurand

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SECRETARY
ROOM 4848
NAVY DEPARTMENT BUILDING

DECLASSIFIED
DOD DIR
5 Jan. & 30 June 1974
By: ALN/CK LC. Date: 11/30/76

THE AERONAUTICAL BOARD
WASHINGTON

December 11, 1941.

MEMORANDUM FOR: Chief of Bureau of Supplies and Accounts.

1. Supplementing conference of December 9, 1941, at which time the Bureau of Supplies and Accounts cooperated with the request of the War Department to withhold shipments of 100 octane gasoline being contracted for under Lend-Lease procedures, it has been suggested that the balance of the British, Lend-Lease, requirements for the month of December, amounting to approximately 95,000 barrels of 100 octane gasoline, be released for their use from the Gulf Coast Area. There will be no objections to the release of this amount of 100 octane gasoline as it is your opinion that it will be to the best interests of all Services concerned.

2. It is further requested that the award of January requirements of the British, Lend-Lease, amounting to approximately 550,000 barrels of 100 octane gasoline, be withheld pending the opening of War Department bids from the 10th to 15th of December. Upon the opening of the bids, the requirements of the Army will be synchronized with the requirements of the Navy and such amounts of 100 octane gasoline that are found available may be released for the use of the British, Lend-Lease.

3. As a result of a conference with Commander D. W. Mitchell, Fuel and Transportation Division, Bureau of Supplies and Accounts; Lt. Col. D. G. Lingle, Aeronautical Board; and 1st Lt. H. W. Howze, Air Service Command, Liaison Section, this date, it was agreed that all matters pertaining to procurement of 100 octane gasoline by the Navy Department and War Department would be coordinated between Commander Mitchell and Lt. Howze, and should the above arrangements be found unsuitable, it is requested that immediate notification to this effect be given.

SIGNED

D. G. LINGLE,
Lt. Col., Air Corps,
Army Member, Working Committee.

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8 Jan. & 30 June 1974
By AGO/CC LC. Date 11/30/76

RESTRICTED

3396

CE 635(War Reserve)567 - COA

Subject: Underground Storage of Aviation Gasoline. (Let. from OCE to AGO, 12/2/41)

2nd Ind.

Office, C. of E., January 10, 1942. TO THE ADJUTANT GENERAL.

Instructions contained in preceding indorsement are being complied with.

For the Chief of Engineers:

Ewart G. Plank,
Ewart G. Plank,
Lieut. Col., Corps of Engineers,
Assistant Chief, Operations Branch.

Rec'd Back

JAN 14 942

46 A G O

Inclosure:
Copy No. 15 of "Report on Underground Storage for War Reserve Aviation Gasoline."

JAN 14 42 AM

RECEIVED MISC. DIV., AGO.
S. & C. Section

463.7 (82)

SUBJECT: Underground Storage of Aviation Gasoline.

AG 463.7 (12-2-41)MSC 3rd Ind. RPM/fm-1705.

War Department, A.G.O., January 15, 1942. - To: Chief of the Army Air Forces.

1 Incl. n/c.

This answered by Memo to Chief of Engineers
Subject date

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~~RESTRICTED~~ 463.7 (97)

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ADDRESS REPLY TO
CHIEF OF ENGINEERS, U. S. ARMY
WASHINGTON, D. C.

REFER TO FILE NO. _____

WAR DEPARTMENT
OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON

2037

3-C

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DOD Ltr.
8 Jan. & 20 June 1974
By ALN/cc LC. Date 11/20/75

OFFICE CHIEF OF ENGINEERS
JAN 7 - 1942
635 (War Reserve) 567
1 unmkd. incls. accmp.

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December 2, 1941.

Subject: Underground Storage of Aviation Gasoline.

To: THE ADJUTANT GENERAL.

1. Reference is made to Joint Board Directive No. 314 (Serial 659) dated September 5, 1940, which is quoted in part as follows:

"Par. 2 (f)

That the gasoline will be stored unethylized so that an ethylizing plant (estimated cost $2,500) will be necessary at each storage point."

2. Compliance with the above instruction has brought to light the following facts:

(a) Ethylization of gasoline requires the services of highly skilled personnel who have had long experience in ethylizing gasoline. The number of such skilled personnel is very limited and practically all of them are employees of, or associated with the Ethyl Corporation. In overseas locations, the services of such skilled personnel are not available.

(b) Ethylization of gasoline at temperatures below 15°F is difficult, if not impossible, because the ethyl fluid crystallizes at these low temperatures.

(c) The cost of the ethyl-blending plants has been found to be about $15,000 instead of the estimated $2,500.

3. Attention is invited to the fact that, in the opinion of the United States Naval Research Laboratories and the Esso Laboratories, ethylized gasoline is as stable in underground storage as unethylized gasoline. This is borne out by the following reports:

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8 Jan. & 30 June 1974
By ____ I.C. Date ____

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Letter to the Adjutant General.

(a) U. S. Naval Research Laboratory Reports:

1. Storage Stability of Gasoline.
   1936-1937 Report No. P-1393.
2. Storage Stability of Gasoline.
   1937-1938 Report No. P-1481.
3. Storage Stability of High Test Leaded
   Aviation Gasoline.
   June 7, 1940, Report No. P-1624.
4. Storage Stability of Aviation Gasoline.
   September 26, 1941, Report P-1784.

(b) Standard Oil Development Co. (Esso Laboratories) Memoranda on Petroleum Problems of Interest to U. S. Army and U. S. Navy, dated October 21, 1941.

4. The Engineers' Committee on Oil Storage to the War and Navy Departments while not yet prepared to make as broad a statement as that in paragraph three above does state in its Report on Underground Storage for War Reserve Gasoline (Copy No. 15 inclosed herewith) on page 5, the following:

"Present information leads us to believe that Ethylized 100 octane gasoline may be safely stored in underground tankage for periods up to three years in length."

5. In view of the foregoing facts this office is proceeding with construction of war reserve aviation gasoline storage without the construction of ethyl-blending plants. If it is later decided that the war reserve gasoline should be stored unethylized and that, therefore, ethyl-blending plants should be constructed, these blending plants can be constructed whenever desired without change in the design or layout of the war reserve gasoline storage sites.

For the Chief of Engineers:

John R. Hardin
John R. Hardin,
Lieut. Col., Corps of Engineers,
Chief, Operations Branch.

43 AGO
DEC 9 1941
Received

Inclosure:
Copy No. 15 of "Report on Underground Storage for War Reserve Aviation Gasoline."

DEC - 9 1941
DEC 10 1941
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IN
G-4 DIVISION
WAR DEPT. GEN. STAFF
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RECEIVED MISC. DIV., AGO.
W. P. SUB SECTION
ain 463.7 (97)

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DOD ltr
8 Jan. & 20 June 1974
By: AWC LC. Date 11/30/76

SUBJECT: Underground Storage of Aviation Gasoline.

AG 463.7 (12-2-41)MSC-G 1st Ind. LFL/jc-1705

War Department, A.G.O., January 4, 1942. - To: Chief of Engineers.

1. While in general the proposal to store strategic reserves of gasoline in ethylized form is sound, conditions at a later time may make it advisable to ethylize aviation gasoline at the site of the strategic storage.

2. In view of the small cost of ethyl-blending plants as compared with the total cost of the installations, it is desired that for each installation, there be provided an ethyl-blending plant which is to be maintained in standby condition.

By order of the Secretary of War:

D. Lewis Hockler
Adjutant General.

1 incl. n/c.

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December 27, 1941

AAF/A-4/463-2

DECLASSIFIED
DOD Dir.
5 Jan. & 30 June 1954
By ALN/cc LC Date 11/30/76

DEC 29 1941

SUBJECT: Underground Storage of Aviation Gasoline.

I. ENGR

x TAG

x SW directs

AAF/A-4
JYY-mw

463.7 (97)

I. 1. While in general the proposal to store strategic reserves of gasoline in ethylized form is sound, conditions at a later time may make it advisable to ethylize aviation gasoline at the site of the strategic storage.

2. In view of the small cost of ethyl-blending plants as compared with the total cost of the installations, it is directed that for each installation, there be provided an ethyl-blending plant which is to be maintained in standby condition.

For the Chief of the Air Staff:

1 Incl.
Ltr to AG frm C/Oper. Br.,
Corps of Engineers, subj.:
"Underground Storage of
Aviation Gasoline" w/Incl.

EDGAR P. SORENSEN,
Colonel, Air Corps,
Assistant Chief, Air Staff, 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-WPD | A-Insp. | Budget | Statistics | |
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An. AS463.7(97)

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MEMORANDUM FOR THE RECORD: In connection with the strategic reserve storage of aviation gasoline, it was originally decided that the gasoline would be stored in an unethylized form. To make the fuel usable if this arrangement had been written, would have required the provision in connection with each storage installation of an ethyl-blending plant. Further study indicates that no more ground deterioration will occur in aviation gasoline in its ethylized form than in the unethylized form. Therefore, it has been decided to store the gasoline in ethylized form. However, in view of the possible future need for ethylizing gasoline at the site of storage and in view of the relatively low cost of the blending plant as compared with the total cost of the installation, it has been decided to provide the ethyl-blending plant, which is to be maintained in standby condition.

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Chief of Staff | Sec'y Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | |
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DOD ltrs
8 Jan. & 20 June 1974
By RLF/cc I.O. Date 11/30/76

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Address Reply To
CHIEF OF ENGINEERS, U.S. ARMY
Washington, D.C.

WAR DEPARTMENT

3037

Office of The Chief of Engineers

Washington

3-C

December 2, 1941.

Subject: Underground Storage of Aviation Gasoline.

To: THE ADJUTANT GENERAL.

1. Reference is made to Joint Board Directive No. 314 (Serial 659) dated September 5, 1940, which is quoted in part as follows:

"Par. 2 (f)

That the gasoline will be stored unethylized so that an ethylizing plant (estimated cost $2,500) will be necessary at each storage point."

2. Compliance with the above instruction has brought to light the following facts:

(a) Ethylization of gasoline requires the services of highly skilled personnel who have had long experience in ethylizing gasoline. The number of such skilled personnel is very limited and practically all of them are employees of, or associated with the Ethyl Corporation. In overseas locations, the services of such skilled personnel are not available.

(b) Ethylization of gasoline at temperatures below 15°F is difficult, if not impossible, because the ethyl fluid crystallizes at these low temperatures.

(c) The cost of the ethyl-blending plants has been found to be about $15,000 instead of the estimated $2,500.

3. Attention is invited to the fact that, in the opinion of the United States Naval Research Laboratories and the Esso Laboratories, ethylized gasoline is as stable in underground storage as unethylized gasoline. This is borne out by the following reports:

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8 Jan. & 20 June 1974
By _____ I.O. Date _____

Letter to the Adjutant General.

(a) U. S. Naval Research Laboratory Reports:

1. Storage Stability of Gasoline.
   1936-1937 Report No. P-1393.
2. Storage Stability of Gasoline.
   1937-1938 Report No. P-1481.
3. Storage Stability of High Test Leaded Aviation Gasoline.
   June 7, 1940, Report No. P-1624.
4. Storage Stability of Aviation Gasoline.
   September 26, 1941, Report P-1784.

(b) Standard Oil Development Co. (Esso Laboratories) Memoranda on Petroleum Problems of Interest to U. S. Army and U. S. Navy, dated October 21, 1941.

4. The Engineers' Committee on Oil Storage to the War and Navy Departments while not yet prepared to make as broad a statement as that in paragraph three above does state in its Report on Underground Storage for War Reserve Gasoline (Copy No. 15 inclosed herewith) on page 5, the following:

"Present information leads us to believe that Ethylized 100 octane gasoline may be safely stored in underground tankage for periods up to three years in length."

5. In view of the foregoing facts this office is proceeding with construction of war reserve aviation gasoline storage without the construction of ethyl-blending plants. If it is later decided that the war reserve gasoline should be stored unethylized and that, therefore, ethyl-blending plants should be constructed, these blending plants can be constructed whenever desired without change in the design or layout of the war reserve gasoline storage sites.

For the Chief of Engineers:

/S/ John R. Hardin,
Lieut. Col., Corps of Engineers,
Chief, Operations Branch.

Inclosure:
Copy No. 15 of "Report on Underground Storage for War Reserve Aviation Gasoline."

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DEC 29 1941

December 27, 1941

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DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1974
By AWC LC Date 11/20/76

SUBJECT: Underground Storage of Aviation Gasoline.

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I. ENGR

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x SW directs

RECEIVED MISC. DIV., AGO.
S. & C. Section

AAF/A-4
JYY-

I. 1. While in general the proposal to store strategic reserves of gasoline in ethylized form is sound, conditions at a later time may make it advisable to ethylize aviation gasoline at the site of the strategic storage.

2. In view of the small cost of ethyl-blending plants as compared with the total cost of the installations, it is directed that for each installation, there be provided an ethyl-blending plant which is to be maintained in standby condition.

For the Chief of the Air Staff:

1 Incl.
Ltr to AG frm C/Oper. Br., Corps of Engineers, subj.: "Underground Storage of Aviation Gasoline", w/incl.

Rec'd Back
JAN 2 1942
47 AGO

EDGAR P. SORENSEN,
Colonel, Air Corps,
Assistant Chief, Air Staff, A-4.

JAN - 2 1942

APPROVED
By order of the Secretary of War
R. C. MOORE
Deputy Chief of Staff

DEC 30 1941

ACTION TAKEN: By 1st Ind. to C. of E., Jan. 4, 1942. LFL/jc-1705.

JAN - 2 1942

By JOHN R. DEANE
Lt. Col. G.S.C., Asst. Sec. W.D.G.S.

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WAR DEPARTMENT
OFFICE OF CHIEF OF STAFF

OUT

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"COMEBACK"

OFFICE OF CHIEF OF STAFF

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MEMORANDUM FOR THE RECORD: In connection with the strategic reserve storage of aviation gasoline, it was originally decided that the gasoline would be stored in an unethylized form. To make the fuel usable if this arrangement had been written, would have required the provision in connection with each storage installation of an ethyl-blending plant. Further study indicates that no more ground deterioration will occur in aviation gasoline in its ethylized form than in the unethylized form. Therefore, it has been decided to store the gasoline in ethylized form. However, in view of the possible future need for ethylizing gasoline at the site of storage and in view of the relatively low cost of the blending plant as compared with the total cost of the installation, it has been decided to provide the ethyl-blending plant, which is to be maintained in standby condition.

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6 Jan. & 20 June 1974
By [illegible] LC, Date 11/30/76

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WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
WAR PLANS DIVISION
WASHINGTON

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
By: [illegible] LC Date 11/30/76

December 15, 1941.

MEMORANDUM FOR COL. YORK, AIR STAFF:

Subject: Gasoline Disposition at Canton Island.

Lt. Col. Bissell telephoned PAA (Mrs. Archibald) at 3:30 p.m. that "the War Department was aware of their gasoline and personnel at a certain Pacific Island about which PAA had inquired and that necessary action had been taken."

Clayton Bissell
CLAYTON BISSELL,
Lt. Col., G.S.C.

To Air Force Files

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ci 12/23

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Air AS 4637 (95)

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# ROUTING AND RECORD SHEET

1943

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(To be filed with correspondence)

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

DECLASSIFIED
DOD ltrs
8 Jan & 20 June 1974
By ALN/cc LC Date 11/30/76

SUBJECT: Gasoline Disposition at Canton Island.

| NO. | FROM | TO | DATE | DATA (12-A1) |
|---|---|---|---|---|
| 1 | B. & G. Div.<br><br>Airport Section | C/AS | 1941<br>12/12 | 1. An informal request has been made to the Airport Section, Buildings and Grounds Division, by Pan American Airways (Mrs. Arnhibald) for information as to whether or not the War Department has plans for evacuating Canton Island. The Pan American Airways have certain personnel and stores, including 137,000 gallons of gasoline, on the Island. Specific information was requested as to whether or not there was a vessel at Canton or en route on which Pan American personnel could be evacuated if such a move were contemplated by the War Department. Pan American desired to call attention to the gasoline with a view to disposing of it as per War Department instructions.<br><br>F.V.H.K.<br>Chief, Airport Section |

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DOD ltrs
8 Jan & 20 June 1974
By: ALW/cc LC Date: 11/30/76

Use of a Portion of War Reserve - 100 Octane Fuel.

DEC 23 1941
AAG

AAF/A-4
JFW/cmd

3 AAF C/AC 12/16 1. Item 1, Paragraph 1 is approved and confirmed.
C/AS

| HEADQUARTERS ARMY AIR FORCES COORDINATION | | | | | | | | | | | |
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| Chief of Staff | Sec'y Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. CS C/AS | Budget | Statistics | |
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DOD Dirs
E.O. Dec. 11/30/76

Use of a Portion of War Reserve - 100 Octane Fuel.

1 (14) 1941
OCAC AAF 12-10
Air Ser. C/AS
Com.Lia. Thru:
C/AC

1. Confirmation is requested of the approval, furnished verbally by A-4 Section, to withdraw 4,200,000 gallons of 100 octane fuel from war reserve storage at Richmond, California.

2. This fuel is required immediately to meet a request of the 2nd Air Force for stocks of fuel at various points in the Northwest Area. No other source is available to meet this requirement as existing contracts expire December 31, and West Coast refineries state that the Navy has taken up all available supplies.

3. After withdrawal of the above amount, there will be a balance remaining of 6,500,000 gallons at Richmond. The fuel withdrawn can be replaced by contracts to be awarded in January, 1942. The total war reserve of 56,000,000 gallons will be in storage tanks by December 17, less the 4,200,000 to be withdrawn.

/s/

L. P. W.
C/ASCL

X-BHM:br

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

1. For approval.

BHM
for
M. S. F.
Executive.

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Gasoline Supplies at Paramaribo, Dutch Guiana.

AAF/AWPD
EFG-aea

| | | | | |
|---|---|---|---|---|
| 1 | AAF<br>C/AS | OCAC<br>ACFC | 1941<br>12/5 | For your information. Reply requested on last paragraph of Incl. #1. |

C. S.
C/AS

Incl.
1. Cy. of ltr. fr. PAA to Maj. Gillespie - 12/3 re gas at Paramaribo
2. Cy. of ltr. fr. PAA to Maj. Gillespie - 12/3 re gas fr. Belem to Paramaribo.

4637 (93)

| HEADQUARTERS ARMY AIR FORCES | | | | | | | COORDINATION | | | | |
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| Chief of Staff | Sec'y Air Staff | A A G | A 1 | A 2 | A 3 | A 4 | A WPD | A Insp | Budget | Statistics | |
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PAN AMERICAN AIRWAYS SYSTEM
135 E. 42nd St.
New York City

December 3, 1941

Major Eugene F. Gillespie
United States Army Air Corps
2508 Munitions Building
Washington, D. C.

My dear Major Gillespie:

I wish to confirm the information telephoned you this morning with respect to gasoline at Paramaribo, Surinam as of November 29, 1941:

| | | |
|---|---|---|
| 90 octane | 8,909 | gals. |
| 100 " | 13,611 | " |
| 100+ " | 5,615 | " |

On November 27, 1941 purchase order 28,172 was issued for 53,000 gallons of 100 octane number gasoline to be supplied for Paramaribo out of Trinidad. Shipments from Trinidad are subject to delay because of lack of drums at that point. We are unable to tell you now when this supply will go forward.

As of today, 1,000 barrels, of 100 octane number gasoline, are in Belem and 2,000 barrels are on shipboard in Belem, having arrived yesterday which have not yet cleared customs. It would be possible to forward some part of this 2,000 barrels from Belem to Paramaribo by ship sailing from Belem calling at Paramaribo, which sailing is scheduled out of Belem tomorrow.

If we are informed today with respect to additional immediate requirements in Paramaribo, we can effect a shipment on this boat from Belem.

Very truly yours,

/s/ FRANKLIN GLENHILL

Ind. #1

Air AS 463.7 (93)

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PAN AMERICAN AIRWAYS SYSTEM

December 3, 1941

Major Eugene F. Gillespie
United States Army Air Corps
2506 Munitions Building
Washington, D. C.

My dear Major Gillespie:

We have notified our people in Belem, Brazil, to make immediate shipment of 300 drums of 100 octane number gasoline from Belem to Paramaribo, Suriname. This will put approximately 15,000 gallons of additional gasoline in Paramaribo which, together with 13,611 gallons reported to you as being in Paramaribo on November 29, 1941 will increase the Paramaribo inventory of 100 octane number gasoline to approximately 28,611 gallons.

When we have learned that the shipment has been effected from Belem to Paramaribo, we will in turn notify you.

Very truly yours,

/s/ FRANKLIN GLEDHILL

Incl. #2

Am AS 463.7 (93)

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

1990

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DOD Ltr.
8 Jan. & 20 June 1974
By: AZN/cc LC Date 4/30/76

SUBJECT: Aviation Gasoline at Lae.

| NO. | FROM | TO | DATE | COMMENTS |
|---|---|---|---|---|
| 1. | AAF C/AS | C/AC | 1941 12/2 | AAF/A-4 JYY/mwb<br>1. Confirming conversation with Lieutenant Howze of the Air Service Command, this date, it is desired that 10,000 gallons of gasoline be stocked at Lae and that this stock be maintained at this level.<br>CS C/AS |
| 2. | OCAC Air Ser. Com Lia. | C/AS THRU C/AC Atten: Col.Ferson Oper. Div. | 12/9 | OCAC/14-S HWH:dmi<br>1. This office has requested Wright Field to initiate bids to provide 10,000 gallons 100 octane aviation fuel, and 200 gallons aviation oil at Lae.<br>L. P. W. C/ASCL (15-C2) |
| 3. | Oper. Div. | C/AS | 1941 12/13 | 1. Noted.<br>O.S.F. Col. A.C. Ch., Op. Div. |

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

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AAG 463.7 (88)

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
By AAF/CC LC Date 11/30/76

100 Octane Gasoline production facilities situation.

VSW

WWD jm AAF Air AG

Inviting attention to attached memorandum from the Aeronautical Board.

For the Chief of the Army Air Forces:

Dispatched
DEC 4 1941
AAG

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

Incl. memo 11-24-41 to C.AAF fr aero.bd.
with 1 incl listed thereon.

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DOD Dir
5 Nov & 20 June 1974
By AWC NC, Date 11/30/76

The Aero. Board

~~CONFIDENTIAL~~

1124-41

case no. 126
A.B. no. 530

MEMORANDUM FOR THE CHIEF OF ARMY AIR FORCES:

SUBJECT: 100 Octane Gasoline production facilities situation.
Enclosure: (a) Under Secretary of War Conf. memo of 11-24-41.

The following extract from the minutes of the aero. board meeting this date is quoted for your informat on.

"Case No. 126 was then taken up - '100 octane gasoline requirements in view of proposed substantial increase in Army Air Corps'. This assumption appears to be based on plans that have not materialized. The Chief of AAF stated that the USW had been furnished with complete data pertaining to existing programs for e xpansion of the AAF. He further stated that any amendments to this program would be communicated to the OUSW by C AAF. The board directed that the USW be so informed."

L.D. Brown for
Sgd. Jarvis Butler
Secretary.

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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| Chief of Staff | Sec'y Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | |
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DOD Dir.
8 Jan. & 20 June 1974
By: AFP/cc LC. Date 11/30/76

DEC 3 1941

Aviation Gasoline

Under Secretary of War

463.7 (87)

1. Circular Proposals for supplying 100 and 91 octane aviation fuel to Air Corps Stations for the first six months of 1942 were opened at Wright Field beginning November 13th. These Circular Proposals included requirements for tactical and training operations.

2. The bids received from the various Oil Companies normally supplying Air Corps requirements were disappointing, in that several bidders placed maximum volume restrictions on their bid. The suppliers indicated they were forced to limit the volume to the Air Corps due to the fact that they had been advised by the Office of the Petroleum Coordinator to arrange for supplying certain volumes of 100 octane aviation fuel for Lend Lease Procurement (British) over the first three months of 1942.

3. It is understood that Lend Lease (British) has issued bid requests for approximately 3,000,000 barrels of 100 octane to be lifted over January, February and March 1942, and that approximately 1,000,000 barrels were offered by bidders.

4. All Circular Proposals issued by Wright Field calling for 100 octane aviation fuel have been cancelled because of restricted bids received, and the change in specifications which will allow 4 cc's tetraethyl lead in 100 octane. New Circular Proposals will be issued immediately.

5. In view of the large requirements of Lend Lease Procurement, which have in effect been allocated ahead of Air Corps requirements, it is believed that bids will not be received to meet actual consumption needs of Air Corps Tactical Units and Training Schools.

6. It is believed that a large portion of 100 octane aviation fuel being procured under Lend Lease for the British is going into reserve storage and is not for current operations. While no information is available in this office as to the volume going into reserve storage, it is thought that as much

Copy for Air Staff

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Letter to the Under Secretary of War
Subject: Aviation Gasoline.

DECLASSIFIED
DOD Dir.
5 Jan. & 30 June 1971
By: _____ LC, Date: _____

as fifty percent of the total volume being procured is in that category. The importance of a reserve supply is fully appreciated, however as the British have supplies available to them through contracts covering production of refineries located outside the United States; the Air Corps and other Air Forces should have first call on domestic production.

7. The present shortage of 100 octane demands every effort be made to conserve supplies especially those from domestic refining capacity. The Air Corps, effective January 1, 1942, will discontinue the use of 100 octane in basic and advanced training, and has postponed the procurement of pursuit grade. It is estimated that 140 octane components to make approximately 90 million gallons of 100 octane will be saved by the above action.

8. In order to insure availability of a sufficient volume of 100 octane to the Air Corps, and other United States Forces, it is recommended that:

a. A careful study of Lend Lease Requirements be made to ascertain current requirements, and to determine the volume of 100 octane going into long-time storage.

b. The Office of the Petroleum Coordinator be requested to coordinate with this office any action initiated concerning the allocation of supplies.

c. Instructions be issued that Lend Lease requirements are not to take precedence over United States Army and Navy requirements, including war reserve.

9. This situation is a matter of serious concern, particularly in view of requirements for overseas possessions, which are supplies mainly from domestic production. It is therefore requested that action on above recommendations be expedited.

For the Chief of the Air Corps

Oliver P. Echols,
Brig. Gen. Air Corps,
Chief Material Division.

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DOD ltrs
8 Jan. & 20 June 1974
By AGN/CC LC. Date 11/30/76

3d Ind. (Air AG

JBC/JMB

WD HQ ARMY AIR FORCES, Washington, D.C. January 2, 1942
TO : The Adjutant General

Noted.

For the Chief of the Army Air Forces:

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

DISPATCHED
JAN 2 1942
AAG

| HEADQUARTERS ARMY AIR FORCES | | | | | | | COORDINATION | | | | |
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| Chief of Staff | Sec'y Air Staff | A A G | A 1 | A 2 | A 3 | A 4 | A WPD | A Insp | Budget | Statistics | |
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DOD Ltrs.
8 Jan. & 20 June 1974
By: AS-N/CC LC, Date 11/20/76

IMMEDIATE ACTION

ON PARAPHRASE OF RADIOGRAM, from CINCAF to Chief of Naval Operations, November 12, 1941.

SUBJECT: Gasoline Storage Requirements, Philippines.

AG 463.7 (11-12-41)MC-D 1st Ind. EHB/bjs-1712.

War Department, A.G.O., November 21, 1941. - To: The Quartermaster General, and Chief of the Army Air Forces IN TURN.

For your information, and return to this office for file.

By order of the Secretary of War:

D.R. Van Sickler

Adjutant General.

QM 463.7 Philippines 2nd Ind.
COPY FOR: Chief of the Army Air Forces.

War Department, OQMG, November 27, 1941. - To: Chief of the Army Air Forces, Washington, D. C.

1. Noted.

For The Quartermaster General:

JAMES M. LAMONT,
Major, QM Corps,
Assistant.

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DOD Dir. 5200.9 & 30 June 1974
By NNJ NC Date 11/30/76

PARAPHRASE OF RADIOGRAM

ACTION COPY

AG 463.7 (11-12-41)NC-D EHB/bjs - 1712.

TO: CINCAF

FROM: CHIEF OF NAVAL OPERATIONS

NOVEMBER 12, 1941.

* * * * * *

AIR MAIL LETTER WHICH IS NOW ENROUTE IS ANSWER TO YOUR TWENTY SEVEN ONE ONE FIVE ZERO OF OCTOBER. YOU MUST MAKE DECISIONS AS TO BASING SURFACE FORCES IN THE PHILIPPINES AND SUCH DECISIONS MUST BE RELATED TO THE EARLY ARRIVAL OF IMPORTANT BRITISH NAVAL REINFORCEMENTS AND INCREASED ARMY AIR STRENGTH. WITHIN A FEW DAYS YOU WILL BE SENT BY AIRMAIL ADDITIONAL INFORMATION AND PROCEDURE PROPOSED TO LONDON. DURING WAR YOUR RESPONSIBILITY FOR SUPPLYING ARMY WITH GASOLINE, PARTICULARLY ONE HUNDRED OCTANE FOR PLANES, IS AN EVEN GREATER PROBLEM THAN YOUR BOILER FUEL PROBLEM. FOR SEVERAL MONTHS ARMY STOWAGE PROBLEM CANNOT BE SOLVED SATISFACTORILY AND OBTAINING OF SUFFICIENT ONE HUNDRED OCTANE GASOLINE IN THE FAR EAST AREA IS DOUBTFUL. TOGETHER WITH ADDITIONAL TANKAGE ON SHORE, CNO IS TRYING TO FURNISH YOU WITH 1 ADDITIONAL TANKER FOR FUEL OIL AND 2 SMALL GASOLINE TANKERS. AS THIS PROBLEM AFFECTS THE BRITISH FORCES WHICH MAY SEEK TO OPERATE FROM THE PHILIPPINES AS WELL AS THE UNITED STATES FORCES A SOLUTION IS BEING PUSHED. WILL APPRECIATE YOUR ADVICE.

PARAPHRASE OF RADIOGRAM

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December 13, 1941.

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DEC 27 1941

AAF/A-4/463

DECLASSIFIED
DOD Dir. 5 Jan. & 20 June 1974
By AHC/CC LC Date 11/20/76

Progress Report, War Reserve Gasoline Storage in Alaska.

II WPD

I ENGRS

463.7

X TAG

II. Commanding General, Western Defense Command.

X SW directs

(10-15-41)

AAF/A-4
HG/mr

I. Recommendations contained in 1st Indorsement approved.

II. Advise of action taken.

For the Chief of the Air Staff:

Incls.
D/F, abv subj, 11/28/41,
G-4/31877-3, w/Incls:
Ltr fm NPD Engrs to C/E,
10/15/41, abv subj, w/4 Inds
& 1 Incl: cy 1st Ind fm AGO
to C/E, 3/28/41.

ACTION TAKEN by 5th Ind., 12-31-41, to Ch/Engrs., Cys furn ACofS, WPD; Ch/Air Corps; CG, West Def Cmd. LFL/fdp-1712

15099-41

EDGAR P. SOMERSEN
Colonel, Air Corps
Assistant Chief of Air Staff, A-4.

IN

DEC 29 1941

APPROVED
By order of the Secretary of War
H. H. ARNOLD
Deputy Chief of Staff

DEC 29 1941

WAR DEPARTMENT
32 AGO
CHIEF OF STAFF

DEC 29 1941
Rec'd Back

OUT

OUT

By JOHN R. DEANE
Lt. Col. G.S.C., Asst. Sec. W.D.G.S

NOTED-DEPUTY CHIEF OF STAFF

OFFICE OF CHIEF OF STAFF

"Comeback"

SECRET

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SECRET

December 13, 1941.

DEC 22 1941

AAF/A-4/463

DECLASSIFIED
11/30/76

Progress Report, War Reserve Gasoline Storage in Alaska.

II WPD

I ENGRS

X TAG

II. Commanding General, Western Defense Command.

X SW directs

AAF/A-4
HG/mr

I. Recommendations contained in 1st Indorsement approved.

II. Advise of action taken.

For the Chief of the Air Staff:

Incls.
D/F, abv subj, 11/28/41,
G-4/31877-3, w/Incls:
Ltr fm NPD Engrs to C/E,
10/15/41, abv subj, w/4 Inds
& 1 Incl: cy 1st Ind fm AGO
to C/E, 3/28/41.

EDGAR P. SORENSEN
Colonel, Air Corps
Assistant Chief of Air Staff, A-4.

DEC 26 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 | |
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DOD ltrs
8 Jan. & 20 June 1974
By: ALD/CC Date: 11/30/76

WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM
G-4

AG 463.7 (10-15-41)
G 4/31877-3

SUBJECT: Progress Report, War Reserve Gasoline Storage in Alaska.

November 28, 1941

I Chief of the Army Air Forces

I Primary interest

I. Forwarded to the Chief of the Army Air Forces in connection with the provisions of letter, AG 322.2 Army Air Forces (9-5-41) MO-D-M, September 12, 1941, "Transfer of General Staff Functions, Relating to Construction, Repair, and Maintenance, Acquisition and Disposal of Real Estate for Air Force Stations, to the Chief of the Army Air Forces."

/s/ S. J. CHAMBERLIN,
Colonel, General Staff,
Acting Assistant Chief of Staff.

Incls.
Ltr fm Army Engrs
N. Pac. Div. to
Ch/Engrs 10-15-41
w/4 Inds & 1 Incl.

/s/ A. L. HAMBLEN,
Col., General Staff,
Executive Constr. & Real Estate Br.

/s/ JOHN H. HINDS
Lieut. Col., General Staff
Asst. Executive

COPY FOR CHIEF OF THE ARMY AIR FORCES

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DOD Dirs
5 Jan. & 31 June 1974
By AEJ/Ca DC Date 11/30/76

635(War Reserve)392
Sub 1 accpt.

WAR DEPARTMENT
Army Engineers
North Pacific Division
500 Pittock Block
Portland, Oregon

October 1st, 1941.

Subject: Progress Report, War Reserve Gasoline Storage.

To: The Chief of Engineers, U. S. Army, Washington, D. C.

1. Reference is made to letter dated your office July 16, 1941, the above subject, E.D. file 635(Gasoline Storage), reference 3-N.

2. Authority is requested to discontinue submission of the report titled "Monthly Report, War Reserve Gasoline Storage, Alaska", as prepared by the District Engineer, Seattle, in compliance with instructions contained in the above letter, and to submit in lieu thereof three copies of a semi-monthly report titled "Semi-monthly Report on Construction of Air Corps Gasoline Storage and Fueling Systems, Alaska", a copy of which is inclosed for your information covering the period September 16-30, 1941.

3. The inclosed semi-monthly report is prepared by the District Engineer, Seattle, covering all gasoline storage installations authorized or under construction by the Corps of Engineers in Alaska, and is submitted for the information of this office, The Commanding General, Western Defense Command, and The Chief of the Air Corps. The reports are prepared in accordance with circular letter, Construction No. 137, dated July 24, 1941, and include complete data relative to War Reserve Gasoline Storage. In accordance with general instructions by the Secretary of War, these reports will hereafter be handled and transmitted as secret documents.

4. Approval of the above substitution is recommended in order to reduce the volume of progress reports required monthly and semi-monthly from the office of the District Engineer, Seattle. Separate monthly report on War Reserve Gasoline Storage, Umatilla, Oregon, will be submitted by the District Engineer, Portland, Oregon, as previously directed.

By direction and in the absence of the Division Engineer:

/s/ H. J. Wild,
Colonel, Corps of Engineers,
Executive Assistant.

1 Incl.: Copy of Semi-monthly report on constr. of A.C. Gas Storage & Fueling Systems, Alaska. Sept. 16-30, 1941.

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DOD ltrs.
8 Jan. & 20 June 1974
By: AMN/CC LC. Date: 11/30/74

635(War Reserve)392

Subject: Progress Report, War Reserve Gasoline Storage.(Ltr. NPD to OCE,10-15-41.)

1st Ind. 3-N

Office, C. of E., October 23, 1941. To the Division Engineer, North Pacific Division, PORTLAND, OREGON.

Approved, except that in accordance with the provisions of first indorsement, the Adjutant General, March 28, 1941 (copy of which is inclosed) these reports shall be classified as restricted in lieu of secret.

By direction of the Chief of Engineers:

/s/
John R. Hardin,
Lt. Col., Corps of Engineers,
Chief, Construction Section.

Inclosures:
Sub.-1
Cpy. of Ind. 3-28-41,
fm. AGO to OCE.(dupl.)



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DECLASSIFIED DOD ltr 8 Jan. & 20 June 1974 By ALN/Cc NC Date 11/30/76

SUBJECT: Progress Report, War Reserve Gasoline Storage.

3
NPD 635/1(Gaso.Stor.)-1.5 2nd Ind.

Office, Division Engineer, North Pacific Division, Portland, Oregon, Nov. 1, 1941. - To the Chief of Engineers, U. S. Army, WASHINGTON, D. C.

1. Noted.

2. Relative to the classification of the reports titled "Semi-monthly Report on Construction of Air Corps Gasoline Storage and Fueling Systems, Alaska", attention is invited to the fact that all types Air Corps gasoline storage are covered. In this connection reference is made to paragraph 5 of secret letter dated August 22, 1941 from the Adjutant General to the Commanding General, Alaska Defense Command, subject "Overseas Projects, Air Corps Gas and Lubricating Oil Storage Facilities", a copy of which is inclosed.

For the Division Engineer:

/s/ H. J. Wild,
Colonel, Corps of Engineers,
Executive Assistant.

3 Incls.:
Sub 1
Cpy. of Ind. 3-28-41
from AGO to OCE.
Added: Copy of letter
8-22-41, AGO to ADC (in dup.).

Subs 1-2 accmpg.
Cy 1st Ind on Ser. 57 accmpg.

- 3 -

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DOD ltrs
8 Jan. & 20 June 1974
By: [illegible] Date 11/30/76

635 (War Reserve)392

Subject: Progress Report, War Reserve Gasoline Storage. (Ltr. from District Engineer, Portland, to C. of E., 10/15/41.)

3rd Ind. 3-N

Office, C. of E., November 12, 1941. TO THE ADJUTANT GENERAL (Through THE CHIEF OF THE AIR CORPS.

In view of the authority granted in first indorsement from the Adjutant General dated March 28, 1941, file A.G. 463.7 (3-17-41)M-D, copy of which is inclosed, for the change in classification of documents, maps, progress reports, etc., pertaining to storage of war reserve gasoline from SECRET to RESTRICTED, it is recommended that the progress reports referred to in basic communication and succeeding indorsements be classified as RESTRICTED instead of SECRET.

For the Chief of Engineers:

/s/ John R. Hardin,
Lt. Col., Corps of Engineers,
Chief, Construction Section.

Incl:
Copy of 1st indorsement on
Serial 57.



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DOD Ltrs.
8 Jan. & 20 June 1974
By: AHN/CC LC Date: 11/20/76

Subject: Progress Report, War Reserve Gasoline Storage

4th Ind. (12-F2)

War Department, Office, Chief of the Air Corps, Washington, D. C. November 19, 1941 - TO: The Adjutant General.

1. Recommend approval.

For the Chief of the Air Corps:

/s/
Frank M. Kennedy,
Colonel, Air Corps,
Chief, Buildings & Grounds Division

Incl. *N/C



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COPY of a copy

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
By: AHJ/cc LC. Date 11/20/76

Copy 635 (War Reserve) 57

SUBJECT: Reclassification of Correspondence regarding Storage of Aviation Gasoline.

AG 463.7 (3-17-41)M-D 1st Ind. ACW/lfl

War Department, A.G.O., March 28, 1941. - TO: Chief of Engineers.

1. Approval is given to the recommendation in basic letter that the classification of documents and correspondence pertaining to the project for the storage of reserves of 100 Octane Aviation Gasoline be changed from secret to the following:

Restricted - All documents, maps, and drawings pertaining to this project, together with all contract papers, specifications, and drawings, operation plans, progress reports, and general information not desirable for general disclosure.

Unrestricted - All routine administrative matters, funds, authorities, cost reports, and similar matters.

2. Future correspondence relating to this project will conform to the foregoing classifications.

By order of the Secretary of War:

/s/ A. P. SULLIVAN
Adjutant General.

Incl. No. 1

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DOD ltrs.
8 Jan. & 30 June 1974
By: AGNTEC LC Date: 11/30/76

RECEIPT

DATE _____

SUBJECT: Progress Report, War Reserve Gasoline Storage in Alaska.

Received from Headquarters, Army Air Forces, a disposition form, above subject, with the following inclosures:

D/F, abv subj, 11/28/41,
G-4/31877-3, w/Incls:
Ltr fm NPD Engrs to C/E,
10/15/41, abv subj, w/4 Inds
& 1 Incl: cy 1st Ind fm AGO
to C/E, 3/28/41.

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OFFICER RANK

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OFFICE

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DOD Dir. 5 par. A 20 June 1964
By AFHRA/CC DO Date 11/26/76

CLASSIFIED

1279
11/27/41

AAF/AWPD
GBC-aea

November 27, 1941

Gasoline and Lubricants - Paramaribo, Dutch Guiana, Seaplane Base.

Lt. Colonel L. S. Dillon,
Deputy Contracting Officer,
U. S. Engineer Corps,
Room 420, 17 Battery Place,
New York, N. Y.

1. Reference is made to your letter of November 19, 1941 (Airport Develop.11/8.1) stating PAA advise all necessary arrangements have been completed for storage of gasoline and lubricants at Paramaribo, Dutch Guiana, Seaplane Base, in accordance with the provisions of PAA Secret Contract dated November 2, 1940.

2. Schedule 2 of the contract specifies facilities at Paramaribo, Dutch Guiana, Seaplane Base, for 50,000 gallons of 100 Octane aviation fuel with 10,000 gallons in underground tanks and 40,000 in drums or otherwise, and 1,250 gallons of aircraft engine oil, 98 standard.

3. In accordance with paragraph 7, Article 1, of the Subordinate Agreement of the contract, the Army Air Forces request that you, as Contracting Officer, instruct PAA to provide and store 50,000 gallons of 100 Octane aviation fuel and 1,250 gallons of 120 grade aircraft engine oil at Paramaribo, Dutch Guiana, Seaplane Base, and maintain there at least 75% of these quantities until further notice. Your attention is invited to the fact that grade 120 aircraft engine oil is used in that vicinity by the Army and PAA, and Navy also requests "120 grade" be supplied at this seaplane base instead of the 98 standard.

4. It is requested that this office be advised by the Contracting Officer when PAA has completed this storage so that we may advise the Navy Department. This has been coordinated with the Navy Department.

4.3.7 (84)

| HEADQUARTERS ARMY AIR FORCES | | | | | | COORDINATION | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Chief of Staff | Sec'y A. Staff | A A G | A 1 | A 2 | A 3 | A 4 | A WPD | A insp | Budget | Statistics |
| | | | | | | E. P. GILLESPIE, Major, Air Corps, Contact Officer | | | | |
| | | | | | | | | | | |

AAF 39

Coordinated with Navy Dept (Com. Botts)

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WAR DEPARTMENT
UNITED STATES ENGINEER OFFICE
NEW YORK DISTRICT, NEW YORK, N. Y.
ROOM 420, 17 BATTERY PLACE

REPLY REFER TO
Airport Develop.11/5.1

U. S. E. D., N. Y. D. 1 Form No. 11
SECRET
Auth: Dillon Ltr., N.Y.
Date: November 19, 1941.
L. S. D.
NEW YORK, N. Y.

November 19, 1941.

Subject:
Gasoline and Lubricants - Paramaribo, Dutch Guiana, Seaplane Base.

To:
Major E. F. Gillespie,
Air Corps Contact Officer,
Office of the Chief of the Army Air Forces,
Washington, D. C.

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By: AHN/cc LC; Date 11/30/76

1. I am in receipt of a letter from Pan American Airways stating that, in accordance with the provisions of paragraph 7, Article I of the Subordinate Agreement of the Contract of November 2, 1940, all necessary arrangements have been made for the suitable storage at Paramaribo, Dutch Guiana, Seaplane Base, of such amounts of gasoline and lubricants as are designated in Schedule 2 of the above described contract.

2. In accordance with the above quoted article, the Contracting Officer is to notify Pan American of the Type and amount (not to exceed the amount for which tankage and storage have been provided) of gasoline or lubricants which the Government desires to be presently forwarded to such point.

3. It is therefore requested that you inform me as to the quantity of gasoline and lubricants that the Air Corps wishes to store at this airfield.

L. S. DILLON,
Lt. Col., Corps of Engineers,
Deputy Contracting Officer.

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AAF/AWPD
GBC-aea

November 24, 1941

Gasoline and Lubricants - Guatemala City, Guatemala.

Lt. Colonel L. S. Dillon
Deputy Contracting Officer
U. S. Engineer Corps
Room 430, 17 Battery Place
New York, N. Y.

1. Reference is made to your letter of November 19, 1941 (Airport Develop. 11/4.1) stating PAA advise all necessary arrangements have been completed for storage of gasoline and lubricants at Guatemala City, Guatemala, in accordance with the provisions of PAA Secret Contract dated November 2, 1940.

2. Schedule 2 of the contract specifies facilities at Guatemala City, Guatemala, for 60,000 gallons of 100 Octane aviation fuel with 20,000 gallons in underground tanks and 40,000 in drums or otherwise, and 1,500 gallons of aircraft engine oil, 98 standard. Your attention is invited to the fact that grade 120 aircraft engine oil is used in the West Indies by the Army and PAA and it is suggested that the "98 standard" specified in Schedule 2 of the contract is in error and that "120 grade" be supplied instead of the 98 standard.

3. In accordance with paragraph 7, Article 1, of the Subordinate Agreement of the contract, the Air Corps requests that you, as Contracting Officer, instruct PAA to provide and store 60,000 gallons of 100 Octane aviation fuel and 1,500 gallons of aircraft engine oil, 120 grade, at Guatemala City, Guatemala, and maintain there at least 75% of these quantities until further notice.

4. It is requested that this office be advised by the Contracting Officer when PAA has this storage completed.

E. F. GILLESPIE
Major, Air Corps
Contracting Officer

| HEADQUARTERS ARMY AIR FORCES - [redacted] | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Chief of Staff | Sec'y Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | |
| | | | | | | | Memo to G | | | | |
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DOD ltrs.
8 Jan. & 30 June 1974
By AWCE LC. Date 11/30/76

SECRET

IN REPLY
REFER TO

Airport Develop. 11/4.1

WAR DEPARTMENT
UNITED STATES ENGINEER OFFICE
NEW YORK DISTRICT, NEW YORK, N. Y.
ROOM 420, 17 BATTERY PLACE

(U. S. E. D., N. Y. D.) NO. 11
Dist.Eng'r.,N.Y.
Nov. 19, 1941.
L. S. D.
NEW YORK, N. Y.

Subject: November 19, 1941.

Gasoline and Lubricants - Guatemala City, Guatemala.

To:

Major E. F. Gillespie,
Air Corps Contact Officer,
Office of the Chief of the Army Air Forces,
Washington, D. C.

1. I am in receipt of a letter from Pan American Airways stating that, in accordance with the provisions of paragraph 7, Article I of the Subordinate Agreement of the Contract of November 2, 1940, all necessary arrangements have been made for the suitable storage at Guatemala City, Guatemala, of such amounts of gasoline and lubricants as are designated in Schedule 2 of the above described contract.

2. In accordance with the above quoted article, the Contracting Officer is to notify Pan American of the type and amount (not to exceed the amount for which tankage and storage have been provided) of gasoline or lubricants which the Government desires to be presently forwarded to such point.

3. It is therefore requested that you inform me as to the quantity of gasoline and lubricants that the Air Corps wishes to store at this airfield.

L. S. DILLON,
Lt. Col., Corps of Engineers,
Deputy Contracting Officer.

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DOD Ltr.
Dec. 11/30/76

DEC 11 1941

Construction of Airdrome and Port Facilities on Umnak Island, Alaska.

43 AG 600.12

X tag

DEC 12 1941

RECEIVED MISC. DIV., AGO.
W. P. SUB SECTION

AAF/A-4
CEC/mr

1. Reference basic communication, all necessary action is being taken, this date, on a separate "staff action paper."

2. Contents of this paper have been noted and no further action on this paper is required.

Incls.
O/F, AG 600.12 (11-20-41), 11/28/41 w/1 Incl: Ltr fm CG, WDC, to TAG, 11/20/41, abv subj.

43 AGO
DEC 12 1941
Rec'd Back
9.459

For the Chief of the Air Staff

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

ACTION TAKEN: Correspondence referred to above filed in AGO, 12-12-41.

RPM/ihw-1712.

(11-20-41)

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DOD Dir.
8 Jan. & 20 June 1974
By: [illegible] Date: 11/20/76

December 8, 1941.

DEC 11 1941

Construction of Airdrome and Port Facilities on Umnak Island, Alaska.

463.7

(81)

X tag

AAF/A-4
CEC/mr

1. Reference basic communication, all necessary action is being taken, this date, on a separate "staff action paper."

2. Contents of this paper have been noted and no further action on this paper is required.

Incls.
C/F, AG 600.12 (11-20-41),
11/28/41 w/1 Incl: Ltr fm
CG, WDC, to TAG, 11/20/41,
abv subj.

For the Chief of The Air Staff

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

Dispatched
DEC 12 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 | |
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DOD Ltrs.
8 Jan. & 20 June 1974
By: [illegible] LC; Date: 11/20/76

HEADQUARTERS WESTERN DEFENSE COMMAND
Office of the Commanding General
Presidio of San Francisco.

AIR MAIL

November 20, 1941

600.1-Alaska (Engr)

Subject: Construction of Airdrome and Port Facilities on Umnak Island, Alaska.

To : The Adjutant General, War Department, Washington, D. C.

1. Reference is made to 3rd Indorsement on War Department letter, file AG 600.12 (9-23-41)MC-E, dated September 24, 1941, subject as above. It is noted that the tabulation of technical features in paragraph 3 thereof includes 150,000 gallons of Air Corps tactical gasoline storage and 20,000 barrels of Air Corps operations reserve storage. Inasmuch as storage facilities for both of these classes of aviation gasoline were included in the comprehensive storage plan submitted to the War Department by this headquarters in letter dated October 18, 1941, subject: "Storage Facilities for Aviation Gasoline and Oil, Alaska" the two items mentioned above should be deleted from the letter referred to in first reference.

2. The amounts to be deleted are as follows:

| | |
|---|---|
| 150,000 gallons, Air Corps tactical gasoline storage | $ 175,000 |
| 20,000 barrels, Air Corps operations reserve storage | 1,000,000 |
| | $1,175,000 |
| Engineering, overhead and contingencies at 25% | 293,700 |
| Total amount to be deleted | $1,468,700 |

3. The revised cost estimate of this project is, then, $12,605,000 less $1,468,700 or $11,136,000.

For the Commanding General:

HUGH T. FULLERTON
Captain, Infantry
Actg. Adjutant General

IMMEDIATE ACTION

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an AG463.7 (81)

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8 Jan. & 20 June 1974
By AN/CC LC Date 11/20/76

AG 600.12 (11-20-41)
GWPD 4606

Nov. 28, 1941

SUBJECT: Construction of Airdrome and Port Facilities on Umnak Island, Alaska, Gasoline Storage, Alaska.

X C/AAF

X Primary interest

1. Construction of airdrome and port facilities on Umnak Island was approved by The Joint Board on November 26, 1941, but has not as yet been approved by the Secretary of War and the Secretary of the Navy.

2. Letter, Commanding General, Western Defense Command, October 18, 1941, subject: Storage Facilities for Aviation Gasoline and Oil, Alaska, referred to in the attached letter, was forwarded by this division to the Chief Army Air Force as a matter of primary interest on October 28, 1941.

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

1 Incl:
Ltr. CG, WDC, AG 600.12
(11-20-41)

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AAF/A-4
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DEC 3 1941

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DOD ltrs
6 Jan. & 30 June 1974
By: AAF/G LC: Date 11/30/76

100-Octane Fuel.

I Sec. G/S

Air Pg 463.7 (80)

DEC 5 1941

OUT OUT

DEC 9 1941
NOTED-DEPUTY CHIEF OF STAFF
AAF/A-4
JYY/mgb
OFFICE OF CHIEF OF STAFF

ACTION TAKEN: Ltr. to The President.
Dispatched by A.G.O. 12-10-41, ACW/jtg

I. 1. Transmitted for the signature of the Secretary of War.

DEC 6 1941

For the Chief of the Army Air Forces:

Incls:
Ltr to The President
w/draft of ltr to Hon.
H.L.Ickes w/ltr to Pres.
Roosevelt,11/26 from Pet.
Coordinator w/1 incl:
Incl: 2860344.

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

WAR DEPARTMENT
OFFICE OF CHIEF OF STAFF

MEMORANDUM FOR RECORD: By letter dated Nov. 26, 1941 the Office of Petroleum Coordinator for National Defense reported to The President certain developments which have taken place in connection with 100-octane aviation gasoline. This communication has been referred to the Air Staff for preparation of a reply to the Petroleum Coordinator. Herewith the reply for the Petroleum Coordinator together with the covering letter to be signed by the Secretary of War.

DECLASSIFIED

Comeback OCS/16071-34
Air AS 463.7 (50)

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AAF/A-4
JYY

CONFIDENTIAL DECLASSIFIED

DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1974
By AHJ/cc Date 12/30/76

Honorable Harold L. Ickes,
Petroleum Coordinator for National Defense,
Department of Interior.

My dear Mr. Ickes:

The existence of a serious situation with reference to 100-octane aviation gasoline is well recognized by the Army. The Army indorses in full the steps which are being taken by your office in meeting this emergency.

The Army Air Forces has participated throughout in the determination of requirements and in supporting recommendations for increasing production of aviation fuel as indicated in your letter of November 26, 1941.

The Army Air Forces has taken action to use lower quality gasoline in certain training airplanes, which have heretofore used 100-octane fuel and has approved a change in specifications which will have the effect of increasing the available supplies of aviation fuel.

Your efforts in assisting in the important work of the Army Air Forces through the provision of aviation fuel are deeply appreciated.

Very sincerely yours,

16071-34

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mwb

DEPARTMENT
OFFICE OF CHIEF OF STAFF

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DOD ltrs
8 Jan. & 20 June 1974
By: AFW/CC LC Date 11/20/76

WD 463.7 (11-26-41)MC-G

DEC 9 1941

The President,

The White House.

Dear Mr. President:

Herewith is a letter for your signature in reply to a communication from the Office of the Petroleum Coordinator dated November 26, 1941.

The Army is fully aware of the serious situation which exists with reference to 100-octane aviation gasoline. We have participated fully in the determination of requirements and are doing all in our power to stretch available supplies of 100-octane fuel by changes in specifications and by the use of lower quality product in certain training airplanes.

Any further improvement in the situation should come from the Petroleum Industry in cooperation with the Office of the Petroleum Coordinator.

DISPATCHED

DEC 10 1941

FROM A. G. O.

Very Respectfully yours,

(Sgd.) HENRY L. STIMSON

Secretary of War.

DEC 9 1941

Incls:
1-Draft of ltr to Hon. Harold L. Ickes.
2-Ltr to Pres. Roosevelt 11/26 frm The Pet.Coord. w/Incl 2260544

OUT OUT

mwb

OFFICE OF CHIEF OF STAFF

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OCS/16071-34

COPY FOR GEN. ARNOLD

air AS463.7 (60)

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DOD Dir
By [illegible] 11/24/76

Honorable Harold L. Ickes,
Petroleum Coordinator for National Defense,
Department of Interior.

My dear Mr. Ickes:

The existence of a serious situation with reference to 100-octane aviation gasoline is well recognized by the Army. The Army interests in full the steps which are being taken by your office in meeting this emergency.

The Army Air Forces has participated throughout in the determination of requirements and in supporting recommendations for increasing production of aviation fuel as indicated in your letter of November 26, 1941.

The Army Air Forces has taken action to use lower quality gasoline in certain training airplanes, which have heretofore used 100-octane fuel and has approved a change in specifications which will have the effect of increasing the available supplies of aviation fuel.

Your efforts in assisting in the important work of the Army Air Forces through the provision of aviation fuel are deeply appreciated.

Very sincerely yours,

mwb

~~CONFIDENTIAL~~

OCS/16071-34
COPY FOR GEN. ARNOLD
Air 580697 (80)

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DEC 3 1941

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DOD ltrs
6 Jan. & 20 June 1974
By: AHD/CC LC, Date 11/30/76

100-Octane Fuel.

I Sec. G/S

DEC 9 1941

OUT OUT

DEC 9 1941
NOTED-DEPUTY CHIEF OF STAFF

AAF/A-4
OFFICE OF CHIEF OF STAFF

ACTION TAKEN: Ltr. to The President, Dispatched in A.G.O. 12/10/41. ACW/itg

I. 1. Transmitted for the signature of the Secretary of War.

Incls:
Ltr to The President
w/draft of ltr to Hon.
H.L.Ickes w/ltr to Pres.
Roosevelt,11/26 from Pet.
Coordinator w/1 incl:
Incl: 2860544.

For the Chief of the Army Air Forces:

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

MEMORANDUM FOR RECORD: By letter dated Nov. 26, 1941 the Office of Petroleum Coordinator for National Defense reported to The President certain developments which have taken place in connection with 100-octane aviation gasoline. This communication has been referred to the Air Staff for preparation of a reply to the Petroleum Coordinator. Herewith the reply for the Petroleum Coordinator together with the covering letter to be signed by the Secretary of War.

COPY FOR GEN. ARNOLD

Gen. Arnold

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Air AS 463.7 (80)
Gen. Arnold
OCS 16071-34

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DOD ltrs
5 Jan. & 20 June 1974
By: [illegible] LC Date: 11/30/76

MEMORANDUM FOR RECORD: By letter dated Nov. 26, 1941 the Office of Petroleum Coordinator for National Defense reported to The President certain developments which have taken place in connection with 100-octane aviation gasoline. This communication has been referred to the Air Staff for preparation of a reply to the Petroleum Coordinator. Herewith the reply for the Petroleum Coordinator together with the covering letter to be signed by the Secretary of War.

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Wrtn 12/1/41

DECLASSIFIED
DOD Dir
by [illegible] 11/30/76

The President,

The White House.

Dear Mr. President:

Herewith is a letter for your signature in reply to a communication from the Office of the Petroleum Coordinator dated November 26, 1941.

The Army is fully aware of the serious situation which exists with reference to 100-octane aviation gasoline. We have participated fully in the determination of requirements and are doing all in our power to stretch available supplies of 100-octane fuel by changes in specifications and by the use of lower quality product in certain training airplanes.

Any further improvement in the situation should come from the Petroleum Industry in cooperation with the Office of the Petroleum Coordinator.

Very respectfully yours,

Secretary of War.

Incls:
1-Draft of ltr to Hon.
Harold L. Ickes,
2-Ltr to Pres. Roosevelt
11/26 fm The Pet.Coord.
w/Incl 2040544

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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| Chief of Staff | Sec'y Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | |
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Wrtn 12/1/41

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DOD Ltr
8 Jan. & 30 June 1976
By AN/CC LC. Date 11/30/76

Honorable Harold L. Ickes,
Petroleum Coordinator for National Defense,
Department of Interior.

My dear Mr. Ickes:

The existence of a serious situation with reference to 100-octane aviation gasoline is well recognized by the Army. The Army indorses in full the steps which are being taken by your office in meeting this emergency.

The Army Air Forces has participated throughout in the determination of requirements and in supporting recommendations for increasing production of aviation fuel as indicated in your letter of November 26, 1941.

The Army Air Forces has taken action to use lower quality gasoline in certain training airplanes, which have heretofore used 100-octane fuel and has approved a change in specifications which will have the effect of increasing the available supplies of aviation fuel.

Your efforts in assisting in the important work of the Army Air Forces through the provision of aviation fuel are deeply appreciated.

Very sincerely yours,

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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COPY.

UNITED STATES
DEPARTMENT OF THE INTERIOR
Office of Petroleum Coordinator
For National Defense
Washington

My dear Mr. President:

Without 100 Octane Gasoline the airplanes of Great Britain and America would not be effective as instruments of warfare. Unlike the German type, these planes require this special high-test fuel to operate successfully. The effective use of American and British planes is as dependent upon 100 Octane Gasoline as is the outcome of the war dependent upon airplanes themselves.

The 100 Octane productive capacity of the United States is now approximately 40,000 barrels per day. The total present requirement for Army, Navy and Lend-Lease is approximately 57,000 barrels per day. The requirement during 1942 will be about 85,000 barrels per day, and in the first part of 1943, 120,000 barrels per day. Inventory, at the present rate of consumption, would be reduced to minimum operating levels in March of next year. Thus, we have in 100 Octane a problem, important and acute.

This Office, since assuming responsibility for 100 Octane production, has cleared the way for rapid construction of additional capacity to the amount of 40,000 barrels per day, which will double the amount existing. These plants will come into production at various periods through next year, the first seven being scheduled for completion in January. Beyond this, priority clearance from the Aeronautical Board has just been obtained for materials required for another 40,000 barrels, which will bring the total to the 120,000 barrel figure mentioned above. Financing arrangements essential to the completion of certain of the plants are under development with the R.F.C., and with the War, Navy and Treasury Departments.

To bridge the gap between now and the time the new plants can be completed, a number of measures must be resorted to, as for example, certain changes in product specifications for the Army and Navy (which have been agreed to by the Aeronautical Board yesterday), the use of lower quality product in training planes, certain consolidations of blending stocks as between the various units in the petroleum industry, and so forth. Given the maximum cooperation all along the line, such measures promise reasonably to meet the emergency.

The foregoing, and the report attached, I give you simply as a matter of information. The 100 Octane problem is a good example in

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many ways of the war production problem as a whole. Requirements ahead are triple the present output--former estimates have been revised drastically upward in recent months--the British estimate in January this year of 5,000 barrels per day, is now 30,000 barrels per day--additional plants require critical materials available only on priority--only by extraordinary effort and determined drive can the necessary result be achieved.

Sincerely yours,

/s/ Harold L. Ickes
Petroleum Coordinator
for National Defense.

The President,

The White House.

Enclosure 2860544

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WAR DEPARTMENT
Headquarters, Army Air Forces
Washington

DECLASSIFIED
DOD Dir.
Date _____

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Storage of War Reserve Gasoline.

I. Discussion.

1. The Joint Board has previously approved a project for strategic storage of aviation gasoline. This storage involved four installations in the United States as well as in certain overseas possessions. One installation is now nearing completion. Eight 50,000 barrel tanks have been fabricated but not installed.

2. In view of productive capacity and inability to accumulate reserves necessity no longer exists for strategic reserve in the United States.

3. It is proposed to deviate from the approved project by reducing storage in Alaska to one tank at Anchorage and by shipping four tanks to the Philippines for Army use. Three tanks to be held in reserve, two of which to be made available to the Navy, if desired, in the Philippines.

II. Action recommended.

1. Forwarding letter to Chief of Naval Operations recommending the above deviation.

2. Return of papers to Chief of the Army Air Forces for further action.

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Wrtn. Nov. 19.

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DOD ltrs
6 Jan. & 20 June 1974
By: [illegible] LC Date 11/20/76

NOV 26 1941

463.7 (79)

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Storage of War Reserve Gasoline.

I Discussion

1. On September 5, 1940, the Joint Board issued a directive covering the storage of War Reserve gasoline. Pursuant to this directive, project was authorized and funds allotted for the installation of storage facilities at the following locations:

Alaska
Umatilla
Ogelthorpe
Tarrtown
Raccoon Creek

2. Information now available indicates no immediate or urgent necessity for War Reserve storage of aviation gasoline within the continental limits of the United States. The need for such storage in Alaska is still apparent. The world situation indicates an even greater need for the early provision of extensive additional gasoline storage in the Philippine Islands.

3. The status of War Reserve storage within the continental limits of the United States is as follows:

a. At Raccoon Creek a contractor is engaged in installing six 40,000 barrel tanks. The work under this contract is about 50% complete, and has advanced to such a point that the contract should be prosecuted to completion.

b. For the proposed storage at Umatilla, Oglethorpe and Tarrtown contracts have been entered into for the fabrication and erection, at each location, of four [illegible] barrel tanks. Plans and specifications [illegible] the tanks [illegible] complete, and no contract

HEADQUARTERS ARMY AIR FORCES COORDINATION

| Chief of Staff | Sec'y Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | |
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has been entered into for general construction at any of the sites. The four tanks intended for installation at Tarrtown have been promised for delivery to Hawaii. The contracts for the four tanks intended for Umatilla and the four for Oglethorpe will permit of supplemental agreements to provide for erection at new locations. No loss to the United States will be occasioned by the diversion of the twelve tanks from their originally designated locations.

4. It is proposed to deviate from the Joint Board directive, and to modify the existing plan as follows:

a. Enter into supplemental agreement with contractors for tanks intended for Umatilla and Ogelthorpe to provide for the following distribution:

(1) One (1) tank for installation at Anchorage, Alaska, for joint use by the Navy and Army Air Forces.

(2) Four (4) tanks for installation in the Philippine Islands for the storage of War Reserve gasoline for use of the Army Air Forces.

(3) Three (3) tanks to be fabricated, but held by the contractor, and to be installed by him in accordance with instructions to be issued at a later date.

(4) Two (2) of the above three(3) tanks to be made available to the Navy, if desired by that service, for installation in the Philippine Islands. War Department funds are available for the fabrication and temporary storage of these tanks by the contractor, but not for erection and installation. It is estimated that the cost of such additional work will be approximately $640,000.

b. Discontinue work at Umatilla, Oglethorpe and Tarrtown, and use funds provided for these projects to complete the installation of four tanks in the Philippine Islands.

c. Install, immediately, at Anchorage, Alaska, one tank at an estimated cost of $320,000.

d. Defer the installation in Alaska of the remaining 60,000 barrels of the proposed total of 100,000 barrels pending completion of an extensive investigation now under way to determine the proper location of this storage to meet tactical requirements.

5. [illegible] contained in the Joint Board directive provide that all War Reserve gasoline be stored unethylized. Tests by the Bureau of

HEADQUARTERS ARMY AIR FORCES - COORDINATION

| Chief of Staff | Sec. Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A. Insp. | Budget | Statistics | |
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Standards and the experience of the Navy indicate that ethylized gasoline may be stored for relatively long periods with deterioration not materially greater than is the case with unethylized gasoline. In view of this, and for the added reason that the ethylization of gasoline at remote overseas stations will present many serious problems, it is recommended that gasoline in the Philippine Islands and in Alaska be stored ethylized.

4. In view of the early anticipated completion of the fabrication of the eight (8) tanks, and of the urgent need for the installation of these proposed for allocation to the Philippines Islands and Alaska, it is recommended that the deviation from the Joint Board directive, as indicated in paragraphs 3 and 5 above, be approved.

II. Action recommended.

1. That the attached letter to the Chief of Naval Operations be signed and forwarded.

2. That upon approval of this project by the Secretary of the Navy, these papers be referred to the Chief of the Army Air Forces for further action.

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

Incl:
Draft of memo to C/NO
above subject.

NOV 26 1941

OUT

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NOV 26 1941

APPROVED
By order of the Secretary of War
H. H. ARNOLD
Deputy Chief of Staff

J. T. DAVIS
Lt. Col., G.S.C., Asst. Sec. W.D.G.S.

OFFICE OF CHIEF OF STAFF

NOTED - DEPUTY CHIEF OF STAFF

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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ENCLOSURE

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DOD 5

Written November 19, 1941

NOV 26 1941

MEMORANDUM FOR CHIEF OF NAVAL OPERATIONS:

Subject: Storage of War Reserve Gasoline.

1. On September 5, 1940, the Joint Board issued a directive covering the storage of War Reserve gasoline. Pursuant to this directive, project was authorized and funds allotted for the installation of storage facilities at the following locations:

Alaska
Umatilla
Ogelthorpe
Tarrtown
Raccoon Creek

2. Information now available indicates no immediate or urgent necessity for War Reserve storage of aviation gasoline within the continental limits of the United States. The need for such storage in Alaska is still apparent approved. The world situation indicates an even greater need for the early provision of extensive additional gasoline storage in the Philippine Islands.

3. The status of War Reserve storage within the continental limits of the United States is as follows:

a. At Raccoon Creek a contractor is engaged in installing six 40,000 barrel tanks. The work under this contract is about 50% complete, and has advanced to such a point that the contract should be prosecuted to completion.

b. For the proposed storage at Umatilla, Ogelthorpe and Tarrtown, contracts have been entered into for the fabrication and erection, at each location, of four 40,000 barrel tanks. Plans and specifications

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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for the installation of the tanks are incomplete, and no contract has been entered into for general construction at any of the sites. The four tanks intended for installation at Tarrtown have been promised for delivery to Hawaii. The contracts for the four tanks intended for Umatilla and the four for Oglethorpe will permit of supplemental agreements to provide for erection at New locations. No loss to the United States will be occasioned by the diversion of the twelve tanks from their originally designated locations.

4. The Army proposes to deviate from the Joint Board directive, and to modify the existing plan as follows:

a. Enter into supplemental agreement with contractors for tanks intended for Umatilla and Ogelthorpe to provide for the following distribution:

(1) One (1) tank for installation at Anchorage, Alaska, for joint use by the Navy and Army Air Forces.

(2) Four (4) tanks for installation in the Philippine Islands for the storage of War Reserve gasoline for the use of the Army Air Forces.

(3) Three (3) tanks to be fabricated, but held by the contractor, and to be installed by him in accordance with instructions to be issued at a later date.

(4) Two (2) of the above three tanks to be made available to the Navy, if desired by that service, for installation in the Philippine Islands. War Department funds are available for the fabrication and temporary storage of these tanks by the contractor, but not for erection and installation. It is estimated that the cost of such additional work will be approximately $640,000.

b. Discontinue work at Umatilla, Oglethorpe and Tarrtown, and use funds provided for these projects to complete the installation of four tanks in the Philippine Islands.

c. Install, immediately, at Anchorage, Alaska, one tank at an estimated cost of $320,000.

d. Defer the installation in Alaska of the remaining 60,000 barrels of the proposed total of 100,000 barrels pending completion of an extensive investigation now under way to determine the proper location of this storage to meet tactical requirements.

HEADQUARTERS ARMY AIR FORCES - COORDINATION

| Chief of Staff | Deputy Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A- WPD | A. Insp. | Budget | Statistics | |
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5. Instructions contained in the Joint Board directive provide that all War Reserve gasoline be stored unethylized. Tests by the Bureau of Standards and the experience of the Navy indicate that ethylized gasoline may be stored for relatively long periods with deterioration not materially greater than is the case with unethylized gasoline. In view of this, and for the added reason that the ethylization of gasoline at remote overseas stations will present many serious problems, the Army desires that gasoline in the Philippine Islands and in Alaska be stored ethylized.

6. In view of the imminent completion of the fabrication of the eight (8) tanks, and of the urgent need for the installation of those proposed for allocation to the Philippine Islands and Alaska, the War Department proposals, as indicated in Paragraphs 4 and 5 above, are submitted for your concurrence to permit of early prosecution of the work without delay which would result from the resubmission of this matter to the Joint Board.

[Signed] H. H. Arnold

ORIGINAL DISPATCHED FROM OFFICE CHIEF OF STAFF

NOV 26 1941

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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DOD ltrs
6 Jan. & 20 June 1974
By: [illegible] LC, Date 11/30/76

SUBJECT: Gasoline Stores in Greenland (P.A.A.).

463.7 (76)

Dispatched
DEC 26 1941
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5. AAF OCAC 1941 AAF/A-4
C/AS Air Ser. 12/20 JFW/coc
Com. Lia.

1. Procedure indicated in item No. 4 is satisfactory assuming already agreed to by Pan American.

Incl: n/c

CS
C/AS

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DOD Ltr
6 Jan & 20 June 1974
By AW/cc Date 11/20/76

SUBJECT: Gasoline Stores in Greenland (P.A.A.).

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| 1. | AAF<br>C/AS | AAF<br>A-4 | 1941<br>11/28 | AAF/A-WPD<br>PCO/alm<br><br>1. Attention is invited to the attached basic communication from U. S. Consul Penfield, Godthaab, Treenland dated November 1, 1941, with accompanying transmittal notice from the State Department.<br><br>2. This is forwarded for information and necessary action. Staff Sgt. Wilson now at Bolling Field, A.A.C.S. station, can supply further information as he is the Sergeant referred to in the basic communication.<br><br>1 Incl:<br>Ltr to S/W fr S/S,<br>11/22/41, re above subj.<br>w/incl cy ltr to S/S, 11/1/41,<br>fr J.K. Penfield. CS<br>C/A-WPD |
| 2. | AAF<br>C/AS | C/AC | 1941<br>12/2 | AAF/A-4<br>JYY/mwb<br><br>1. Forwarded for necessary action.<br><br>Incl:<br>Ltr to S/W from S/S<br>11/22 w/cpy ltr to<br>S/S, 11/1 from Penfield. |
| 3. | C/AC | Mat.<br>Div. | 12/9 | A.S.B. |

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DOD Dir.
5 Jan. & 30 June 1974
By [illegible] Date 11/30/76

Gasoline Stores in Greenland (P.A.A.)

OCAC/14-S HWH:dmi

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| 4. | OCAC<br>Air Ser.<br>Com. Lia. | AAF<br>C/AS | 1941<br>12/16 |

1. In view of the fact that Pan American Airways will not be operating over this northern route for the next several months, it is not believed advisable, at the present time, to attempt to replace this gasoline.

2. There is now gasoline stored in drums at the Newfoundland Airport, which can be made available for shipment to Greenland or other points in that area, as soon as bulk supplies have been delivered to the tankage which has been installed at Newfoundland Airport.

3. The replacement of these stocks will be discussed with Pan American Airways at a later date.

Incl: n/c

L. P. W.
C/ASCL

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Air AS 463.7 (78)

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

DEPARTMENT OF STATE

WASHINGTON

In reply refer to
Eu 859B.74/43

DECLASSIFIED
Per
State Dept
By: ala LC; Date 11-30-76

November 22, 1941

CONFIDENTIAL

The Secretary of State presents his compliments to the Honorable the Secretary of War and encloses for his consideration a copy of despatch no. 94 dated November 1, 1941 from the American Consul at Godthaab, Greenland, regarding the use by vessels of the Northeast Greenland Patrol of gasoline stored by Pan-American Airways at Scoresby Sound.

A similar communication is being sent to the Secretary of the Navy.

Enclosure:

From Consulate Godthaab,
no. 94, November 1, 1941.

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SECRET

NO. 94

THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

DECLASSIFIED
Per State Dept
By [illegible] LC; Date 11-30-76

AMERICAN CONSULATE
Godthaab, Greenland, November 1, 1941

SUBJECT: Use of Gasoline Stored in East Greenland by Pan-American Airways

THE HONORABLE

THE SECRETARY OF STATE,

WASHINGTON.

SIR:

I have the honor to report that on September 29 I received a telegram from the Army Sergeant who, acting under orders of the Commander, Northease Greenland Patrol, was in charge of installing Army radio equipment at Angmagssalik, in which he stated that he understood that the gasoline deposited there several years ago by Pan-American Airways was to be available for use with this Army equipment, but that the Colony Manager there had no instructions in the premises. At my request the Greenland authorities instructed the Colony Manager to make this gasoline available as requested.

It is also understood that the ships of the Navy's Northeast Greenland Patrol used some of the Pan-American gasoline stored at Scoresb Sound.

It is assumed that the War Department or Navy Department has made the necessary arrangements for the use of

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the gasoline in question but, as the Commander, Northeast Greenland Patrol has no definite information regarding these arrangements, and as the Consulate has received no instructions in regard to the matter, it is reported to the Department for the record or for such action as may be deemed appropriate.

Respectfully yours,

J. K. Penfield
American Consul

To the Department in quintuplicate (one copy marked "for the Division of Commercial Affairs").

File no. 800 East Coast

JKP:AGH

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DOD ltrs
5 Jan. & 20 June 1974
By: AB-P/CC LC Date: 11/20/76

SUBJECT: Gasoline Stores in Greenland (P.A.A.).

1. AAF C/AS — AAF A-4 — 1941 11/26

AAF/A-WPD
PCO/alm

1. Attention is invited to the attached basic communication from U. S. Consul Penfield, Godthaab, Greenland dated November 1, 1941, with accompanying transmittal notice from the State Department.

2. This is forwarded for information and necessary action. Staff Sgt. Wilson now at Bolling Field, A.A.C.S. station, can supply further information as he is the Sergeant referred to in the basic communication.

1 Incl:
Ltr to S/W fr S/S,
11/22/41, re above subj.
w/incl cy ltr to S/S, 11/1/41,
fr J.K. Penfield.

CS
C/A-WPD

---

2. AAF C/AS — C/AC — 1941 12/2

AAF/A-4
JYY/mrb

1. Forwarded for necessary action.

Incl:
Ltr to S/W from S/S
11/22 w/cpy ltr to
S/S, 11/1 from Penfield.

---

3. C/AC — Mat. Div. — 12/9 — A.S.B.

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DOD Dir
8 Jan. & 30 June 1974
By [illegible] Date 11/30/76

SUBJECT: Gasoline Stores in Greenland (P.A.A.).

OCAC/14-S HWH:dmi

| | | | |
|---|---|---|---|
| 4, | OCAC | AAF | 1941 |
| | Air Ser. | C/AS | 12/16 |
| | Com. Lia. | | |

1. In view of the fact that Pan American Air ways will not be operating over this northern route for the next several months, it is not believed advisalbe, at the present time, to attempt to replace this gasoline/

2. There is now gasoline stored in drums at the Newfoundland Airport, which can be made available for shipment to Greenland or other points in that area, as soon as bulk supplies have been delivered to the tankage which has been installed at Newfoundland Airport.

3. The replacement of these stocks will be discussed with Pan American Airways at a later date.

Incl: n/c

CS
C/AS

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DOD ltrs
6 Jan. & 20 June 1974
By: [illegible] LC, Date 11/30/74

DEPARTMENT OF STATE

WASHINGTON

In reply refer to
Eu 8592.74/43

November 22, 1941

~~CONFIDENTIAL~~

The Secretary of State presents his compliments to the Honorable the Secretary of War and encloses for his consideration a copy of despatch no. 94 dated November 1, 1941 from the American Consul at Godthaab, Greenland, regarding the use by vessels of the Northeast Greenland Patrol of gasoline stored by Pan-American Airways at Scoresby Sound.

A similar communication is being sent to the Secretary of the Navy.

Enclosure:

From Consulate Godthaab,
no. 94, November 1, 1941.

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NO. 94

DECLASSIFIED
DOD Dir.
5 Jan. 4, 30 June 1954
By: [illegible] LC Date: 11/30/76

THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

AMERICAN CONSULATE
Godthaab, Greenland, November 1, 1941

SUBJECT: Use of Gasoline Stored in East Greenland by Pan-American Airways

THE HONORABLE

THE SECRETARY OF STATE,

WASHINGTON.

SIR:

I have the honor to report that on September 29 I received a telegram from the Army Sergeant who, acting under orders of the Commander, Northeast Greenland Patrol, was in charge of installing Army radio equipment at Angmagasalik, in which he stated that he understood that the gasoline deposited there several years ago by Pan-American Airways was to be available for use with this Army equipment, but that the Colony Manager there had no instructions in the premises. At my request the Greenland authorities instructed the Colony Manager to make this gasoline available as requested.

It is also understood that the ships of the Navy's Northeast Greenland Patrol used some of the Pan-American gasoline stored at Scoresb Sound.

It is assumed that the War Department or Navy Department has made the necessary arrangements for the use of

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the gasoline in question but, as the Commander, Northeast Greenland Patrol has no definite information regarding these arrangements, and as the Consulate has received no instructions in regard to the matter, it is reported to the Department for the record or for such action as may be deemed appropriate.

Respectfully yours,

J. K. Penfield
American Consul

To the Department in quintuplicate (one copy marked "for the Division of Commercial Affairs").

File no. 900 East Coast

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DOD Ltr
11/30/76

Gasoline Stores in Greenland (P. A. A.).

463.7 (78)

AAF/A-4
JYY/mmb
AAF/A

2. AAF 1941
C/AS C/AC 12/2 1. Forwarded for necessary action.

Dispatched
DEC 8 1941
AAG

Incl:
Ltr to S/W from S/S CS
11/22 w/ cpy ltr to C/AS
S/S, 11/1 from Penfield.

Necopies retained J.Y.Y.

| 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 | |
| | J.P.L. | | | | | | | | | | |
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DOD ltrs
8 Jan. & 20 June 1974
By ALD/CC Date 11/20/76

Gasoline Stores in Greenland (P.A.A.)

1. AAF AAF 1941 AAF/A-WPD
G/AS A-4 11/28 PGO/alm

1. Attention is invited to the attached basic communication from U. S. Consul Penfield, Godthaab, Greenland, dated November 1, 1941, with accompanying transmittal notice from the State Department.

2. This is forwarded for information and necessary action. Staff Sgt. Wilson now at Bolling Field, A.A.C.S. station, can supply further information as he is the Sergeant referred to in the basic communication.

1 Incl:
ltr to S/W fr S/S,
11/22/41, re above subj.
w/incl cy ltr to S/S, 11/1/41, CS
fr J.K. Penfield. G/A-WPD

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DOD ltrs.
8 Jan. & 30 June 1974
By: AEN/CC J.C. Date 11/30/76

DEPARTMENT OF STATE
WASHINGTON

In reply refer to
Eu 859B.74/43

November 22, 1941

CONFIDENTIAL

The Secretary of State presents his compliments to the Honorable the Secretary of War and encloses for his consideration a copy of despatch no. 94 dated November 1, 1941 from the American Consul at Godthaab, Greenland, regarding the use by vessels of the Northeast Greenland Patrol of gasoline stored by Pan-American Airways at Scoresby Sound.

A similar communication is being sent to the Secretary of the Navy.

Enclosure:

From Consulate Godthaab,
no. 94, November 1, 1941.

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No. 94

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**COPY**

THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

DECLASSIFIED
DOD Ltr.
6 Jan. & 30 June 1954
By AWICC LC Date 11/30/76

AMERICAN CONSULATE
Godthaab, Greenland, November 1, 1941

SUBJECT: Use of Gasoline Stored in East Greenland by Pan-American Airways

THE HONORABLE

THE SECRETARY OF STATE,

WASHINGTON.

SIR:

I have the honor to report that on September 29 I received a telegram from the Army Sergeant who, acting under orders of the Commander, Northeast Greenland Patrol, was in charge of installing Army radio equipment at Angmagssalik, in which he stated that he understood that the gasoline deposited there several years ago by Pan-American Airways was to be available for use with this Army equipment, but that the Colony Manager there had no instructions in the premises. At my request the Greenland authorities instructed the Colony Manager to make this gasoline available as requested.

It is also understood that the Ships of the Navy's Northeast Greenland Patrol used some of the Pan-American gasoline stored at Scoresby Sound.

It is assumed that the War Department or Navy Department has made the necessary arrangements for the use of the gasoline in question but, as the Commander, Northeast

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**COPY**

- 2 -

Greenland Patrol has no definite information regarding these arrangements, and as the Consulate has received no instructions in regard to the matter, it is reported to the Department for the record or for such action as may be deemed appropriate.

Respectfully yours,

J. K. Penfield
American Consul.

To the Department in quintuplicate (one copy marked "for the Division of Commercial Affairs").

File.No. 800 East Coast

JKP:ACH

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CANADA . . . SECRET UNITED STATES

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
By: ALN/cc LC; Date 11/30/76

PERMANENT JOINT BOARD ON DEFENSE
WASHINGTON

1093

PDB 107-3

November 21, 1941.

MEMORANDUM FOR CHIEF OF ARMY AIR FORCES:

Subject: Gasoline Storage Facilities - Newfoundland Airport - Botwood - Lewisporte Area.

463.7 (76)

1. Pursuant to the recommendation of the Chief of Air Corps March 28, 1941, the Board arranged for the provision of necessary aviation gasoline storage facilities in the subject area. The question of gasoline storage was reviewed at the meeting of the Board November 10-11, when the following action was taken:

"The Fifteenth Recommendation of the Board was that Canada would provide aviation gasoline storage facilities for 2,500,000 gallons in the Newfoundland Airport - Botwood - Lewisporte area and that the United States would assist with priorities for steel for this storage. Information at hand indicated that there was already available or under construction storage capacity for 3,865,000 gallons in this area. The Board considered that the 3,865,000 gallons currently under way will meet fully storage requirements in the Newfoundland Airport - Botwood - Lewisporte area. For the above reasons and because of the shortage of steel for defense purposes, the Board felt that the additional million gallons storage contemplated to be provided by Canada should be cancelled and the steel released for other purposes."

"In this connection it was emphasized that steps should immediately be taken to provide necessary equipment at Gander Lake, and Botwood to unload and load gasoline. While the provision of this equipment is primarily the responsibility of the R.C.A.F., it was agreed that the United States Army Members would assist in obtaining equipment from the United States when exact details as to requirements are provided."

2. The R.C.A.F. has already taken measures to implement the above action, so far as cancellation and release of the steel for the additional million gallons storage is concerned.

By direction of General Embick:

Clayton Bissell

CLAYTON BISSELL,
Lt. Col., G.S.C.

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Copy for: Chief of Army Air Forces for information.

CANADA — SECRET — UNITED STATES

DECLASSIFIED DOD Dir 5 Nov. & 30 June 1972 By AGO/Ltr to: Date 11/30/76

PERMANENT JOINT BOARD ON DEFENSE

WASHINGTON

1092

PDB 107-3

November 21, 1941

MEMORANDUM FOR THE CHIEF OF ENGINEERS:

Subject: Loan of Tank Cars for Transportation of Gasoline from Lewisporte to Gander Airport, Newfoundland.

1. Reference is made to the letter from the Chief of Engineers, above subject, file No. 7205 (Newfoundland D. O.) 554, October 31, 1941 and two inclosures therewith.

2. The question of use of tank cars in Newfoundland was discussed at the November 10-11 meeting of the Board. It was made clear that these tank cars are the property of the United States and are under the control of the Newfoundland Base Commander. The reason for their purchase was to insure the delivery of Aviation Gasoline for United States Forces in Newfoundland. Under the present contract between the United States and the Shell Oil Company of Newfoundland, it would be illegal for the United States to permit the use of these cars by the Shell Oil Company at Newfoundland, except in an emergency, without an adjustment of the contract.

3. To the extent that the cars are not required for the movement of gasoline for U.S. Forces, there would appear to be no objection to the use of the cars to move gasoline for R.C.A.F. or Royal Air Force provided these services pay the railroad charges to the Newfoundland Railroad for the movement of the cars. Detailed arrangements should be worked out between parties concerned and the Newfoundland Base Commander.

4. The use of the tank cars by commercial oil companies in Newfoundland, other than is indicated above, is believed to be illegal and contrary to the intent of the Board in its recommendation for the procurement and delivery of these cars to Newfoundland.

5. Any further action on the request of the Shell Oil Company of Newfoundland or the Asiatic Petroleum Corporation should be consistent with the above action of the Board.

By direction of General Embick.

CLAYTON BISSELL,
Lt. Col., G.S.C.

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(75) 463.7

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DOD ltrs
8 Jan. & 20 June 1974
By: AGW/cc LC; Date 11/30/76

Aviation Fuel and Oil Requirements - Pacific Bases.

AAF/A-4
JYY/mmb

3. AAF 1941
C/AS C/AC 12/2 1. Approved.

Dispatched
DEC 4 1941
AAG

Incl:
Copy ltr from
Stand. Vac. Co.
11/12/41.

CS
C/AS

Copy of incl not retained
per JYY

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Chief of Staff | Sec'y Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | |
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Air AB 463.7 (73)

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DOD ltrs.
8 Jan. & 30 June 1971
By ALW/CC LC Date 11/30/76

Aviation Fuel and Oil Requirements - Pacific Bases.

OCAC 14-8 HWH:dmi

1. OCAC C/AS 1941
Air Ser. thru 11/18
Com.Lia. C/AC

1. There is attached for your information copy of letter, dated November 12th from Standard Vacuum Oil Company, subject: "Aviation Gasoline - Australia".

2. It now appears from the information contained in the above mentioned letter, and that furnished you by Routing and Record Sheet on November 13, 1941 concerning the Asiatic Petroleum Company's ability to deliver gasoline in this area, that it is possible for either Asiatic or Standard Vacuum to make deliveries of fuel and oil to Air Corps detachments at Darwin, Raboul, Port Moresby and Townsville.

3. In view of these facts, it is recommended that Wright Field be requested to ask for bids covering the fuel and oil requirements at the above points over the period January 1st to July 1st. These bids to be for delivery of gasoline in drums or by tank wagon into Air Corps storage tanks at the above airports. It appears possible if you desire to have fuel and oil delivered into Army airplanes at Darwin and Townsville.

4. The fuel and oil which has been shipped to these points from the Philippines, and that which will be shipped on the "Hawaiian Planter" can be used as reserve stocks until such time as other arrangements are working smoothly.

5. If you concur in these recommendations, it is requested you furnish this Division requirements of fuel and oil by points for the first six months of 1942.

^ already furnished A-4 DJJ

Incl: Ltr fr Stand.Vac.Co. 11/12/41

L. P. W.
C/ASCL

2. C/AC AAF 1941
C/AS 11/21

1. Forwarded.

Incl. n/c

M. S. F.
Executive

SECRET

26-979

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

DECLASSIFIED
CONFIDENTIAL

November 15, 1941.

DECLASSIFIED
DOD ltrs
8 Jan. & 30 June 1974
By ALN/cc LC; Date 11/30/76

MEMORANDUM FOR GENERAL H. H. ARNOLD.

Mr. Hopkins asked me to send this to you to get your personal reaction and recommendations. He is very anxious that the necessary steps be taken to assure an adequate supply of aviation gasoline for America and the various countries being assisted through Lend-Lease.

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

Returned to Gen. Burns 12/3/41

2 inclosures -
Letter of 11-14-41 from W.Piercy with draft of proposed letter to Secretary Ickes.

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Ck-354

4/21

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11-14-41

Hon. Harry Hopkins
The White House
Washington, D. C.

Dear Mr. Hopkins:

I know that E.P.Taylor has written to you about 100 octane, and I know you are trying to get well.

But the lid seems to have blown off in London.

Taking the best the coordinatorss department can do, we have an exceedingly dangerous pass to traverse in 1942. Relief is possible at the end of 1942 but unless we get it we are sunk. The relief is this large programme of new production. On this judged by normal standards, the coordinator's department is doing a "nice" job but something very much more than that is wanted.

If you could manage to read the enclosed memorandum it will give you the situation and my suggestions. The diagnosis I know is right but on the cure I am not so strong. Anyhow the cure has got to come from you.

I am ashamed to send you this in a nursing home; the reality of the peril must be my excuse.

The memo by the way is a draft which I have prepared for handing eventually to Mr. Secretary Ickes.

Yours very sincerely,

W. Piercy

THE BRITISH PETROLEUM MISSION
908 G ST.
WASHINGTON, D.C.

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DRAFT

The problem of supply of 100 octane aviation fuel for 1942 and 1943 is in a serious position; and in London the question is under consideration of making special representations to the American Government on the subject. This raises the question of what more, really can be done.

1. Briefly: the current U.S. production is 40,000 barrels a day and aggregate demands on the U. S. production 57,000 (of which U.K. requirements are 27,500) Though production rises to 51,000 by December 1942 (and stays there) requirements rise to 121,000 by 1st July 1943. Thus there is a shortage of 17,000 barrels a day now rising to 70,000 by 1st of July 1943.

In 1942 alone the primary showing is that a total of 20 million barrels will be available over the year but 31 will be wanted, which is a shortgage of 11 million barrels. This is on the footing that no new international factors appear.

2. This primary showing undbubtedly can be improved and will be improved by measures which the deputy oil coordinator has in hand. But it is certain that there will be an appalling pinch by the second quarter of 1942. At that point the ranking users will have to be dealt with in some sort of priority. But unless the United Kingdom is given an absolute priority which means that she is given 27,500 barrels daily out of a production than standing at 45,000 the British air squadrons will have to be reduced and the number of sorties dramtically cut down. In other words, the present aerial operations will have to be reduced and development will be crippled.

3. The only remedy for this situation is the erection of new producing plant. New producing plant cannot be brought into operation under an average period of 12 months from the inception of each individual project even with the highest priorities. There is a period of gestation which cannot be abridged. Therefore, to provide any remedy by the first quarter of 1943, plant would have to be laid down, that is to say, work started on the ground and plant put in hand within the next two months for an additional capacity of 50,000 barrels a day (the balance of 20,000 is understood to be arranged). Then the prospect would be an exceedingly dangerous pinch in the second third and fourth quarters of 1942, with relief in the first quarter of 1943.

4. The coordinator's office has been engaged since the beginning of August on a programme of the required dimensions. Some results have been chieved in the shape of projects for some 20,000 barrels (as above) put in hand or settled, and the coordinator is in a position now to provide for the industry a solid foundation (of long term contracts) for undertaking necessary projects.

The progress however is at a rate which is governed by the facts:

(1) that the technique of the industry is such that an addition of 70,000 barrels per day involves a very large number of projects.

(2) that initiation of these projects rests with private corporations, that is, the initiation is necessarily voluntary:

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(3) that every project involves separate negotiations on some or all of the following points

(a) Long term contract price for the product;
(b) provision for writing off the cost of the plant
(c) advances to finance the cost.

5. The authorities in London are very seriously concerned with the apparent rate at which (so far as is known) projects are actually being approved. They are also dismayed by the other fact that a gestation period originally of nine months is now put at 10-14 months. The admirable lines of which the method of tackling the problem have been designed by the coordinator's department are fully appreciated. It is also realized that very devoted work has been put in.. But London authorities apparently have the following questions in mind:

(1) whether there is any certainty that voluntary initiation of projects, as now proceeding will produce sufficient projects to cover the entire required programme of extensions. Could atleast a deadline be drawn for determining this?

(2) whether it might not be possible to devise some form of procedure which could cut down drastically the length of time at present necessarily involved in obtaining projects and negotiating them. Could the expenditure of time on these processes simarily be limited by a deadline, and some alternative summary procedure devised?

(3) whether what has been called the period of gestation could be restored to 9 months. For example could allocation of the materials be given as well as AlA priority.

It will be appreciated that the London authorities make these suggestions with the utmost diffidence and only by way of illustrating their view of the situation as they see it. This is in general terms, that unless some abridgement of the procedure can be devised there is no nope of new production sufficient or sufficiently timely to prevent a disastrous curtailment of allied war effort and U.S. war defense preparation.

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HENRY HARLEY ARNOLD

Box 132 Folder 3

MILITARY

DECIMAL

SAS 463.7
(126-157)

JCS Memo
State Dept
EO 12065
Interior Dept

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

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DOD ltrs.
8 Jan. & 20 June 1974
By: ASD/CCLC Date 10/18/76

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

SECRET
By Authority of
the Chief of the Air Corps
FEB 11 1942
Date

SUBJECT: 100 Octane Aviation Fuel - South Pacific Bases

FEB 11 1942

TO: Chief of the Army Air Forces
Attention: A-4

1. Attached hereto is copy of letter dated January 31, 1942 from the Office of the District Engineer, South Pacific Division, San Francisco to Colonel L. P. Whitten, relative to the above subject. This will supplement letter from this office dated February 7, 1942, subject as above.

For the Chief, Air Service Command:

W. T. Hefley

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

Incl: Cy ltr fr Dist. Eng.
San Fran. 1/31/42

Hq. Army Air Forces
FEB 11
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100 Octane Aviation Fuel - South Pacific Bases

FEB 11 1942

Chief of the Army Air Forces
Attention: A-4

1. Attached hereto is copy of letter dated January 31, 1942 from the Office of the District Engineer, South Pacific Division, San Francisco to Colonel L. F. Whitney, relative to the above subject. This will supplement letter from this office dated February 7, 1942, subject as above.

For the Chief, Air Service Command:

H. E. [redacted]
Lt. Col., Air Corps.
Executive, Air Service Command

Encl: Cy ltr fr Dist. Eng.
San Fran. 1/31/42

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DOD Ltr.
8 Jan. & 20 June 1974
By: AWG LC Date 10/18/76

SECRET

WAR DEPARTMENT
OFFICE OF THE DIVISION ENGINEER
SOUTH PACIFIC DIVISION
351 CALIFORNIA STREET
SAN FRANCISCO, CALIFORNIA

~~SECRET~~
By Order of the Division Engineer

1-31-42

January 31, 1942.

Lt. Col. L. P. Whitten
Executive, Air Service Command
Office, Chief of Air Corps
Washington, D. C.

Dear Colonel Whitten:

Supplementing letter from this office dated January 28, 1942, containing several paraphrased copies of radio messages pertaining to aviation gasoline and lubricating oil for the Hawaii-Philippine Air Ferry Service, there is furnished below another paraphrased copy of a radiogram dated January 23, 1942, from the Honolulu District Engineer, bearing on the same subject:

"Regarding gasoline Storage in Fiji Islands, Area Engineer Ende at Suva advised following gasoline storage available January 23rd:

(1) Vanwa Point (40 miles from Nandi by CSR Industrial Railway - 720,000 gallons. Tank is pipeline connected to wharf, and wharf can handle large tankers. Tank wagons will haul it 3 miles to railroad until pipe available.

(2) Latouka - 200,000 gallons. Tanks located 1½ miles from wharf and require filling by tank wagon. No pipe available.

(3) Suva - 200,000 gallons by January 28th, connected to wharf by pipeline.

(4) Nausori Airport - 50,000 gallons by February 3rd. Requires filling by tank wagon.

200,000 gallons our gasoline expected to arrive from NX by January 25th. Attempt will be made to place this gasoline in tank at Vatia, Fiji, but if unsuc-

9 Dec 1942
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cessful, tanker will be held and tanks at Suva filled on January 28th."

/s/ Warren T. Hannum,
Warren T. Hannum,
Colonel, Corps of Engineers,
Division Engineer

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DOD Dir.
5 Jan. & 30 June 1954
By [illegible] LC; Date 10/18/76

DECLASSIFIED

(Air AG)

SECRET
BY AUTHORITY OF THE
CHIEF OF AIR FORCES
DATE INITIALS

February 12, 1942

SUBJECT: Experiments with Gasoline for the China Theater.

TO : The Chief of the Air Corps

1. It is directed that experiments be carried out in the movement of loaded 50 gallon or 100 gallon drums, or other suitable containers, in transport aircraft to determine the difficulties that will be encountered and to develop the estimated technical equipment and procedure. The supply of aviation gasoline to keep combat aircraft flying in China presents a serious problem which will rapidly become critical. It is anticipated that air transports must be utilized in large numbers to insure adequate flow of supplies.

2. It is further directed that a report of action taken be made to this office.

By command of Lieutenant General ARNOLD:

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

Dispatched
FEB 12 1942
AAG

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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| Chief of Staff | Sec'y Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | - |
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AAF-39

Return to Air AG

AAG/SIO

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Directive No. AAG-16

DECLASSIFIED
DOD Dir.
8 Jan. & 20 June 1974
By NHTC LC Date 10/19/76

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

February 11, 1942

DIRECTIVE MEMO FOR: Air Adjutant General.

Subject: Experiments with Gasoline for the China Theater.

1. The following directive will be sent to the Office, Chief of the Air Corps:

"1. It is directed that experiments be carried out in the movement of loaded 50 gallon or 100 gallon drums, or other suitable containers, in transport aircraft to determine the difficulties that will be encountered and to develop the estimated technical equipment and procedure. The supply of aviation gasoline to keep combat aircraft flying in China presents a serious problem which will rapidly become critical. It is anticipated that air transports must be utilized in large numbers to insure adequate flow of supplies.

"2. It is further directed that a report of action taken be made to this office."

2. This directive will be monitored by the A-4 Division.

By direction of the Chief of Air Staff.

John F. York, Jr.,
Colonel, Air Corps,
Secretary of the Air Staff.

Eq. Army Air Forces
FEB 11 1942
AAG RECEIVED

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| A-2 | Col. York |
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DECLASSIFIED
DOD ltrs
6 Nov. & 20 June 1974
Eng. AWTC LC, Date 10/14/76 112

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

(Air AG) ~~SECRET~~
BY AUTHORITY OF THE CHIEF OF THE ARMY AIR FORCES
DECLASSIFIED
2/12/42 BC
DATE INITIALS

February 12, 1942

SUBJECT: Experiments with Gasoline for the China Theater.

TO : The Chief of the Air Corps

1. It is directed that experiments be carried out in the movement of loaded 50 gallon or 100 gallon drums, or other suitable containers, in transport aircraft to determine the difficulties that will be encountered and to develop the estimated technical equipment and procedure. The supply of aviation gasoline to keep combat aircraft flying in China presents a serious problem which will rapidly become critical. It is anticipated that air transports must be utilized in large numbers to insure adequate flow of supplies.

2. It is further directed that a report of action taken be made to this office.

By command of Lieutenant General ARNOLD:

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

Copy held for ch/AC
AWB

1st Ind. (4-E-3)

War Department, Office, Chief of Air Corps, Washington, D. C. FEB 25 1942
TO: Chief of the Army Air Forces, Washington, D. C.

1. Study directed being made at Wright Field and report will be furnished your office approximately March 10, 1942.

For the Chief of the Air Corps

F. I. Ordway Jr.
F. I. ORDWAY, JR.,
Major, Air Corps,
Asst. Exec. Wst. Div.

File
Noted A-4/

Eq. Army Air Forces
FEB 25 1942
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AAG/510
Air ab 463.7 (156)

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Air ab 463.7 (106)

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Directive No. AAG-16

DECLASSIFIED
DOD Ltr
6 Jan. & 20 June 1974
By [illegible] 10/18/76

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

February 11, 1942

DIRECTIVE MEMO FOR: Air Adjutant General.

Subject: Experiments with Gasoline for the China Theater.

463.7 (156)

1. The following directive will be sent to the Office, Chief of the Air Corps:

"1. It is directed that experiments be carried out in the movement of loaded 50 gallon or 100 gallon drums, or other suitable containers, in transport aircraft to determine the difficulties that will be encountered and to develop the estimated technical equipment and procedure. The supply of aviation gasoline to keep combat aircraft flying in China presents a serious problem which will rapidly become critical. It is anticipated that air transports must be utilized in large numbers to insure adequate flow of supplies.

"2. It is further directed that a report of action taken be made to this office."

2. This directive will be monitored by the A-4 Division.

By direction of the Chief of Air Staff.

Hq. Army Air Forces
Feb 11 1942
AAG RECEIVED

John Y. York, Jr.,
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 | |
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A-3 Files
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DOD Dir. 5200.9 and EO 12958
Authority NND 760030 by NARA, Date 10/18/06

CCA

Subject: Station Gasoline Storage, Caribbean Defense Command Area. (Let. from CCE to CAAF, dated 2/5/42).

7205 - 656

2nd Ind.

Office, C. of E., February 7, 1942. - To the Division Engineer, Caribbean Division, NEW YORK, N.Y.

1. For your information and necessary action.

2. Underground tanks have been designed in the Pittsburgh District office for storage of 4,800 barrels, 12,000 barrels, 25,000 barrels and 40,000 barrels of aviation gasoline. Four surplus 40,000 barrel underground tanks are now on hand at Des Moines, Iowa and four other surplus 40,000 barrel underground tanks are on hand at Warren, Pennsylvania. The District Engineer, Pittsburgh, has been instructed to redesign these eight tanks to provide eight 24,000 barrel tanks and four 32,000 barrel tanks by construction of additional tops and bottoms and by making some alterations in the columns. The eight 24,000 barrel tanks are tentatively scheduled for use in Africa but no final action on changing 40,000 barrel tanks and determination of destinations of these tanks will be taken until a directive is received for provision of gasoline storage in Africa and India. It is anticipated that this directive will be received at an early date. It now appears that four 32,000 barrel tanks will be available for storage of gasoline in South America or the Caribbean area. In preparing plans for construction of the storage in accordance with the letter of January 26, 1942 from this office, consideration should therefore be given to use of designs of underground tanks already prepared by the Pittsburgh District, to possible inclusion of not more than two 32,000 barrel tanks that can be made available from tanks now on hand and to procurement of 25,000 gallon tanks through the Chief of the Air Corps for that part of storage in January 26 letter that will be stored in this size tank in accordance with the desires of the Caribbean Defense Command.

3. In preparing plans for this additional storage, full consideration should be given to the problem of unloading tankers and to the avoidance of delays in discharge of gasoline. Consideration should also be given to the bulk installations now being made in Puerto Rico and the effect these installations may have on Caribbean Defense Command's desires for the additional storage directed in January 26 letter. It is the understanding of this office that the plans for bulk storage in Puerto Rico may not have been fully revealed to the Caribbean Defense Command when their request was made for additional storage in the vicinity of stations listed in January 26 letter.

By direction of the Chief of Engineers:

Noted A. 1/

SHANT G. PLANK,
Lieut. Col., Corps of Engineers,
Assistant Chief, Operations Branch.

3/4 - Chief of the Army Air Forces

SECRET Air AG 463.7 (155) 3/4

463.7 (155)

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DOD Rts.
8 Jan. & 20 June 1974
By: AWTC LC. Date: 10/18/76

AG 463.7 (2-9-42)MSC-G MNE/ihw-1706

February 13, 1942

~~SECRET~~

Auth: T.A.G.
Initials: R.G.H.
Date: FEB 13 1942

SUBJECT: Underground Storage of Aviation Gasoline.

TO: Chief of Engineers.

1. Reference is made to disposition form on the above subject from the Air Staff to you, December 27, 1941, wherein in paragraph 2 it was directed that for each installation (war reserve) there be provided an ethyl blending plant which is to be maintained in standby condition.

2. Action indicated in paragraph 2 as stated above, is rescinded and it is desired that no provision be made for ethyl blending plants, in view of recent information on the subject of underground storage of ethylized aviation gasoline including report from Engineers' Committee on Oil Storage to the War and Navy Departments, November, 1941.

By order of the Secretary of War:

R.G. Hersey

Adjutant General.

Eq. Army Air Forces
FEB 14 1942
AAG RECEIVED

INFORMATION COPY TO: 1. Chief of the Army Air Forces, ref. his memo, AAF/A-4/463-6, 2-9-42, to TAG.

463.7 (154)

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FEB 9 1942

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DOD Dir
8 Jan. & 30 June 1971
By AH/cc SC, Date 10/18/76

AAF/A-4/463-6

Underground Storage of Aviation Gasoline.

Air AG 463.7 (154)

ENGR

(42) Aeg Au 3.7 (2-9-42)

X TAG

X SW directs

AAF/A-4
JFW/mmb

I. 1. Reference is made to disposition form on the above subject from the Air Staff to the Corps of Engineers, dated December 27, 1941 wherein in paragraph 2 it was directed that for each installation (war reserve) there be provided an ethyl blending plant which is to be maintained in standby condition.

2. Action indicated in paragraph 2 as stated above is rescinded and it is directed that no provision be made for ethyl blending plants, in view of recent information on the subject of underground storage of ethylized aviation gasoline including report from Engineers' Committee on Oil Storage to the War and Navy Departments, November, 1941.

FEB 15099-51

82 A G O FEB 12 1942

NOTED-OFFICE CHIEF OF STAFF

For the Chief of the Air Staff

FEB 12 19[illegible] 12 1942

Received
OUT

NOTED.....
Office Chief of the Air Staff

ACTION TAKEN: Ltr. 2-13-42, to C/E, w/cy to C/AAF. MNE/ihw-1705.

M-13

T. J. HANLEY, Jr.,
Colonel, A.U.S.,
Assistant Chief of the Air Staff

MEMO FOR RECORD: Action taken to eliminate ethyl blending plants in connection with war reserve storage gasoline based upon recent information in Engineers' Committee report to War and Navy Departments, Nov., 1941, substantiating this action.

Air AG 463.7 (154)

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FEB 9 1942

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DOD ltr.
8 Jan. & 20 June 1974
By: [illegible] LC. Date 10/18/76

AAF/A-4/463-6

Underground Storage of Aviation Gasoline.

~~X ENGR~~

463.7 (154)

~~X TAG~~

X SW directs

Dispatched
FEB 11 1942
AAG

AAF/A-4
JFW/mwb

I. 1. Reference is made to disposition form on the above subject from the Air Staff to the Corps of Engineers, dated December 27, 1941 wherein in paragraph 2 it was directed that for each installation (war reserve) there be provided an ethyl blending plant which is to be maintained in standby condition.

2. Action indicated in paragraph 2 as stated above is rescinded and it is directed that no provision be made for ethyl blending plants, in view of recent information on the subject of underground storage of ethylized aviation gasoline including report from Engineers' Committee on Oil Storage to the War and Navy Departments, November, 1941.

For the Chief of the Air Staff:

NOTED ...W.F. 2/10/42
Chief 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 | Colonel, Ind. | U.S. Budget | Statistics | |
| | | | | | | Assistant Chief of the Air Staff, A-4. | | | | |

MEMO FOR RECORD: Action taken to eliminate ethyl blending plants in connection with war reserve storage gasoline based upon recent information in Engineers' Committee report to War and Navy Departments, Nov., 1941, substantiating this action.

AAF-39

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Air AG 463.7 (154)

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

SECRET

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
By [illegible] LC. Date 10/14/76

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

SECRET
By Authority of
the Chief of the Air Corps
FEB 7 1942
Date Initials

SUBJECT: 100 Octane Aviation Fuel - Airports Western Canada.

FEB 7 1942

TO: Assistant Chief of Air Staff
Attention: A-4

1. One-hundred octane aviation fuel for Watson Lake is being transported by air from Whitehorse, by Elmendorf Field. These arrangements were made by Colonel Davis. There are now 150,000 gallons of Air Corps fuel at Whitehorse.

2. Standard Oil Company of California is moving an additional 150,000 gallons of 100 octane aviation fuel to Whitehorse for their stocks. This fuel will be available to the Air Corps for future purchase, if same is required.

For the Chief of the Air Corps:

W. T. Hefley

W. T. HEFLEY
Major, Air Corps,
Executive, Air Service Command

463.7

153

Col Grumrine
Major Wooley

Noted, please file
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DOD Ltr
8 Jan. & 20 June 1974
By: AED/CC LC. Date 10/18/76

FEB 6 - 1942

SUBJECT: Synthetic Fuel Production in Europe

TO: Lieutenant Colonel G. C. MacDonald
Office of Coordinator of Information.

1. Sometime ago you requested the Air Intelligence Section to furnish information on several matters relative to synthetic fuel production in Europe. This refers to copy of one memorandum given to Colonel Olive headed "TO: 'Q' LOCAL FROM: P" dated May 20, 1941 requesting information on a hydrogenation plant at San Giovanni Valdarno.

2. Attached hereto is a copy of a letter from Mr. H. K. Nieuwenhuis to Mr. Keller of the Air Intelligence Section, and a transcript of information obtained by conversation with this source, both of which bear on this question.

3. As further information is developed it will be forwarded to you.

For the Chief of the Air Staff:

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

2 Incls.
Incl. 1-Ltr. fr. H.K. Nieuwenhuis 7/22/41
Incl. 2-Transcript of conversation Jan. 1942

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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| Chief of Staff | Sec'y Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | |
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AF/A-2 Air Intl-written 2/3/42 (452) AAF-39

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DECLASSIFIED
DOD
10/14/76

H. K. NIEUWENHUIS

50 WEST 50TH STREET
NEW YORK

July 22, 1941

Mr. Arthur S. Keller
Air Corps Research Dept.
c/o Major Hansell
Munitions Bldg.
Washington, D. C.

Dear Sir:

The following Press Service report has just come to my attention and I thought it would interest you:

"A Fischer-Tropsch plant for the manufacture of gasoline from lignite is to be erected near Valdarno in Tuscany, Italy. With a daily throughput of 1200 tons of slack lignite, it will have an annual output of 250,000 barrels of gasoline."

Very truly yours,

/s/ H. K. NIEUWENHUIS

HKN:ELL

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DOD Ltr.
5 Jan. & 20 June 1974
By [illegible] Date 10/18/76

In the conversation between Mr. Nieuwenhuis and Arthur S. Keller early in January 1942, at the Mayflower Hotel in Washington, Mr. Nieuwenhuis informed us that there was little question but that the Valdarno plant had been completed and was in operation.

Early in 1940, Mr. Nieuwenhuis had been negotiating with the German I.G. interests in Holland. The International Catalytic Processes Corporation holds the Fischer-Tropsch Patent rights for licensing of synthetic oil plants using that process outside Germany itself.

At the time these negotiations were being adopted, the I.G. interests which hold the similar rights in Germany requested that the International Catalytic Processes people waive their rights with respect to a then projected plant to be erected near Florence. No agreement was reached between the parties but it was evident to Mr. Nieuwenhuis that political considerations might force his company to grant the privilege requested by the I.G. people.

Shortly thereafter, the invasion of Holland and the war situation in general terminated these negotiations. Subsequent information reached Mr. Niewenhuis, informing us that the plant was completed as originally planned and is now operating, using the low grade lignite coal available nearby.

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COPY

TO: "Q" LOCAL

FROM: P

20th May, 1941

The original Italian plan for synthetic fuel envisaged the erection of three hydrogenation plants. Two of these, namely Bari and Leghorn, have been in operation for some time, but so far as we are aware the third one, at San Giovanni Valdarno, has not yet been completed.

An article in a European periodical, however, gives the impression that this third plant is at least in the process of construction. We should be glad if enquiries could be made with a view to ascertaining the present position.

Ann AS 463.7 (152)
G-2/C-1401F

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AAF/A-4/76

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DOD Ltr
8 Jan. & 20 June 1974
By: AWC LC Date: 10/16/76

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AAF/A-4
JFW/mwb
Wrnt 2/6/42

FEB 9 1942

MEMORANDUM FOR THE CHIEF OF THE AIR CORPS:

Subject: Gasoline and Oil Requirements.

1. In accordance with conversation on the subject of aviation oil requirements for X with the Air Service Command (Lt. Howse), it is requested that 6,000 drums of oil be shipped to X as early as practicable to meet requirements stated in cablegram No. 143 from Melbourne, dated January 31, 1942.

2. In the above connection relative aviation gasoline requirements, according to advice previously received, 45,000 drums and 103,000 barrels in bulk of gasoline are being shipped to X, which with stocks of 7,000,000 gallons reported will mean a total of over 13,000,000 gallons.

3. Until further information indicates otherwise, it appears desirable to maintain a level of 10,000,000 gallons of aviation gasoline and 500,000 gallons of aviation oil in X. It will be necessary in this connection to ascertain the rate of expenditure in order to determine rate of replacement.

By Command of Lieutenant General Arnold

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

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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DOD Ltr
6 Jan. & 20 June 1974
By: AAG LC Date 10/18/76

SECRET

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AAF/A-4
CHW/lml

Written February 6,1942

Subject: Station Gasoline Storage, Caribbean Defense Command Area.

1st Ind.

War Department, Headquarters, Army Air Forces, Washington, D. C.
To: The Chief of Engineers, THRU Operations Branch.

1942

Letter of February 5, 1942 with references to 1st Indorsement January 26, 1942, Chief of Engineers to The Adjutant General and radiogram from the District Engineer, Trinidad to Division Engineer, Caribbean Division both regarding installation of aviation gasoline and dispensing equipment is received and noted.

This office wishes to concur in paragraph 3 of your letter in which it is stated "The location of this additional gasoline storage, size and type of tanks to be used and the systems to be employed for gasoline distribution will be left to the determination of Caribbean Defense Commander at all stations listed in letter of January 16, 1942 from The Adjutant General" with the exception that to the statement should be added "after consultation with the designated representatives, the Office, Chief of Engineers".

Steps are being taken to advise Caribbean Defense Commander of his authority to make those alterations in specifications for gasoline dispensing systems rendered necessary by the emergency.

463.7 (150)

by hand 2/6/42

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

ADDRESS REPLY TO
CHIEF OF ENGINEERS, U. S. ARMY
WASHINGTON, D. C.

WAR DEPARTMENT
OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON

2/5/42 (Date) WJH

REFER TO FILE NO. _____

DECLASSIFIED
DOD ltrs
8 Jan. & 30 June 1974
By: AHJ/cc LC. Date 10/18/76

February 5, 1942.

COA

Subject: Station Gasoline Storage, Caribbean Defense Command Area.

To: THE CHIEF OF THE ARMY AIR FORCES.

1. Attention is invited to the letter of January 16, 1942, from the Adjutant General, same subject as above, (AG 463.7(1-10-42)MSC-G) and to the 1st indorsement of January 26, 1942, from this office to the Adjutant General which reads, in part, as follows:

"The Division Engineer, Caribbean Division, and the District Engineer, Panama, have been instructed to proceed with construction of additional aviation gasoline storage listed for the South Atlantic, Puerto Rico, and Panama locations. In accordance with oral advice from Major Merrick, Office of the Chief of the Air Corps, instructions have included the provision that this storage shall be provided by means of 25,000 gallon tanks, utilizing the flotation system."

2. The following radiogram has been received by the Division Engineer, Caribbean Division, from the District Engineer, Trinidad:

"Commanding General Caribbean Defense Command has not approved change to individual service pumps for each group of tanks instead of aqua systems because he does not believe he has that authority. Acting through Commanding General CAF he has condemned aqua installation for combat fields and expressed strong preference for individual service pumps. This view is general for all gas installation. Gas tanks temporarily installed at Atkinson and Waller Fields with individual service pumps functioning satisfactorily."

3. Information has been received by phone from Major Wooley of your office to the effect that the location of this additional gasoline storage, the size and type of tanks to be used, and the system to be employed for gasoline distribution will be left to the determination of the Caribbean Defense Commander at all stations listed in the letter of January 16, 1942, from the Adjutant General.

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4. Confirmation of this grant of authority to the Caribbean Defense Commander is requested. It is further requested that the Caribbean Defense Commander be informed by radiogram through military channels, that he has this authority.

For the Chief of Engineers:

Emart G. Plank,
Lieut. Col., Corps of Engineers,
Assistant Chief, Operations Branch.

2/4 Chief of the Army Air Forces



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RECEIPT

DECLASSIFIED
DOD Ltrs.
8 Jan. & 30 June 1974
By: Ann/ce LC. Date 10/18/76

DATE_____

Subject: Station Gasoline Storage, Caribbean Defense Command Area.

Received from Headquarters, Army Air Forces, 1st Indorsement, above subject.

_____
Officer Rank

_____
Office

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CANADA SECRET UNITED STATES

PERMANENT JOINT BOARD ON DEFENSE
WASHINGTON

DECLASSIFIED
DOD ltrs.
8 Jan. & 30 June 1974
By: AL/DC I.C. Date: 10/18/76

PDB 117-5 February 4, 1942.

MEMORANDUM FOR THE CHIEF OF ARMY AIR FORCES:

Subject: Gasoline Maritime Provinces.

Attached hereto is a reply from the R.C.A.F. member of the Permanent Joint Board on Defense, Canada-United States, regarding the above ground storage of bulk gasoline in the Maritimes with a copy of reply thereto.

By direction of General Embick:

Clayton Bissell

CLAYTON BISSELL,
Colonel, G.S.C.

Inclosure:
Cpy ltr. fr. RCAF
to PJB (1-30-42)
w/PJB reply (2-4-42).

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CENTRAL MAIL SECTION A.A.F.
Air Ad 465.7 (149)

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DOD Hrs
6 Jan. & 30 June 1974
By: AGN/CC I.C. Date: 10/19/76

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S.44-9-14
File No. S.44-9-1 (D.Plans)

~~SECRET~~

January 30th, 1942.

Lt. Col. Clayton Bissell,
Plans Division,
War Department,
Washington, D.C.

Dear Bissell:

Referring to para. 3 of your report to the Joint Board Meeting of January 20 - 21st, I infer that you had in mind the 1,000,000 gallon storage project at Point du Chene, N.B., when you mention lack of protection.

Though the location of this storage met our requirements of being accessible to, and served by, both rail and boat, the construction difficulties made it impracticable to put this storage underground. However, its very isolation; and location at an obscure port well within the Gulf of St. Lawrence, removed from what can be considered potential targets, is in itself protection to a degree.

In effect, it is considered our third line of reserve and it is probable that the installation can be effectively camouflaged. Moreover, transportation facilities are such that we are not inclined to design and construct an elaborate structure for effective protection until the necessity for such a measure becomes more apparent.

The matter, however, will be continually kept under review.

(Sgd.)
(F.V.Heakes)
Air Commodore.

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13501 FEB 1942
CENTRAL MAIL SECTION A.A.F.
Air Ds 463.7 (149)

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CANADA UNITED STATES

SECRET

PERMANENT JOINT BOARD ON DEFENSE

WASHINGTON

DECLASSIFIED
DOD ltrs
6 Jan. & 30 June 1974
Sec. [illegible] LC. Date 10/14/76

PDB 1176 February 4, 1942

Royal Canadian Air Force Headquarters,
Jackson Building,
Ottawa, Ontario,
CANADA.

Attention: Air Commodore F. V. Heakes.

Dear Heakes:

Thanks for your note of January 30, 1942 regarding the bulk of gasoline storage in the Maritimes. The problem is one of primary concern to Canada. We felt it a responsibility to call attention to this matter.

Sincerely,

CLAYTON BISSELL,
Colonel, G.S.C.

SECRET

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CENTRAL MAIL SECTION A.A.F.
Cal 63 463.7 C49

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DOD ltrs
8 Jan. & 20 June 1974
By: [illegible] Date: 10/16/76

(Air AG)

February 7, 1942

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SUBJECT: New Zealand Air Bases.

TO: The Chief of the Air Corps.

1. This headquarters is of the opinion that the matter of assistance required by the New Zealand Government can best be handled by reference to the Commanding General, U. S. Army Forces in the Far East. The development of facilities in X and New Zealand represents a problem pertinent to this Theater and Command.

2. It has already been proposed to General Brett that acquisition of gasoline storage facilities be handled by the construction of concrete storage tanks in order to otherwise avoid bulky shipments of steel and other materials. The same type of construction can be executed for New Zealand under direction of the Commanding General, U. S. Army Forces in the Far East.

3. Supply of gasoline can easily be arranged either by bulk shipment where sufficient storage capacity exists or by shipment in drums from the West Coast of the U. S. as now being accomplished for X and intermediate points. If the problem of gasoline storage, transfer and supply is principally involved, it is suggested that Commander Bailey be advised of the foregoing so that requirements in New Zealand can be indicated to and handled by General Brett. Upon further advice this headquarters will indicate such action as may be necessary.

By command of Lieutenant General ARNOLD:

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

463.7 (148)

| HEADQUARTERS ARMY AIR FORCES | | | | | | COORDINATION | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Chief of Staff | Sec'y A. Staff | A A G | A | A 2 | A 3 | A 4 | A WPD | A Insp | Budge | Sta [illegible] |
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Air AG 463.7 (148)

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
DOD ltrs
6 Jan. & 20 June 1974
By [illegible] LC Date 10/18/76

File No. . . . . .

Tally No. AAF . . . . . .

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

SUBJECT: New Zealand Air Bases

| NO. | FROM | TO | DATE | COMMENTS AAF/A-3 WDG-gam |
|---|---|---|---|---|
| 1 | AAF A-3 | AAF A-4 | 1942 1/26 | 1. Attached letter, Office Chief of the Air Corps, subject: New Zealand Air Bases, January 24, 1942, referred to you as a matter of primary interest to your Division.<br><br>Incl ltr fr OCAC to A-3 Sec. A/S 1/24/42<br><br>Von H.S.V. C/A-3 WAC JH |
| 2. | AAF/A-4 | AAF/AAG | 2/1 | 1. Request a directive be sent to the Chief of the Air Corps, substantially as follows: AAF/A-4 JFW/mwb<br>"1. This ~~Division~~ Theater is of the opinion that the matter of assistance required by the New Zealand Government can best be handled by reference to the Commanding General, U. S. Army Forces in the Far East. The development of facilities in X and New Zealand represents a problem pertinent to this Theater and Command.<br><br>2. It has already been proposed to General Brett that acquisition of gasoline storage facilities be handled by the construction of concrete storage tanks in order to otherwise avoid bulky shipments of steel and other materials. The same type of construction can be executed for New Zealand under direction of the Commanding General, U. S. Army Forces in the Far East.<br><br>3. Supply of gasoline can easily be arranged either by bulk shipment where sufficient storage capacity exists or by shipment in drums from the West Coast of the U. S. as now being accomplished for X and intermediate points. If the problem of gasoline storage, transfer and supply is principally involved, it is suggested that Commander Bailey be advised of the foregoing so that requirements in New Zealand can be indicated to and handled by General Brett. This ~~Division~~ Theater will indicate such action, as may be necessary upon further advice."<br><br>1 Incl n/c<br><br>TJH/jm TJH C/A-4 |

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

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Page No. ---------- [illegible] 463.7 (148)

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

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DOD ltrs.
8 Jan. & 20 June 1974
By: [illegible] LC, Date 10/18/76

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

January 24, 1942

SUBJECT: New Zealand Air Bases

TO: A-3 Section, Air Staff

1. In compliance with your request, this office informed the New Zealand Government through Commander Bailey that it was desired to have the three hard-surfaced runways with hard standing for as much as two hundred dispersed airplanes and a minimum of fuel storage of five hundred thousand gallons at Ohkea (Nelson, South Island) across the straits from Wellington, with first priority for the one long hard-surfaced runway as soon as possible. They were also informed that similar facilities were required at Whangarei (Auckland) when it was possible to do so with priority for one long hard-surfaced all-weather runway.

2. Consent to this proposition has been received from New Zealand and the question is raised by them as to whether we can provide any assistance in the matter. This office understands that this does not mean financial assistance but that of tank storage and other equipment, details of which are not known to this office.

3. Commander Bailey has asked that we expedite our reply as to what assistance, if any, could be given.

J. G. Taylor
J. G. TAYLOR
Colonel, Air Corps
Assistant Executive for
Technical Planning and
Coordination

Cy. furnished
A-2

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X-358

Air AS 463.7 (148)

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DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By: [illegible] LC, Date 10/18/76

Subject: War Reserve Storage - 100 Octane Aviation Fuel.

2nd Ind. (12-E5)

War Department, Office, Chief of the Air Corps, Washington, D. C., February 20, 1942 - To: Chief of the Army Air Forces.

1. Noted.

For the Chief of the Air Corps:

H. L. Clark

Harold L. Clark,
Colonel, Air Corps,
Asst. Chief, Buildings & Grounds Div.

w/1 Incl. n/c

Hq. Army Air Forces
FEB 27 1942
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Noted 2-a/[illegible]

Air AS 463.7 (147)

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

SECRET

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By: ALN/CC LC Date 10/18/76

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

JAN 30 1942

SUBJECT: War Reserve Storage - 100 Octane Aviation Fuel.

TO: Chief of Air Staff
Attention: Lt. Col. J. Whitely

1. Reference is made to the Directive issued to the Chief of Air Corps by Chief of the Army Air Forces, dated December 27, 1941, relative to War Reserve Storage - 100 Octane Aviation Fuel (copy attached).

2. Paragraph 2 of the above mentioned directive authorized storage of ethylized fuel and rotation of stocks.

3. It is understood that under date of December 2, 1941, the Corps of Engineers was directed to provide for installation of ethyl blending plants, at each of the war reserve storage installations. These plants cost approximately $15,000 each, and two plants were originally planned for each installation. It is impracticable to place these blending plants underground, and their construction above ground would present an excellent target and disclose the location of the storage tanks. Their construction would also require additional materials, and a stock of tetraethyl lead of approximately 50 drums would have to be maintained at each point.

4. At present there is sufficient supply of tetraethyl lead, but in view of increased demands there may be a shortage in the near future.

5. In view of the above facts, it is recommended that the directive issued to Corps of Engineers, for the installation of ethyl blending plants, be rescinded.

For the Chief of the Air Corps:

L. S. Smith

L. S. SMITH
Lieut. Colonel, Air Corps,
The Executive Assistant.

Incl: Cy directive to C/AC
fr C/AAF 12/27/41

JAN 31 1942

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DOD ltrs
8 Jan. & 30 June 1954
By BWC/CC LC Date 10/18/76

SUBJECT: War Reserve Storage - 100 Octane Aviation Fuel.

1st Ind.

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

1. Reference is made to Paragraph 5 foregoing, recommending that the directive issued to the Corps of Engineers for the installation of ethyl blending plants be rescinded. This action is approved in the light of more recent information on the subject pertaining to ethylized gasoline including report on underground storage for war reserve aviation gasoline from Engineers' Committee on Oil Storage to the War and Navy Departments, November, 1941.

2. Appropriate action is being taken with the Corps of Engineers in the foregoing connection.

By Command of Lieutenant General Arnold

Incl:
Cy directive to C/AC
fr. C/AAF, 12/27.

John B. Cooley,

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

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Air ass 463.7 (147)

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War Department
Office of the Chief of the Army Air Forces
WASHINGTON

DECLASSIFIED
DOD Ltr
8 Jan. & 30 June 1974
By AHN/cc LC Date 10/18/76

SECRET

December 27, 1941

SUBJECT: War Reserve Storage of 100 Octane Aviation Fuel

TO: Chief of the Air Corps

1. Pursuant to authority contained in Joint Board Recommendations JB 314 (Serial 659) September 5, 1940, Paragraph 8(b), which were approved by Secretary of War, AG 463.7 (9-20-40) and Secretary of the Navy, AG 463.7 (9-21-40); also Directive A.G. 322.2, Army Air Forces (9-5-51) MO-D-M, and A.A.F. Regulations No. 20-4 (10-17-41), the Chief of the Air Corps is directed to supervise the construction of, and to operate and administer the facilities, authorized under the designation of "War Reserve Storage of 100 Octane Gasoline" within the continental limits of the United States. Beyond the continental limits of the United States, the Chief of the Air Corps will exercise technical control of these facilities as provided by AR 95-5.

2. At Puerto Rico, Panama and Hawaii, construction as planned will permit rotation of stocks through adjacent, established consumption points. At these points the gasoline will be stored ethylized, and rotated within safe time limits for such product, without depleting total storage more than necessary to receive fresh stocks.

3. At Raccoon Creek, Pennsylvania, the procedure outlined in Paragraph 2, is authorized with the privilege also to store unethylized stocks, if requirements should necessitate such procedure.

By Command of Lieutenant General Arnold

/s/ Wm. W. Dick
William D. Dick
Colonel A. G. D.
Air Adjutant General

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AAF/A-4
JFW/mwb
Wrnt 2/5/42

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DOD ltrs
6 Jan. & 20 June 1974
By ALW/cc JC Date 10/18/76

DECLASSIFIED

SUBJECT: War Reserve Storage - 100 Octane Aviation Fuel.

1st Ind.

War Department, Headquarters Army Air Forces, Washington, D. C.
To The Chief of the Air Corps.

FEB 7 1942

1. Reference is made to Paragraph 5 foregoing, recommending that the directive issued to the Corps of Engineers for the installation of ethyl blending plants be rescinded. This action is approved in the light of more recent information on the subject pertaining to ethylized gasoline including report on underground storage for war reserve aviation gasoline from Engineers' Committee on Oil Storage to the War and Navy Departments, November, 1941.

2. Appropriate action is being taken with the Corps of Engineers in the foregoing connection.

By Command of Lieutenant General Arnold

Incl.
Cy. directive to C/AC
fr. C/AAF, 12/27.

463.7 (147)

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

Incl. not retained

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Chief of Staff | Sec'y Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | |
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Ass. as 463.7 (147)

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JAN 30 1942

War Reserve Storage - 100 Octane Aviation Fuel.

Chief of Air Staff
Attention: Lt. Col. J. Whitely

1. Reference is made to the Directive issued to the Chief of Air Corps by Chief of the Army Air Forces, dated December 27, 1941, relative to War Reserve Storage - 100 Octane Aviation Fuel (copy attached).

2. Paragraph 2 of the above mentioned directive authorized storage of ethylized fuel and rotation of stocks.

3. It is understood that under date of December 2, 1941, the Corps of Engineers was directed to provide for installation of ethyl blending plants, at each of the war reserve storage installations. These plants cost approximately $15,000 each, and two plants were originally planned for each installation. It is impracticable to place these blending plants underground, and their construction above ground would present an excellent target and disclose the location of the storage tanks. Their construction would also require additional materials, and a stock of tetraethyl lead of approximately 50 drums would have to be maintained at each point.

4. At present there is sufficient supply of tetraethyl lead, but in view of increased demands there may be a shortage in the near future.

5. In view of the above facts, it is recommended that the directive issued to Corps of Engineers, for the installation of ethyl blending plants, be rescinded.

For the Chief of the Air Corps:

E. S. SMITH
Lieut. Colonel, Air Corps,
The Executive Assistant.

Incl: Cy directive to C/AC
fr C/AAF 12/27/41

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Air AS 167.7 (147)

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AAF/A-4
CHM/lml
2/13/42

Subject: Station Gasoline Storage, Caribbean Defense Command.

3rd Ind.

War Department, Headquarters, Army Air Forces, Washington, D. C.
FEB 1 9 1942 To: The Chief of Engineers.

1. Existing directives to the Chief of Engineers call for construction of Army Air Force facilities in Peru, Ecuador, Guatamala, Nicaragua, Brazil, Dominican Republic and Mexico.

2. This office is advised by War Plans Division (Major Costello) that the Commanding General, Caribbean Defense Command is authorized to conduct direct negotiations with the governments of these countries with the exception of Mexico, and that formal request for clearance through the Department of State is unnecessary in all projects in these countries with the exception of the project at Fernando de Noronha.

3. Fernando de Noronha and the projects at Isla Cozumel and Isla Mujeres will be dealt with by the War Department and your office advised of clearance for construction.

4. Projects to be included in Secret Pan American Contract will be cleared in same manner as previous projects under this contract.

413.7 (1-15-42)

BY THE CHIEF OF THE ARMY AIR FORCES

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

Hq Army Air Forces
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FEB 10 1942
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HEADQUARTERS ARMY AIR FORCES - COORDINATION

| Chief of Staff | Sec'y Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | |
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DOD Ltr
8 Jan. & 20 June 1974
By: AWTC LC Date 10/18/76

WAR DEPARTMENT

AG 463.7(1-10-42)MSC-G LFL/fdp-1705

THE ADJUTANT GENERAL'S OFFICE

WASHINGTON

January 16, 1942.

SUBJECT: Station Gasoline Storage, Caribbean Defense Command Area.

TO: Chief of Engineers.

1. It is desired that you proceed immediately with the survey, design and construction of additional aviation gasoline storage in the amount and in the vicinity of the locations indicated in the following table:

| | NECESSARY INCREASE IN STORAGE (Gals.) |
|---|---|
| **SOUTH ATLANTIC** | |
| Jamaica | None |
| Trinidad | 3,500,000 |
| Bermuda | None |
| Surinam | 200,000 |
| British Guiana | 700,000 |
| Antigua | 300,000 |
| St. Lucia | 550,000 |
| **PUERTO RICO** | |
| Borinquen | 3,000,000 |
| Ponce | 1,850,000 |
| St. Croix | 700,000 |
| **PANAMA** | |
| Albrook | 1,800,000 |
| Howard Field | 1,300,000 |
| David | 1,400,000 |
| France Field | 2,000,000 |
| **SOUTH AMERICA** | |
| Belam | 1,000,000 |
| Natal | 1,000,000 |
| Talara (Peru, Salinas & Galapagos I. to be supplied from Talara) | [illegible],500,000 |

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| CENTRAL AMERICA | NECESSARY INCREASE IN STORAGE |
|---|---|
| Guatemala City | 1,500,000 |
| Managua, Nicaragua | 500,000 |

2. Funds for this purpose are to be made available from any Air Corps funds under your control, with power to over obligate if necessary.

3. It is further desired that a record be kept of any over obligation and the amount so over obligated be included in the next supplemental estimates.

By order of the Secretary of War:

/s/

Adjutant General.

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DOD ltrs
8 Jan. & 20 June 1974
By: AWJCC LC, Date 10/18/76

CE 7205 - 603 - COA

Subject: Station Gasoline Storage, Caribbean Defense Command Area. (Ltr. from AG to OCE, 1/16/42)

1st Ind.

Office, C. of E., January 26, 1942. TO THE ADJUTANT GENERAL,

1. The Division Engineer, Caribbean Division, and the District Engineer, Panama, have been instructed to proceed with construction of additional aviation gasoline storage listed for the South Atlantic, Puerto Rico, and Panama locations. In accordance with oral advice from Major Merrick, Office of the Chief of the Air Corps, instructions have included the provision that this storage shall be provided by means of 25,000 gallon tanks, utilizing the flotation system.

2. It is requested that the necessary authority be obtained from the State Department for the prosecution of the work involved in South America and Central America by the Corps of Engineers. It is requested that this authority be obtained separately for each country concerned, if this procedure will expedite approval in any case.

For the Chief of Engineers:

/s/

EWART G. PLANK,
Lt. Col., Corps of Engineers,
Assistant Chief, Operations Branch.

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DOD ltrs
6 Jan. & 30 June 1974
By AWC LC Date 10/18/76

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SUBJECT: Station Gasoline Storage, Caribbean Defense Command Area.

AG 463.7 (1-16-42)MSC 2nd Ind. RPM/rjc-1705

War Department, A.G.O., January 29, 1942. - To: Chief of Army Air Forces.

Reference is made to your memorandum of January 10, 1942, AAF/A-4/463-3.

By order of the Secretary of War:

/s/

Adjutant General.

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DOD Dirs
6 Jan. & 30 June 1954
By AEW/CC J.C. Date 10/18/76

RECEIPT

DECLASSIFIED

DATE_____

Subject: Station Gasoline Storage, Caribbean Defense Command.

Received from Headquarters, Army Air Forces, 3rd Indorsement, above subject.

_____
Officer Rank

_____
Office

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

DECLASSIFIED
000 ltrs
8 Jan & 20 June 1974
By AHN/CC LC Date 10/18/76

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

JAN 26 1942

SECRET
By Authority of
the Chief of the Air
JAN 26 1942
Date

Air AS 463.7 (144)

SUBJECT: Ferry Route to the Far East - 100 Octane Fuel, Oil and Prestone.

TO: Chief of Air Staff
Attention: Lt. Col. J. Whitely

1. The following supplies were shipped to Basra from San Francisco, January 13, 1942, via the "Granville":

5,450 drums 100 octane aviation fuel
2,000 drums aviation oil
10 drums prestone

2. These supplies were marked for the Air Corps Supply Officer at Basra.

3. It is not definitely known, by this office, whether or not United States Air Force Personnel are now at Basra. Therefore, it is suggested that General Adler be advised of the above shipment.

For the Chief of the Air Corps:

W. T. Hefley

W. T. HEFLEY
Major, Air Corps,
Executive, Air Service Command

Hq. Air
JAN 27 1942
AAG Received

File
Action taken by RRK requesting cable be sent Gen Adler.
Jim

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Air AS 463.7 (144)

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

DECLASSIFIED
DOD Ltrs.
8 Jan. & 20 June 1974
By: [illegible] LC, Date 10/18/76

December 24, 1941.

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: 100 Octane Gasoline in Far East.

1. 100 octane gasoline supply in the Philippines, in accordance with latest data as of December 6, 1941, is approximately 8,000,000 gals.

2. Standard Vacuum Oil Company is preparing to move 35,500 barrels of 100 octane gasoline to points in Australia for storage. 650,000 gallons were moved this week.

3. The following shipments have been diverted for discharge in Australia:

| | | |
|---|---|---|
| "Mauna Loa" | 8089 drums | |
| "Jane Christiansen" | 4583 " | |
| "Portmer" | 5939 " | |
| Total | 18,611 " | or 930,550 gallons |

4. The "Hawaiian Planter" had a cargo of 22,000 drums for discharge at Raboul, Moresby, Townsville and Darwin. The "Hawaiian Planter" called at Melbourne on December 10, 1941 and is now at Suva. It is not known whether or not she discharged her cargo at Melbourne. Inquiries are now being made in an attempt to secure this information.

5. The following volume of 100 octane fuel will be available in Australia after the above mentioned vessels arrive:

| | | |
|---|---|---|
| From Standard Vacuum Oil Company | 35,500 barrels | 1,491,000 gals. |
| From "Mauna Loa", Jane Christiansen" and "Portmer" | | 930,550 gals. |
| From "Hawaiian Planter" (To be confirmed) | | 1,100,000 gals. |
| | Total | 3,521,550 gals. |

All of the above quantities are in drums, except that which is being moved by Standard Vacuum Oil Company from their Palembang (Sumatra) Refinery.

6. An attempt is being made to secure an additional tanker on the West Coast of the United States which will carry approximately 4,000,000 gallons of 100 octane gasoline. It is anticipated that a tanker

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JOHN W. YORK Jr.
Col. Air Corps

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of this kind can be secured for sailing to "X". If this move is successful, it will increase the available supply of 100 octane fuel in "X" to 7,500,000 gallons. The objective which has been established for fuel supply in "X" is to maintain a level of 10,000,000 gallons. It is believed that this goal can be achieved.

Edgar P. Sorensen

EDGAR P. SORENSEN
Colonel, Air Corps,
Assistant Chief of the Air Staff, A-4.

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

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DOD ltrs.
8 Jan. & 20 June 1974
By AGW/cc LC, Date 10/18/76

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3678

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

SECRET
By Authority of
the Chief of the Air Corps
JAN. 23 1942
Date Initials

JAN 23 1942

SUBJECT: Request for Gasoline - Bluie West 8.

TO: Air Adjutant General

1. Reference is made to Routing and Record Sheet dated December 30, 1941, from Chief, Air Staff to Office, Chief of Air Corps, Air Service Command Liaison, and letter of January 10, 1942 from Air Adjutant General to the Chief of Air Corps, relative to the above subject.

2. Two F-2 fuel servicing units have been made available at New York Port of Embarkation, and will be shipped via the next boat to Bluie West 8.

3. Wright Field has been instructed to make available, for shipment, 250,000 gallons of 100 octane aviation fuel and 15,000 gallons aviation oil in drums, for shipment as soon as cargo space is available to Bluie West 8.

Hq. Army A[illegible]
J[illegible] 23 1942
AAG Received

For the Chief of the Air Corps:

W. T. Hefley

W. T. HEFLEY,
Major, Air Corps,
Executive, Air Service Command.

Incls:
R&R 12/30/41 fr C/AS
Ltr fr AAG 1/10/42

463.7 (142)

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Acc-789

air AG 463.7 (142)

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Bluie West 8

AAF/AWPD
HAC/aea

| | | | | |
|---|---|---|---|---|
| 1 | AAF<br>AWPD | AAF<br>A-4 | 1941<br>12/23 | 1. The Commanding Officer, Bluie West 8, recommends that additional aviation gasoline, oil, and small servicing trucks be sent to that place. 20,000 gallons of gas is there at present.<br><br>2. This Division recommends that a level of at lease 150,000 gallons be maintained there, together with a number of servicing trucks.<br><br>H. L. G.<br>C/AWPD |
| 2 | AAF<br>C/AS | OCAC<br>Air Ser.<br>Com. Lia. | 1941<br>12/30 | 1. Request that necessary action be taken to maintain gasoline supply level indicated and furnish two small servicing trucks. (Note letter subject "Equipment and supplies BWB fwd to C/AC by 1st Ind. recent date)<br><br>CS<br>C/AS |

Incl. #1.

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WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

(AIR AG)
AC 77

DECLASSIFIED

January 10, 1942.

DECLASSIFIED
000 ltrs
6 Jan. & 30 June 1974
By: [illegible] LC; Date 10/18/76

SUBJECT: Request of Gasoline for Bluie West 8.

TO: The Chief of the Air Corps.

1. Reference is made to R & R, December 30, 1941.

2. It is directed that 250,000 gallons of 100 octane gas and 15,000 gallons lubrication oil be sent to Bluie West 8, disregarding former request for 150,000 gallons of gasoline.

3. It is further directed that this office be advised of action taken.

By command of Lieutenant General ARNOLD:

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

Incl. #2.
arc-789

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

SECRET

DECLASSIFIED
DOD 5200.1 & 20 June 1974
By AIN/CC LC. Date 10/18/76

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

JAN 2 1942

By Authority of the Chief of the ...
JAN 2 ...
Date

SUBJECT: Airplane Spares for South Pacific Ferry Route.

TO: Air Adjutant General

1. Reference is made to your letter of January 5, 1942, to Chief of Air Corps relative to the above subject.

2. This office has made available at the San Francisco Port of Embarkation, aviation fuel and oil in drums for shipment to points on the South Pacific Ferry Route. This fuel and oil is subject to call by the Engineers, for shipment with their supplies, as directed by the Commanding General, Hawaiian Department.

3. Information furnished by the Engineers in radio No. 1588, dated January 7, 1942, indicated the following supplies of aviation fuel are now available:

| | | | |
|---|---|---|---|
| Hilo | 21,000 gallons | Nandi Airport | 20,000 gallons |
| Christmas | 100,000 gallons | Noumea | 200,000 gallons |
| Canton | 155,000 gallons | Townsville | 70,000 gallons |
| Suva | 100,000 gallons | | |

4. Information furnished by Engineers January 5, 1942, indicated the following quantities of aviation fuel and oil were available at San Francisco Port of Embarkation: 40,054 drums 100 octane aviation fuel, 225 tons lubricating oil.

5. It is understood the above fuel and oil will be shipped in the near future.

For the Chief of the Air Corps:

W. T. Hefley

W. T. HEFLEY,
Major, Air Corps,
Executive, Air Service Command.

463.7 (140)

No further action

23 1942
AAC Received

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Air 463.7 (140)

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DOD DIR
8 Jan. & 20 June 1954
By AH-Mcc LC, Date 10/11/76

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SECRET
By Authority of
the Chief of the Air Corps
JAN 2 ...
Date

JAN 28 1942

Airplane Spares for South Pacific Ferry Route.

Air Adjutant General

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3. Information furnished by the Engineers in radio No. 1588, dated January 7, 1942, indicated the following supplies of aviation fuel are now available:

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|---|---|---|---|
| Hilo | 21,000 gallons | Nandi Airport | 20,000 gallons |
| Christmas | 100,000 gallons | Noumea | 200,000 gallons |
| Canton | 155,000 gallons | Townsville | 70,000 gallons |
| Suva | 100,000 gallons | | |

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5. It is understood the above fuel and oil will be shipped in the near future.

For the Chief of the Air Corps:

W. T. HEFLEY,
Major, Air Corps,
Executive, Air Service Command.

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DOD Ltrs.
8 Jan. & 20 June 1974
By: [illegible] LC, Date 10/10/76

OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND RECORD SHEET

3439

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

File No. .....

Tally No. .....

Subject: 100 Octane Aviation Fuel, Oil and Prestone.

| NO. | FROM | TO | DATE | COMMENTS OCAC/14-M HWH:dmi |
|---|---|---|---|---|
| 1. | OCAC Air Ser Command | AAF C/AS | 1942 1/11/ | 1. This office was advised, by memorandum from the U. S. Military Mission to Iran, January 6, 1942, that cargo space aboard the S. S. Granville, totaling 6,000 drums could be made available for shipment of aviation fuel, oil, and prestone to Basra.<br><br>2. Arrangements have been made to load at the Parr-Richmond Terminal, No. 4, San Francisco, 4,000 drums 100 octane aviation fuel, 2,000 drums oil, and 10 drums of ethylene glycol.<br><br>3. Wright Field has made available, at the above dock, a total of 4,950 drums of fuel, with the thought that possibly the additional 950 drums could be loaded. If this additional quantity is not loaded, it will be available for later shipment.<br><br>H. J. F. M.<br>C/ASC |

File
[illegible]

Air Ag 463.7 (139)

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Written: January 12, 1942.

DECLASSIFIED
DOD Dir.
5 Jan. & 30 June 1974
By AFN/IC LC Date 10/18/76

JAN 16 1942

MEMORANDUM TO THE CHIEF OF ENGINEERS.

Subject: Travel of Expert Petroleum Engineer to Philippine Islands.

Reference travel of Mr. Scott Drummond, expert petroleum engineer, to the Philippine Islands as covered in the foregoing, decision has been reached not to utilize the services of Mr. Drummond. This subject has been discussed by the Air Staff and the Office of the Chief of Engineers - Major Persons.

For the Chief of the Air Staff:

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

1 Incl.
Ltr to C/AAF fm
C/E, 12/20/41, subj.
as above.

Dispatched
JAN 17 1942
AAS

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Chief of Staff | Sec'y Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | |
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ADDRESS REPLY TO
CHIEF OF ENGINEERS, U. S. ARMY
WASHINGTON, D. C.

REFER TO FILE NO. _____

WAR DEPARTMENT
OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON

COA

DECLASSIFIED
DOD Ltr.
8 Jan. & 20 June 1974
By: AENTC LC Date: 10/18/

December 20, 1941

Subject: Travel of Expert Petroleum Engineer to Phillipine Islands.

To: THE CHIEF OF THE ARMY AIR FORCES.

Attention: Colonel J. Y. York, Jr.

1. Arrangements have been made to send Mr. Scott Drummond, an expert petroleum engineer, to the Phillipine Islands, to assist in preparation of plans for and construction of underground gasoline storage. Advice has been requested from the Commanding General of the American Forces in the Far East by secret radio as to whether under the existing war conditions the services of Mr. Drummond are desired.

2. A decision in this matter must be reached not later than December 23. A decision is requested as to whether this engineer should be sent in the event no reply to the radio referred to is received.

For the Chief of Engineers:

Ewart G. Plank,
Lieut. Col., Corps of Engineers,
Assistant Chief, Operations Branch.

cc: The Chief of the Army Air Forces. 2/2

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RECEIPT

DECLASSIFIED
DOD ltrs
5 Jan. & 20 June 1974
By: [illegible] LC, Date 10/18/76

DECLASSIFIED

Date:_____

SUBJECT: Travel of Expert Petroleum Engineer to Philippine Islands.

Receipt is acknowledged of memorandum for the Chief of Engineers subject as above: with 1 incl.

Incl. - Ltr to C/AAF fm C/E,
12/20/41, subj. as above.

_____
Officer Rank

_____
Office

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

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WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

SECRET

JAN 30 1942

SUBJECT: 100 Octane Aviation Fuel and Oil - Australia.

TO: The Air Adjutant General.

1. Reference is made to your letter of January 19, 1942, to the Chief of the Air Corps relative to the above subject. During the period from November 15, 1941 to date, 7,721,050 gallons of 100 octane aviation fuel, and 229,950 gallons of aviation oil arrived in Australia. All of the aviation fuel was shipped from the United States except 1,491,000 gallons, which were shipped from Palembang, N.E.I.

2. The shipment from Palembang was made in bulk. The shipments from the United States included 2,030,000 gallons in drums, and 4,200,000 gallons in bulk. The total volume of oil was shipped from the United States in drums.

3. Action has been taken to have 45,000 drums 100 octane aviation fuel available at the San Francisco Port of Embarkation, for shipment on movement No. 6814. The tanker "Charles Jones" will be loaded at Watson (San Pedro Harbor) January 29, 1942, with 103,000 barrels of 100 octane aviation fuel. These two movements will add approximately 6,666,000 gallons to the present stocks of aviation fuel in Australia.

4. The tanker "Beau" was originally setup to move, as part cargo, approximately 419,000 gallons 100 octane aviation fuel to Suva. This tanker will complete her original schedule.

5. It is impracticable to load additional aviation fuel on this boat, as it has a composite cargo of deisel fuel, kerosene and motor fuel, and loading additional aviation fuel would have required cleaning. The other cargo of the "Beau" is urgently needed at destination, particularly the deisel fuel and motor fuel.

For the Chief of the Air Corps:

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

JAN 30 '42
AAG Received 9:50 P.M.

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DOD dir
Date 10/18/76

(Air AG)
AG 159

January 19, 1942

SUBJECT: 100 Octane Aviation Gasoline.

TO: The Chief of the Air Corps.

1. To meet the requirements of the force of 160 Heavy Bombers; 640 Pursuit Airplanes; 228 Medium Bombers; 52 Dive Bombers; 57 Light Bombers; 10 O-47's and Miscellaneous Transports, the total requirements for a two months' period is approximately 17,000,000 gallons of gasoline with proportionate oil and Prestone.

2. There is now at "X" 1,700,000 gallons of octane fuel in drums. In addition there is 5,700,000 en route. Of this, 4,200,000 is on the tanker "Gregg" which left San Francisco December 17, 1941 and 1,500,000 is on a shell tanker out of Palembang.

3. Balancing resources against requirements, there is a shortage on the 60-day basis of 9,600,000 gallons.

4. To meet this shortage, there is now 1,500,000 gallons aviation gasoline in drums at or in the vicinity of Fort Mason which is ready to load. Drums are filling at the rate of 100,000 gallons per day, but this rate cannot be sustained indefinitely. The tanker "Beau" was previously under charter for transportation of gasoline to PLUM, but this charter was cancelled on the declaration of war.

5. Available information indicates that this tanker can be secured. She has a capacity of four and one-half million gallons. The use of this steamer and the shipment of one million one and a half gallons in drums will reduce the deficit for the two months' period to approximately 3,000,000 gallons. Translated into tanker capacity this means a requirement of one three million -- four and one half million gallon tanker.

6. It is directed that necessary supply planning and execution be effected to provide gasoline, proportionate oil and Prestone as indicated.

HEADQUARTERS ARMY AIR FORCES

By command of Lieutenant General ARNOLD

COORDINATION

| Chief of Staff | Sec'y Air Staff | A.A.G. | | | | | | A Insp | Budget | Statistics | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | |
| | | | | | | | | | | | |

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

AAF 39

Dispatched
JAN 21 1942
AAG

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Air AG 463.7 (137)

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED

DOD ltrs
6 Jan. & 30 June 1974
By: [illegible] LC Date 10/16/76

File No. .....

Tally No. AAF .....

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

SUBJECT: 100 Octane Aviation Gasoline.

| NO. | FROM | TO | DATE | COMMENTS |
|---|---|---|---|---|
| | | | | AAF/A-4<br>JFW/mwb |
| 1. | AAF/A-4 | AAF/AAG | 1942<br>1/15 | 1. Request that a directive, substantially as follows, be sent to the Chief of the Air Corps (Air Service Command):<br><br>"To meet the requirements of the force of 160 Heavy Bombers; 640 Pursuit Airplanes; 228 Medium Bombers; 52 Dive Bombers; 57 Light Bombers; 10 C-47's and Miscellaneous Transports, The total requirements for a two months' period is approximately 17,000,000 gallons of gasoline with proportionate oil and Prestone.<br><br>There is now at "X" 1,700,000 gallons of octane fuel in drums. In addition there is 5,700,000 en route. Of this, 4,200,000 is on the tanker "Gregg" which left San Francisco December 17, 1941 and 1,500,000 is on a shell tanker out of Palembang.<br><br>Balancing resources against requirements, there is a shortage on the 60-day basis of 9,600,000 gallons.<br><br>To meet this shortage, there is now 1,500,000 gallons aviation gasoline in drums at or in the vicinity of Fort Mason which is ready to load. Drums are filling at the rate of 100,000 gallons per day, but this rate cannot be sustained indefinitely. The tanker "Beau" was previously under charter for transportation of gasoline to PLUM, but this charter was cancelled on the declaration of war.<br><br>Available information indicates that this tanker can be secured. She has a capacity of four and one-half million gallons. The use of this steamer and the shipment of one million one and a half gallons in drums will reduce the deficit for the two months' period to approximately 3,000,000 gallons. Translated into tanker capacity this means a requirement of one three million -- four and one half million gallon tanker. |

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

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HEADQUARTERS AND AIR FORCES

ROUTING AND RECORD SHEET

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DOD ltrs
8 Jan. & 20 June 1974
By: AGC/G LC. Date 10/18/76

File No. .....

Tally No. AAF .....

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

SUBJECT: 100 Octane Aviation Gasoline.

| NO. | FROM | TO | DATE | COMMENTS |
|---|---|---|---|---|
| 1. cont | AAF/A-4 | AAF/AAG | 1942 1/15 | AAF/A-4 JFW/mwb<br>Request that necessary supply planning and execution be effected to provide gasoline, proportionate oil and Prestone as indicated".<br>TJH, Jr., C/A-4 |

16 1942

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Page No. - 2 - Air AS 463.7 (137)

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DOD Ltr.
8 Jan. & 20 June 1974
By: AWJ/cc LC. Date 10/10/76

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AAF/A-4
JPW

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463 7 (135) (47) ~~AA 4637 (2-9-42)~~

AAF/A-4/463-7

February 9, 1942.

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Gasoline Reserve Storage, Kodiak, Alaska.

The Secretary of War directs:

I. That a letter, substantially as follows, be sent to the Commanding General, Western Defense Command, Presidio of San Francisco, California:

1. Reference is made to letter, above subject, dated November 5, 1941, from Officer in Charge, Alaska Naval Air Stations, Seattle, Washington, to the Commanding General, Western Defense Command, and 1st Indorsement thereto, undated, to the Adjutant General, wherein (paragraph 2) it was recommended that authority for the joint use of this storage by the Army and Navy be granted.

2. Information has been received from the Navy Department as follows:

a. The request for joint use of the 1,900,000 gallon reserve gasoline storage facilities under construction for the Navy at Kodiak, Alaska, is approved with the understanding that Army funds shall be used for the installation of necessary pumping facilities and pipe lines to refill the tactical system in view of the distance to the landing fields.

b. However, in view of recent developments in the Pacific, it is suggested that appropriate Army authorities confer with representatives of the Chief of the Bureau of Yards and Docks with a further view to the practicability of augmenting the gasoline reserve storage at Kodiak with the 960,000 gallon facility said to have been proposed by the Army for Kodiak.

3. In the foregoing connection it is desired that you

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take the necessary action, as originally contemplated, and now proposed by the Navy Department, to augment gasoline reserve storage at Kodiak by 950,000 gallons.

3. A directive to the Chief of Engineers has been prepared to effect necessary action in the same connection.

ACTION TAKEN: By ltr to CG,WDC, 2-21-42.
MNE/ved-1705.

Incls:
Cy ltr. 11/8/41 to CG,WDC frm OIC w/2 Inds and 3 Incls:
Cy ltr to Ch/Bur.YAD,9/22/41 frm OIC.
Cy ltr 1/15/42 frm Bur. YAD to OIC.
Cy ltr to Ch/Naval Operations, 1/17/42 frm C/AAF
Ltr 2/2/42 to C/S frm Ch/Naval Operations.

47 AGO
FEB 20 1942
Received
M15

FEB 18 1942
15099-52

For the Chief of the Air Staff:

R IN R IN

WAR DEPARTMENT
OFFICE OF CHIEF OF STAFF

NOTED.....
Office Chief of the Air Staff

F. S. BOHUN,
Colonel, Air Corps,
Acting Assistant Chief of the Air Staff, A-4.

FEB 19 1942
NOTED-OFFICE CHIEF OF STAFF WTS

MEMORANDUM FOR RECORD: Letter to Western Defense Commander, informing him that Navy has agreed to joint use of gasoline reserve storage at Kodiak, Alaska, with proposal that Army establish 950,000 gallon additional storage.

FEB 20 1942

FEB 20 '42 PM

OUT

OFFICE OF CHIEF OF STAFF

RECEIVED MISC. DIV. AGO.
S. & C. Section

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DOD dirs
E.O. 12356, Sec. 3.3
By AAF/CC NC, Date 10/16/76

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AAF/A-4
JPW/gwd
Written 2/9/42.

FEB 12

AAF/A-4/463-7

February 9, 1942.

463.7 (13)

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Gasoline Reserve Storage, Kodiak, Alaska.

The Secretary of War directs:

1. That a letter, substantially as follows, be sent to the Commanding General, Western Defense Command, Presidio of San Francisco, California:

1. Reference is made to letter, above subject, dated November 4, 1941, from Officer in Charge, Alaska Naval Air Stations, Seattle, Washington, to the Commanding General, Western Defense Command, and 1st Indorsement thereto, undated, to the Adjutant General, wherein (paragraph 2) it was recommended that authority for the joint use of this storage by the Army and Navy be granted.

2. Information has been received from the Navy Department as follows:

a. The request for joint use of the 1,900,000 gallon reserve gasoline storage facilities under construction for the Navy at Kodiak, Alaska, is approved with the understanding that Army funds shall be used for the installation of necessary pumping facilities and pipe lines to refill the tactical system in view of the distance to the landing fields.

b. However, in view of recent developments in the Pacific, it is suggested that appropriate Army authorities confer with representatives of the Chief of the Bureau of Yards and Docks with a further view to the practicability of augmenting the gasoline reserve storage at Kodiak with the 900,000 gallon facility said to have been proposed by the Army for Kodiak.

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Chief of Staff | Sec'y Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A-5 | A-6 | A-7 | A-8 | |
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air AG 463.7 (13)

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take the necessary action, as originally contemplated, and now proposed by the Navy Department, to augment gasoline reserve storage at Kodiak by 980,000 gallons.

3. A directive to the Chief of Engineers has been prepared to effect necessary action in the same connection.

Incls:
Cy ltr. 11/8/41 to CG,WDC frm
OIC w/2 Inds and 3 Incls:
Cy ltr to Ch/Bur.YAD,8/22/41
frm OIC.
Cy ltr 1/13/42 frm Bur. YAD
to OIC.
Cy ltr to Ch/Naval Operations,
1/17/42 frm C/AAF
Ltr 2/2/42 to C/S frm Ch/Naval
Operations.

For the Chief of the Air Staff:

NOTED Ehe 2/12/42
Office Chief of the Air Staff

F. S. BORUM,
Colonel, Air Corps,
Acting Assistant Chief of the Air Staff, A-4.

MEMORANDUM FOR RECORD: Letter to Western Defense Commander, informing him that Navy has agreed to joint use of gasoline reserve storage at Kodiak, Alaska, with proposal that Army establish 980,000 gallon additional storage.

| 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 | |
| | | | | | | 1/16/42 | | | | | |
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DOD Dir
8 Jan. & 30 June 1954
By AHN/CC DC Date 10/18/76

COPY

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

OP-30D2-DG
(SC)N24-3/[illegible]03
Doc. 41808
Ser. 025030

February 2, 1942.

From: The Chief of Naval Operations
To: The Chief of Staff, U. S. Army

Subject: Gasoline Reserve Storage, Kodiak, Alaska

Reference: (a) Letter from the Chief of the Army Air Forces to the Chief of Naval Operations of Jan. 17, 1942, Subject: Gasoline Reserve Storage Kodiak, Alaska.

1. The request in reference (a) for joint use of the 1,900,000 gallon reserve gasoline storage facilities under construction for the Navy at Kodiak, Alaska is approved with the understanding that Army funds shall be used for the installation of necessary pumping facilities and pipe lines to refill the tactical system in view of the distance to the landing field.

2. However, in view of recent developments in the Pacific, it is suggested that appropriate Army authorities confer with representatives of the Chief of the Bureau of Yards and Docks with a further view to the practicability of augmenting the gasoline reserve storage at Kodiak with the 950,000 gallon facility said to have been proposed by the Army for Kodiak in reference (a).

J. H. NEWTON
By direction

Copy to: Cominch
BuAer
BuDocks
BuS&A
Op12
Op38

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Cm ab 463-7 (15)

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DOD dir. 5 200.9 & 10 June 1974
By NARA, DC Date 10/18/76

AAF/A-4
JFW/mwb

Wrtn 1/17/42

January 17, 1942.

Gasoline Reserve Storage, Kodiak, Alaska.

The Chief of Naval Operations,
Navy Department,
Washington, D. C.

1. In letter from Liaison Officer, Alaska Naval Air Stations, Seattle, Washington, dated November 5, 1941, the above subject was referred to the Commanding General, Western Defense Command. (Inclosure 1).

2. By first indorsement to the letter above mentioned, the Commanding General, Western Defense Command referred the subject to the Adjutant General of the Army, December 18, 1941, with the statement that it was not known that the Navy was constructing facilities for 1,900,000 gallons at Kodiak when construction of Army storage facilities was proposed (950,000 gallons) and recommended that authority for the joint use of this storage by the Army and Navy be granted (Inclosure 1).

3. It is possible that this matter may have come to the attention of the Chief of Naval Operations by virtue of letter from the Officer in Charge, Alaska Naval Air Stations, to the Chief of the Bureau of Yards and Docks, September 22, 1941 (Inclosure 2), as indicated in reply thereto, October 15, 1941 (Inclosure 3).

4. Request that joint use of gasoline storage facilities at Kodiak be considered by the Navy Department and agreed upon with the understanding also that Army funds shall be used for the installation of necessary pumping facilities and pipe lines to refill the tactical system in view of the distance to the landing field.

Incls:
1-Cy ltr to CG WDC, 11/5/41
w/cy 2 Inds.
2-Cy ltr Hq AAF to C/S, AAF, Kodiak

For the Chief of the Army Air Forces:

Lieut. Col., Air Corps,
Secretary of the Air Staff.

2-Cy HEADQUARTERS ARMY AIR FORCES - COORDINATION

| Chief of Staff | Asst. Chief of Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Intg. | Budget | Statistics |
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| | 10/15/41. | | | | | | | | | |

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DOD Ltr.
6 Jan. & 30 June 1975
By AAN/CC LC Date 10/18/76

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AAF/A-4
JFW

Written January 12, 1942.

AAF/A-4/463-5

January 14, 1942

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Gasoline Reserve Storage, Kodiak, Alaska.

The Secretary of War directs:

I. That a letter be directed to the Chief of Naval Operations substantially as follows:

1. In letter from Liaison Officer, Alaska Naval Air Stations, Seattle, Washington, dated November 5, 1941, the above subject was referred to the Commanding General, Western Defense Command. (Inclosure 1)

2. By first indorsement to the letter above mentioned, the Commanding General, Western Defense Command referred the subject to the Adjutant General of the Army, December 18, 1941, with the statement that it was not known that the Navy was constructing facilities for 1,900,000 gallons at Kodiak when construction of Army storage facilities was proposed (950,000 gallons) and recommended that authority for the joint use of this storage by the Army and Navy be granted. (Inclosure 1)

3. It is possible that this matter may have come to the attention of the Chief of Naval Operations by virtue of letter from the Officer in Charge, Alaska Naval Air Stations, to the Chief of the Bureau of Yards and Docks, September 22, 1941 (Inclosure 2), as indicated in reply thereto, October 15, 1941. (Inclosure 3).

4. Request that joint use of gasoline storage facilities at Kodiak be considered by the Navy Department and agreed upon with the understanding also that Army funds shall be used for the installation of necessary pumping facilities and pipe lines

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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| Chief of Staff | Sec'y Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | |
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6 Jan. & 20 June 1974
By ALM/cc Date 10/19/76

to refill the tactical system in view of the distance to the landing field.

For the Chief of the Air Staff:

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

3 Incls.
Incl. 1 - Ltr to
CG, West. Def. Com. fm
GIC, A.R.A.S., 11/5/41,
subj as abv. - copy., w/2 ind.
Incl. 2 - cy of ltr to
C/Bu X & D, 9/22/41, subj abv.
Incl. 3 - Cy of ltr to GIC fm
C/Bu X & D, 10/15/41, subj abv.

MEMORANDUM FOR RECORD: Letter from the Adjutant General to the Chief of Naval Operations requests that the Navy Department authorize joint use of storage of aviation gasoline storage facilities at Kodiak, Alaska as requested by the Western Defense Commander.

JAN 14 1942

| HEADQUARTERS ARMY AIR FORCES COORDINATION | | | | | | | | | | | |
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| 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 | | | | | | | | | | |
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8 Jan. & 20 June 1971
By: [illegible] I.C. Date 10/19/76

In Reply Refer
to No.

NOy-3570/3-13G

OFFICER IN CHARGE
Contract NOy-3570
ALASKA NAVAL AIR STATIONS
2929 16th Ave., S.W.,
SEATTLE, WASHINGTON

RV V

November 5, 1941

Subject: Gasoline Reserve Storage, Kodiak, Alaska

To: Commanding General, Western Defense Command, Presidio of San Francisco

1. Reference is made to your letter of Sept. 9, 1941, file 463.7-Kodiak(QM). The subject matter of this letter was referred to the Officer in Charge, Contract NOy-3570, who referred the matter to the Chief, Bureau of Yards & Docks by letter of Sept. 22, 1941, inclosure #1. Inclosure #2, letter of Oct. 15, 1941, from the Bureau of Yards & Docks, states the matter was in turn referred to the Chief of Naval Operations.

2. It is believed that the reasons for referring this matter to higher authority are fully explained in inclosure #1, and the Officer in Charge is disinclined to take further action toward preparation of an estimate until a reply has been received from the Chief of Naval Operations.

3. Any further information on this subject which is received by this office will be forwarded immediately.

/S/ RUSSELL VINCENT
Captain, QMC
Liaison Officer

2 - Incls.
#1 - OIC ltr to BuY&D,9/22/41
#2 - BuY&D ltr to OIC,10/15/41

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By [illegible] NLC Date 10/19/76

BASIC: Ltr., O.I.C. Cont. HQy-3570, Alaska Naval Air Stations, Seattle Washington, dated November 5, 1941, To: Commanding General, Western Defense Command, Presidio of San Francisco, Calif., Subject: Gasoline Reserve Storage, Kodiak, Alaska.

1st Ind.

Hq., WESTERN DEFENSE COMMAND AND FOURTH ARMY, Presidio of San Francisco, Calif., To: The Adjutant General, Washington, D. C.

1. When the request referred to in paragraph 1, basic communication for an estimate of additional funds for reserve gasoline storage was made it was not known that the Navy was constructing the storage facilities for 1,900,000 gallons referred to in paragraph 2 of Inclosure 1.

2. It is recommended that authority for the joint use of this storage by the Army and Navy be granted. In this connection attention is invited to the fact that this installation is approximately two miles from the landing field. Army funds should be used for the installation of necessary pumping facilities and pipe lines to refill the tactical system.

For the Commanding General:

/S/ FRED A. MEYER
Lt.Col., A.G.D.
Assistant Adjutant General

3 Incl.
1- CIC Ltr to Bu Y & D, 9/22/41
2- Bu Y & D Ltr to CIC, 10/15/41
Added 3- WDC Ltr to Capt. Vincent, 9/9/41

SUBJECT: Gasoline Reserve Storage, Kodiak, Alaska.

AG 463.7 (11-5-41)MSC 2nd Ind. RPM/gc - 1712.

War Department A.G.O., December 22, 1941. - To: Chief of the Army Air Forces.

3 Incl. n/c

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Reply Refer
to No.

NOy-3570/1/-27K

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OFFICER IN CHARGE
Contract NOy-3570
ALASKA NAVAL AIR STATIONS
2929 16th Ave., S.W.,
SEATTLE, WASHINGTON

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
By: [illegible] LC; Date 10/18/76

22 September 1941

From: Officer in Charge, Contract NOy-3570
To: The Chief of the Bureau of Yards and Docks

Subject: Army gasoline reserve storage at Kodiak, Alaska

1. The Officer in Charge has been requested by the Western Defense Command to prepare an estimate covering the installation of a 950,000-gallon aviation gasoline storage and distribution system at Kodiak. The brief specifications furnished with the request provide for individual tanks of 25,000 to 50,000 gallons each, dispersed for protection and provided with a filling line to the pier and a distribution system at the landplane warming-up platform.

2. The Officer in Charge believes that the installations proposed by the Army represents a needless duplication of facilities in consideration of the 1,900,000-gallon storage now under construction for the Naval Air Station and the total storage of over four million gallons recommended by the Fuel Storage Board.

3. Furthermore, there is some doubt as to the practicability of the Army's proposal on account of space limitations at the site and because the superimposition of a project of this size on the work in progress would divert a dangerously large amount of material, skilled labor, and cargo space from more important functions.

4. This proposal is obviously of considerable magnitude and the preparation of estimates will consume no little time and effort. Before any action is taken locally, information is requested whether this project has been made the subject of interdepartmental coordination and if it has the approval of the Bureaus concerned.

R. E. THOMAS

W. SIHLER
By direction

cc: COMALSEC
Captain Thomas
Liaison Officer

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8 Jan. & 30 June 1974
By AWCC LC Date 10/18/76

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NAVY DEPARTMENT
Bureau of Yards and Docks
Washington, D.C.

NOy-3570/NA34
Serial YD

~~October~~ January 15, 1942

~~CONFIDENTIAL~~

From: Chief of the Bureau of Yards and Docks
Officer-in-Charge, Contract NOy-3570
Seattle, Washington

Subject: Army gasoline reserve storage at Kodiak, Alaska

Reference: (a) OinC ltr, NOy-3570/3-13G to BuY&D dated 22 Sept 1941

Enclosure: (A) Joint Board No. 312, Serial 714 dated 26 August 1941

1. The question raised in reference (a), concerning Army gasoline reserve storage at Kodiak, has been referred to the Chief of Naval Operations for advice.

2. Upon receipt of a reply from the Chief of Naval Operations, the Officer-in-Charge will be advised. In the interim, enclosure (A), is forwarded herewith for the information and files of the Officer-in-Charge.

/s/ T. J. Smyth
By direction of Chief

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6 Jan. & 20 June 1974
By: [illegible] LC Date 10/19/76

take the necessary action, as originally contemplated, and now proposed by the Navy Department, to augment gasoline reserve storage at Kodiak by 950,000 gallon.

Incls.:
Cy.ltr.11/5/41,frm.OIC to CG,WDC w/2 Inds. & 2 Incls:
Cy.ltr.9/22/41,frm.OIC to BuY&D; cy.ltr.1/15/42,frm. BuY&D to OIC.
Cy.ltr.1/17/42,frm.C/AAF to C/Nav.Oper.
Cy.ltr.2/2/42,frm.C/Nav.Oper. to C/S,U.S.Army.

For the Chief of the Air Staff:

F. S. BORUM,
Colonel, Air Corps,
Acting Assistant Chief of the Air Staff, A-4.

MEMORANDUM FOR RECORD: Letter to Western Defense Commander, informing him that Navy has agreed to joint use of gasoline reserve storage at Kodiak, Alaska, with proposal that Army establish 950,000 gallon additional storage.

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RECEIPT

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DOD ltrs
8 Jan. & 20 June 1974
By [illegible] LC, Date 10/19/76

Date:

SUBJECT: Supply of Trans-Pacific Ferry Route.

Receipt is acknowledged of Memorandum for the Assistant Chief of Staff, G-4, subject as above.

Officer Rank

Office

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8 Jan. & 20 June 1974
By: AWJ/cc LC Date: 10/18/76

JAN 13 1942

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, G-4.

Subject: Supply of Trans-Pacific Ferry Route.

Attention is invited to cable message No. 1588 from Commanding General, Hawaii, January 8, on the above subject, information copy of which has been transmitted to G-4. It is particularly important to aircraft ferry operations starting on about January 15 that aviation gasoline and oil supplies be established and maintained at points indicated. The Commanding General of the Hawaiian Department has been charged with this responsibility and requires shipping assistance. If the S. S. Iowan cannot be made available for the purpose, other shipping will be required and should be made available from time to time according to recommendations from the Commanding General in Hawaii. These have been requested in reply to cable mentioned above.

For the Chief of the Air Staff:

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

JAN 14 1942
AAG Received
Dispatched
JAN 15 1942-
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| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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| Chief of Staff | Sec'y Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | |
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By: [illegible] 10/18/86

RECEIPT

SUBJECT: Vital Statistical Data.

Receipt is acknowledged of R&R for the Office, Chief of Air Corps, ASCL, subject as above, dated 1/10/42.

Officer Rank

Office

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DOD ltrs
8 Jan. & 20 June 1974
By: [illegible] LC. Date: 10/19/76

DECLASSIFIED

February 7, 1942

Gasoline Dispensing Equipment for Zandery Airport, Surinam.

1. G-4

2. ENGR

463.7 (132)

1. Comment or concurrence

For the Chief of the Air Staff:

1 Incl
Memo to C/Engrs w/Incls

E. P. Curtis,
Lieut. Col., Air Corps,
Secretary of the Air Staff.

Dispatched
FEB 7 1942
AAG

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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By [illegible] 10/18/76

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AAF/A-4
CHW/ejh
Rewritten February 5, 1942

February 7, 1942.

MEMORANDUM FOR THE CHIEF OF ENGINEERS:

Subject: Gasoline Dispensing Equipment for Zandery Airport, Surinam.

1. Pursuant to Authority contained in AG Letter 600.12 (1-10-42) MO-AAF, January 22, 1942, Subject: "Air Force Construction", the following directive is issued:

a. It is desired that you purchase and install necessary aqua type equipment to provide for the installation of ten 25,000 gallon gasoline tanks, four double outlet fueling pits and two double outlet truck fill stands at Zandery Airport, Surinam.

b. Provision of this equipment was directed by Commanding General Caribbean Defense Force under authority granted by executive order of December 7, 1941.

c. Funds for the purchase of this equipment will be allotted from funds under your control and provision for reimbursement will be made by inclusion of the amount expended for this purpose in the next forthcoming estimate.

2. Concurrences:
G-4 ( )

For the Chief of the Army Air Forces:

Incls:
1-Memo fm OCAC to C/AAF
Attn:Col. Crumrine, 1/22/42
subj "Gasoline Stor. and
Dis. Equip. Zandery Airport,
Surinam, w/1 Incl.
1-Cy Ltr fm AAF, A/AS to
OCAC, [illegible], 12/29/41
2-Ltr fm OCAC to CofE, subj.
same as #1 above, 1/2/42 w/1 Ind.

E. F. Curtis
Lieut. Col., Air Corps,
Secretary of the Air Staff.

| DEPARTMENT OF THE ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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| Chief of Staff | Sec'y | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | | |
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DOD Rts
8 Jan. & 20 June 1974
By [illegible] LC Date 10/18/76

(12-25)

January 22, 1942.

SUBJECT: Gasoline Storage and Distribution Equipment, Zandery Airport, Surinam.

MEMORANDUM TO: The Chief of the Army Air Forces, ATTENTION; Colonel Crumrine.

1. Informal advice received in this Office indicates that this correspondence was requested to be returned to The Chief of the Army Air Forces by Colonel Crumrine, and apparently it was sent to this Office by mistake. Therefore, it is forwarded as per request of Colonel Crumrine. Attached to this correspondence by this Office is an R & R from the Chief of Air Staff upon which the basic communication is based.

1 Incl -
R&R fn. AAF,C/AS
to CCAC,B&G,12-29-41.

For the Chief of the Air Corps.

James C. Shively,
Lt. Colonel, Air Corps,
Executive, Buildings & Grounds Div.

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WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS (12-E5)
WASHINGTON

SUBJECT: Gasoline Storage and Distribution Equipment, Zandery Airport, Surinam. January 2, 1942.

TO: Chief of Engineers, New War Department Building, 21st Street and Virginia Avenue, Washington, D. C.

1. By direction of the Air Staff, it is requested that the necessary Aqua equipment and appurtenances to provide for the installation of ten 25,000 gallon gasoline storage tanks, four double-outlet fueling pits and two double-outlet trunk fill stand s be procured and forwarded to the Zandery Airport, Surinam for immediate installation.

2. The necessary ten 25,000 gallon storage tanks will be made available and will be shipped from the pool now established in New York for shipments to this area.

3. Funds for the acquisition of the equipment referred to are available in accordance with authority granted the Commanding General, Caribbean Defense Command, by radio of the Secretary of War dated December 7-8.

For the Chief of the Air Corps:

/s/
Walter J. Reed,
Colonel, Air Corps,
Asst. Chief, Bldgs. & Grounds Div.

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DOD Rts.
5 Jan. & 20 June 1974
By AHN/CC LC. Date 10/15/86

CE 7205(Dutch Guiana)-1 COA

Subject: Gasoline Storage and Distribution Equipment, Zandery Airport, Surinam. (Lst. from OCAC to OCE, 1/2/42).

1st Ind.

Office, C. of E., January 12, 1942. - To THE CHIEF OF THE ARMY AIR FORCES.

Returned in accordance with your request.

For the Chief of Engineers:

Hq. Army Air Forces
JAN 14 1942
AAG Received

Wm. J. Ely,
Capt., Corps of Engineers,
Assistant Chief, Operations Branch.

2/3 - The Chief of the Army Air Forces

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DOD Ltrs
8 Jan. & 20 June 1972
By: [illegible] I.C. Date: 10/18/76

DATE _____

SUBJECT: Gasoline Dispensing Equipment for Zandery Airport, Surinam.

Received from Headquarters, Army Air Forces, memorandum, above subject, with the following inclosures:

1-Memo fm OCAC to C/AAF
Attn:Col.Crumrine,1/22/42
subj,"Gasoline Stor. and
Dis. Equip. Zandery Airport,
Surinam, w/1 Incl.
1-Cy R&R fm AAF,A/AS to
OCAC, B&G, 12/29/41
2-Ltr.fm.OCAC to C of E.,
subj. same as #1 above,
1/2/42, w/1 Ind.

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Officer Rank

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WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES

WASHINGTON

DECLASSIFIED
DOD Ltrs
6 Jan. & 30 June 1974
By ALN/CC LC Date 10/19/76

MEMORANDUM FOR THE CHIEF OF ENGINEERS:

Subject: Gasoline Dispensing Equipment for Zandery Airport, Surinam.

~~1.~~ Pursuant to authority contained in AG Letter 600.12 (1-10-42) MO-AAF, January 22, 1942, Subject: "Air Force Construction ", the following directive is issued:

a ~~1.~~ It is desired that you purchase and install necessary aqua type equipment to provide for the installation of ten 25,000 gallon gasoline tanks, four double outlet fueling pits and two double outlet truck fill stands at Zandery Airport, Surinam.

b ~~2.~~ Provision of this equipment was directed by Commanding General Caribbean Defense Force under authority granted by executive order of December 7, 1941.

c ~~3.~~ Funds for the purchase of this equipment will be allotted from funds under your control and provision for reimbursement will be made by inclusion of the amount expended for this purpose in the next forthcoming estimate.

2 ~~II.~~ Concurrences:
G-4 ( ) IN 2/3/42 OUT.....

Incls:
1-Memo fm OCAC to C/AAF
Attn:Col. Crumrine, 1/22/42
subj "Gasoline Stor. and
Dis. Equip. Zandery Airport,
Surinam, w/1 Incl.
1-Cy R&R fm AAF, A/AS to
OCAC, B&G, 12/29/41
2-Ltr fm OCAC to CofE, subj.
same as #1 above, 1/2/42 w/1 Ind.

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8 Nov. & 30 Dec. 1974
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AAF/A-4
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Wrnt 2/2/42

SUBJECT: Definite Project, A. C. Gasoline, War Reserve Storage Anchorage, Alaska.

463.7 (131)

6th Ind.

War Department, Headquarters Army Air Forces, Washington, D. C.
To The Adjutant General.

FEB 7 1942

1. It is essential that a decision be arrived at in connection with war reserve storage of gasoline in Alaska. The recommendation of the Chief of Engineers as covered in 4th Indorsement preceding, paragraph 3, is concurred in and it is requested that necessary action be taken accordingly.

2. As suggested by the Chief of Engineers, it is possible that four 40,000 barrel tanks cut down to 25,000 barrels each can be utilized to provide 100,000 barrels total. It is, therefore, requested that this plan be followed by utilizing available tanks and funds from savings effected by cancellation of war reserve storage at Umatilla, Tarrtown and Oglethorpe.

3. It is understood that from eight 40,000 barrel tanks now available by cutting down to 25,000 barrel capacity, sufficient steel can be saved to fabricate twelve 25,000 barrel tanks. The use of four of these tanks in Alaska will then leave eight tanks to be used elsewhere. The disposition of these will be covered separately.

FEB 7
AAG

4. It is anticipated that utilization of war reserve

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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8 Jan. & 20 June 1974
By: [illegible] LC. Date: 10/18/76

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SUBJECT: Definite Project, A. C. Gasoline, War Reserve Storage, Anchorage, Alaska.

6th Ind. (con't)

storage at Anchorage may be supplemented by utilization of available facilities in Seattle to supply points in Alaska requiring water shipment.

FOR THE CHIEF OF THE ARMY AIR FORCES

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

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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| Chief of Staff | Sec'y Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | |
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WAR DEPARTMENT
United States Engineer Office
Seattle, Washington

DECLASSIFIED
DOD Ltr
Sec. 4 of 20 June 1974
Dist. AD/CC LC Date 10/18/76

File No. SE 311.5 (gasoline storage WR)44

November 4, 1941

Subject: Definite Project, A. C. Gasoline, War Reserve Storage, Anchorage Alaska.

To: The Division Engineer, North Pacific Division, Portland, Oregon.

For the District Engineer:

/s/ DONALD P. BOOTH,
Donald P. Booth,
Major, Corps of Engineers,
Executive Assistant

No copies retained of basic per Col. Whiteley.

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Subject: Definite Project, A. C. Gasoline, War Reserve Storage, Anchorage, Alaska.

NPD 635/3 (Gaso. Stor.)-18.5 1st Ind.

Office, Division Engineer, North Pacific Division, Portland, Oregon, November 12, 1941.- To the Commanding General, Western Defense Command, Presidio of San Francisco, California.

1. The definite project report has been reviewed in this office and the following comments are made:

a. It is believed that the wide dispersion of tanks as proposed by the District Engineer is unnecessary. Studies in this office indicate that satisfactory arrangements of the tanks with a spacing of 300 or 400 feet and at least a 50% reduction in the length of the 3900 foot piping loop required by the layout proposed by the District Engineer are possible.

b. The piping layout should consist of double loops with connections from each tank to each loop.

c. The "Y" gasoline pipe line, which provides duplicate piping facilities over a part of the length of the "X" line is not believed to be necessary.

d. The estimated cost of the railroad siding appears to be excessive.

e. It is noted that the estimated cost of the project as proposed by the District Engineer is $89,000 in excess of the amount at present allotted. Revisions as suggested in a., b., and c., above will substantially reduce if not eliminate this excess.

2. The proposed site and facilities appear to comply with all requirements as set forth in letter from the Headquarters of the Fourth Army to Commanding General, Alaska Defense Command, dated March 21, 1941, subject: "Selection of Sites for Gasoline Storage". Subject to the comments made in paragraph 1 above the definite project report is recommended for approval.

/s/ R. PARK,
R. Park,
Colonel, Corps of Engineers,
Division Engineer.

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DOD Dir. 5200.9 Sec. 4 & 10 June 1971
NARA, Date 10/03/96

Basic: Ltr. District Engineer, Seattle, Washington, November 4, 1941, Subject: Definite Project, A. C. Gasoline, War Reserve Storage, Anchorage, Alaska.

400.24 ADC (Engr) 2nd Ind.

HEADQUARTERS WESTERN DEFENSE COMMAND, Presidio of San Francisco, California. November 28, 1941. Thru: The Adjutant General, Washington, D. C. To: Chief of Engineers, Washington, D. C.

1. This definite project report is forwarded for consideration in connection with the comprehensive plan for aviation gasoline storage presented to the War Department by letter, this headquarters, file 400.24 (Engr) dated October 18, 1941, Subject: "Storage Facilities for Aviation Gasoline and Oil, Alaska".

2. This headquarters recommends that consideration be given to the storage of the 100,000 barrel War Reserve in a number of well dispersed horizontal circular tanks holding perhaps, 2,500, barrels each. The reasons for this recommendation are as follows:

a. A tank of 25,000 barrel capacity placed underground with a nine inch concrete burster slab and six feet of earth cover would have to be trussed quite strongly to carry the dead load and possible live loads.

b. A lucky bomb hit on any one tank would result in a dimunution by 25% of the War Reserve.

c. If forty 2,500 barrel tanks are used and installed in groups of four tanks each, with 300 to 400 feet between groups, a direct hit on any one group would result in a loss of only 10% of the Reserve.

d. Although no cost data are available in this headquarters it is believed that the increased steel and excavation quantities required for the proposed change will be partially offset by the fact that the excavation will be approximately five feet less in depth and the total elimination of the necessity of roof trussing.

3. If the alternate proposal submitted in the preceding paragraph is not favorably considered the statement made in paragraph 1 a., preceding indorsement is concurred in.

4. In reference to paragraph 1 e. of the preceding indorsement funds in the amount of $100,000 to complete the War Reserve Storage were requested from the War Department by the letter referred to in paragraph 1, above.

5. In connection with paragraph 3j. of the definite project it is recommended that consideration be given to the provision of a foamite system for fire protection, in lieu of a water system. It is the universal experience of the commercial oil companies that foamite is the only successful medium to use in combating oil fires.

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For the Commanding General:
/s/ HUGH T. FULLERTON
Captain, Infantry,
Actg. Adjutant General.

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8 Jan. & 20 June 1974
By AGH/CC LC Date 10/18/76

SUBJECT: Definite Project, A.C. Gasoline, War Reserve Storage, Anchorage Alaska.

AG 463.7 (11-4-41)MC 3rd Ind. RPM/kls -1712

War Department, A. G. O., December 8, 1941. To: Chief of Engineers.

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CE 600.1 (Elmendorf Field)1056 Subject: Definite Project, A. C. Gasoline War Reserve Storage, Anchorage, Alaska. (Let. from Seattle Dist. to NPD, 11/4/41)

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9 Jan. & 30 June 1954
By: [illegible] LC, Date 10/18/76

4th Ind. Coa

Office, C. of E., January 6, 1942. TO THE ADJUTANT GENERAL

1. Reference is made to third indorsement of this office dated October 7, 1941, on letter from the North Pacific Division to the Seattle District, dated August 15, 1941, subject: "War Reserve Gasoline Storage in Alaska".

2. With reference to paragraph 2 c of preceding second indorsement attention is invited to the following facts:

(a) To manufacture forty 2,500 barrel tanks would require approximately twice as much plate steel as four 25,000 barrel tanks would require, and plate steel is very difficult to obtain even with an A-1-A priority.

(b) The time of manufacture and installation of forty 2,500 barrel tanks would both be considerably greater than would be required for the manufacture and installation of four 25,000 barrel tanks. No designs have been prepared for 2,500 barrel tanks, whereas 25,000 barrel tanks are now being manufactured.

(c) The horizontal, cross-sectional area exposed to bombing of forty 2,500 barrel tanks plus the additional piping they would require would be approximately twenty-five percent greater than would be the cross-sectional area of four 25,000 barrel tanks.

(d) The cost of constructing and installing forty 2,500 barrel tanks would pay for the cost and installation of ten or twelve 25,000 barrel tanks.

3. It is therefore recommended that immediate approval be given to the construction of 100,000 barrel war reserve gasoline storage in accordance with basic communication, which is in accordance with instructions contained in JB directive #314 dated September 5, 1940, subject to the following comments:

(a) That the gasoline be stored ethylized.
(b) That this office will make such corrections as may be required by comments contained in first indorsement, including use of foamite for fire protection.

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CE 600.1 (Elmendorf Field)1056 Subject: Definite Project, A. C. Gasoline War Reserve Storage, Anchorage, Alaska

4th Ind. (cont'd)

4. Colonel J. B. Newman of the Air Staff has informally advised this office that the Air Staff had made an agreement with the Army-Navy Munitions Board that owing to the difficulty of obtaining plate steel, that in the future steel tanks for aviation gasoline would be ordered in either of the two following sizes:

(a) 25,000 gallon capacity.

(b) 40,000 barrel capacity.

5. If steel tanks can only be made available in the above two sizes this office recommends that three 40,000 barrel tanks be substituted for the four 25,000 barrel tanks, and that the additional funds required be made available from savings effected by cancellation of the Umatilla, Tarrtown, and Oglethorpe war reserve gasoline storage projects.

6. These recommendations are predicated upon the assumption that it has been definitely determined that this storage should be installed in the vicinity of Anchorage, It should be noted in this connection that, due to transportation conditions, storage in this location will be useful primarily for Fort Richardson and Ladd Field and will apparently have little if any advantage for other Alaskan airfields over shipment of gasoline from Seattle.

For the Chief of Engineers:

/s/ EWART G. PLANK,
Lieut. Col., Corps of Engineers,
Assistant Chief, Operations Branch.

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8 Jan. & 20 June 1974
By [illegible] LC. Date 10/14/76

SUBJECT: Definite Project, A.C. Gasoline, War Reserve Storage, Anchorage, Alaska.

AG 463.7 (11-4-41)MSC 5th Ind. RPM/fdp-1705

War Department, A.G.O., January 12, 1942. -To: Chief of the Army Air Forces.

For remark and recommendation.

By order of the Secretary of War:

R.G. Horsey

Adjutant General.



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Air AS 463.7 (131)

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DOD dts.
By AHC 10/18/76

JAN 10 1942

My dear Portal,

Responding to your request of January 6th, 1942, the following will give you an idea of the 100 octane gasoline situation as of this date.

Estimates for requirements are limited to July 1, 1942 until such time as a new expansion program has been stabilized. Production facilities, including Aruba:

| | |
|---|---|
| January, 1942 - - - | 57,900 bbls. per day |
| February, 1942- - - | 60,400 bbls. per day |
| March, 1942 - - - - | 61,900 bbls. per day |
| April, 1942 - - - - | 63,200 bbls. per day |
| May, 1942 - - - - - | 63,200 bbls. per day |
| June, 1942- - - - - | 64,800 bbls. per day |
| July, 1942- - - - - | 72,900 bbls. per day |

Provisions for additional facilities within the Continental Limits of the United States are in various stages of negotiations, totaling 123,305 barrels per day, to come in after July, 1942, and during 1943. All these facilities after February 1942 are based upon a free flow of materials for expansion of existing plants and erecting new ones.

All estimates are based upon production in accordance with Army-Navy Specification AN-VV-F-781, Amendment -4, to become effective for all procurements after March 1, 1942. If the British requirements for 28,000 barrels per day are procured to the rich mixture appreciation requirements after March 1, 1942, a reduction of ten percent to twelve percent from the total output can be expected after that date.

Curtailment of privately owned and commercially owned automobiles and trucks for transportation will adversely affect production as ingredients for 100 octane gasoline are obtained to a large extent as by-products from the industries producing commercial gasolines.

Analyses indicate that the following production facilities will be available for production to meet the British rich mixture.

Air Ref 463.7 (130)

HEADQUARTERS ARMY AIR FORCES COORDINATION

| Chief of Staff | Sec'y | | | | | | | | | |
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appreciation requirement irrespective of the enforcement for all procurements in accordance with AS-76-F-761, Amendment -4, after March 1, 1942, without seriously affecting the total output of 100 octane gasoline:

East Coast - - - 6,800 bbls. per day
Gulf Coast - - - 5,826 bbls. per day

Total- - -12,626 bbls. per day

Therefore, 15,974 barrels per day would have to be procured without the rich mixture appreciation requirement, to be blended from stocks now in England, if this requirement is insisted upon until such time as facilities are available to meet all demands.

The Aviation Services of the U. S. Army Air Forces and Bureau of Aeronautics, Navy Department, are desirous of going to the rich mixture appreciation requirement at the earliest practicable date. The Office of the Petroleum Coordinator has been requested to make a survey of all facilities to determine the earliest time that this may be accomplished and sufficient aviation gasoline produced to meet all demands. Indications are that nothing can be done until after July 1942.

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

Air Chief Marshal Sir Charles Portal,
British Embassy,
Washington, D. C.

| HEADQUARTERS ARMY AIR FORCES | | | | | | | COORDINATION | | | | |
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| Chief of Staff | Secy Air Staff | A A G | A 1 | A 2 | A 3 | A 4 | A WPD | A [illegible] | Budget | [illegible] | |
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ESTIMATED PRODUCTION AND REQUIREMENTS OF 100-OCTANE GASOLINE FOR THE FIRST 6 MONTHS OF 1942, INCLUDING APPROXIMATELY 3,000 BBLS. P/MOY FROM ARUBA

| | January | February | March | April | May | June |
|---|---|---|---|---|---|---|
| Requirements** | | | | | | |
| Domestic | 39,925 | 40,626 | 41,425 | 42,225 | 42,925 | 43,325 |
| Export | 33,580 | 34,590 | 34,590 | 34,590 | 34,590 | 34,590 |
| Total | 73,505 | 75,215 | 76,015 | 76,815 | 77,515 | 77,915 |
| Production* | 57,500 | 60,400 | 61,900 | 63,200 | 63,200 | 64,800 |
| Shortages requiring withdrawal from current inventories | 16,005 | 14,815 | 14,115 | 13,615 | 14,315 | 13,115 |

| | | |
|---|---|---|
| Available and uncommitted inventory as of December 25, 1941 | 3,300,000 | barrels |
| To be withdrawn for first 6 months of 1942 to meet requirements | 2,592,000 | " |
| Inventory available July 1, 1942 | 708,000 | |

Notes:

*Production estimates are based upon AN Specifications after March 1, 1942 and dependent upon free flow of materials for facilities.

**Requirements do not include requirements that may arise for airplane engine driven tanks and torpedo boats.

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BRS: DWD: pmr

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8 Jan. & 20 June 1974
By: A+M/lc LC: Date 10/10/76

FEB 2 1942

MEMORANDUM FOR: Assistant Chief of Staff, G-2

Subject: Report on interview with Representative of Standard Oil Company of New Jersey, re: Roumanian Oil Production, 1/23/42

1. It is requested the attached report be forwarded to Colonel Sharp, M.I.D., New York, for his information and file.

For the Chief of the Air Staff:

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

By:

BYRON R. SWITZER,
Major, Air Corps.

463.7 (129)

1 Encl. -
Copy No. 2 - subj. report.

Distribution:
Army Air Forces
Colonel McDonald
W/C DuBoulay.

Dispatched
FEB 5 1942
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| HEADQUARTERS—ARMY AIR FORCES — COORDINATION | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Chief of Staff | Sec'y Air Staff | A. A. G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | |
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Air 463.7 (129) 2/1/41

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WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES

Subject: Station Gasoline Storage, Caribbean Defense Command Area.

MEMO FOR THE CHIEF OF STAFF:

I. Discussion.

1. Analysis of existing and planned operational gasoline storage at tactical stations under Caribbean Defense Command and examination of operational requirements reveals a substantial and alarming shortage of essential storage capacity.

II. Action recommended.

1. That the Corps of Engineers immediately survey, design and construct station storage at required locations and in required amounts.

III. Advise action taken.

Chief of Army Air Forces,
Office, Chief of Air Corps,
CG, Caribbean Defense Command.

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8 Jan. & 20 June 1974
By AWJ Lee J.C. Date 10/18/76

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CHW/lml

Written January 8, 1942.

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DOD ltr.
8 Jan. & 20 June 1974
By Rus/ltr. dtd. Date 12/19/76

JAN 10 1942

AAF/A-4/463-3

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Station Gasoline Storage, Caribbean Defense Command Area.

1. Discussion.

1. As a result of broad studies now being made on the subject of Procurement Storage and Distribution of Air Corps Gasoline in Caribbean Defense Area the serious lack of existing or planned station storage in this area becomes apparent.

2. Calculating the gasoline consumption of units operating from existing and planned tactical locations, presuming units to be those proposed in 2nd Aviation Objective, and assuming an all out or full attack operation for one month, presently planned storage, much of which is not yet installed, shows an average deficiency per station of approximately 50% for the entire area.

3. Obviously the concentration of additional tactical units at existing or planned locations in the area would result in even greater deficiencies.

4. The difficulty of transporting by water large stocks of gasoline to the widely dispersed points of the Caribbean and along the two coasts of South America is great in time of peace. The further handicaps imposed by a possible shortage of tanker vessels, and the difficulties and losses conceivably the result of enemy action, emphasize the essential nature of adequate gasoline storage at all bases in the area.

5. At the request of this office representatives of the Caribbean Defense Command and the Ferrying Command met with representatives of the Office Chief of Air Corps and presented their considered requirements for operation under full war conditions. Their estimate of the requirements [illegible] operation of [illegible] operating under these

| HEADQUARTERS ARMY AIR FORCES | | | | | | | | | | COORDINATED |
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| Chief of Staff | Sec'y Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | |
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conditions for a thirty day period is presented in Tab A. The gasoline storage requirement for such operation expressed for each station now existing or planned for, based upon full compliment of airplanes per station is set forth in Tab B. As is apparent in Tab B, heavy additional requirements are imposed at stations used by the Ferrying Command. Tab B also indicates present planned storage and the demonstrated deficiencies. Operational statistics were furnished by authorized representatives of the organizations concerned.

II. Action Recommended.

1. The Secretary of War directs

a. That the Chief of the Engineers proceed immediately with the survey, design and construction of additional gasoline storage in the amount and at the locations indicated in the following table:

| SOUTH ATLANTIC | NECESSARY INCREASE IN STORAGE (Gals.) |
|---|---|
| Jamaica | None |
| Trinidad | 3,500,000 |
| Bermuda | None |
| Surinam | 200,000 |
| British Guiana | 700,000 |
| Antigua | 300,000 |
| St. Lucia | 550,000 |
| **PUERTO RICO** | |
| Borinquen | 3,000,000 |
| Ponce | 1,850,000 |
| St. Croix | 700,000 |
| **PANAMA** | |
| Albrook | 1,800,000 |
| Howard Field | 1,300,000 |
| David | 1,400,000 |
| France Field | 2,000,000 |
| **SOUTH AMERICA** | |
| Belem | 1,000,000 |
| Natal | [illegible] |
| Talara (Perú, Salinas & Galapagos I. to be supplied from Talara) | [illegible] |

HEADQUARTERS ARMY AIR FORCES - COORDINATION

| Chief of Staff | Sec'y Air Staff | A.A.G. | A-1 | | | | A-WPD | A-Insp. | Budget | Statistics | |
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| CENTRAL AMERICA | INCREMENT INCREASE IN STORAGE |
|---|---|
| Guatemala City | 1,500,000 |
| Managua, Nicaragua | 500,000 |

b. That funds for this purpose be made available from any Air Corps funds under the control of the Chief of the Engineers, with power to over obligate if necessary.

c. That a record be kept of any over obligation and the amount so over obligated be included in the next supplemental estimates.

d. Advise action taken

Chief of the Army Air Forces,
Office Chief of the Air Corps,
Commanding General, Caribbean Defense Force.

NOTED EPC 1/8/42
Chief of the Air Staff

For the Chief of the Air Staff

Incls:
Tabs A & B.

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

10 1942

HEADQUARTERS ARMY AIR FORCES - COORDINATION

| Chief of Staff | Sec'y Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | |
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| ORGANIZATION | NO. OF AIRPLANES | NO. OF GALLONS PER HOUR | NO. OF HOURS PER MONTH | TOTAL GALLONS |
|---|---|---|---|---|
| Pursuit Group Interceptor | 130 | 60 | 240 | 1,873,000 |
| Observation Squadron | 16 | 90 | 240 | 345,500 |
| Headquarters Bomb Group, Air Service Group & Air Force Group (5 Airplanes a piece) | 15 | 102 | 160 | 245,000 |
| Trans. Squadron | 20 | 102 | 240 | 490,000 |
| Heavy Bombardment Squadron | 13 | 230 | 240 | 720,000 |
| Light Bombardment Squadron | 13 | 102 | 240 | 320,000 |
| Amphibian Squadron | 16 | 102 | 240 | 390,000 |

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| SOUTH ATLANTIC | PRESENT PLANNED GASOLINE STORAGE | RECOMMENDED TOTAL STORAGE | NECESSARY INCREASE IN STORAGE | INCREASE RECOMMENDED BY |
|---|---|---|---|---|
| Jamaica | 900,000 | 900,000 | | |
| Trinidad | 2,000,000 | 5,500,000 | 3,500,000 | Caribbean Air Force. |
| Bermuda | 700,000 | 700,000 | | Ferry Command. |
| Surinam | 250,000 | 450,000 | 200,000 | Caribbean Air Force. |
| British Guiana | 800,000 | 1,500,000 | 700,000 | Caribbean Air Force. |
| Antigua | 450,000 | 750,000 | 300,000 | Caribbean Air Force. |
| St. Lucia | 450,000 | 1,000,000 | 550,000 | Caribbean Air Force. |
| **PUERTO RICO** | | | | |
| Borinquen | 1,650,000 | 4,650,000 | 3,000,000 | Caribbean Air Force. |
| Arecibo | 50,000 | | | |
| Vega Baja | 50,000 | | | |
| Dorado | 50,000 | | | |
| Mayaguez | 50,000 | | | |
| Ponce | 150,000 | 2,000,000 | 1,850,000 | Caribbean Air Force. |
| Salinas | 50,000 | | | |
| Santa Isabel | 50,000 | | | |
| Aquirre | 250,000 | | | |
| St. Croix | 300,000 | 1,000,000 | 700,000 | Caribbean Air Force. |
| **PANAMA** | | | | |
| Albrook (3 Auxiliary Fields supplied from Albrook storage) 1. Agua Dulce 2. Chame 3. Jaque | 1,900,000 | 3,700,000 | 1,800,000 | Caribbean Air Force |
| Howard Field | 3,000,000 | 4,300,000 | 1,300,000 | Caribbean Air Force. |
| David | 100,000 | 1,500,000 | 1,400,000 | Caribbean Air Force. |
| Rio Hato | 250,000 | | | |
| France Field | 1,225,000 | 3,225,000 | 2,000,000 | Caribbean Air Force. |

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| SOUTH AMERICA | PRESENT PLANNED GASOLINE STORAGE | RECOMMENDED TOTAL STORAGE | NECESSARY INCREASE IN STORAGE | INCREASE RECOMMENDED BY |
|---|---|---|---|---|
| Belam | 500,000 | 1,500,000 | 1,000,000 | Ferry Command |
| Natal | 1,000,000 | 2,000,000 | 1,000,000 | Ferry Command |
| Recife | 250,000 | | | |
| Talara | 1,500,000 | 1,500,00 | | Caribbean Air Force. |
| Peru, Salinas & Galapagos Islands to be supplied from Talara. | | | | |
| CENTRAL AMERICA | | | | |
| Guatemala City | | 1,500,000 | 1,500,000 | Caribbean Air Force. |
| Managua, Nicaragua | | 500,000 | 500,000 | Caribbean Air Force. |

From information received from the Caribbean Air Force and the Air Corps Ferry Command, the following stations are now being occupied or are to be occupied and the storage in quantities as shown is recommended.

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6 Jan. & 20 June 1951
By: [illegible] LC. Date 10/18/76

# RECEIPT

DATE _____

SUBJECT: Station Gasoline Storage, Caribbean Defense Command Area.

Received from Headquarters, Army Air Forces, Memorandum, above subject with the following inclosures:

Tab A
Tab B

_____
Officer Rank

_____
Office

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Written 1/9/42.

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JAN 10 1942

AAF/A-4/463-4

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: War Reserve Gasoline Storage.

The Secretary of War directs:

1. That the attached communication be returned to the Chief of Engineers by indorsement substantially as follows:

1. Your attention is invited to the attached copy of letter from the Chief of Naval Operations to the Chief of Staff, United States Army, on the subject of War Reserve Gasoline, January 3, 1942, with Memorandum for the Chief of Naval Operations from Deputy Chief of Staff for Air, November 26, 1941 referred to therein.

2. Reference Paragraph 8 of basic letter from the Chief of Engineers foregoing, it is required that no further action be taken on the installation of war reserve gasoline at Umatilla, Tarrtown and [illegible] since these projects have been cancelled by agreement with the Navy Department. The proposed Philippine installation is not under consideration at this time. Also, final decision on the Alaskan installation has not yet been reached; this matter will be handled by separate communication.

3. Existing conditions do not permit decision at this time as to the ultimate location of storage tanks being manufactured by Pittsburgh-Des Moines Steel and Bethlehem Steel. It is recommended that these tanks be held in reserve pending further consideration. In this connection also, attention is invited to the fact that two gasoline tanks, included above, that were to be made available to the Navy for installation in P. I. are being retained by the Army.

4. With respect to four tanks being manufactured by Hammond Iron Works, it is recommended that action proceed as indicated in Paragraph 7, to delivery and erect tanks in Puerto Rico. Authority is granted, however, to utilize

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the tanks manufactured by Pittsburgh-Des Moines or Bethlehem Steel in lieu of the tanks manufactured by Hammond Iron Works if this procedure will expedite construction.

~~II. That all Corps Area and Department Commanders be advised of the above action.~~

For the Chief of the Air Staff:

JAN 15 1942
NOTED - DEPUTY CHIEF OF STAFF S Army

JAN 12 1942
15-97-44

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

R IN R IN

WAR DEPARTMENT
OFFICE OF CHIEF OF STAFF

RNY

3 Incls.
Incl. 1 - Ltr to TAG fm C/E, subj: "Storage of War Reserve Gasoline", 12/18/41, w/1 ind.
Incl. 2 - Cy of ltr to C/S fm CNO, subj. as abv., 1/3/42.
Incl. 3 - Memo for CNO fm Dep. CS for Air, subj. abv., 11/26/41.

ACTION TAKEN: 1st Ind., 1/17/42, to Ch. of Engineers. LFL/evh-1705.

MEMORANDUM FOR RECORD: Reference letter to the Chief of Engineers summarizes change in Joint Board agreement with respect to elimination of installation of war reserve stocks of aviation gasoline at Oglethorpe, Umatilla and Tarrtown as referred to in letter from Chief of Naval Operations to Chief of Staff, U. S. Army, January 3, 1942, referring in turn to Memorandum for the Chief of Naval Operations from Deputy Chief of Staff for Air, November 26, 1941. The Chief of Engineers advised that two 40,000 barrel storage tanks for Navy are being retained by the Army. Also, four 40,000 barrel tanks for Puerto Rico can be utilized from Pittsburgh-Des Moines or Bethlehem Steel instead of Hammond Iron Works, if this will expedite installation.

RECEIPT ACKNOWLEDGED: AGO, 1/17/42. DRW/LFL/evh-1705.

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ADDRESS REPLY TO
CHIEF OF ENGINEERS, U. S. ARMY
WASHINGTON, D. C.

REFER TO FILE No. _____

WAR DEPARTMENT
OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON

DECLASSIFIED
DOD ltrs
8 Jan. & 30 June 1954
By ALL/CS LC; Date 10/18/76

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~~RESTRICTED~~

December 12, 1941

Subject: War Reserve Gasoline Storage.

To: THE ADJUTANT GENERAL.

1. As a matter of record, it is desired to review the present status of the war reserve gasoline storage planned for the Philippine Islands, Alaska, Oglethorpe, Tarrtown, and Umatilla, and to request advice regarding the action that should be taken in each case.

2. On or about October 30, 1941, this office was informally advised by the Air Staff that the General Staff and the Air Staff were considering the cancellation of the war reserve gasoline projects at Oglethorpe, Umatilla, and Tarrtown and using the funds obtained from these projects for the installation of war reserve gasoline storage in the Philippines and Alaska.

3. At the time the above telephone call was received, no actual construction work had yet begun at the three above-mentioned storage sites, but contracts had been made for the construction and installation of four 40,000 barrel tanks with each of the following companies:

| Company | Location of Site | No. of 40,000 Barrel Tanks |
|---|---|---|
| Bethlehem Steel | Oglethorpe | 4 |
| Pittsburgh-Des Moines Steel | Umatilla | 4 |
| Hammond Iron Works | Tarrtown | 4 |

4. Bethlehem Steel and Pittsburgh-Des Moines have both completed their tanks and these eight tanks are now ready for shipment. Hammond Iron Works are fabricating their tanks and expect to have them completed by January 15, 1942.

5. As a result of the informal advice mentioned above and other subsequent discussions in which this office was assured that official

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approval would be given to the changes mentioned in paragraph two above, this office has taken the following steps:

(a) Requested the Division Engineers to withhold further work at the Oglethorpe, Umatilla and Tarrtown projects.

(b) Initiated negotiations with the tank manufacturers for supplementary agreements that would facilitate their installation per paragraph two above.

(c) Sent two consulting petroleum engineers to the Philippine Islands on Friday December 5, 1941, by clipper. This clipper arrived at the Hawaiian Islands while Honolulu was being bombed and the present whereabouts of these men is not known.

6. The supplementary agreements initiated by this office with the steel companies contain the following provisions:

(a) Bethlehem Steel Company. Quotation of price for delivery of four tanks, knockdown, F.O.B. factory at Leetsdale (Pittsburgh), Pennsylvania. The intention was to ship three of these tanks to the Philippines and leave one tank surplus at the factory.

(b) Pittsburgh-Des Moines Steel Company. Quotation of price for delivery of tanks knockdown, F.O.B. factory at Des Moines, Iowa and quotation of price for delivery shipside Seattle and erection at Anchorage, Alaska. The intention was to ship three of these tanks to the Philippines and ship one tank to Alaska.

(c) Hammond Iron Works. Quotation for delivery of tanks shipside, New York and erection at Guayanilla, Puerto Rico.

7. This office is proceeding with the acceptance of the bid of the Hammond Iron Works per paragraph 6(c) above, because it disposes of these four surplus tanks and it obviates the necessity of purchasing other additional tanks for Puerto Rico.



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Letter to the Adjutant General.

8. At the present time, therefore, this office is awaiting instructions on the following matters:

(a) Action to be taken on Umatilla, Tarrtown and Oglethorpe projects.

(b) What further action shall be taken regarding the proposed Philippine Island project and Alaska project.

(c) What action shall be taken toward disposition of eight 40,000 barrel tanks now on order with Bethlehem Steel Company and Pittsburgh-Des Moines Steel Company.

9. As a matter of record, the following information is furnished. The above-mentioned tanks are made of steel plate. They have a diameter of 100 feet and a depth of 30 feet. They are designed for underground installation with a water table of not more than 10 feet above base of the tank. The tanks are designed to carry a load of approximately 800 pounds per square foot, which would roughly correspond to about 4 feet of earth plus a live load of about 100 pounds per square foot.

10. If these tanks are not shipped overseas, it is suggested that consideration be given to their installation or storage at strategic points in North or South America. They are suitable for the underground storage of gasoline or oil or similar fluids.

11. Advice in this matter is requested at the earliest practicable date.

For the Chief of Engineers:

45 AGO
DEC 19 1941
Received

John R. Hardin,
Lieut. Col., Corps of Engineers,
Executive Assistant.



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DOD ltrs
6 Jan. & 30 June 1974
By [illegible] LC, Date 10/18/76

SUBJECT: War Reserve Gasoline Storage.

AG 463.7 (12-18-41)MSC 1st Ind. RPM/kls - 1712.

War Department, A.G.O., December 22, 1941. To: Chief of the Army Air Forces.

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DOD DIR
Dr. Ard/a ab: 10/16/76

Op-30D2-FH-1-2
(SC)N24-3/EG52
Serial 0630

Jan. 3, 1942

From: The Chief of Naval Operations
To: The Chief of Staff, U.S. Army

Subject: Storage of War Reserve Gasoline.

Reference: (a) Memo. for CNO from Deputy Chief of Staff for Air, U.S. Army, dated Nov. 26, 1941.

1. The Chief of Naval Operations concurs in the proposal of the Army to deviate from the Joint Board directive of September 5, 1940, relative to the storage of war reserve gasoline, as outlined in the referenced memorandum except that, because of changed conditions, the Navy will hold in abeyance plans for further development of fuel storages in the Phillippines. Consequently, the two 40,000 barrel capacity steel tanks offered by the Army for additional gasoline storage for the Navy in that area will not be required.

2. The Chief of Naval Operations also concurs in the desirability of storing 100 octane gasoline in an ethylized condition at locations outside continental United States.

P. J. HORNE
Acting

- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

Copy to:
Deputy Chief of Staff for Air, U.S. Army
BuSer
BuS&A
BuDocks
Op-12
Op-38
Recorder of Fuel Storage Board (Lt. Comdr. Weld)

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DOD ltrs.
By [illegible] 10/16/76

November 26, 1941

MEMORANDUM FOR CHIEF OF NAVAL OPERATIONS:

Subject: Storage of War Reserve Gasoline.

1. On September 5, 1940, the Joint Board issued a directive covering the storage of War Reserve gasoline. Pursuant to this directive, project was authorized and funds allotted for the installation of storage facilities at the following locations:

Alaska
Umatilla
Oglethorpe
Tarrtown
Raccoon Creek

2. Information now available indicates no immediate or urgent necessity for War Reserve storage of aviation gasoline within the continental limits of the United States. The need for such storage in Alaska is still apparent. The world situation indicates an even greater need for the early provision of extensive additional gasoline storage in the Philippine Islands.

3. The status of War Reserve storage within the continental limits of the United States is as follows:

a. At Raccoon Creek a contractor is engaged in installing six 40,000 barrel tanks. The work under this contract is about 50% complete, and has advanced to such a point that the contract should be prosecuted to completion.

b. For the proposed storage at Umatilla, Oglethorpe and Tarrtown, contracts have been entered into for the fabrication and erection, at each location, of four 40,000 barrel tanks. Plans and specifications

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for the installation of the tanks are incomplete, and no contract has been entered into for general construction at any of the sites. The four tanks intended for installation at Tarrtown have been promised for delivery to Hawaii. The contracts for the four tanks intended for Umatilla and the four for Oglethorpe will permit of supplemental agreements to provide for erection at new locations. No loss to the United States will be occasioned by the diversion of the twelve tanks from their originally designated locations.

4. The Army proposes to deviate from the Joint Board directive, and to modify the existing plan as follows:

a. Enter into supplemental agreement with contractors for tanks intended for Umatilla and Ogelthorpe to provide for the following distribution:

(1) One (1) tank for installation at Anchorage, Alaska, for joint use by the Navy and Army Air Forces.

(2) Four (4) tanks for installation in the Philippine Islands for the storage of War Reserve gasoline for the use of the Army Air Forces.

(3) Three (3) tanks to be fabricated, but held by the contractor, and to be installed by him in accordance with instructions to be issued at a later date.

(4) Two (2) of the above three tanks to be made available to the Navy, if desired by that service, for installation in the Philippine Islands. War Department funds are available for the fabrication and temporary storage of these tanks by the contractor, but not for erection and installation. It is estimated that the cost of such additional work will be approximately $640,000.

b. Discontinue work at Umatilla, Oglethorpe and Tarrtown, and use funds provided for these projects to complete the installation of four tanks in the Philippine Islands.

c. Install, immediately, at Anchorage, Alaska, one tank at an estimated cost of $320,000.

d. Defer the installation in Alaska of the remaining 60,000 barrels of the proposed total of 100,000 barrels pending completion of an extensive investigation now under way to determine the proper location of this storage to meet tactical requirements.

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5. Instructions contained in the Joint Board directive provide that all War Reserve gasoline be stored unethylized. Tests by the Bureau of Standards and the experience of the Navy indicate that ethylized gasoline may be stored for relatively long periods with deterioration not materially greater than is the case with unethylized gasoline. In view of this, and for the added reason that the ethylization of gasoline at remote overseas stations will present many serious problems, the Army desires that gasoline in the Philippine Islands and in Alaska be stored ethylized.

6. In view of the imminent completion of the fabrication of the eight (8) tanks, and of the urgent need for the installation of those proposed for allocation to the Philippine Islands and Alaska, the War Department proposals, as indicated in Paragraphs 4 and 5 above, are submitted for your concurrence to permit of early prosecution of the work without delay which would result from the resubmission of this matter to the Joint Board.

/S/ H. H. ARNOLD,
Major General, U.S.A.
Deputy Chief of Staff for Air

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10/18/76

RECEIPT

SUBJECT: Storage of War Reserve Gasoline.

Receipt is acknowledged of Memorandum for the Adjutant General subject as above, with the following inclosures:

Incl. 1 - Ltr to TAG fm C/E, subj: "Storage of War Reserve Gasoline", 12/18/41, w/1 ind.
Incl. 2 - Cy of ltr to C/S fm CNO, subj. as abv., 1/3/42.
Incl. 3 - Memo for CNO fm Dep. CS for Air, subj. abv., 11/26/41

Officer Rank

Office

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000 nrs
10/18/76

WWD/ JBC/ rj
(Air AG)
AC 77

January 10, 1942.

SUBJECT: Request of Gasoline for Bluie West 8.

TO: The Chief of the Air Corps.

1. Reference is made to R & R, December 30, 1941.

2. It is directed that 250,000 gallons of 100 octane gas and 15,000 gallons lubrication oil be sent to Bluie West 8, disregarding former request for 150,000 gallons of gasoline.

3. It is further directed that this office be advised of action taken.

By command of Lieutenant General ARNOLD:

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

Copy for A-4 re -
Mmeo, AAF/A-4, JRF/emd, to AAG, 1/9/42.

Dispatched
JAN 11 1942
AAG

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

ROUTING AND RECORD SHEET

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DOD ltrs.
8 Jan. & 20 June 1974
By [illegible] LC, Date 10/18/76

File No. .....

Tally No. AAF .....

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

SUBJECT: Request of Gasoline for Bluie West 8.

| NO. | FROM | TO | DATE | COMMENTS |
|---|---|---|---|---|
| | | | | AAF/A-4<br>JRF/emd |
| 1 | AAF<br>A-4 | AAF<br>AAG | 1942<br>1/9 | c of AC<br>1. Request that a directive, substantially as follows, be sent to the Air Service Command<br>"1. ~~This is to supplement~~ Reference is made to R&R, December 30, 1941.<br>2. It is ~~requested~~ directed that 250,000 gallons of 100 octane gas and 15,000 gallons lubrication oil be sent to Bluie West 8, disregarding former request for 150,000 gallons of gasoline.<br>3. It is further directed that ~~Request~~ this office be advised of action taken."<br>TJH, Jr.<br>C/A-4<br>J.R.F. |

JAN 9 1942
AAG Received

copy for A-4 re-memo, AAF/A-4, JRF/emd, to AAG, 1/9/42

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HENRY HARLEY ARNOLD

Box 131 Folder 4

MILITARY

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Cy for Col. Curtis 403/932

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DOD ltrs.
6 Jan. & 30 June 1974
By: AWC LC Date: 16/10/76

Gasoline Storage Facilities - Iceland.

AFADS
WMB/mhh

1. AFADS AFRBS 1942
Col.Wooley 6/24

1. It is requested that the necessary storage facilities be installed in the Reykjavik - Keflavik Area to build up the storage capacity for aviation gasoline to a total of 5,000,000 gallons. This is to be divided so that 3,000,000 gallons of storage will be at or adjacent to the two fields at Keflavik and 2,000,000 gallons at Reykjavik.

2. Insofar as is possible, it is desired that bolted storage tanks be used.

3. Action should be initiated at once to procure and install tanks for 1,500,000 gallons and as soon as the amount of tankage already procured by the Navy Contractor and by General Bonesteel has been ascertained the balance necessary to provide the total, 5,000,000 gallons, should be procured.

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M.F.S.
AC/A-4.

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Air AG 463.7 (218)

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June 18, 1942.

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, A-4:

SUBJECT: Study on Refueling Requirements and Air-fueling for Emergency War Missions.

1. Reference is made to the attached study on fuel requirements which would be necessary in the event of utilization of the domestic air carriers for war missions.

2. This study has been made in connection with Color Plans in preparation in this office; plans in which any or all of the civil air carriers remaining with the airline companies would be brought into service for the transportation of troops or equipment to any one or more of the following Sectors:

Panama via Mexico, and as far South as Guayaquil, Ecuador.

Caribbean to include Recife, Brazil.

North Atlantic via Bluey (West 8), Indigo to Prestwick, Scotland, and the Alaskan Area.

3. The exact quantity of fuel available for the missions contemplated, at the refueling stops noted in the study, are unknown to this office.

4. It is believed, however, that sufficient fuel is available at the following locations:

Guatemala.
Panama Area.
Borinquen Field, Puerto Rico.
Waller Field, Trinidad.
Presque Isle, Maine.
Goose Bay, Labrador.

5. Type of fuel required: 91 Octane, or higher.

6. Before any of the contemplated emergency missions can be activated, fuel requirements must be adequate. Because this

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Insp/AS
Mil Req
A Def
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War O&M
Ind Is
Tech S
Comm
Weather
Traffic
Photo M&S
Tech Insp
Pub Rel
Dir Pers
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M.D.C.A.

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office would have the responsibility for arranging for utilization of the domestic air carriers in such missions, it is requested that we be advised at the earliest possible date of any action which may be taken to provide adequate fuel on these routes.

Donald H. Connolly
DONALD H. CONNOLLY,
Brigadier General, U. S. Army,
Military Director of Civil Aviation.

1 Attachment

DM:ag

Dispatched
JUN 22 1942
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DOD Dir.
By [illegible] 10/18/76
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AFAEP
FRG

JUN 20 1942
INITIALS

wtn 6/20/42

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: The Movement of Fuel into Nome, Alaska.

I. Discussion.

1. Reference Memorandum for the Assistant Chief of Air Staff, Plans, above subject, May 19, 1942, and Memorandum for the Chief of Air Staff, dated June 14, 1942, same subject, the following additional information has been obtained:

Major N. W. Rice, recently assigned to A-2, is thoroughly familiar with conditions obtaining in Alaska through years of experience there and recommends the following routes for movement of gasoline and supplies from Fairbanks to Nome:

(1) During summer, and providing Norton Sound is not denied us by enemy action, supplies may be moved by boat down the Yukon to its mouth, then transshipped in larger boats for the trip across treacherous Norton Sound to Nome.--This route is open from May 15th to October 15th.

(2) During winter, supplies which have been brought down the Yukon by tractor and sled or accumulated at Kaltag during the summer months can be moved by tractor and sled over the pass from Kaltag to Unakleet on Norton Sound and around the edge of Norton Sound over the old dog-sled trail to Nome.

2. If it proves impossible because of enemy action to supply Nome by water this summer, then the only practical means of getting gasoline and aviation supplies to Nome is by tractor and sleds this winter.

3. If supplies fail to reach Nome in sufficient quantity this

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DOD Ltr
8 Jan. & 20 June 1974
By: AHA LC; Date: 10/10/76

The Movement of Fuel into Nome, Alaska

RLO/hk

1. CAS A-4 6/22 For your information and necessary action.

R.L.O.
Colonel, GSC. (AC)

Incl:
Memo for CAS

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463.7

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Dispatched
JUN 22 1942
AAG

File
ci 6/22/42

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| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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| Chief of Staff | Sec'y Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | |
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summer the same condition will prevail at McGrath and Bethel. Both of these stations are normally supplied by water in summer. It is practical, however, to supply them, as well as Nome, by tractor and sleds from Fairbanks in winter over the frozen highways.

II. Action Recommended.

That the Director of Base Services be directed to make necessary preparations this summer in order to be in a position to supply Nome, McGrath, and Bethel, Alaska with gasoline and aviation supplies by tractor and sled this winter. Gasoline and supplies will be floated down the Yukon from Fairbanks to caches at Galena, Kaltag or Paimut by raft or barge this summer and hauled from there by tractor sled train this winter.

H. A. Craig
Colonel, G. S. C.
Assistant Chief of the Air Staff, Plans

O. A. Anderson,
Colonel, G.S.C.,
Executive Officer, Plans Division.

File
ci 6/22/42

HEADQUARTERS—ARMY AIR FORCES — COORDINATION

| Chief of Staff | Sec'y Air Staff | A. A. G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | |
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ADDRESS REPLY TO
[redacted]
WAR DEPARTMENT
WASHINGTON, D. C.

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WAR DEPARTMENT
Headquarters Army Air Forces
[redacted]
WASHINGTON

~~SECRET~~
By Authority of
The Commanding General
Army Air Forces
6/19/42 Date Initials

205/909

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By AHJ/cc LC, Date 10/18/76

June 19, 1942.

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Telephone Report of Major Hausman, Port Air Officer, Seattle Port of Embarkation.

463.7 (210) B

1. Major Hausman, Port Air Officer, Seattle Port of Embarkation, called on the telephone at 6:00 pm, June 18, 1942, stating:

a. A vessel with 10,000 drums of aviation gasoline and 112 drums of 1120 lubricating oil left Anchorage, Alaska, Sunday, June 14, 1942, for Nome, and should be there by now.

b. 4,000 drums of aviation gasoline and 50 drums of oil were shipped to Umnak last week.

c. 3,466 drums of aviation gasoline and about 70 drums of oil for Cold Bay, and 9,941 drums of aviation gasoline and 199 drums of oil for Naknek are loaded aboard ship and will leave shortly.

Max F. Schneider
MAX F. SCHNEIDER,
Colonel, G. S. C.,
Acting Assistant Chief of the Air Staff, A-4.

Hq. Army Air
19 1942
AAG Received
5:10 PM

File per sec/ps
ci 6/22/42

FOR DEFENSE
BUY
UNITED STATES SAVINGS BONDS AND STAMPS

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AFADS
MFS/HAb

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DOD Rts
8 Jan. & 20 June 1974
By [illegible] LC. Date 10/18/76

June 19, 1942.

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

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Hq. Army Air Ft.
19 1942
AAG Received
5:10 PM

MAX F. SCHNEIDER,
Colonel, G. S. C.,
Acting Assistant Chief of the Air Staff, A-4.

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Air AG 463.7 (210) B

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AD 5/8/46

~~SECRET~~

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD ltrs
8 Jan & 20 June 1974
By AFAC LC Date 10/18/76

File No. .....

Tally No. AAF .....

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

SUBJECT: Gasoline for Bluie West 8.

WMB/hmh

| NO | FROM | TO | DATE | COMMENTS |
|---|---|---|---|---|
| 1. | AFADS | AFCAS Col. Curtis | 1942 6-9 | 1. The Transportation Division, S.O.S., has advised this division as follows:<br><br>a. The Montrose with ~~24,600~~ 150,000 gallons of gas is standing off shore at Bluie West 8 expecting to land tomorrow.<br><br>b. The Alceda with 79,900 gallons of gasoline is at Bluie West 7 unloading supplies and will proceed to Bluie West 8 expecting to arrive about June 14 or 15.<br><br>c. The Biscaya is at Bluie West 1 loading 100,000 gallons of gasoline in drums to proceed to Bluie West 8 as soon as loading is completed. The trip will take four days when loading has been completed.<br><br>d. The Omaha with 100,000 gallons is ready to leave Port Newark, N. J., now.<br><br>e. There are 500,000 gallons of gasoline in Port Newark for which transportation has been provided and which will leave within the next week.<br><br>2. When these shipments have been completed over 800,000 gallons will have been put in Bluie West 8 in drums. Before any additional gasoline is shipped in drums to Bluie West 8 an attempt will be made to revise the scheduled amount to go and ascertain the amount of bulk storage that will be available at the end of July.<br><br>TJHJr<br>C/A-4 |

Air AS 463.7 (214)

Hq. Army Air Forces
10 1942
AAG Received

WMB

File
SRC

SECRET

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

Page No. _____ Air AS 463.7 (214)

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ADS/846

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DECLASSIFIED
DOD ltrs
Sec. 4 20 June 1974
By AWC Date 10/18/76

Gasoline for Bluie West 8.

WMB/hmh

1. AFADS AFCAS 1942
Col. 6-9
Curtis

1. The Transportation Division, S.O.S., has advised this division as follows:

a. The Montrose with 24,600 gallons of gas is standing off shore at Bluie West 8 expecting to land tomorrow.

b. The Alceda with 79,900 gallons of gasoline is at Bluie West 7 unloading supplies and will proceed to Bluie West 8 expecting to arrive about June 14 or 15.

c. The Biscaya is at Bluie West 1 loading 100,000 gallons of gasoline in drums to proceed to Bluie West 8 as soon as loading is completed. The trip will take four days when loading has been completed.

d. The Omaha with 100,000 gallons is ready to leave Port Newark, N. J., now.

e. There are 500,000 gallons of gasoline in Port Newark for which transportation has been provided and which will leave within the next week.

2. When these shipments have been completed over 800,000 gallons will have been put in Bluie West 8 in drums. Before any additional gasoline is shipped in drums to Bluie West 8 an attempt will be made to revise the scheduled amount to go and ascertain the amount of bulk storage that will be available at the end of July.

TJHJr
C/A-4

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Ac AS 463.7 (214)

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DECLASSIFIED
DOD ltrs
8 Jan. & 30 June 1975
By: AAW/cc LC Date 10/18/76

June 8, 1942

MEMORANDUM FOR THE UNDER SECRETARY OF WAR

463.7 (213)

Subject: Aviation Gasoline

With reference to your memorandum of May 31 on the above subject (copy attached for your convenience) I attach a report which would seem to indicate some discrepancy in the figures supplied you as compared with stockpile figures and breakdown given in the attached memorandum.

In view of the information contained in the memorandum, do you wish me to take any further action as to allocations or reserves?

(Signed) ROBERT A. LOVETT
ROBERT A. LOVETT
Assistant Secretary of War for Air

Hq. Army Air Forces
JUN 9 1942
AAG RECEIVED for
File AAG

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DECLASSIFIED
DOD 5200.1
6 Jan. & 20 June 1974
By AWC to Date 10/18/76

Subject: Aviation Gasoline.

| | |
|---|---|
| Inventories including 100 octane and equivalent blending agents - - - - - - | 3,575,000 bbls. |
| Less working stocks - - - - - - - - - - | 1,166,000 bbls. |
| Available Supplies - - - - - - - - - - - - | 2,409,000 bbls. |
| Production - - - - - - - - - - - - - - - - | 4,313,000 bbls. |
| Total Supplies - - - - - - - - - - - - - - | 6,722,000 bbls. |
| *Indicated Requirements - - - - - - - - - - | 8,190,000 bbls. |
| Indicated deficiency - - - - - - - - - - - | 1,468,000 bbls. |
| Less A & N Sealed Storage - - - - - - - | 1,061,000 bbls. |
| Total deficiency, not including station storage - - - - - - - - - - | 407,000 bbls. |

* 1,247,000 bbls. now on contract for the Army and Navy, to be delivered on or before July 1st, included. Indications are that approximately 450,000 bbls. of this amount will not be required and will be available for reallocations.

5. Production forecast, in barrels per day, is as follows:

| Month | Bbls. per day |
|---|---|
| 1942 | |
| June | 74,300 |
| July | 83,900 |
| August | 88,700 |
| September | 89,400 |
| October | 93,400 |
| November | 94,500 |
| December | 105,400 |

| Month | Bbls. per day |
|---|---|
| 1943 | |
| January | 139,900 |
| February | 143,600 |
| March | 145,500 |
| April | 168,100 |
| May | 179,600 |
| June | 187,300 |

Curtis

| 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[illegible] | |
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AAF 39

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DECLASSIFIED
DOD ltrs.
6 Jan. & 20 June 1974
By: AWN/CL LC, Date 10/19/76

MEMORANDUM FOR MR. ROBERT P. PATTERSON

Subject: Aviation Gasoline.

1. Information has been received from the Munitions Assignment Committee (Air), that requirements for the Army and Navy are always met and at no time have stocks in the United States been depleted to dangerously low levels.

2. The status of the 100 octane gasoline supplies as of June 1, 1942, is as follows:

Available Stocks -

| | |
|---|---|
| Army & Navy sealed storage - - - | 1,061,000 bbls. |
| Held on contract subject to call by the Army & Navy on or before July 1, 1942 - - - - | 1,247,000 bbls.* |
| Additional stocks in refineries available for allocation - - - | 857,000 bbls. |
| Total - - - - - | 3,165,000 bbls. |

* These stocks do not include 15 days to 30 days supplies which are maintained at U. S. Stations. These amounts at the various stations are established by available storage facilities and distances from the bases to refineries.

3. The available stockpile varies from week to week, dependent upon requirements to meet unforeseen demands in the various Theaters and the availability of transportation for export movements. To establish a fixed reserve of 2,000,000 barrels or more in sealed storage and refinery inventories will have undesirable effects. Approximately 50% of current production is being exported and stocks pile up quickly when shipments are interrupted or delayed.

4. A resume of Supply and Demand for the months of May and June, is as follows:

| HEADQUARTERS ARMY AIR FORCES | | | | | | | COORDINATION | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Chief of Staff | Sec'y Air Staff | A A G | A 1 | A 2 | A 3 | A 4 | A WPD | A insp | Budget | Sta tistics | |
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AAF 39

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WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY FOR AIR
WASHINGTON, D. C.

DECLASSIFIED
DOD Ltrs.
8 Jan. & 30 June 1976
By: AL/CC J.C. Date 10/18/76

June 2, 1942

DECLASSIFIED

MEMORANDUM FOR THE CHIEF OF AIR STAFF

Subject: Aviation Gasoline

I attach copy of a memorandum recently received from the Under Secretary of War with respect to stockpiles of aviation gasoline. The memorandum requests particularly that the Air Force officers in charge of allocation take special thought to protect the stockpile against depletion below the theoretical danger line. I assume that the word "allocation" refers in part to the amounts allocated to Lend-Lease beneficiaries in addition to routine issues to our own units.

Will you see that the appropriate division is advised of Judge Patterson's views on this subject and let me have the benefit of your judgment if you feel that any reply should be made.

ROBERT A. LOVETT
Assistant Secretary of War for Air

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May 31, 1942.

Memorandum for Mr. Lovett.

Aviation gasoline.

I understand that our stockpile of aviation gasoline has been sharply depleted. A short time ago it was at a figure less than 1,000,000 barrels. While it is somewhat larger now, it is still below 2,000,000 barrels. In my opinion it should not be allowed to fall below 2,000,000 barrels.

I trust that the Air Force officers who have charge of allocations will make sure that the stockpile will not be depleted to dangerously low levels.

Robert P. Patterson
Under Secretary of War.

RPPrer

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DECLASSIFIED
DOD Dir. 5 Jan. & 30 June 1972
By MWTCC DOD Date 10/18/76

MEMORANDUM FOR MR. ROBERT P. PATTERSON

Subject: Aviation Gasoline.

1. Information has been received from the Munitions Assignment Committee (Air), that requirements for the Army and Navy are always met and at no time have stocks in the United States been depleted to dangerously low levels.

2. The status of the 100 octane gasoline supplies as of June 1, 1942, is as follows:

Available Stocks -

| | |
|---|---|
| Army & Navy sealed storage - - - | 1,061,000 bbls. |
| Held on contract subject to call by the Army & Navy on or before July 1, 1942 - - - - | 1,247,000 bbls.* |
| Additional stocks in refineries available for allocation - - - | 857,000 bbls. |
| Total - - - - - | 3,165,000 bbls. |

* These stocks do not include 15 days to 30 days supplies which are maintained at U. S. Stations. These amounts at the various stations are established by available storage facilities and distances from the bases to refineries.

3. The available stockpile varies from week to week, dependent upon requirements to meet unforeseen demands in the various Theaters and the availability of transportation for export movements. To establish a fixed reserve of 2,000,000 barrels or more in sealed storage and refinery inventories will have undesirable effects. Approximately 50% of current production is being exported and stocks pile up quickly when shipments are interrupted or delayed.

4. A resume of Supply and Demand for the months of May and June, is as follows:



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SECRET



Subject: Aviation Gasoline.

| | |
|---|---|
| Inventories including 100 octane and equivalent blending agents | 3,575,000 bbls. |
| Less working stocks | 1,166,000 bbls. |
| Available Supplies | 2,409,000 bbls. |
| Production | 4,313,000 bbls. |
| Total Supplies | 6,722,000 bbls. |
| *Indicated Requirements | 8,190,000 bbls. |
| Indicated deficiency | 1,468,000 bbls. |
| Less A & N Sealed Storage | 1,061,000 bbls. |
| Total deficiency, not including station storage | 407,000 bbls. |

* 1,247,000 bbls. now on contract for the Army and Navy, to be delivered on or before July 1st, included. Indications are that approximately 450,000 bbls. of this amount will not be required and will be available for reallocations.

5. Production forecast, in barrels per day, is as follows:

| Month | Bbls. per day | Month | Bbls. per day |
|---|---|---|---|
| 1942 | | 1943 | |
| June | 74,300 | January | 139,900 |
| July | 83,900 | February | 143,600 |
| August | 88,700 | March | 145,500 |
| September | 89,400 | April | 168,100 |
| October | 93,400 | May | 179,600 |
| November | 94,500 | June | 187,300 |
| December | 105,400 | | |

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BY AUTHORITY OF A.C. OF S. OPD
5-24-42 Date
Initials

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
OPERATIONS DIVISION
WASHINGTON

OPD 463.7/A
(5-25-42)

May 26, 1942.

DECLASSIFIED
DOD Ltr.
6 Jan. & 20 June 1974
By AIN/CC LC Date 10/18/76

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:
(Attention: Assistant Chief of Air Staff - Plans)

Subject: Aviation gasoline at POPPY.

An officer of the Operations Division now on a trip in the POPPY area reports on May 24, 1942 that the amount of 100 octane gasoline available at POPPY as 2,500,000 gallons.

R. W. CRAWFORD,
Brigadier General,
Acting Assistant Chief of Staff.

C. A. RUSSELL
Colonel, G. S.,
Deputy Chief, Theater Group, OPD, G. S.

Air AG 463.7 (211)

Plans Div. filed cy. of this memo 5/30

FOR VICTORY BUY UNITED STATES DEFENSE BONDS AND STAMPS

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Movement of Fuel into Nome, Alaska.

RHH/ef

1. AFDAS AFADS 1942 6/17 For comment and return.

L. S. K.
AFDAS

413.44

210

Dispatched
JUN 17 1942
AAG

Filed 6/17/42

| HEADQUARTERS, ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Chief of Staff | Sec'y Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | |
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AG 463.7 (210)

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A 83/735

COPY FOR GEN. KUTER - AFDAS

DECLASSIFIED
DOD Hrs
8 Jan. & 20 June 1974
By AFAD/CC LC Date 10/14/76

AFADS
WMB/mhh

May 19, 1942.

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, OPERATIONS DIVISION:

Subject: Transportation requirements, Bolero Project.

1. It is expected that the shipping requirements for aviation oil and gasoline for the months of June, July and August 1942 to supply the staging points on the Bolero route will require bottoms to move 2,000,000 gallons a month. Approximately July 15, 1942, shipping requirements for gasoline for the months of September, October, November and December, 1942 will be furnished the Operations Division.

2. It is requested that the Transportation Section, Services of Supply, be advised that shipping requirements for this project should receive the highest priority.

For the Commanding General, Army Air Forces:

T. J. HANLEY, JR.,
Colonel, G. S. C.,
Assistant Chief of the Air Staff, A-4.

Noted file
EPC

Hq. Army Air Forces
MAY 19 1942
AAG Received

463.7 (209)

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Air AG 463.7 (209)

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COPY FOR: GEN.L.S. KUTER - AFDAS

DECLASSIFIED
DOD ltrs.
6 Jan. & 20 June 1974
By AL/CC LC, Date 10/18/76

Gasoline Storage, Northwest River.

AFADS
WMB/mhh

1. AFADS AFRBS 1942
ATT:Lt. 5/18
Col.Wooley

1. It is desired that storage facilities for 2,000,000 gallons of gasoline together with facilities for an appropriate amount of oil at Northwest River, Labrador be constructed.

2. Construction of these facilities should commence at once.

463.7 (208)

TJH,JR.,
C/A-4

noted. file
EK

Hq. Army Air
MAY 19 1942
AAG Received

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Air AG 463.7 (208)

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COPY FOR: Gen.L.S.Kuter - AFDAS

DECLASSIFIED
DOD Ltrs.
8 Jan. & 20 June 1974
By AWTee LC Date 10/18/76

Gasoline Requirements for Bolero Staging Points.

AFADS
WMB/mhh

1. AFADS AFRBS 1942 5/18

1. It is desired that gasoline and oil in the quantities as scheduled be laid down at the following staging points, the movement to begin at once.

a. At Northwest River, a total of 2,456,000 gallons of gasoline together with an appropriate amount of oil will be laid down not later than September 30, 1942. It is desired that these supplies be moved at the rate of 614,000 gallons of gasoline monthly together with an appropriate amount of oil until the total requirement has been met.

b. At Bluie West 1, a total of 1,600,000 gallons of gasoline together with an appropriate amount of oil will be laid down not later than November 1, 1942. It is desired that these supplies be moved at the rate of 325,000 gallons of gasoline monthly together with an appropriate amount of oil until the total requirement has been met.

c. At Bluie West 8, a total of 3,000,000 gallons of gasoline together with an appropriate amount of oil will be laid down not later than November 1, 1942. It is desired that these supplies be moved at the rate of 600,000 gallons of gasoline monthly together with an appropriate amount of oil until the total requirement has been met.

d. At Indigo, a total of 3,161,000 gallons of gasoline together with an appropriate amount of oil will be laid down not later than December 31, 1942. It is desired that these supplies be moved at the rate of 452,000 gallons of gasoline monthly together with an appropriate amount of oil until the total requirement has been met.

e. At Presque Isle, a total of 1,326,000 gallons of gasoline together with an appropriate amount of oil will be laid down not later than December 30, 1942. It is desired that these supplies be moved at the rate of 200,000 gallons of gasoline monthly together with an appropriate amount of oil until the total requirement has been met.

463.7 (207)

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AP3/739

COPY FOR: GEN. [illegible]ER -

DECLASSIFIED
DOD Dir.
5 Yrs. & 20 Yrs.
By: [illegible] 10/18/76

Gasoline Requirements for Bolero Staging Points.

AFADS
WMB/mhh

1 AFADS AFRBS 1942
cont. 5/18

2. You are advised that the assembly and final training points for the initial phase of this movement will be Westover, Windsor Locks and Bangor, Maine. Supplies should be maintained at these points in order that no delay in fueling at the initial stage will be experienced.

3. The Control Officer at each staging point is to provide this division with accurate figures of the gasoline and oil expended in the first phase. The total requirement and the monthly rate will be revised if necessary. You will be advised of any change.

Hq. Army A[illegible]
MAY 19 942
AAG Received

TJH, JR.,
C/A-4

Noted - file.
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Air AG 463.7 (207)

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Copy for: GEN.KUTER - AFDAS

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DOD ltrs
8 Jan. & 20 June 1974
By BLD/cc LC Date 10/19/76

AFADS
WMB/mhh

May 18, 1942.

463.7 (206)

MEMORANDUM FOR THE COMMANDING GENERAL, EIGHTH AIR FORCE:

Subject: Gasoline and Oil Expenditure, Bolero Staging Points.

It is desired that the Control Officer at each staging point established for the Bolero project provide this Division with accurate figures of the gas, oil, prestone and oxygen expenditure by types of airplanes upon completion of the first phase of the Bolero movement.

For the Commanding General, Army Air Forces:

T. J. HANLEY, JR.,
Colonel, G. S. C.,
Assistant Chief of the Air Staff, A-4.

Noted file

Hq. Army Air Force
MAY 19 1942
AAG Received

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Air AG 463.7 (206)

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WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
By: AWTec LC. Date 10/18/76

May 9, 1942.

MEMORANDUM FOR GENERAL M. F. HARMON:

Subject: Cargo Space for Materials for Construction of Gasoline Facilities on Ferrying Routes in Africa.

1. All material for the project mentioned in the attached letter which is ready for shipment will be shipped this month. High priority for cargo space has been obtained for the balance of the material to complete the project and it will be shipped as it comes off the production lines.

2. In addition to the above material, 500,000 gallons of aviation gasoline, in drums, will be shipped this month to the same destination, for use of the Ferry Command.

Incls.:
Ltr.4/29/42,frm.Gen.
George to CG,AAF,
above subject.

T. J. Hanley Jr.
T. J. HANLEY, JR.,
Colonel, G. S. C.,
Assistant Chief of the Air Staff, A-4.

Air AB 463.7 (204)

Noted
Jny
vr MFH

File per Col. York
Ci 5/16/42

SECRET

Air AB 463.7 (204)

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IMMEDIATE ACTION

S 04/29/15

23rd & C Sts., NW
Tempo Bldg. H

730

SECRET

DECLASSIFIED
DOD Dirs
8 Jan. & 30 June 1974
By A+D/cc J.C. Date 10/18/76

IN REPLY
REFER TO

WAR DEPARTMENT
ARMY AIR FORCES
HEADQUARTERS OF THE FERRYING COMMAND
WASHINGTON

April 29, 1942

SUBJECT: Cargo Space for Materials for Construction of Gasoline Facilities on Ferrying Routes in Africa.

TO : Commanding General, Army Air Forces.

1. In order to accomplish the mission of the Ferrying Command to deliver aircraft to theatres of operation, a contract has been made between the War Department and the Socony Vacuum Oil Company (DA W535 ac 1962) to build terminal and bulk storage facilities for the storage of 100 octane aviation gasoline along the ferrying routes in Africa. These facilities were to be provided with all possible speed.

2. The necessary War Export License for the necessary materials has been issued by the Board of Economic Warfare, Export Control, and in an attempt to secure cargo space for them, this headquarters has written several letters and memorandums to the Chief of Transportation of the Services of Supply and has made personal contacts with members of his section. As yet, there has been no allotment of cargo space and this Headquarters has been informed by representatives of the Services of Supply that it will be necessary for higher authority to establish the priority for these materials.

3. It is to be noted that, with the increased quantities of aircraft involved and reduced cargo space available, the problem of shipping drummed gasoline is becoming more and more uncertain. Until these tanks are erected at the various sites, tanker shipments cannot be accommodated and it is feared that lack of gasoline supply may seriously hamper, in the near future, the delivery of aircraft to theatres of operation.

H. L. GEORGE
Brig. General, Air Corps
Commanding

Army Air
AAG Received APR 29 1942

MEMORANDUM FOR THE ASSISTANT CHIEF OF AIR STAFF, A-4:

For investigation and action with view to breaking this log jam.

SECRET

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

AAG/2606

Q. M. C. Form 356 (Old Form 403)
Approved December 1, 1923

IMMEDIATE ACTION

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AFGS
MFH/hd

463.7 (204)

Dispatched
MAY 1 1942
AAG

MEMORANDUM FOR THE ASSISTANT CHIEF OF AIR STAFF, A-4:

HEADQUARTERS ARMY AIR FORCES

COORDINATION

| Chief of Staff | Sealy Air Board | | | | | | | Budget | Statistics | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | |
| | | | | | | | | | | |

For investigation and action with view to breaking this log jam.

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

AP-39

AAG/2606

463.7 (204)

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DECLASSIFIED
DOD Dir.
5 Jan. & 30 June 1974
By: AWKC LC. Date: 10/18/76

April 19, 1942

Economy in the use of gasoline, motor and aviation.

Commanding Generals: Proving Ground Command, Technical Training Command, Flying Training Command, Materiel Command, Air Service Command, and Ferrying Command.

463.7 (203)

1. Attention is invited to letter of the Commanding General, Army Air Forces, dated April 13, 1942, subject, Economy in the Use of Motor Transportation. Late developments require immediate and drastic savings in gasoline. Pending a study in accordance with the provisions of that letter, it is directed that the consumption of motor vehicle gasoline be reduced by 50% of the amount used during the third quarter, in all Air Force activities in the First, Second and Third Corps Areas and in the following states: North Carolina, South Carolina, Georgia, and in Florida east of the Apalachicola river and in Washington and Oregon. Variations in this reduction, based upon decrease or increase in strength, may be made by the Commanding Generals concerned, if necessary. Drastic economy is also necessary in the consumption of aviation gasoline.

2. Notify all stations under your jurisdiction.

By command of Lieutenant General ARNOLD:

Dispatched
APR 19 1942
AAG

R. C. LEWIS,
Lt. Col., A.C.
Actg. Asst. Air Adjutant General.

Copies furnished (by restricted telegram)
Commanding Generals: First Air Force
Second Air Force
Third Air Force
Fourth Air Force.

| 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 | |
| | | RCL | | | | | | | | | |
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AAF-39

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air ab 463.7 (203)

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RESTRICTED

DECLASSIFIED
DOD Dir
8 Jan. & 20 June 1971
By Ar/Ec Date 10/18/76

April 18, 1942

SUBJECT: Economy in the use of gasoline, motor and aviation.

TO : Commanding Generals: Proving Ground Command, Technical Training Command, Flying Training Command, Materiel Command, Air Service Command, and Ferrying Command.

1. Attention is invited to letter of the Commanding General, Army Air Forces, dated April 13, 1942, subject, Economy in the Use of Motor Transportation. Late developments require immediate and drastic savings in gasoline. Pending a study in accordance with the provisions of that letter, it is directed that the consumption of motor vehicle gasoline be reduced by 50% of the amount used during the third quarter. Variations in this reduction, based upon decrease or increase in strength, may be made by the Commanding Generals concerned, if necessary. Drastic economy is also necessary in the consumption of aviation gasoline.

2. Notify all stations under your jurisdiction.

By command of Lieutenant General ARNOLD:

R. C. LEWIS,
Lt. Col., A.C.
Actg. Asst. Air Adjutant General.

Copies furnished (by restricted telegram)
Commanding Generals: First Air Force
Second Air Force
Third Air Force
Fourth Air Force.

in all Air Force activities in the 1st 2d & 3d Corps areas and in the following states: North Carolina, South Carolina, Georgia & Florida east of the Apalachicola river and in Washington and Oregon.

| HEADQUARTERS—ARMY AIR FORCES—COORDINATION | | | | | | | | | | | |
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| Chief of Staff | Sec'y Air Staff | A. A. G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | |
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DOD Rtrs
8 Jan & 20 June 1974
By: AWC LC, Date 10/18/76

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Economy in the Use of Gasoline, Motor and Aviation.

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1.

1. It is requested that a restricted telegram, substantially as follows, be sent to:

Commanding Generals,
Proving Ground Command,
Technical Training Command,
Flying Training Command,
Materiel Command,
Air Service Command,
Ferrying Command,
First Air Force,
Second Air Force,
Third Air Force,
Fourth Air Force,
Commanding Officers,
All Stations, Posts, and Camps.

"Attention is invited to letter of the Commanding General, Army Air Forces, dated April 13, 1942, subject, Economy in the Use of Motor Transportation. Late developments require immediate and drastic savings in gasoline. Pending a study in accordance with the provisions of that letter, it is directed that the consumption of motor vehicle gasoline be reduced by 50% of the amount used during the third quarter. Variations in this reduction, based upon decrease or increase in strength, may be made by the Commanding Generals concerned, if necessary. Drastic economy is also necessary in the consumption of aviation gasoline. Signed ARNOLD."

Copies to:
Commanding Gen., S.O.S.
G-4.
Director of Base Services.

TJH
C/A-4

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DOD ltr's
6 Jan. & 20 June 1974
By ACN/CC LC, Date 10/16/86

SECRET
By Authority of
the Chief of the Air Corps
MAR 21 1942 J.J.B.
Date Initials

MAR 21 1942

Ferry Route to the Far East

Commanding General of the Army Air Forces

1. At a conference held early in January to discuss fuel and storage requirements in the Caribbean Area, a representative from Pan American Airways brought up the question of requirements of the ferry route from Natal to Bangalore. A subsequent conference, under the chairmanship of Mr. Thornberg, State Department, attended by representatives of Office, Chief of the Air Corps, Air Staff, Air Corps Ferrying Command, Pan American Airways, and various Oil Companies, discussed ways and means of providing the fuel and oil and necessary facilities for the ferry route. The Air Corps Ferrying Command stated that this was the responsibility of Pan American Airways, under their present contract.

2. It was obvious that Pan American Airways did not have personnel nor facilities to undertake such a major contract job, which would include bulk terminals, pipe lines, etc., for handling aviation petroleum products. The Office, Chief of Air Corps representative suggested that the problem be turned over to the Office, Chief of Air Corps with a statement of the facilities desired.

3. It was assumed this action would be taken by the Air Corps Ferrying Command, and in order to expedite installation of facilities, representatives of Buildings and Grounds Division and Air Service Command conferred with the Corps of Engineers, and the various Oil Companies. The Oil Companies presented in detail the existing facilities and additional installations that would be required. Representatives of the Afghan and Iranian Missions were present at these conferences.

4. Early in February, recommendations were made to the Air Corps Ferrying Command as to ways and means of installing the facilities and providing the fuel.

5. The Air Service Command had no further informal information from

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Letter to the Commanding General of the Army Air Forces
Subject: Ferry Route to the Far East

The Air Corps Ferrying Command, nor has the Air Service Command ever had any formal request to assist in providing servicing facilities, aviation fuel and oil for the project.

6. Under the present acute shortage of aviation fuels, it is obvious that the volume required for the operation of this project must be handled through allocation. The following is an extract from the minutes of the Aviation Petroleum Products Allocation Committee meeting of March 4, 1942:

"No allocations for 100 octane fuel destined for the use of the U. S. Ferrying Command have been requested. No supply or procuring authority has been appointed, and current needs are being filled through the initiative of the Oil Companies."

7. It is recommended that:

a. Installation of facilities, for handling aviation fuels and oils such as terminals, airport storage, and servicing trucks for this project contemplate both tactical and ferry operations.

b. Estimated requirements of aviation fuel and oil of both tactical and ferry operations be furnished Air Service Command for submission to the Aviation Petroleum Products Allocation Committee for necessary action.

c. Air Service Command be advised as to the present status of the project in order to coordinate fuel and oil supplies with other Air Force requirements.

HWH:dmi

H. J. F. MILLER,
Major General, U. S. A.,
Commanding General,
Air Service Command.

Dispatched
MAR 25 1942
AAG

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Air AS 463.7 (197) HWH 21 Jan 47

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DOD Dir
By A+d/Cc Date: 10/18/76

March 25, 1942

MEMORANDUM FOR THE COMMANDING GENERAL, FERRY COMMAND:

Subject: Shipments of Materials for Facilities Overseas Ferry Routes.

1. It is unnecessary to bring the matter discussed in the attached memorandum to the attention of the Chief of Staff.

2. The permission requested in the attached draft memorandum is granted.

For the Chief of the Air Staff:

E. P. Curtis,
Lt. Col., Air Corps,
Executive,
Office, Chief of the Air Staff.

Dispatched
MAR 26 1942
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| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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| Chief of Staff | Secy Air Staff | A. A. G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | |
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S03/21/4

AFAFC
Edmund Burke, Jr.,
1st Lieutenant, A.C.,
Rm. 1529 Temp. Bldg.
"H".
Extension- 71981

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DOD ltrs
8 Jan. & 20 June 1974
By: AAN/CC LC. Date 10/18/76

MEMORANDUM FOR THE CHIEF OF STAFF

Subject: Shipments of Materials for Facilities Overseas Ferry Routes.

1. In view of the fact that the War Department has contracted with the Socony-Vacuum Oil Company, the Standard Vacuum Oil Company, and the Standard Oil Company of Brazil, to purchase, ship, and install terminal and intermediate storage facilities and appurtenances for storage and distribution of 100 octane aviation gasoline along the Army Air Forces Ferry Command routes through Brazil, Africa, and the Middle East to India, permission is requested to instruct these Companies to mark their shipments as follows:

a. All Shipments to be made by the individual oil company concerned, to its representatives or sub-contractors at the site where facilities are to be installed.

b. These shipments to be marked with name of the installation point as shown on all international maps and not with the code names of these points, i.e., shipments for installation at Kano to be marked "to Socony-Vacuum Oil Company or (name of sub-contractor) at Kano", and not "to Socony-Vacuum Oil Company or (name of sub-contractor) at (code name)".

2. The above method of procedure is deemed wise and necessary due to the fact that these companies have operated and are operating their own privately owned facilities throughout these overseas areas, and less danger of compromising present code names will be encountered by handling all shipments in this manner.

cf

GENERAL ARNOLD'S OFFICE

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DOD ltrs
5 Jan. & 20 Nov. 1971
By: [illegible] Date: 10/10/76

March 18, 1942.

463.7 (194) B
ACAA F/1996

MEMORANDUM FOR THE COMMANDING GENERAL, FERRY COMMAND:

SUBJECT: Computation of Requirements for 100 Octane Gasoline.

1. The Munitions Assignments Committee (Air) is charged with the allocation of 100 octane aviation gasoline.

2. Considerable difficulty is being encountered in the allocation of aviation gasoline for the operations of the Ferry Command. The problem appears to be particularly vexing in connection with overseas operations of the Ferry Command.

3. In the absence of statements of requirements no allocations of 100 octane fuel for the Ferry Command have been requested. No supply or procuring authority appears to have been appointed and current needs of the Ferry Command are still being filled through the independent action of the oil companies.

4. In view of the responsibilities of the Munitions Assignments Board and the Munitions Assignments Committee (Air) in the assignment of 100 octane aviation gasoline and in view of the way these allocations are made, it is essential that the Ferry Command compute and present through regular Air Service Command channels the requirements for 100 octane fuel. Once having stated these requirements, it will be possible to make the necessary allocations and then any method which is agreeable with the Service Command and the Ferry Command for the delivery of the allocated quantities to any part of the world can be worked out to the satisfaction of the Ferry Command and the Service Command. Information similar to the above has been presented by the British in connection with its ferry operations.

5. It is directed that the Ferry Command in conjunction with the Air Service Command determine the monthly requirements of aviation gasoline

HEADQUARTERS—ARMY AIR FORCES — COORDINATION

| Chief of Staff | [illegible] | [illegible] | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp | [illegible] | Statistics | |
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for the next six months at the earliest practicable date in order that these requirements may be presented to the Munitions Assignments Committee (Air) and in order that necessary allocations may be made.

For the Chief of the Air Staff:

JOHN Y. YORK, JR.,
Colonel, Air Corps,
Executive, The Air Staff.

*Identical memo sent to CG, Air Service Command.

MAR 20 1942
AAG

Eq. Army Air Force
MAR 4 1942
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HEADQUARTERS—ARMY AIR FORCES — COORDINATION

| Chief of Staff | Secy Air Staff | A. A. G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | |
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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

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DOD ltrs
8 Jan. & 20 June 1974
By [illegible] LC Date 10/18/86

March 18, 1942.

MEMORANDUM FOR THE COMMANDING GENERAL, AIR SERVICE COMMAND:

SUBJECT: Computation of Requirements for 100 Octane Gasoline.

1. The Munitions Assignments Committee (Air) is charged with the allocation of 100 octane aviation gasoline.

2. Considerable difficulty is being encountered in the allocation of aviation gasoline for the operations of the Ferry Command. The problem appears to be particularly vexing in connection with overseas operations of the Ferry Command.

3. In the absence of statements of requirements no allocations of 100 octane fuel for the Ferry Command have been requested. No supply or procuring authority appears to have been appointed and current needs of the Ferry Command are still being filled through the independent action of the oil companies.

4. In view of the responsibilities of the Munitions Assignments Board and the Munitions Assignments Committee (Air) in the assignment of 100 octane aviation gasoline and in view of the way these allocations are made, it is essential that the Ferry Command compute and present through regular Air Service Command channels the requirements for 100 octane fuel. Information similar to the above has been presented by the British in connection with its ferry operations. Once having stated these requirements, it will be possible to make the necessary allocations and then any method which is agreeable with the Service Command and the Ferry Command for the delivery of the allocated quantities to any part of the world can be worked out to the satisfaction of the Ferry Command and the Service Command.

5. It is directed that the Ferry Command in conjunction with the Air Service Command determine the monthly requirements of aviation

FOR DEFENSE
BUY
UNITED STATES SAVINGS BONDS AND STAMPS

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DOD ltrs
8 Jan & 20 June 1974
LC. Date

gasoline for the next six months at the earliest practicable date in order that these requirements may be presented to the Munitions Assignments Committee (Air) and in order that necessary allocations may be made.

For the Chief of the Air Staff:

*Identical memo sent to CG, Ferry Command.

JOHN Y. YORK, JR.,
Colonel, Air Corps,
Executive, The Air Staff.

463.7 (194) *

1st Ind. AFASC-M

War Department, Headquarters, Air Service Command, Washington, D. C.
MAR 26 1942
TO: Commanding General, Army Air Forces.

1. An estimate of requirements of 100 octane aviation fuel and aviation oil for overseas operations will be secured by this office from the Ferry Command, and these figures will be submitted to the Petroleum Products Allocation Committee for allocation of quantities required.

For the Commanding General, Air Service Command:

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

Hq. Army Air Forces
MAR 27 --
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DOD ltrs.
8 Jan. & 30 June 1974
By: AW/Ca LG Date 10/18/76

Computation of Requirements for 100 Octane Gasoline.

1st Ind. AFASC-M

War Department, Headquarters, Air Service Command, Washington, D. C.
MAR 26 1942 TO: Commanding General, Army Air Forces.

1. An estimate of requirements of 100 octane aviation fuel and aviation oil for overseas operations will be secured by this office from the Ferry Command, and these figures will be submitted to the Petroleum Products Allocation Committee for allocation of quantities required.

For the Commanding General, Air Service Command:

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

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DOD Ltrs
8 Jan. & 30 June 1971
By AWC Dec. 10/19/76

March 18, 1942.

463.7 (194) a

MEMORANDUM FOR THE COMMANDING GENERAL, AIR SERVICE COMMAND:

SUBJECT: Computation of Requirements for 100 Octane Gasoline.

1. The Munitions Assignments Committee (Air) is charged with the allocation of 100 octane aviation gasoline.

2. Considerable difficulty is being encountered in the allocation of aviation gasoline for the operations of the Ferry Command. The problem appears to be particularly vexing in connection with overseas operations of the Ferry Command.

3. In the absence of statements of requirements no allocations of 100 octane fuel for the Ferry Command have been requested. No supply or procuring authority appears to have been appointed and current needs of the Ferry Command are still being filled through the independent action of the oil companies.

4. In view of the responsibilities of the Munitions Assignments Board and the Munitions Assignments Committee (Air) in the assignment of 100 octane aviation gasoline and in view of the way these allocations are made, it is essential that the Ferry Command compute and present through regular Air Service Command channels the requirements for 100 octane fuel. Information similar to the above has been presented by the British in connection with its ferry operations. Once having stated these requirements, it will be possible to make the necessary allocations and then any method which is agreeable with the Service Command and the Ferry Command for the delivery of the allocated quantities to any part of the world can be worked out to the satisfaction of the Ferry Command and the Service Command.

5. It is directed that the Ferry Command in conjunction with the Air Service Command determine the monthly requirements of aviation

HEADQUARTERS—ARMY AIR FORCES—COORDINATION

| Chief of Staff | Sec'y Air Staff | A. A. G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | |
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Air AS 463.7 (194) a

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gasoline for the next six months at the earliest practicable date in order that these requirements may be presented to the Munitions Assignments Committee (Air) and in order that necessary allocations may be made.

For the Chief of the Air Staff:

JOHN Y. YORK, JR.,
Colonel, Air Corps,
Executive, The Air Staff.

*Identical memo sent to CG, Ferry Command.

HEADQUARTERS—ARMY AIR FORCES — COORDINATION

| Chief of Staff | Deputy Chief of Staff | A. G. | A-1 | A-2 | A-3 | A-4 | A-W.P.D. | A-Insp. | Control | Statistics | |
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DOD Dirs. 5200.9 and 5200.10
By A-4 Gp. Date 10/28/76

March 5, 1942.

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, G-4:

SUBJECT: Gasoline and Oil.

1. Attention is invited to the attached paraphrase of radiogram No. 2494 from Hawaii, dated February 27th, in reply to information requested from this Division regarding amounts of gasoline at ferry points listed.

2. In view of the fact that ferry operations have already started and will shortly increase the necessity for timely replacement of gasoline and oil is evident. The Commanding General, Hawaiian Department was made responsible for the development of ferry route and maintenance of adequate supplies with stockage of 250,000 gallons of gasoline with proportionate oil as indicated in cable message No. 863 dated January 3, 1942. Subsequently, however, New Caledonia was removed from the jurisdiction of Hawaii by radiogram from the War Department dated January 26, 1942.

Hq. Army Air Forces
MAR 6 1942
AAG Hawaii

3. Since the Commanding General, Hawaiian Department has indicated the necessity of shipping being made available to him in Hawaii or from the West Coast of the United States the foregoing information is furnished relative present stockages of gasoline (with proportionate oil) so that shipping requirements can be provided as necessary to effect deliveries of gasoline. In this connection BRUSH, POPPY and PENTAN appear to be involved particularly.

Dispatched
MAR 7 1942
AAG

For the Chief of the Air Staff:

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | |
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T. J. HANLEY, Jr.,
Colonel, Air Corps,
Assistant Chief of the Air Staff, A-4.

Incl:
Info para. radio
#2494, 2/27 from Haw.

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DOD Dir.
5 Jan. & 20 Nov. 1954
By AWC Date 10/18/76

RECEIPT

DATE _____

SUBJECT: Gasoline and Oil.

Received from Headquarters Army Air Forces

a memorandum on the above subject with one inclosure:

Para. info. radio
No. 2494, 2/27 frm
Hawaii.

Officer _____ Rank

_____
Office

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Wrnt 3/5/42

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DOD ltrs
6 Jan. & 20 June 1974
By AL-N/CC LC Date 10/14/76

463.7 (185)

MAR 7 1942

SUBJECT: Aviation Gasoline.

TO: The Chief of the Air Corps.

1. Attention is invited to the fact that of practical necessity the use of aviation gasoline with aromatic content up to 20% has been required in Australia, where NEI and U. S. gasolines have been blended. The same necessity now appears to be the case in the Middle East. Through the Aeronautical Board effort is being made to standardize A-N British gasoline specifications which will ultimately govern contract production and distribution to Allied Forces.

2. It is essential that aircraft fuel systems be modified as early as possible to handle aromatic fuel. This is now in process. It is essential, also, that pertinent technical instructions be transmitted to Australia and the Middle East, emphasizing the fact that the use of aviation gasoline with aromatic content may be necessary and is possible where airplanes have been modified.

3. At the present time, it appears that instructions issued by the Materiel Division have warned against the use of aromatic fuel. It is directed that appropriate instructions be issued.

By Command of Lieutenant General Arnold

Hq. Army Air Forces
Dispatched
MAR 7 1942
AAG

R. C. LEWIS
Major, Air Corps
Acting Ass't 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 | |
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Air AS 463.7 (185)

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JFW/mwb
Wrnt 3/4/42

DECLASSIFIED
DOD ltrs
6 Jan. & 20 June 1974
By AL-N/CC LC Date 10/14/76

MAR 7 1942

SUBJECT: Aviation Fuel and Oil for "Magpie".

TO: The Chief of the Air Corps.

463.7 (184)

1. With the establishment of the Tenth Air Force, subject requirements for the next six months have been estimated at 750,000 gallons per month with proportionate oil.

2. A cablegram has been sent to "Magpie" requesting early advice of available stockages and requirements estimated for the next six months. It is directed that supply action be initiated to provide requirements stated above with a reserve of aviation fuel and oil in drums on call at Port or Ports of Embarkation of East Coast or Gulf Coast, approximately equal to 50% of requirements stated above.

By Command of Lieutenant General Arnold

Hq. Army Air Forces
MAR 5
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R. C. LEWIS
Major, Air Corps
Acting Ass't Air Adjutant General

Dispatched
MAR 7 1942
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HEADQUARTERS ARMY AIR FORCES - COORDINATION

| Chief of Staff | Sec'y Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | |
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ADDRESS REPLY TO
CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON, D. C.

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WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

SECRET
By Authority of the Chief of the Air Corps
FEB 24 1942
Date Initials

FEB 24 1942

SUBJECT: 100 Octane Aviation Fuel and Oil - Australia

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
By Ass/lc LC. Date 10/18/76

TO: Assistant Chief of Staff, A-4

1. Reference is made to letter from the Office of the Chief of Air Corps to Assistant Chief of Staff (A-4), dated February 17, 1942, subject as above.

2. This office has been informed by G-4, Water Transport Branch, that cargo space will be available on or about March 6, 1942 to accommodate 6,000 drums aviation oil for Australia.

For the Chief of the Air Corps:

W. T. Hefley

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

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DOD ltrs
8 Jan. & 20 June 1974
By AAG/ec LC. Date 10/18/76

SUBJECT: 100 Octane Aviation Fuel for Australia and South Pacific Bases.

1st Ind.

War Department, Headquarters Army Air Forces, Washington, D.C.
MAR 7 - 1942 To The Chief of the Air Corps. (Air Service Command)

1. To note.

By command of Lieutenant General ARNOLD:

R.C. Lewis

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

463.7 (182)

2nd Ind.

War Department, Headquarters Air Service Command, Washington, D. C.
MAR 10 1942 To: Commanding General, Army Air Forces.

Noted.

For the Commanding General, Air Service Command:

W. T. Hefley

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

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DOD Ltr
8 Jan. & 30 June 1974
By: [illegible] LC, Date 10/19/76

100 Octane Aviation Fuel for Australia and South Pacific Bases.

2nd Ind.

War Department, Headquarters Air Service Command, Washington, D. C.
MAR 1 0 1942 To: Commanding General, Army Air Forces.

Noted.

For the Commanding General, Air Service Command:

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

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WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
SUPPLY DIVISION, G-4
WASHINGTON, D.C.

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DECLASSIFIED
DOD ltr
8 Jan & 30 June 1974
By AGC/CC LC, Date 10/19/76

By Authority of A.C. of S., G-4, W.D.

3-2-42
Date

Initials

MAR 3 - 1942

G-4/33799

MEMORANDUM FOR THE CHIEF OF THE ARMY AIR FORCES: Attention: Col. Whiteley

Subject: 100 Octane Aviation Fuel for Australia and South Pacific bases.

1. The delay in the sailing of the tankers Charles Jones and Edwin B. De Golia was occasioned by these ships having to be armed. As these ships were not designed to carry armament, considerable reinforcing had to be done.

2. The Charles Jones is now ready to load and should depart for Australia with a full load of Aviation Gasoline in the very near future. Every effort is being made to secure an additional tanker to carry Aviation Gasoline to Australia the last of March.

3. The Edwin B. De Golia has been put at the disposal of the Commanding General, Hawaiian Department. At his request it will load motor fuel (80 octane) for Hawaii.

4. We have been advised by the Australian Military Attache that storage capacity for approximately 10,000,000 gallons of gasoline exists in Australia. Australia is being advised by radio concerning all shipments of gasoline in bulk so that storage may be prepared to receive the shipment.

BREHON SOMERVELL,
Major General,
Assistant Chief of Staff.

Hq. Army Air
MAR 4 1942
AAG Received

FRANK S. ROSS
Lt. Colonel, GSC
Chief, Port & Water Section
Transportation Branch, G-4

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AAG/1382
Air AS 463.7 (182)

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DOD Nrs
6 Jan & 20 June 1974
By AWJ/cc LC Date 10/18/76

SUBJECT: 100 Octane Aviation Fuel for Australia and South Pacific Bases.

1st Ind.

War Department, Headquarters Army Air Forces, Washington, D.C.
MAR 7 - 1942 To The Chief of the Air Corps. (Air Service Command)

1. To note.

By command of Lieutenant General ARNOLD:

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

463.7 (182)

Dispatched
MAR 7 1942
AAG

Hq. Army A[illegible]
MAR 6 1942
AAG Recei[illegible]

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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| Chief of Staff | Sec'y Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | |
| | | RCR | | | | TJH | | | | | |
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Ans as 463.7 (182)

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DOD Ltr
8 Jan. & 30 June 1974
By [illegible] LC Date [illegible]

March 3, 1942.

C-4/33799

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Subject: 100 Octane Aviation Fuel for Australia and South Pacific bases.

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BREHON SOMERVELL,
Major General,
Assistant Chief of Staff.

/s/ FRANK S. ROSS,
Lt. Col., GSC
Chief, Port & Water Section
Transportation Branch, G-4.

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DECLASSIFIED
DOD Ltr.
5 Jan. & 20 June 1974
By [illegible] LC, Date 10/18/76

RECEIPT

Date IN G-4 MAR 1 1942

SUBJECT: 100 Octane Aviation Fuel.

Received from Headquarters Army Air Forces

memorandum on the above subject with one inclosure:

Ltr to C/AAF from Ch/AC
2/16/42

~~W. H. Vissering, Major~~
Officer V. H. Williams, Jr. Rank
Major, Infantry,
Message Center Chief, G4

Transportation Branch G-4
Office

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AAF/AS
EPC/lmm

March 2, 1942

Production and Supply of 100 octane aviation gasoline.

X

For signature of the Secretary of War.

Memorandum for Record. Letter from Mr. Max Thornburg, Chairman of the Foreign Petroleum Policy Committee, suggests the appointment of a responsible War Department authority to determine the allocation of 100 octane gasoline. Reply states such a committee has been appointed.

| HEADQUARTERS—ARMY AIR FORCES — COORDINATION | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Chief of Staff | Army Air Forces | A. A. G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Bud. & Fiscal | Executive | |
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AAF/A-4
JFW/mwb
Wrnt 2/16/42

Production and Supply of 100 Octane Aviation Gasoline.

I Sec. G/S

AAF/A-4
JFW/mwb

I. 1. Transmitted for the signature of the Secretary of War.

Incl:
Drft. of ltr to Mr.
Max.Thornburg.

rewritten 3/2/42

MEMO FOR RECORD: Reference letter from Mr. Max Thornburg, dated February 3, 1942, on the subject of production and supply of 100 Octane Aviation gasoline throughout the world with suggestions for establishing a procedure covering allocation is being studied.

| Gen. Staff | Gen. Staff | A.W.C. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Fiscal | |
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AAF/AS
EPC

rewritten 2/28/42

Mr. Max Thornburg,
Chairman, Foreign Petroleum Policy Committee,
Department of State,
Washington, D. C.

Dear Mr. Thornburg:

A reply to your letter of February 3d relative to the problem of available supplies of 100 octane aviation gasoline has been delayed pending the appointment of a committee as suggested in your letter.

This committee has now been appointed and consists of Lieutenant Colonel David G. Lingle and Lieutenant Harry W. Howne, representing the War Department, and two representatives each from the Navy Department and the British Government. This committee will function under the Munitions Assignment Board and is empowered to determine the allocation of the available supplies of 100 octane aviation gasoline.

The War Department is fully aware of the importance and urgency of this problem and feels that this represents the best possible approach to its solution.

Sincerely yours,

Secretary of War.

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| READQUARTERS—ARMY AIR FORCES—COORDINATION | | | | | | | | | | | |
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| Chief of Staff | Sec'y Air Staff | A. A. G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Bud. Ot. | Statistics | |
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AAF/A-4
JFW/mwb
Wrnt 2/16/42

2/28/42

Mr. Max Thornburg,
Foreign Petroleum Policy Committee,
Department of State,
Washington, D. C.

Dear Mr. Thornburg:

Your letter of February 3, 1942, on the subject of production and supply of 100 octane aviation gasoline throughout the world with suggestions for establishing a procedure covering allocation, is being studied. It is hoped that it will be possible at an early date to accomplish a survey of allied military requirements in various theaters and elsewhere so that long range planning to meet production and distribution requirements can be better outlined.

It is believed that you can appreciate the many factors involved in arriving at such a determination. It is expected that the Munitions Assignment Board will act in accordance with the situation when requirements have been presented to it for such action.

Sincerely yours,

Secretary of War.

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

February 3, 1942

My dear Mr. Secretary:

Reference is made to my letter to you of 14 January and to your reply of 20 January, both relating to the urgency of dealing with problems of aviation fuel and lubricants.

The current production and supplies in storage of 100 octane aviation gasoline available throughout the world for the allied war effort is insufficient to meet war requirements. An overall shortage will continue for at least a period of several months, but even after total production is balanced with total supply there will remain the problem of fixing a time and place for each barrel to avoid local shortage in practical operation.

It is the opinion of the Foreign Petroleum Policy Committee, which includes representatives of the Armed Forces and of the petroleum industry at home and abroad, that an allied allocations board should be appointed which will decide the distribution of this product so that it can be utilized to the best advantage in the strategic war plans.

A brief memorandum outlining this extremely important problem and a suggested procedure, which we believe will successfully solve it, is hereto attached for your consideration.

By the very nature of the decisions required it is apparent that such a board could be comprised only of members who are fully conversant with all details of the allied war plans in which the use of aircraft is contemplated. The following existing committees whose activities might be increased to include these allocations have been suggested:

1. The Joint Aircraft Committee, consisting of :

War Department,
Lt. Gen. H. H. Arnold
Maj. Gen. W. R. Weaver
Alternate: Brig. Gen. O. P. Echols.

Navy Department:

Rear Admiral J. H. Towers
Captain R. E. Davison

British Government:
Sir. Henry Self

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C. R. Fairy
Air Marshal A. T. Harris
Air Commodore E. B. C. Betts
Air Vice Marshal Sir Roderick Hill.

This committee is now vested with power to schedule the delivery of and allocate the capacity for aircraft and aircraft components in the official program of all customers - Army, Navy, British, other foreign, and commercial - and in addition thereto will take under consideration for approval all matters pertaining to the standardization of aircraft and aircraft components. One of the obvious advantages of this committee is that with their knowledge of the actual number and types of the planes being sent throughout the world they would know the actual quality as well as the quantity of the fuels required.

2. The Combined Raw Materials Board, consisting of:
H. L. Hopkins
William L. Batt
Sir Clive Baillieu

3. The Munitions Assignment Board, membership of which is:

H. L. Hopkins
American and English military and naval leaders.

We believe the importance and urgency of this problem cannot be exaggerated, and we respectfully request that you designate an existing Board or bring about the appointment of a new Board which will have authority to fix the allocations so urgently needed. From that point the Foreign Petroleum Policy Committee, pursuant to the President's letter of December 23, will undertake to put the remaining procedure into operation in a very short time.

A copy of this letter is being sent to the Secretary of State and to the Secretary of the Navy.

Sincerely yours,

MAX THORNBURG
Chairman, Foreign Petroleum
Policy Committee
(Board of Economic Warfare)

Enclosure.



Air ASC 63 7 (181)

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Suggestions for Establishing

A PROCEDURE COVERING
THE WORLD-WIDE ALLOCATION OF
100 OCTANE GASOLINE AND AVIATION LUBRICATING OILS

## The Problem

The problem as we see it is as follows:

One: The collection currently in one office of all requirements, including the determination of actual qualities and grades, for:

1. The American Armed Forces.
2. The British Armed Forces.
3. The Dutch Armed Forces.
4. The Chinese Defense Supplies, Inc. and Allied air units working with them.
5. Supplies to the Russian Armed Forces.
6. The Ferry Command.
7. Pan-American Airways Systems.
8. Civilian requirements.
9. All other Allied needs.

Two: The collection in the same office of all information regarding visible supplies from all sources within the United States and from all Allied and other available refineries and storage abroad.

Three: The creation of a high allied command allocation board which will decide from the requirement and supply slates (a) the qualities, (b) the quantities, (c) the delivery periods, and whether shipment is to be made from the United States or from foreign sources of supply which are to be allocated to each of the units under the first problem.

Four: A clearing house from which the decisions of the allocations board will be passed on to the American and Allied industry for execution of the orders (which execution includes transportation).

## Suggested Procedure

One: It is understood that there already exists in the Office of the Petroleum Coordinator machinery for collecting data of the requirements and information regarding visible sources of supply.



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This machinery should be extended to include all of the requirements as outlined in the first problem and also all of the supplies as outlined in the second problem.

In this connection the machinery for collecting similar information which has been set up by the foreign operating companies should be fully utilized.

Two: The appointment of a high command allocations board, the personnel of which can only be selected by the highest authority of the Allied countries. Our suggestions would be representatives of the United States Armed Forces, British Armed Forces, and possibly the War Production Board. Consideration should also be given to the desirability of including the Dutch Government high command on this board in view of the fact that in addition to their role as an ally a large part of the foreign sources of supply for these products is in areas under their jurisdiction. It is suggested that consideration also be given to the Chinese high command inasmuch as they are a full ally whose efforts should be coordinated with the overall picture.

Three: The decisions of the allocations board should be communicated to the Office of the Petroleum Coordinator and the British Petroleum Board, which boards jointly will transmit to the allied petroleum industry the decisions of the allocations board. For the American companies this transmission should be through the Foreign Petroleum Operating Board.

Four: It will be the function of the allied petroleum industry to lay down supplies in accordance with these allocations and the assistance of all government services required for that purpose will be at its disposal.

It is further suggested that the allocations board be fully informed of all existing supply contracts and commitments to guide them in their allocations but after their decisions have been made the industry will be authorized to effect delivery without regard to those contracts.



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MEMORANDUM FOR RECORD

Reference is made to memorandum from Air War Plans Division to A-4 Division on the subject of high octane fuel requirements, and the particular indication therein that the subject in general was being handled by the Petroleum Coordinator—Department of the Interior and by the Joint Aeronautical Board. It is believed that this requires some elaboration in connection with high octane fuel requirements and the possibility of meeting these requirements.

It is becoming increasingly apparent that high octane fuel and high aromatic fuels will have to be considered in critical strategic category, first of all from the standpoint of production, and secondly distribution and storage.

Both the Department of Interior and the Department of State have taken some action to survey established production and facilities throughout the oil industry including storage and distribution and have been in contact with producers and the Army and the Navy through the Joint Aeronautical Board and through conferences held to attempt to provide a mechanism for the expression of military requirements on one hand and facilities to meet these requirements by the oil industry on the other hand.

There is in Washington standing committee representation of oil interests throughout the world available to supply considerable information and assist in any planning. Through pooled resources of producers and distributors (subject to approval of the Attorney General) adequate supply action can be taken by coordinated effort when once military requirements can be stated and priorities indicated through joint planning action. This can be accomplished through the medium of the Defense Allocation Board, of which Colonel George is a member or through some other corollary action, possibly the Munitions Assignments Board representing allied military requirements.

On the other hand, however, it is not clear as to what agency of the Government or other agency will head up the consolidated resources and interests of the producers. From a strategic point of view it now appears paramount that insofar as possible commensurate with any planned distribution of aircraft in particular Theaters the availability and distribution of gasoline be also planned. Considering that the centers of oil production are being aimed at by the Axis powers it is apparent that loss of such production centers necessitates an entire revision of planned distribution and storage.

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Per
By: [illegible] Aug 9, 1973
Date: 3/9/77

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In this connection it seems that considerable gasoline and oil shipments from the West Coast of the United States will be required to augment the loss of production in the Dutch East Indies. In another phase of the same problem a recommendation has been made for the construction of additional refining facilities at Abadan to support operations in the Middle East. The advisability of this must be supported by the strategic plan—Allied Military and Allied Oil Producers.

Without going into too many ramifications of a problem that seems to be acquiring considerable proportion, it is desired to stress the following:

a. A strategic estimate of the employment of Air Force in terms of aviation fuel and oil is required throughout all operating theaters and defense commands insofar as it is possible to predict.

b. The capacity of the allied petroleum facilities to meet these requirements must be known.

c. An estimate of additional facilities required to augment b under varying conditions must also be determined, including storage and distribution as well as refining operations.

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Per State Dept.
By: ___ DC; Date ___

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

3131

File No.

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

Tally No. AAF

SUBJECT: Petroleum Products Allocation.

| NO. | FROM | TO | DATE | COMMENTS |
|---|---|---|---|---|
| 2 | AAF/A-4 | AAF/C/AS | 1942 2/16 | AAF/A-4 JFW/mwb<br><br>1. With reference to the foregoing, attention is invited to a memorandum for record forwarded to Air War Plans Division by R&R prior to receipt of letter from the State Department. Tab A.<br><br>2. In this connection and with reference to suggestions for establishing a procedure by the Chairman of the Foreign Petroleum Policy Committee, Department of State, this Division feels very strongly, as indicated in the memorandum for record, that this should be done whether through the medium of the Defense Allocation Board or the Munitions Assignment Board or other corollary action representing allied military requirements. This Division is not in any position, however, to know whether the State Department or the Department of Interior should represent the pooled resources of the Allied Petroleum Industry.<br><br>3. It is recommended that a directive be issued to the affected Divisions of this Staff to prepare a strategic estimate of the situation as outlined in reference memorandum for record, sub-paragraphs a. b. and c. It is desirable to consider the requirements of the Navy, possibly through joint strategic committee action, as well as the British and other Allies. In this connection considerable data on the subject in possession of the Petroleum Coordinator, Department of Interior, can possibly be made available by A-4 Division.<br><br>4. After this strategic estimate has been accomplished it may be possible to set up certain long range plans governing the production, storage and distribution of aviation gasoline throughout the world. The particular mechanism then to implement this plan and effect necessary allocation can be decided.<br><br>5. Draft of reply to the Chairman of the Foreign Petroleum Policy Committee is attached hereto. It should |

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

File No.,.....

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

Tally No. AAF.....

SUBJECT: Petroleum Products Allocation.

| NO. | FROM | TO | DATE | COMMENTS |
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| | | | | AAF/A-4<br>JFW/mmb |
| 2. cont. | AAF/A-4 | AAF/[illegible]/AS | 1942<br>2/16 | be noted that the Munitions Assignment Board is expected to govern allocations as recommended by Air War Plans Division.<br><br>TJH/jw<br>TJH, Jr.,<br>C/A-4<br><br>Incls:<br>1--Ltr to S/W frm Mr.Thornburg,Dept. of State w/1 Incl: Suggestions for est. a procedure.<br>2--Cy memo for record (Tab A) (added).<br>3--D/F, "Production and Supply of 100 octane aviation gasoline to Sec. G/S w/1 Incl: Drft. of ltr to Mr. Thornburg for S/W signature. |

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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File No. .....

Tally No. AAF .....

SUBJECT: Petroleum Products Allocation.

| NO. | FROM | TO | DATE | COMMENTS — AAF/A-WPD RCL-hlg |
|---|---|---|---|---|
| 1. | AAF A-WPD | AAF A-4 | 1942 2/10 | 1. This Division concurs in the discussion and recommendations of basic Department of State letter from the Chairman of the Foreign Petroleum Policy Committee (Board of Economic Warfare).<br><br>2. The statement of the problem in the inclosure to the letter referred to above, "Suggestions for Establishing a Procedure Covering the World-Wide Allocation of 100 Octane Gasoline and Aviation Lubricating Oils" is further concurred in and it is believed that the suggested procedure as outlined therein should be placed in effect immediately. It is suggested that the Munitions Assignment Board should be designated as the Allocations Board to determine petroleum requirements.<br><br>3. Attention is invited to R & R, this Division, this date, Subject: Petroleum Products Situation in the Middle East, in this connection.<br><br>Incl.-Ltr. to S/W fr D/S (2-3-42) w/Encl.<br><br>H. L. G.<br>C/A-WPD |
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W-4071, AC. Rev. 8/14/41

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

~~SECRET~~

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 Initials

SUBJECT: 100 Octane Aviation Fuel - South Pacific Bases.

TO: Chief of the Army Air Forces
Attention: A-4

1. There is attached copy of letter dated January 28, 1942, from the Office of the District Engineer, South Pacific Division, San Francisco, to Lt. Col. L. P. Whitten relative to the above subject.

2. Your attention is invited to the message from Honolulu District Engineer, San Francisco, Paragraph C, which gives storage now available at various bases for receiving bulk shipments of aviation fuel.

3. The final paragraph of above mentioned letter indicates that three sets of equipment, for ship to shore discharge, are being furnished to Honolulu. It is assumed this equipment will be transferred to bases other than Suva, as the equipment being shipped on the tanker "Beau" will provide Suva with ship to shore discharge equipment.

463.7 (179)

For the Chief of the Air Corps:

Incl: Cy ltr fr Dist. Eng.
San Fran. 1/28/42

W. T. Hefley

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

File
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copy of incl withdrawn for reference

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By: [illegible] LC; Date 8/9/77

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By Order of the Division Engineer:

Jan. 28, '42 (date) JRDM (Initials)

ADDRESS REPLY TO:
THE DIVISION ENGINEER

WAR DEPARTMENT
OFFICE OF THE DIVISION ENGINEER
SOUTH PACIFIC DIVISION
351 CALIFORNIA ST.
SAN FRANCISCO, CALIFORNIA

AIR MAIL
SPECIAL DELIVERY

DECLASSIFIED
DOD Ltr.
8 Jan. & 20 June 1974
By: [illegible] LC Date 10/18/76

January 28, 1942

Lt. Col. L. P. Whitten,
Executive, Air Service Command,
Office, Chief of Air Corps,
WASHINGTON, D. C.

DECLASSIFIED

Dear Colonel Whitten:

In accordance with your telephone discussion January 27th with Head Engineer F. C. Scheffauer, there is furnished below a paraphrased copy of a radiogram sent this date to our District Engineer at Honolulu:

"An Officer of the Air Corps has now been stationed at Fort Mason Army Transport Service and Quartermaster Depot for receiving and shipping Air Corps supplies. As Engineer Department no longer possesses transporting vessels between the Mainland and Hawaii, the Air Corps Supply Officer at Washington, D. C. (Colonel Whitten) advised this date he desired to have full responsibility for shipment and procurement assumed by Air Corps, supply to be through the normal Air Corps supply channels. All essential radiograms pertaining to aviation gasoline procurement are being sent to him for his general information as to localities, discharge facilities, etc. However, considered advisable that a revised request cancelling all of the previous requests be initiated by Air Corps at Honolulu and sent through the normal Air Corps supply channels as requested by Colonel Whitten, so that the latest data will be available to him. Division Office is aiding local Air Corps Supply Officer insofar as minor unfinished Air Corps supply business in hand by this office is concerned. This office has also requested the Air Corps to take over the furnishing of necessary drums of aviation lubricating oil to accompany the aviation gasoline shipment on Norwegian tanker BEAU. Confirming previous advice furnished you, the necessary hose, buoys, etc., for ship to shore delivery of bulk gasoline will be loaded on above tanker by Division Office."

The following paraphrased copies of radio messages pertaining to aviation gasoline and lubricating oil for the Hawaii-Philippine Air Ferry Service are furnished for your additional information:

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a. Message addressed by Chief of Engineers to Commanding General, Ninth Corps Area, dated January 15, 1942.

"Chief of Engineers advised tanker BEAU will carry 419,000 gallons aviation gasoline to Suva, Fiji Islands. Remaining cargo space on tanker Air Corps advises needed for shipment other kinds of fuel oils elsewhere urgently needed. Believe tanker BEAU may leave Los Angeles about January 25th. Maritime Commission advises another tanker will be assigned in near future if sufficient space required to justify such action. When will other islands on ferrying route be able to receive bulk deliveries and in what quantities? Standard Vacuum Company's New York Office advised Air Corps they will take deck load that is not dangerous, such as lubricating oil, hose lines, buoys, etc. Further advice received from Air Depot at Sacramento that it has full authority to release to Engineer Department such lubricating oil and gasoline as you desire to transport. Quantity of lubricating oil for bases should be equal in volume to 3% of gasoline. COA. Signed Reybold."

b. Message from Division Office to Honolulu dated January 19, 1942.

(3) Information contained in message from Chief of Engineers (given in a above) relayed to Honolulu District Engineer for report, with the following request added thereto:

"Full information is requested as to the localities at which deliveries are to be made by February 1st tanker, giving the quantities of gasoline to be delivered at each spot and the form of delivery required at each spot, i.e., whether through floating hose line or by means of available pipeline and wharf."

The above information was required in order to satisfy the question raised by the Chief of Engineers regarding bulk deliveries.

c. Message to Division Engineer from Honolulu District Engineer, dated January 21, 1942.

"Relative your message January 19th concerning BEAU. Following aviation gasoline storage available Fiji Islands: 200,000 gallons at Suva, 200,000 gallons at Latouka, 700,000 gallons at

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Vatia, 50,000 gallons at Nambori, 50,000 gallons at Nandi; United States total controlled storage 1,200,000 gallons. Recommend that tanker BEAU and second tanker leaving Pacific Coast early in February fill above storage. Ship to shore discharge hose line, complete with buoys and connectors, should be on tanker BEAU. These will be taken off at Suva and stored for future tanker deliveries in Fiji Islands. At Canton, the total quantity aviation gasoline has been decreased to 40,000 gallons due to operations by Navy and Army from this island and for ferrying uses. Between January 9th and January 21st, 60,000 gallons were consumed by Navy and Army. Of Navy aviation gasoline at Canton, 55,000 gallons have been found unsatisfactory for both B-17's and B-24's due to contamination by rust and water. District Engineer this date sent personnel to Canton with filtering apparatus to salvage this gasoline. Aviation gasoline amounting to 6,000 drums will be transported to Canton January 22, arriving there about January 29th. Consumption will be very large at Canton. Two only 50,000 gallon tanks are being assembled and two additional 50,000 gallon tanks were sent January 22nd to that island from Honolulu. These tanks should be ready for receipt bulk gasoline about March 1st. Delay due to lack of welders and welding machines. Therefore necessary in interim to send to Canton aviation gasoline in drums. At Christmas Island there are now about 100,000 gallons of aviation gasoline. In addition, 37,000 gallons such gasoline was sent from Honolulu January 20th and should arrive that island about January 25th. From proposed operations out of Christmas Island, the gasoline consumption can be expected to be large. At this island, 6 only 50,000 gallon tanks are available, mounted on barges, as now impractical to discharge gasoline from ship to island until channel facilities are constructed. Therefore necessary that shipping of aviation gasoline in drums to Christmas Island be continued. 4,800 drums aviation gasoline now at Honolulu will be sent to either Christmas or Canton Islands as found advisable. Request 20,000 drums aviation gasoline be sent to Honolulu on earliest vessel for trans-shipment to Christmas and Canton Islands. Construction shore facilities will be attempted at above islands to permit aviation gasoline to be pumped from ship to shore. Ship to shore practical to Panair facilities at Canton Island, but these facilities remote from airfield and

bt here ready for shipment

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necessary transfer is difficult for small party at that place."

In connection with the statements made in the foregoing radiogram paraphrases, information is furnished that there are being shipped on the first available vessel to Honolulu three complete hoseline systems for ship to shore discharge, each consisting of 3,000 feet of 4 inch gasoline hose complete with drum buoys, wire rope cable connectors, lashings, and adaptors; in short, everything to make a complete ship to shore discharge system. This office, however, has made no arrangements for shipment to Honolulu of the 20,000 drums of aviation gasoline requested in the above Honolulu District radiogram for Christmas and Canton Islands.

For and in the absence of the Division Engineer:

Very truly yours,

J. R. D. Matheson,
Colonel, Corps of Engineers,
Executive Assistant.

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SECRET
BY AUTHORITY OF THE
CHIEF OF THE ARMY AIR FORCES
DATE
INITIALS

(Air AG)

February 28, 1942.

SUBJECT: B-25B Tanks.

TO: Chief of the Air Corps.

1. It is directed that the B. F. Goodrich Rubber Company be immediately authorized to produce, on an equitable basis, 20 sets of specially aromatic resistant leak-proof wing tanks for 20 B-25B airplanes.

2. These tanks are for the special Doolittle B-25B Project and will be forwarded to these airplanes. Exact shipping instructions will follow later.

3. Mr. R. T. Rabe of the Aeronautical Sales Division of the B. F. Goodrich Rubber Company in a letter to Lieut. Colonel J. H. Doolittle, dated February 20, advised that they could start on these tanks two weeks after receipt of order and produce one set per day without interference with their present program.

4. Report of action taken is directed.

By command of Lieutenant General ARNOLD:

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

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By: LC; Date 3/9/77

Dispatched
MAR 2 1942
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| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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| Chief of Staff | Sec'y Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | |
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Air AG 467.7 (178)

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Directive No. AAG-42

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By [illegible] LC, Date 10/18/76

February 28, 1942

DIRECTIVE MEMO FOR: Air Adjutant General

Subject: B-25B Tanks

1. It is directed that the following directive be sent to the Chief of the Air Corps:

"1. It is directed that the B. F. Goodrich Rubber Company be immediately authorized to produce, on an equitable basis, 20 sets of specially aromatic resistent leak-proof wing tanks for 20 B-25B airplanes.

"2. These tanks are for the special Doolittle B-25B Project and will be forwarded to these airplanes. Exact shipping instructions will follow later.

"3. Mr. R. T. Rabe of the Aeronautical Sales Division of the B. F. Goodrich Rubber Company in a letter to Lieut. Colonel J. H. Doolittle, dated February 20, advised that they could start on these tanks two weeks after receipt of order and produce one set per day without interference with their present program.

"4. Report of action taken is directed."

By direction of the Chief of Air Staff.

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

DISTRIBUTION:
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A-2
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AWPD
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Air [illegible] 463.7 (178)

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Directive No. AAG-42

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
By: AEN/cc LC. Date 10/18/76

February 28, 1942

DIRECTIVE MEMO FOR: Air Adjutant General

Subject: B-25B Tanks

1. It is directed that the following directive be sent to the Chief of the Air Corps:

"1. It is directed that the B. F. Goodrich Rubber Company be immediately authorized to produce, on an equitable basis, 20 sets of specially aromatic resistent leak-proof wing tanks for 20 B-25B airplanes.

"2. These tanks are for the special Doolittle B-25B Project and will be forwarded to these airplanes. Exact shipping instructions will follow later.

"3. Mr. R. T. Rabe of the Aeronautical Sales Division of the B. F. Goodrich Rubber Company in a letter to Lieut. Colonel J. H. Doolittle, dated February 20, advised that they could start on these tanks two weeks after receipt of order and produce one set per day without interference with their present program.

"4. 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.

463.7 (178)

Air required
Col Doolittle.

DISTRIBUTION:
A-1
A-2
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HEADQUARTERS—ARMY AIR FORCES—COORDINATION

| Chief of Staff | Sec. Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | |
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DOD ltrs
8 Jan. & 20 June 1974
By ALN/CC LC Date 10/18/78

Wrtn 2/27/42

MAR 2 1942

SUBJECT: 100 Octane Aviation Gasoline — Australia.

To: The Chief of the Air Corps.

1. Reference is made to cablegram from Melbourne, No. 262, dated February 16, 1942 wherein it is recommended that during the next six months 20,000,000 gallons aviation gasoline be sent to Australia for the United States Air Corps and that at the earliest practicable date 10,000,000 gallons of this amount be sent, at least 50% of first priority in drums.

2. Because of conflicting requirements between United States and Allied Forces in Australia, cablegram No. 332, dated February 16, 1942 was sent to the Commanding General, U. S. Forces in Australia requesting consolidated report, total requirements of Allied Forces in Australia and adjacent areas for the next six months showing requirements for each Air Force as separate items. Follow-up message was sent February 25, 1942 requesting also amount of present stocks available to the United States. No replies to these messages have been received to date.

3. It is necessary to augment current supplies to Australia. In view of uncertain status of requirements in Australia which have not as yet been cleared, it is directed that action in this connection be taken through the Subcommittee of the Munitions Assignments Committee.

By Command of Lieutenant General Arnold

FEB 27 1942
AAG RECEIVED

Incl:
Para. Info. Copy No.262
2/16 frm Melbourne.

R. C. LEWIS
Major, Air Corps
Assistant Air Adjutant General

HEADQUARTERS ARMY AIR FORCES - COORDINATION

| Chief of Staff | Secty Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A-MS | A-In-S | [illegible] | Statistics | |
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AAF/A-4
CHW/lml

February 26, 1942.

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
Exp. Ass/cc LC. Date 10/15/76

MEMORANDUM FOR LT. COLONEL BROWNELL:

Subject: Gasoline Storage at Belem, Natal and Recife.

1. Prior to the entrance of the United States in the war, an attempt was made to ascertain the possible needs of the Air Forces in the Caribbean and South American area. Advice received from A-WPD was to the effect that for possible tactical use at Belem, Natal and Recife, it was desired that gasoline storage in the amount of 500,000 gallons at Belem, 1,000,000 gallons at Natal and 250,000 gallons at Recife be planned for and installed. This provision was made part of a staff study undertaken in September, 1941, add which became a directive on February 4, 1942.

2. The increased Air Force being stationed in the Caribbean area under the Caribbean Defense Command made it apparent that additional gasoline storage facilities were required at practically every station in the entire area covered by this Command. In order that the proper amounts of gasoline might be available, a meeting was called, at which there were present the authorized representatives of Caribbean Defense Command, Air Service Command, Office, Chief of Air Corps, Ferrying Command, Pan American Airways, Air Staff and various representatives of the oil companies. At that meeting a comprehensive and inclusive plan for gasoline storage in the Caribbean area was evolved and a staff study written requesting authorization to survey, design and construct gasoline storage in the amounts thus decided upon. Included in this staff study was storage in the amount of 1,000,000 gallons expressly for the Ferrying Command at Belem, 100,000,000 gallons expressly for the Ferrying Command at Natal and 1,000,000 gallons expressly for the Ferrying Command at Trinidad. This latter amount is not pertinent to this discussion.

3. In subsequent conversation with Lt. Love, Executive Officer of the Ferrying Command, the coordination of tactical requirements and the requirements of the Ferrying Command at Natal, Belem and Recife, were further discussed and the addition of 750,000 gallon storage at Natal decided upon.

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| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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4. It is now to be seen that total provision was:

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| Belem | 1,500,000 gallons |
| Natal | 2,750,000 gallons |
| Recife | 250,000 gallons. |

These amounts have been provided for in a directive AG 463.7 (1-10-42) MSC-G, dated January 16, 1942 and in a directive AG 580.81 (1-17-42) MSC-G dated February 4, 1942; subjects: "Station Gasoline Storage, Caribbean Defense Command Area", and "Modification of Existing Secret P.A.A. Contract to Provide Essential Additional Facilities" respectively. The 750,000 gallon additional storage was provided for in a memorandum for Major Woolley, Air Staff, A-4, subject: "Gasoline Storage in Natal", a copy of which is attached. It is expected that still further requirements at Recife will be expressed by the Ferrying Command.

5. In connection with the entire matter of gasoline storage at the three points discussed, it is believed that it is possible and in many respects preferable to include the entire amount of storage specified under the so-called ADP contract. The reasons for this belief are that a field construction force with permission to operate in Brazil is actually in existence and performing work at the three areas mentioned.

6. It is further believed that where funds are available, additions to this contract may be arranged without the necessity of protracted staff studies, by letters instructing the contracting officer to provide the additional facilities desired under the existing contract.

Incl:
Cy of Memo to Maj. Woolley fm ACFC, 2/18/42 "Gas. Stor at Natal".

Charles H. Woolley,
Major, Air Corps.

original delivered by Major Woolley

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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6 Jan. & 30 June 1974
By AL-NICC LC Date 10/18/76

HEADQUARTERS, AIR CORPS FERRYING COMMAND

February 18, 1942.

MEMORANDUM FOR MAJOR WOOLLEY, AIR STAFF, A-4.

Subject: Gasoline storage at Natal.

In the interests of expediency and economy in handling bulk gasoline at Natal, Brazil, it is requested that the previous bulk storage requirements for the Air Corps Ferrying Command be increased in the amount of 750,000 gallons. This increase, it is understood will provide for a sufficient dockside-storage to accommodate the capacity of the largest vessel able to cross the bar into the harbor at Natal. This provides for a total of 1,750,000 gallons for Air Corps Ferrying needs in addition to the needs of other Air Corps organizations.

ROBERT M. LOVE
1st Lt., Air Corps
Executive, ACFC

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DOD ltrs
5 Jan. & 20 June 1971
By [illegible] 10/18/76

RECEIPT

DATE_____

Subject: Gasoline Storage at Belem, Natal and Recife.

Received from Headquarters, Army Air Forces, Memorandum, above subject with the following inclosure:

Cy of Memorandum for Major Woolley
From Air Corps Ferrying Command,
"Gasoline Storage at Natal", 2/18/42

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By order of the Chief of Engineers
2/21/42 (Date) (Initials)

ADDRESS REPLY TO
CHIEF OF ENGINEERS, U. S. ARMY
WASHINGTON, D. C.

WAR DEPARTMENT
OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON

REFER TO FILE NO. CE 635 (War Reserve)CO-P

February 21, 1942

DECLASSIFIED
DOD ltrs
8 Jan & 20 June 1974
By: AHW/cc LC Date 10/18/76

SUBJECT: Status of War Reserve Gasoline Storage at Panama.

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

1. Reference is made to Paragraph Three, Third Indorsement, dated December 30, 1941; file AG 463.7 (8-26-41) MSC-D, Subject: Storage of Reserve Aviation Gasoline - Panama, from the Office of the Adjutant General to the Chief of Engineers.

2. On February 2, 1942, the District Engineer, Panama Engineer District anticipated that, with the exception of pumping equipment, all tanks will be installed by June 15, 1942. Although this date is somewhat dependent on shipment of steel and construction contingencies, it is not anticipated that delays will occur.

3. Work is starting at Howard Field, Ten tanks will be completed at that station. The erection crews will then move to Clayton to erect twelve tanks consigned to that area. The first four tanks installed at Clayton will be finished approximately April 25, 1942. The pipe line from the Clayton tanks to the Corozal dock area will be installed at that time.

4. The delivery requirements of the Navy are dependent upon the receipt of the pumps. However, these tanks can be emptied by gravity, although at a very slow rate.

5. Bids covering the twenty-two deepwell and twenty-two sump pumps were opened in Washington, D. C., February 20, 1942. Bidders were requested to specify the earliest delivery dates.

By Order of the Chief of Engineers:

Garrison H. Davidson
GARRISON H. DAVIDSON,
Major, Corps of Engineers,
Assistant; Operations Br., Construction Div.

Hq. Army Air Forces
FEB 24
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By [illegible] 10/18/76

AAF/A-2
Air Int.
PMB:lmw
Written 2/19/42

SUBJECT: Semi-Monthly Report on Status of All Air Corps Gasoline and Fueling Systems in the Hawaiian Department - Dec. 16-31, 1941.

2nd Ind. (12-F5)

War Department, Office, Chief of the Air Corps, Washington, D. C., January 30, 1942 - TO: A-2, Air Intelligence Section, (Attention: Captain Kay.)

1. Forwarded for your information and return to files.

For the Chief of the Air Corps.

James C. Shively,
Lt. Colonel, Air Corps,
Executive, Buildings & Grounds Div.

1 Incl. n/c
1 cy w/d

463.7
174

3rd Ind.

War Department, Headquarters, Army Air Forces, FEB 21 1942
To Chief, Buildings and Grounds Division, Office, Chief of the Air Corps.

For the Chief of the Air Staff:

1. This information has been noted in A-2 (Air Intelligence Section) and is returned in accordance with request.

Dispatched
FEB 26 1942
AAG

1 Incl.
n/c

R. L. WALSH,
Colonel, Air Corps,
Assistant Chief of Air Staff, A-2

FEB 28 1942
AAG [illegible]

HEADQUARTERS ARMY AIR FORCES - COORDINATION

| Subject of Staff | Party Air Head | A-A | A-1 | A-2 | A-3 | A-4 | A-5 | [illegible] | [illegible] | [illegible] |
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Via Clipper Copy #1 of 7

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DOD Rev.
Ann/cc 10/18/76

WAR DEPARTMENT
UNITED STATES ENGINEER OFFICE

Honolulu, T. H. January 4, 1942

Refer to File No. 2021.3

SUBJECT: Semi-Monthly Report on Status of All Air Corps Gasoline and Fueling Systems in the Hawaiian Department - Dec. 16-31, 1941.

TO: The Chief of the Air Corps..
U. S. Army
Washington, D. C.
(THROUGH The Commanding General, Hawaiian Department
Fort Shafter, T. H.)

Submitted herewith is subject report requested by letter dated August 6, 1941, from the Chief of the Air Corps to the Commanding General, Hawaiian Department, Subject: Status of All Air Corps Gasoline Storage and Fueling Systems in the Hawaiian Department; 1st Ind. by the Commanding General; and letters dated September 8, 1941 and September 30, 1941, from Headquarters Hawiian Department, Fort Shafter, T. H., to the District Engineer, Subject: Report on Status of Air Corps Gasoline Storage.

For the District Engineer:

W. P. McCrone /s/
W. P. McCrone,
Captain, Corps of Engineers,
Executive Assistant.

Incl:
Dec. 16-31, 1941 report in trip;.

Eng. 319.1 1st Ind.

Headquarters, Hawaiian Department, Fort Shafter, T. H., 7 January 1942.
To: Chief of the Air Corps, Washington, D. C.

Incl: n/c
1 cy w/d

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DOD DIR
By AAN/CC 10/18/76

SUBJECT: Action on Deferred Items.

AG 600.12 (2-16-42)MSC 3rd Ind. RPM/rch-1705.

War Department, A.G.O., March 3, 1942. - To: The Commanding General, Field Forces, and the Commanding General, Caribbean Defense Command, IN TURN.

For remark.

By order of the Secretary of War:

H.B. Van Sickler

Adjutant General.

1 Incl. n/c.

Eq. Army A

MAR 4 1942

AAG Received

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INFORMATION COPY TO: 1. Chief of the Army Air Forces, ref. his 2nd Ind., Mar.3,1942, to TAG, air AG 463.7



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CHW/lml

2/25/42

DECLASSIFIED
DOD ltrs
8 Jan. & 25 June 1974
By: [illegible] Date: 10/14/76

Subject: Action on Deferred Items.

2nd Ind.

War Department, Headquarters, Army Air Forces, Washington, D. C.
MAR 3 1942 To: The Adjutant General.

1. Reference paragraph 3 of basic correspondence, this office has no knowledge of 25,000 barrel gasoline storage requested in letter of January 10, 1942, copy of which is attached.

2. The 700,000 gallons of aviation gasoline at St. Croix mentioned in directive from The Adjutant General dated January 16, 1942 was to provide operational station storage at St. Croix and was not in any way related to the other items.

FOR THE CHIEF OF THE ARMY AIR FORCES

1 Incl. n/c

Dispatched
MAR 3 1942
AAG

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

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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10/18/76

WAR DEPARTMENT
Office of the Chief of Engineers
Washington

CE 600.1 (Puerto Rico) COA

February 16, 1942

Subject: Action on Deferred Items.

To: THE ADJUTANT GENERAL.

1. Reference is made to the letter of January 10, 1942 from the Commanding General, Caribbean Defense Command, same subject as above, forwarded to this office by second indorsement of February 4, IAG 600.12 (1-10-42) MSC), copy attached.

2. Comments on items a,b,c,d and h were included in the third indorsement of February 11, 1942 from this office to the Adjutant General.

3. With reference to item e, this office received a directive from the Adjutant General on January 16, 1942 covering the design and construction of additional aviation gasoline storage at various bases in the Caribbean area and Central and South America. Included in this directive was construction of storage for 700,000gallons of aviation gasoline at St. Croix. This directive has been released to the Division Engineer, Caribbean Division, with instructions that he take necessary action to furnish the storage. He was instructed to contact the Caribbean Defense Command relative to type and size tanks to be used, final locationof storage, and type distribution system to be employed. If the 25,000 barrel storage requested in the letter of January 10, 1942 is additional to that included in the above directive, further information is requested. This office has no record of the proposed installation of storage for 25,000 barrels of gasoline.

4. With reference to item g, this office has no record of the proposed addition to the administration building, Losey Field, as a deferred item. However, the District Engineer was directed on January 2, 1942 by the Commanding General, Caribbean Defense Command, to provide this extension as an emergency operation. Funds for this purpose have been advance d to the District Engineer, Puerto Rico.

For the Chief of Engineers:

/s/ Wm. J. Ely,
Wm. J. Ely
Captain, Corps of Engineers,
Assistant Chief, Operations Branch.

1 Incl.
Cy of 600.1 (P.R.) 396, w/1st & 2nd Inds.
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DOD ltrs.
Dec. & 20 June 1974
By: [illegible] LC Date: 10/19/76

HEADQUARTERS CARIBBEAN DEFENSE COMMAND
Office of the Commanding General

In reply
refer to:

CDC-S 600.1 TD
(1-10-42)

Quarry Heights, Canal Zone

January 10, 1942.

SUBJECT: Action on Deferred Items.

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

1. Early consideration by the War Department is desired on the items listed below:

a. Cold Storage unit at San Juan, Puerto Rico total capacity of 280,000 cubic feet with auxiliary power to cost $600,000.00. The War Department has included in future estimates construction of additional cold storage space of slightly more than 200,000 cubic feet for $275,000.00. The Insular Government has initiated a program for the establishment of a much needed reserve of food supplies for the civil population and requires immediate action by the Army in order that commercial storage now rented may be released and obviate the need of renting more.

b. Housing for immediate augmentation submitted through Caribbean Defense Command by 2nd Ind., Puerto Rican Sector 9-20-41 file 320.2 to AGO AG 320.2 (8-14041)MC-C subject, "Augmentation of Foreign Garrisons $720,000.00."

c. Fencing for Army Terminal and Fort Buchanan. Eight foot hurricane fence around Fort Buchanan reservation and around Army Terminal Area approximately eight miles in length. Cost $162,000.00.

d. Ordnance Warehouse Fort Buchanan submitted to War Department by 1st Ind.,PRS 10-26-41 AG 600.1 Fort Buchanan $85,000,00.

e. Gasoline Terminal St. Croix including 25,000 barrel tank $460,000.00.

f. Panama emplacements for three batteries 155mm guns at St. Thomas included in SC project for St. Thomas awaiting War Department action $120,000.00.

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g. Addition to Administration Building, Losey Field $5,000.00.

h. Army Terminal projectof two additional warehouses inclusion of deleted items $470,300.00.

By command of Lieutenant General ANDREWS:

/s/ Thos. B. Woodburn

THOS. B. WOODBURN,
Colonel, A.G.D.
Adjutant General.

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DOD Dir
8 Jan 1974
By: LC Date:

600.1-PRD-D 1st Ind.

GENERAL HEADQUARTERS, U. S. ARMY, Army War College, Washington, D.C., February 1, 1942. TO: Chief of Engineers, War Department, Washington, D.C. (Thru The Adjutant General, Washington, D. C.)

1. This headquarters concurs in the recommendation of the Commanding General, Caribbean Defense Command, as stated in paragraph 1. d., requesting early consideration for the construction of Ordnance Warehouse at Fort Buchanan.

2. Reference paragraph 1. f., no action is recommended at this time. The SC project at St. Thomas is now in process of further negotiation.

3. There is no information in this headquarters upon which to base a decision regarding the other items in the basic letter.

For the COMMANDING GENERAL:

/s/ J. W. Ramsey

Lt. Col., A.G.D.,
ssistant Adjutant General

1 Incl. -
GHQ memo slip,
same subject.

43 AGO
Feb 2 1942
Received

Feb 2 1942
Recd Misc. Div., AGO.
S. & C. Section

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DOD ltrs
6 Jan. & 20 June 1974
Sec. [illegible] LC. Date 10/8/76

SUBJECT: Action on Deferred Items.

AG 600.12 (1-10-42)MSC 2nd Ind. RPM/cc - 1705.

War Department, A.G.O., February 4, 1942. To: Chief of Engineers.

Attention is invited to the preceding 1st Indorsement.

By order of the Secretary of War:

/s/ D. R. VAN SICKLER

Adjutant General.

1 Incl. n/c

CDC-S 600.1 TD (1-10-42)
Ltr Hq CDC to CG FF, 1-10-42, sub: "Action on Deferred Items"

| | | | |
|---|---|---|---|
| G-4 | QM<br>Ord<br>AA<br>ENGR | 1/20/42 | For remark and recommendation<br>Return to G-4<br><br>M.B. Bell<br>Col., G-4 |
| QM | G-4 | 1/24/42 | It is not clear whether request for 280,000 cu. ft. cold storage is instead of, or in addition to 200,000 cu. ft. in estimates. Based on contemplated strength (39636) Puerto Rican Sector (including Air Corps) OP-CT 12-1-41 280,000 cu. ft. should provide adequate facilities for 30 days stor perishables subsistance including potatoes and onions.<br><br>R.C.L.G. |
| Ord | G-4 | 1/26/42 | Approval is recommended for the Ordnance Warehouse in paragraph 1 d.<br><br>R.W.D.<br>OO |
| Engr | G-4<br>thru<br>AA | 1/29/42 | Recommend this letter be referred to the Chief of Engineers for remarks.<br><br>PHT/vs<br><br>W.F.T. |
| AA | G-4 | 1/30/42 | The project for 3 batteries 155mm guns at St. Thomas was not approved, consequently no action to obtain funds for Panama mount emplacements was taken by the War Department.<br><br>M.C.H. |

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DOD Dir's
6 Jan. & 20 June 1971
By: [illegible] LC Date 10/14/76

RECEIPT

DATE _____

Subject: Action on Deferred Items.

Received from Headquarters, Army Air Forces, 2nd Indorsement, above subject with the following inclosure:

Letter from Hq. CDC-S 600.1 TD
(1-10-42), 1/10/42 to CG, Fld. Fcs.,
Washington, D. C. 2/2 Inds. & 1 Incl.:
GHQ memo slip, same subject.

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Officer Rank

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Office

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AAF/A-4
CHW/lml

2/24/42

Subject: Aviation Gasoline Storage in Hawaii.

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
By AWW/cc LC Date 10/18/76

1st Ind.

War Department, Headquarters, Army Air Forces, Washington, D. C.
FEB 25 1942 To: Office, Chief of the Air Corps (Attn: Buildings and Grounds Division).

1. For comment and return.

By Command of Lieutenant General Arnold

Incl. n/c

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

463.7 (172)

Dispatched
FEB 25 1942
AAG

Hq. Army Air Forces
FEB 25 1942
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 | |
| | | | | | | TJH/JW | | | | | |
| | | | | | | CHW | | | | | |

AAF-39

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Air AS 463.7 (172)

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ADDRESS REPLY TO
CHIEF OF ENGINEERS, U. S. ARMY
WASHINGTON, D. C.

REFER TO FILE NO. _____

WAR DEPARTMENT
OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON

COA

2-19-42

JB

February 19, 1942.

Subject: Aviation Gasoline Storage in Hawaii.

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
By: [illegible] LC Date: 10/18/76

To: THE CHIEF OF THE ARMY AIR FORCES.

(Attention: A-4)

1. The inclosed "Report on Air Field Aviation Gasoline Storage" written by Mr. Johnson and Mr. Norris of the Engineers' Committee on Oil Storage is forwarded for your information and comment. Your attention is especially invited to the following paragraphs:

| | |
|---|---|
| Bomb-proof Storage - Design of Tanks | - Page 2 |
| Alternate Design for Future Tanks | - Page 6 |
| Aqua System | - Page 9. |

2. It is requested that the inclosed report be returned to this office with your comments as soon as practicable.

For the Chief of Engineers:

WM. J. ELY,
Captain, Corps of Engineers,
Assistant; Operations Branch,
Construction Division.

Inclosure:
"Report on Air Field Aviation Gasoline Storage".

cc: Chief of Army Air Forces, 2-3

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AAG/764

2-3

Air 00 465.7 (172)

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DOD ltrs
8 Jan. & 20 June 1974
By: [illegible] Date: 10/14/76

RECEIPT

DATE _____

Subject: Aviation Gasoline Storage in Hawaii.

Received from Headquarters, Army Air Forces, 1st Indorsement, above subject with the following inclosure:

"Report on Air Field Aviation Gasoline Storage."

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Officer Rank

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Office

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

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WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

~~SECRET~~
By Authority of
the Chief of the Air Corps
FEB 18 1942
Date Initials

SUBJECT: 100 Octane Aviation Fuel and Oil - Australia. FEB 18 1942

DECLASSIFIED
DOD Itrs
By NARS Date 10/18/76

TO: Assistant Chief of Air Staff
Attention: A-4

1. Reference is made to your memorandum for the Chief of the Air Corps dated February 9, 1942, subject: "Gasoline and Oil Requirements". Six thousand drums of aviation oil will be available at the Parr Terminal, San Francisco, March 6, 1942, subject to call by the Air Corps.

2. This office will inform G-4, Water Transport Branch that the oil will be available for shipment March 6, 1942.

For the Chief of the Air Corps:

W. T. Hefley

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

Noted A-4/

air 319

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air ab 463.7 (179)

Air AS 463.7 (179)

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AAF/A-4
JFW/mrb
Wrnt 2/27/42

DECLASSIFIED
DOD Dirs. 5200.9 & 20 June 1974
By AFHRA/CC DO Date 10/18/76

February 27, 1942.

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, G-4:

SUBJECT: Aviation Gasoline and Oil.

1. Reference is made to memorandum from G-4 to the Air Staff, on the above subject, dated February 22, 1942. As recommended in paragraph 2 thereof, requisitions for aviation gasoline and oil should be sent through the Theatre Commander direct to the Port Commander charged with the supply of a particular Theatre.

2. It must be understood with reference to paragraph 1 that under no circumstances should the Port Commander procure, ship, or call for delivery of aviation gasoline and oil on Air Corps contract unless directed by the planning, procurement and assignment action outlined in paragraph 3.

3. The supply of aviation gasoline and oil now required considerable coordination and planning which is being effected through a Working Subcommittee of the Munitions Assignment Committee. By this procedure requirements and allocations covering the supply and movement of large quantities of aviation fuel and oil into particular Theatres will be effected.

4. From the standpoint of supply and shipping the particular problem has been to secure information periodically from Foreign Theatres to maintain a complete picture of supply, on hand and required. In this connection information is necessary regarding storage and transfer facilities capable of handling bulk shipments or the necessity of shipment in drums or smaller containers. Theatre Commanders have been requested to make periodic report. It appears necessary, however, that this must be constantly followed up. If Port Commanders can accomplish this through their channels of communication and keep the planning and procuring agencies of the Air Force Staff and Munitions Assignments Committee informed at all times, this action is recommended.

413.7 (28)

HEADQUARTERS ARMY AIR FORCES - COORDINATION

| Chief of Staff | A-1 | A-2 | A-3 | A-4 | For the Chief of the Air Staff: | Station |
|---|---|---|---|---|---|---|
| 2 Incls. 1—Memo for AS, 2/22 frm G-4. 2—Memo for AG/S, G-4 frm AAF/AS, 2/17 | | | | | | |

Disposed
MAR 1 1942
AAG

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

AAF-39

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Air AC 463.7 (168)

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DOD ltrs.
8 Jan. & 20 June 1974
By [illegible] LC. Date 10/18/76

G-4/33889

February 22, 1942.

MEMORANDUM FOR THE AIR STAFF:

(Attention Colonel Hanley)

Subject: Aviation Gasoline and Oil.

1. In reply to your memorandum of February 17, 1942, requesting clarification of the method of supply of aviation gasoline and oil to overseas destinations, the following comments and suggestions are offered.

2. Troops overseas are now to be supplied through ports of embarkation in accordance with the provisions of AG 400 (1-17-42)MSC-D-M dated January 22, 1942, subject: Supply of Overseas Departments, Theaters and Separate Bases. Although, under this plan, Class III supply is directed to be automatic, there is no reason why the supply of aviation gasoline and oil should not be handled in variable quantities. If this procedure is used requisitions for aviation gasoline and oil should be sent through the Theatre Commander, direct to Port Commander charged with the supply of the particular theater. Stocks of aviation gasoline and oil should be made avilable to Port Commanders.

3. If it is desired that requisitions for aviation gasoline and oil for overseas theaters be sent direct to the Chief of the Army Air Forces, then request may be made by him on the port Commander for shipment of aviation gasoline and oil, provided the amount of aviation gasoline and oil to be shipped is made avilable to the Port Commander.

4. The Supply Division recommends the procedure indicated in paragraph 2, but has no objection to the procedure indicated in Paragraph 3. However, regardless of the procedure used, aviation gasoline and oil will be shipped by the Port Commander in the priority given it by the Theater Commander.

5. It is desired the Assistant Chief of Staff, G-4, be informed as to which of the above methods the Chief of the Army Air Forces desires to use in order that appropriate instructions may be issued.

BREHON SOMERVELL,
Major General
Assistant Chief of Staff

/s/ H. A. MAILIN,
Lt. Col., General Staff
Assistant Executive

Incl:
Memo for ACoS,G-4 2/17/42.

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DOD ltr's
8 Jan. & 30 June 1971
By: [illegible] LC: Date 10/15/70

RECEIPT

DATE _____

SUBJECT: Aviation Gasoline and Oil.

Received from Headquarters, Army Air Forces a memorandum on the above subject with the following inclosures:

1—Memo for AS/ 2/22/42 from G-4.
2—Memo for AC/S, G-4 from AAF/AS, 2/17/42

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Officer Rank

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Office

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AAF/A-4/199
JFW/mwb
Wmrt. 2/17/42

DECLASSIFIED
DOD Dir. 5 Nov. & 20 June 1974
By Stroll/CC, WC, Date 10/14/76

February 17, 1942.

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, G-4:

SUBJECT: Aviation Gasoline and Oil.

463.7 (168)

1. The above subject appears to require some clarification. Through the Air Service Command, Office, Chief of the Air Corps, contracts for aviation gasoline and oil have been effected to clear from various points in the United States with shipping made available as influenced by G-4 and possibly through the medium of the oil Industry. With greatly increased requirement and due also to loss of certain producing fields, the problem of transportation is considerably multiplied.

2. It is believed that close coordination is required to effect necessary shipments out of the United States, particularly from the West Coast to "I" and ferry routes thereto. For planning purpose it is obvious that information must be available regarding movement of supplies and the time thereof. In this connection responsibility has been placed upon the Commanding General, Hawaiian Defense Command to indicate and establish supply requirements along the ferry route including New Caledonia. However, by radiogram to the Commanding General, Hawaiian Department, dated January 26, it was indicated that supply of New Caledonia was not his responsibility.

3. Whatever channel of information regarding status of available and required aviation gasoline and oil, it is believed that it should be clearly defined. Port Commanders will not be able to effect the automatic supply of aviation gasoline and oil. Available stocks and requirements have been indicated directly or indirectly to this Division for necessary action. It is desirable that this procedure be insured.

| HEADQUARTERS Requirements for Forces in United [illegible] Allied Forces in | | | | | | | | | | | |
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| Chief of Staff | Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A-W.D. | A-Insp. | Budget | Fiscal | |
| possibly as much as 7,000,000 gallons a month in the near future as it now seems. Increased shipments along the ferry route will also | | | | | | | | | | | |
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Air AG 463.7 (168)

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be involved commensurate with ferry operations. It is understood that the tankers "S. S. Degolia" and "Charles Jones" have been considered for supply purpose but are not yet available for actual movement. It is important to effect early shipping of gasoline supplies from the West Coast now pending and to augment supply as indicated above. Information and any comments relative the foregoing are requested leading to more complete coordination.

For the Chief of the Air Staff:

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

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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| Chief of Staff | Sec'y Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | |
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8 Jan. & 30 June 1975
By: AEA/CC LC Date 10/15/76

# RECEIPT

Date _____

SUBJECT: Aviation Gasoline and Oil.

Received from Headquarters Army Air Forces a memorandum on the above subject, dated February 17, 1942.

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Officer Rank

_____
Office

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AAF/A-4/185
JFW/mwb
Wrnt 2/16/42

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DOD ltrs.
8 Jan. & 30 June 1974
By AWN/Co LC Date 10/18/76

FEB 1 1942

SUBJECT: Aviation Gasoline Requirements in the Far East.

TO: The Chief of the Air Corps.

463.7 (166)

1. Attached hereto is a paraphrase of signal 00795 from ABDACOM, February 5, 1942. Reference is made to letter from Chief of the Air Corps to the Air Staff, dated February 11, 1942, subject: "100 Octane Aviation Gasoline—Australia" in relation to this message. Reference is also made to letter from the Aeronautical Board to the Standard Vacuum Oil Company, dated February 10, 1942 on the subject of permissible 20% aromatics in 100 octane fuel being produced by Palembang Refineries or refineries and storages of other companies distributing in the Far East.

2. This entire subject has been discussed with the Air Service Command (Lt. Howze) and action involved with respect to the use of aromatic fuel up to 20% has been taken. Attention is invited, however, to the current necessity of insuring earliest unimpeded changeover to modify and deliver American airplanes capable of using aromatic fuel with replacement hose, diaphragms and tanks resistant to aromatics on aircraft delivered to Australia, as covered in Items a. and b. reference message. It is requested that early information be furnished on this program to cover all airplanes by type and location.

3. Attention is also invited to comments in first paragraph and sub-paragraph c of reference message covering necessity of coordination with the British through a joint purchasing commission in Washington and the interchange of information on outstanding orders for fuel and lubricants to prevent duplication of effort. As requested in letter reference above, message to General Brett is being sent on this subject.

FEB 17 1942
AAG RECEIVED

By Command of Lieutenant General Arnold
JOHN B. COOLEY
Colonel, A. G. D.

Incl: HEADQUARTERS ARMY AIR FORCES - COORDINATION
Paraph of Signal 00795
From ABDACOM, 2/5/42.

| Chief of Staff | Sec'y of Air Staff | A.C.A.S. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics |
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AAF-35

Air 463.7 166

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PARAPHRASE OF SIGH AL 00794 OF 5TH FEBRUARY IN CIPHER TO AIR MINISTRY WHITEHALL REPEATED RAFDEL, REPEATED ADGAS WASHINGTON FROM ADVANCE.

QP 22 of 5th February reference your W865 X304 of 29/1. The proposal I made for a Joint Purchasing Commission in Washington was as a result of the need for coordinating demands received from different Allied Forces in this command.

It is therefore presumed that the existing London-Washington organisation will maintain equal contact with Agwar in order to prevent duplication. Presen programme is to build up three months' reserves of fuel (gasoline), oil, ancill lubricants, and refuelling equipment to meet consumption of hundred octane fuel, 20,000 tons monthly by 1,200 fighters, 400 heavy bombers and 500 other types. My QP 12 of 28th January refers.

U.S. and Dutch Air Forces have agreed to joint provisioning through new local petroleum board but first of all smooth results depend upon maximum availa bility indigenous hundred octane which is endangered by the continued necessity to supply non-aromatic fuel to all types American aircraft now arriving or allocated. Complete change-over of Palembang refineries to non-aromatics will reduce the production of hundred octane by about 40% with consequent increased call on tankers to import the balance of requirements. Secondly, on full knowledge here of existing outstanding orders already made by American Air Force Thirdly, on information regarding grades of lubricants and oil required by types of aircraft envisaged for delivery after existing allocations.

It is therefore requested that you contact Agwar urgently

(a) to ensure earliest unimpeded change-over to deliverer of American aeroplanes capable of using aromatic fuel

(b) to furnish forthwith replacement hose diaphragms and tanks resistant to aromatics for fitting to aircraft already here

(c) To let me know of any outstanding orders for fuels and lubricants

(d) MTA indicate any new ancillary coolants or lubricants necessary for aircraft types envisaged but as yet unallocated.

In regard to (d) I propose to reduce the variety of ancillary lubricants to the smallest number of items consistent with maintaing both British and American types of aircraft. These proposals are being signalled separately.

Rafdel please pass to Agwar.

6/2/42..

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AAF/ A-4
JFW/mwb
Wpnt 2/28/42

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DOD ltr
8 Jan & 20 June 1974
By Ann/ca 10/18/76

February 28, 1942.

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, G-4:

SUBJECT: 100 Octane Aviation Fuel.

463.7 (165)

1. Reference is made to letter on the subject: "100 Octane Aviation Fuel — Australia and the South Pacific Bases", dated February 16, 1942 from the Chief of the Air Corps to the Chief of the Army Air Forces attached hereto for information.

2. This subject has been previously covered by memoranda from this Division to G-4, dated February 17, 1942 and February 27, 1942.

For the Chief of the Air Staff:

Hq. Army Air Forces
FEB 28 1942
AAG RECEIVED

Incl:
Ltr to C/AAF frm
Ch/AC, 2/16/42.

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

Dispatched
MAR 1 1942
AAG

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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| Chief of Staff | Sec'y Air Staff | A.A.G. | A-1 | A-2 | A-3 | A-4 | A-WPD | A-Insp. | Budget | Statistics | |
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DOD Ltr's
8 Jan. & 20 June 1974
By A.J.N.Jr. LC. Date 10/18/76

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By Authority of
the Chief of the Air Corps
FEB 16 1942
Date
Initials

100 Octane Aviation Fuel - Australia and the South Pacific Bases.

The Chief of the Army Air Forces.

1. This office, about December 15, 1942, requested the Maritime Commission through Water Transport Branch, Office of the Quartermaster General to make available about February 15, 1942, a tanker of 80 to 120,000 barrels for shipping 100 octane aviation fuel to Australia.

2. January 28, 1942, this office was advised by G-4 (Water Transport Branch) that the tankers "Charles Jones" and "Degollia", capacity 103,000 and 35,000 barrels had been secured by that office for loading at Los Angeles.

3. The "Charles Jones" to be loaded January 29, 1942 for movement to Australia. The "Degollia" to be loaded about February 10, 1942 - February 15, 1942 for movement to Pacific Bases.

4. At the present time, Suva is the only one of the Pacific Bases that has facilities for receiving bulk cargoes.

5. This office had arranged for aviation fuel on the West Coast for February 15th loading. No information was received prior to January 28th, that the tankers referred to in Paragraph 2 above would be available for January 29, 1942 and February 10, 1942 loading.

6. In spite of this sudden notice, Wright Field succeeded in securing 103,000 barrels from Richfield Oil Company for loading the "Charles Jones", of which approximately 72,000 barrels was from Air Corps war reserve storage.

7. Richfield was notified by Wright Field to load the "Charles Jones" January 29, 1942, and this office advised G-4, and Water Transport Branch, Office of the Quartermaster General of this arrangement and requested Port Quartermaster to authorize the loading.

8. Wright Field advised this office January 30, 1942 and again February 3, 1942 that Richfield had not been authorized to load the vessel. This

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office, on each date, requested of G-4 that the authorization be given promptly.

9. February 7th, Mr. Bergen (Maritime Commission) called this office asking why the vessels had not sailed stating that if the Air Corps was not going to use them, they would be transferred to other most urgent needs for petroleum cargoes.

10. Commander Callaghan, U. S. Navy, through Commander Lindley, also inquired why these vessels were not in service.

11. This office again contacted G-4, (Water Transport Branch) and was informed the Maritime Commission had been requested on February 7, 1942 to have the vessels armed. This was done ten days after arrival of the tankers at San Pedro.

12. There is a limited volume of clean storage in Australia, and it is imperative to ascertain whether or not storage will be available when the cargo arrives prior to scheduling shipments of fuel via tankers. This office had secured information indicating storage would be available by the time shipment referred to in Paragraph 1 arrived in Australia.

13. In order to regulate and expedite the movement of supplies of aviation fuel and oil to overseas areas, and to prevent duplication of effort, the following recommendations are made:

a. The office responsible for procuring supplies (Air Service Command) also arrange for cargo space through G-4 or Office of the Quartermaster General.

b. Liaison between this office, G-4 (Water Transport Branch) and A-4 be such that each office is fully informed as to the requirements, availability, and plans for movement of aviation petroleum supplies.

For the Chief of the Air Corps:

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

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Air AS 463.7 (165)

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DOD Dir
By AHJ/CC LC Date 10/18/76

# RECEIPT

Date_____

SUBJECT: 100 Octane Aviation Fuel.

Received from Headquarters Army Air Forces

a memorandum on the above subject with one inclosure:

Ltr to C/AAF from Ch/AC
2/16/42

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Officer Rank

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Office

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AAF/A-4 1186
CHW/lml.

2/17/42

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DOD Ltrs
8 Jan. & 20 June 1974
By AW/CC LC Date 10/18/76

FEB 19 1942

MEMORANDUM FOR THE CHIEF OF ENGINEERS, ATTENTION: COL. GORLINSKI:

Subject: Gasoline Installation - Agate.

463.7

164

1. Pursuant to authority contained in AG Letter 600.12 (1-10-42) MO-AAF, January 22, 1942, subject: "Air Force Construction", the following directive is issued:

a. Attached plans are approved as submitted with the following exceptions:

(1) The grouping of 11,000 barrel tanks in pairs without an intervening splinter-proof wall is disapproved. Separate excavations for 11,000 barrel tanks are recommended. However, adequate splinter-proof separating walls or earth embankments will be considered adequate protection if actual conditions at the site make separate excavations impossible or impracticable.

(2) It is desired that 11,000 barrel tanks be depressed into hillside so that splinters from bombs striking rim of down-hill side of escavation would clear top of tank. It is desired that tanks be depressed so that top of tank is below a horizontal line drawn tangent to the rim of the down-hill side of excavation.

Hq. Army Air Forces
By Command of Lieutenant General Arnold
FEB 17 1942
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Incl:
Booklet "Aviation Base One"
Report of Engr. Design Basis

FEB 20 1942
AAG

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

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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DOD DIR
5 Jan. & 20 June 1974
By: A+N/G LC Date 10/18/76

RECEIPT

DATE_____

Subject; Gasoline Installation - Agate.

Received from Headquarters, Army Air Forces, Memorandum, above subject with one inclosure:

Booklet - "Aviation Base One"
Report of Engr. Design Basis.

_____
Officer Rank

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Office

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DOD ltrs
6 Jan. & 20 June 1974
By AAD/CC LC Date 10/18/76

(Air AG)

February 19, 1942

MEMORANDUM FOR THE CHIEF OF ENGINEERS:

SUBJECT: Gasoline Reserve Storage, Kodiak, Alaska.

1. Attention is invited to the attached copy of memorandum to The Adjutant General, dated February 9, 1942 on the above subject, wherein the Western Defense Commander is requested to take the necessary action to augment gasoline reserve storage at Kodiak, Alaska by 950,000 gallons.

2. Pursuant to authority contained in AG letter 600.12 (1-10-42) MO-AAF, January 22, 1942, Subject: "Air Force Construction" the following directive is issued; That necessary action be taken by the Corps of Engineers to provide additional storage facilities indicated with funds available for the purpose or as may be necessary to include in any future estimates.

By command of Lieutenant General ARNOLD:

463.7 163

WILLIAM W. DICK,
Colonel, A.G.D.,
Air Adjutant General.

Incl.
Cy memo to TAG
2/9/42, above subj.

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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DOD ltrs
6 Jan. & 20 June 1974
By AAD/CC LC Date 10/18/76

FEB 19 1942

MEMORANDUM FOR THE CHIEF OF ENGINEERS:

SUBJECT: Gasoline Reserve Storage, Kodiak, Alaska.

1. Attention is invited to the attached copy of memorandum to The Adjutant General, dated February 9, 1942, on the above subject, wherein the Western Defense Commander is requested to take the necessary action to augment gasoline reserve storage at Kodiak, Alaska by 950,000 gallons.

2. It is directed that necessary action be taken by the Corps of Engineers to provide additional storage facilities indicated with funds available for the purpose or as may be necessary to include in any future estimates.

By Command of Lieutenant General Arnold

Incl:
Cy memo to TAG,
2/9/42, above subj.

Rewritten Air AG 1/19/42

Eq. Army Air Forces
FEB 16 1942
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WM. W. DICK
. Col., A.G.D.
Air Adjutant General

| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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Air AG 463.7 163

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DOD ltrs
6 Jan. & 30 June 1974
By AWTCC LC Date 10/18/76

DECLASSIFIED

February 9, 1942.

AAF/A-4/463-7

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Gasoline Reserve Storage, Kodiak, Alaska.

The Secretary of War directs:

I. That a letter, substantially as follows, be sent to the Commanding General, Western Defense Command, Presidio of San Francisco, California:

1. Reference is made to letter, above subject, dated November 5, 1941, from Officer in Charge, Alaska Naval Air Stations, Seattle, Washington, to the Commanding General, Western Defense Command, and 1st Indorsement thereto, undated, to the Adjutant General, wherein (paragraph 2) it was recommended that authority for the joint use of this storage by the Army and Navy be granted.

2. Information has been received from the Navy Department as follows:

a. The request for joint use of the 1,900,000 gallon reserve gasoline storage facilities under construction for the Navy at Kodiak, Alaska, is approved with the understanding that Army funds shall be used for the installation of necessary pumping facilities and pipe lines to refill the tactical system in view of the distance to the landing fields.

b. However, in view of recent developments in the Pacific, it is suggested that appropriate Army authorities confer with representatives of the Chief of the Bureau of Yards and Docks with a further view to the practicability of augmenting the gasoline reserve storage at Kodiak with the 950,000 gallon facility said to have been proposed by the Army for Kodiak.

3. In the foregoing connection it is desired that you

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take the necessary action, as originally contemplated, and now proposed by the Navy Department, to augment gasoline reserve storage at Kodiak by 950,000 gallons.

3. A directive to the Chief of Engineers has been prepared to effect necessary action in the same connection.

Incls:
Cy ltr. 11/5/41 to CG,WDC frm
OIC w/2 Inds and 2 Incls:
Cy ltr to Ch/Bur.Y&D,9/22/41
frm OIC.
Cy ltr 1/15/42 frm Bur. Y&D
to OIC.
Cy ltr to Ch/Naval Operations,
1/17/42 frm C/AAF
Ltr 2/2/42 to C/S frm Ch/Naval
Operations.

For the Chief of the Air Staff:

F. S. BORUM,
Colonel, Air Corps,
Acting Assistant Chief of the Air Staff, A-4.

MEMORANDUM FOR RECORD: Letter to Western Defense Commander, informing him that Navy has agreed to joint use of gasoline reserve storage at Kodiak, Alaska, with proposal that Army establish 950,000 gallon additional storage.

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BY AUTHORITY OF THE
CHIEF of the ARMY AIR FORCES
2/17/42 JSC
DATE INITIALS

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

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(Air AG)

February 17, 1942.

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DOD ltrs.
8 Jan. & 20 June 1974
By AWC LC. Date 10/18/76

SUBJECT: Delivery of Fuel.

TO: Chief of the Air Corps.

It is directed that necessary action be taken as early as possible to supply a total of 30,000 gallons of 100 octane aviation fuel in 5-gallon tins, 8 gallons or 20 gallons light iron drums, for delivery at either one of the following points listed in order of preference:

1- Lashio
2- Rangoon
3- Calcutta

By command of Lieutenant General ARNOLD:

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

Noted 12-a/(m)

463.7 (162)

1st Ind. (14-M)

War Department, Office, Chief of Air Corps, Washington, D. C.
FEB 27 1942 TO: Chief of the Army Air Forces.

This office has initiated action to provide the fuel, in packages requested, f.o.b. Lashio, Rangoon, ~~and~~ Calcutta.

For the Chief of the Air Corps:

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

FOR DEFENSE
BUY
UNITED STATES SAVINGS BONDS AND STAMPS

Eq. Army Air Forces
FEB 25
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DOD Ltr.
8 Jan. & 20 June 1974
By AFAFC I.C. Date 10/16/76

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Delivery of Fuel

1st Ind. (14-M)

War Department, Office, Chief of Air Corps, Washington, D. C.
FEB 27 1942 TO: Chief of the Army Air Forces.

This office has initiated action to provide the fuel, in packages requested, f.o.b. Lashio, Rangoon, and Calcutta.

For the Chief of the Air Corps:

DECLASSIFIED

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

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DOD ltrs
8 Jan. & 20 June 1974
By AWC LC. Date 10/18/78

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BY AUTHORITY OF THE
CHIEF of the ARMY AIR FORCES
DATE INITIALS

JBC/rrb

(Air AG)

February 17, 1942.

SUBJECT: Delivery of Fuel.

TO: Chief of the Air Corps.

It is directed that necessary action be taken as early as possible to supply a total of 30,000 gallons of 100 octane aviation fuel in 5-gallon tins, 8 gallons or 20 gallons light iron drums, for delivery at either one of the following points listed in order of preference:

1- Lashio
2- Rangoon
3- Calcutta

By command of Lieutenant General ARNOLD:

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

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FEB 18 1942
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HEADQUARTERS—ARMY AIR FORCES — COORDINATION

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

ROUTING AND RECORD SHEET

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By: AGN/CC LC. Date 10/18/76

File No.,.....

Tally No. AAF/A4/164.....

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

SUBJECT: Delivery of Fuel.

| NO. | FROM | TO | DATE | COMMENTS |
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| | | | | AAF/A-4<br>JFW/mwb |
| 1. | AAF/A-4 | AAF/AAG | 1942<br>2/14 | 1. It is requested that a directive, substantially as follows, be sent to the Chief of the Air Corps:<br><br>"1. It is directed that necessary action be taken as early as possible to supply a total of 30,000 gallons of 100 octane aviation fuel in 5-gallon tins, 8 gallons or 20 gallons light iron drums, for delivery at either one of the following points listed in order of preference:<br><br>1-Lashio<br>2-Rangoon<br>3-Calcutta<br><br>By Command of Lt. Gen. Arnold<br><br>For FSB<br>TJH, Jr.,<br>C/A-4 |

Hq. Army Air Forces
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DOD ltrs
6 Jan. & 20 June 1974
By AHW/G LC. Date 10/14/76

FEB 20 1942

SUBJECT: Aviation Fuels, Oil and Prestone - Middle East.

1st Ind.

War Department, Headquarters Army Air Forces, Washington, D. C.
To The Chief of the Air Corps.

1. Paragraph 3 foregoing has been executed. It is requested that future notifications in this category be handled directly with the Air Adjutant General.

By Command of Lieutenant General Arnold

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

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| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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By Authority of
the Chief of the Air Corps
FEB 13 1942 7 7 W
Date Initials

Aviation Fuels, Oil and Prestone - Middle East

FEB 13 1942

Assistant Chief of Air Staff
Attention: A-4, Col. Whitely

1. The following supplies will be shipped from San Francisco to Cairo about February 14, 1942, via the "Cornville":

6,000 drums aviation oil
77 drums prestone.

2. These supplies are marked for the Air Corps Supply Officer, and identified by regular Air Corps markings.

3. It is requested that the Commanding General of this area be notified of the above shipment.

For the Chief of the Air Corps:

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

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By NWD 80 June 1974
By NWDA JC Date 10/18/76

FEB 13 1942

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MEMORANDUM FOR THE JOINT AERONAUTICAL BOARD:
(Attention: Lt. Col. David G. Lingle).

SUBJECT: High Octane Gasoline Requirements.

1. Confirming various conferences on the above subject there are attached hereto Inclosure No. 1, showing Army Air Force Expansion Schedule for 1943; Inclosure No. 2, Combat Flight Personnel Requirements for Army Air Force Expansion, 1943; Inclosure No.3, chart of estimated gasoline requirements for FY 1943.

2. Data mentioned above are based upon Air Staff study covering combat unit requirements. It should be noted that requirements and other activities under the jurisdiction of the Chief of the Air Corps have not been included, such as Air Corps Ferrying Command, Transport Training and others. When more complete data can be secured from the Chief of the Air Corps on the subject, it will be forwarded.

FOR THE CHIEF OF THE ARMY AIR FORCES

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

3 Incls:
1—AAF Expan.Sch., 1943.
2—Combat Flight Pers. Requirements for AAF Exp.1943.
3—Chart of Est. Gas. Requirmts.

Hq. Army Air Forces
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| HEADQUARTERS ARMY AIR FORCES - COORDINATION | | | | | | | | | | | |
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8 Jan. & 30 June 1974
By: [illegible] Date: 10/18/76

# RECEIPT

DATE _____

SUBJECT: High Octane Gasoline Requirements.

Received from Headquarters, Army Air Forces a memorandum on the above subject with the following inclosures:

1—AAF Expan. Sch., 1943

2—Combat Flight Pers. Requirements for AAF Expan.1943.

3—Chart of Est. Gas. Requirmts.

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Officer Rank

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Office

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

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DOD Ltr.
Sec. 3 & 20 June 1974 10/31/75
By NARS, Date

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

SECRET
By Authority of
the Chief of the Air Corps
FEB 11 1942
Date

SUBJECT: 100 Octane Aviation Fuel - Australia.

FEB 11 1942

TO: Assistant Chief of Air Staff
Attention: Colonel Whitely, A-4.

1. Information received informally by this office indicates there exists a duplication of effort to supply the requirements of aviation fuels to the allied forces in Australia, and adjacent areas.

2. It is believed the requirements of these forces have been received through different channels by various agencies, and individual action has been taken for supplying same.

3. The requirements of the R. A. F. and the Australian Air Force are normally handled through London, and given to the British Petroleum Board, to arrange for the necessary supplies with the two Oil Companies operating in that area, or through Lend Lease shipments. The local (Australian) representatives of these Oil Companies have, from time to time, cabled their New York Offices estimated requirements, and have included the requirements of the U. S. Air Forces requesting action be taken to lay down these supplies.

4. Lend Lease shipments normally destined for discharge in England have been recently diverted to Australia and adjacent areas.

5. The Office of the Petroleum Coordinator, Foreign Division has received estimates of requirements at the above mentioned areas, through the British Petroleum Mission in Washington.

6. In addition to the above, this office is currently arranging for shipments of aviation fuel for U. S. Air Forces.

7. This duplication of effort is causing considerable confusion and will, if not properly coordinated, result in a serious drain on the present acute shortage of supplies, inefficient use of cargo space, and concentration of several months' supplies in an area with limited storage facilities.

8. In an attempt to clarify this situation, it is recommended that

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the Commanding General, U. S. Forces in Australia be requested to assist in securing proper coordination between various allied air forces. It is believed if the estimated requirements could be routed through one channel and to one agency, the supply situation could be efficiently handled. This channel could be through London as it pertains to requirements of the R. A. F. and the Australians, and through direct channels to the Air Staff for the requirements of the U. S. Forces. Thus London will have a complete picture as to R. A. F. and Australian requirements and the Air Staff would have only requirements of the U. S. Forces. Coordination could then be established in Washington between the British Petroleum Mission and the Air Staff on the question of supplies.

9. It is suggested that a radiogram, substantially as follows, be dispatched to the Commanding General, U. S. Forces in Australia:

"It appears not apparent several agencies have furnished reports of estimated requirements of your air force and allied air forces in Australia and adjacent areas stop Action taken to arrange supplies and make shipments to meet these estimates has resulted in duplication of effort stop It is believed estimated requirements furnished via London to British Petroleum Mission here and reports direct from Australia through Oil Companies include your requirements stop In addition to these reports we have requirements of U S Forces as submitted by you stop Records here indicate approximately seven million seven hundred twenty thousand gallons Air Corps fuel of which four million two hundred thousand was a bulk shipment is now available to you in Australia stop Total of six million six hundred sixty thousand gallons consisting of four million three hundred twenty thousand gallons bulk balance in drums is now proposed for movement near future stop Request action be initiated to make consolidated report total requirements all allied air forces in Australia and adjacent areas for the next six months showing requirements each air force as separate items End"

For the Chief of the Air Corps:

Hq. Army Air Forces
Feb ..
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HENRY J. F. MILLER
Brig. General, Air Corps.
Assistant for Supply &
Maintenance Services.

Action taken
Cable message sent to X
on above subject Feb 16
R & R to C/AS on subject coordinating
-2- Allied requirements
Feb 16

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HENRY HARLEY ARNOLD
Box 132 Folder 5

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DOD Rs.
By Ar/Sc 10/12/76

Instructions to all Commands re Use of Aviation Fuel

28 May 1943

Deputy Chief of the Air Staff
Attention General Hanley
Chief, Supply and Services Division, MMSD

1
DSS-1/LPW:dk/71808

1. Pursuant to telephone conversation in which you indicated General Giles desired that instructions be issued to all Commands with regard to mixing different grades of fuel and that all personnel must be instructed to carefully follow instructions, it is proposed to issue the following radio instructions to each Air Force and Command provided this meets with your approval:

"Attention is directed to Technical Order No. 02-1-38 dated May 26, 1943, which designates the aircraft in which aircraft engine fuel Grade 91 Specification AN-F-26 will be used in the future. It is essential that the maximum use of this grade fuel in lieu of grade 100/130 be accomplished at once.

Aircraft engine fuel Grade 91 may be serviced into airplane tanks containing Grade 100/130. The two fuels will mix and result in a fuel having octane rating between 91 and 100/130. However, it is impossible without a test of each mixture to determine the resulting actual octane number. Therefore, when two fuels of different octane number are mixed the resulting mixture will be assumed to have an octane number [redacted] the same as the octane number of the lowest grade fuel used in the mixture and the engine operational limits will conform to technical instructions for that fuel.

It is emphasized that no operating or maintenance difficulties are anticipated provided engine operating instructions contained in technical order are complied with. It is desired that immediate and continuous action be taken to insure that all pilots in your Command fully understand the foregoing instructions and comply at all times with operating procedures outlined in referenced technical order."

FILE 29 May

L. P. WHITTEN
Brigadier General, U. S. Army

To Gen Giles —
This has been approved
[signature]

BMG by MAH

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LPB:eg

RADIOGRAM

AFDSS-1
SUPPLY & SERVICES DIV. ASAS
AGAS

PRIORITY
29 MAY 1943

CG FIRST AIR FORCE MITCHELFLD

COMAF 2 FTWORTH TEXAS

COMAF 3 TAMPA FLORIDA

COMAF 4 SANFRANCISCO CALIF

CG SCHOOL OF APPLIED TACTICS ORLANDO FLA

CG ANTI SUBMARINE COMMAND 90 CHURCH STREET NY

CG AFTTC FTWORTH TEXAS

CG AFTTC KNOLLWOODFLD SOUTHERN PINES NC

CG PROVING GROUND COMMAND EGLIN FLD FLA

CG TROOP CARRIER COMMAND BOOKFLD INDIANAPOLIS INDIANA

AFDSS-1 ..... PD ATTENTION IS DIRECTED TO THEIR ORDER NO ZERO TWO DASH ONE DASH THREE EIGHT DATED MAY TWO SIX WHICH DESIGNATES THE AIRCRAFT IN WHICH AIRCRAFT ENGINE FUEL GRADE NINE ONE SPEC AF28R NEGAT DASH FOA DASH TWO SIX WILL BE USED IN THE FUTURE PD IT IS ESSENTIAL THAT THE MAXIMUM USE OF THIS GRADE FUEL IN LIEU OF GRADE ONE HUNDRED DIAG ONE THREE ZERO BE ACCOMPLISHED AT ONCE PD AIRCRAFT ENGINE FUEL GRADE NINE ONE MAY BE SERVICED INTO AIRPLANE TANKS CONTAINING GRADE ONE HUNDRED DIAG ONE THREE ZERO PD THE TWO FUELS WILL MIX BUT IT IS IMPOSSIBLE

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RADIOGRAM

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AFDRS-1
SUPPLY & SERVICES DIV. ENGD
ACAS

PAGE TWO

L. P. WHITTEN
BRIG. GEN., U.S.ARMY

AFDRS-1 .....

WITHOUT A TEST OF EACH MIXTURE TO DETERMINE THE RESULTING OCTANE NUMBER PD THEREFORE WHEN GRADE NINE ONE AND ONE THIRTY ZERO ARE MIXED IN AIRCRAFT FUEL TANKS THE RESULTING MIXTURE WILL BE CONSIDERED TO HAVE AN OCTANE NUMBER OF NINE ONE AND ENGINE OPERATIONAL LIMITS WILL CONFORM TO TECHNICAL INSTRUCTIONS FOR GRADE NINE ONE FUEL PD IT IS EMPHASIZED THAT NO OPERATING OR MAINTENANCE DIFFICULTIES ARE ANTICIPATED PROVIDED ENGINE OPERATING INSTRUCTIONS CONTAINED IN TECHNICAL ORDER ARE COMPLIED WITH PD IT IS DESIRED THAT IMMEDIATE AND CONTINUOUS ACTION BE TAKEN TO INSURE THAT ALL PILOTS IN YOUR COMMAND FULLY UNDERSTAND THE FOREGOING INSTRUCTIONS AND COMPLY AT ALL TIMES WITH OPERATING PROCEDURES OUTLINED IN REFERENCED TECH ORDER

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

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DOD Rts.
8 Jan. & 20 June 1974
By: AHN/CC LC. Date 10/18/76

May 29, 1943

MEMORANDUM FOR: Brig. General T. J. Hanley
Room 3E1019, Pentagon Building

1. The attached copy of a letter dated May 25, from Mr. Ralph K. Davies, Deputy Petroleum Administrator, to Mr. Donald M. Nelson, Chairman, War Production Board, is for your information. This interim report on aviation gasoline production will be of considerable interest, in view of the continued extreme shortage of supplies available to meet current requirements.

2. As soon as the full report referred to is issued, a copy will be sent to you.

MAY 31 '43 PM

Harry W. Howze
HARRY W. HOWZE
Lt. Col., Air Corps
Chief, Aircraft Fuel Section
Office of the Asst. C/AS, M, M & D

Incl: As listed

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6/4/43
To: Gen Hanley
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DMR

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FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

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PETROLEUM ADMINISTRATION FOR WAR

Washington

May 25, 1943
Interim Report on
Aviation Gasoline

My dear Mr. Nelson:

Our last formal report to the War Production Board on aviation gasoline was rendered as of April 1, We had hoped to be able to render a report on or about May 1 but the time of our staff was so thoroughly occupied in reviewing files and preparing data for consideration by the Truman Committee that we were unable to start the laborious blending computations upon which our production forecasts are necessarily based until May 6. We intend to render a report in the usual form and to place it in the hands of the interested agencies on or about the end of May.

In the meantime I present in this letter a brief interim report covering developments since April 1.

The aviation gasoline situation was thoroughly reviewed at the meeting of various agencies in the war Petroleum Board on Wednesday, April 14 and again on April 23 when you and Messrs. Wilson and Coordiner met with Secretary Ickes, Under Secretaries Patterson and Forrestal, and members of the Petroleum Administration for War staff. Important developments since April 1 have included the following:-

Productive Capacity Authorized

On April 20 you authorized a world-wide productive capacity of 506,000 barrels per day, this being in response to Secretary Ickes' letter of April 14.

On April 23 during the meeting above referred to we presented a recommendation that the authorization be increased to 600,000 barrels per day. Secretary Ickes wrote to you on May 5 urging that action be taken on this recommendation and on May 5 Under Secretary Patterson wrote you, advising that the War Department concurred in this recommendation. You have advised us that you intend to await word from the Joint Chiefs of Staff before acting on our recommendation.

Requirements

We have not yet received any new official requirements figures from the Aeronautical Board. The requirements figure established in January, 1943 still stands - i.e. - 539,839 barrels per day in June, 1944, and that is more than can be produced in facilities now build, building or authorized.

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By: Interior Dept 4-8-75
By: [illegible] LC; Date 3/11/77

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Status of Construction Projects

On April 19 Mr. Ralph J. Cordiner, Vice-Chairman of the War Production Board issued instructions to the Industry Divisions of the War Production Board to schedule the delivery of component parts to the plants under construction in accordance with a Sequence List dated April 12. We are gratified that the action, which we have so long recommended, has been taken. It should be pointed out that only a part of the scheduled projects have a priority rating as high as AA1. Our memorandum of April 23 recommended that all projects be rated AA1. It should also be noted that only critical components are scheduled and that as a result a scheduled project having an AA2X rating must obtain all of its non-critical items on a rather low rating.

Good progress has been made in scheduling critical components but the job has not been completed. Heat exchangers, boilers, compressors, turbines, flow controllers, safety valves and blowers have been completely scheduled. Valves, pressure vessels, electric motors, switch gear, pumps, and some types of instruments have not yet been completely scheduled. Until scheduling has been completed, it will be cimpossible to derive realistic completion dates for unfinished projects.

In the meantime work is progressing on the units and some have been placed in operation since our last report. Material delivery is still the bottleneck on these jobs.

New Facilities

A number of new facilities have been approved. A simplified procedure for the granting of priorities and the clearing of projects through theWar Production Board has been established.

Under dateof May 22, I wrote to you recommending the issuance of a Program Determination on an AA2X priority for new facilities rated to produce 43,325 barrels per day of Grade 130 product. As stated in that letter, the issuance of the Program Determination would, according to our latest Production Forecast which will be included in our next report, raise the ultimate productive capacity of all units built, building, and authorized to about 514,000 barrels per day of Grade 130 product. For reasons which I covered in detail in my letter of May 22, we deem such a program to be fairly within your authorization of April 20.

Production Forecast

Our production forecasts are based on the balancing and proper distribution of the components to be produced in each refinery participating in the program and production on a plant-by-plant basis is necessarily computed on an assumption of normal operating conditions and a normal number of operating days per calendar period.

The problem of a long range forecast is complicated by the necessity of assuming completion dates in the case of some facilities which are not scheduled to be completed for some months and as to which the actual completion depends on the yet-unfinished scheduling program.



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By LC; Date 3/11/77



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We will have a complete new forecast within the next few days, having already determined the ultimate optimum productivity of all plants (when all are completed) at 514,000 barrels per day. We have also completed the forecast for the next three months, as follows:-

| | U. S.-Canada-Aruba | Foreign | Total |
|---|---|---|---|
| For May 1943 | 162,807 | 19,730 | 182,537 |
| June 1943 | 192,833 | 19,730 | 212,563 |
| July 1943 | 202,613 | 23,730 | 226,343 |

Our latest forecast, given above, shows a decrease (as compared to the April 1 forecast) of 13,933 barrels per day in May; 7,487 barrels per day in June; and 8,957 barrels per day in July. Further, this forecast was prepared before the current flood conditions and it is too early to predict the effect of the floods. The drop-off indicated above is due largely to delay in completing the Sun Marcus Hook Plant, the Pan American Plant, and the Sinclair Houston Plant. It should be remembered that the scheduling policy enunciated on April 19 and not yet fully in operation can have little effect on the completion of plants which are so nearly finished. Every effort has been exercised to secure the bottleneck items.

Sincerely yours,

Ralph K. Davies,
Deputy Petroleum Administrator.

Hon. Donald M. Nelson, Chairman,

War Production Board

CC: Hon. Robert P. Patterson
Hon. James V. Forrestal
Capt. A. F. Carter
Colonel D. G. Lingle



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Per Interior Dept 9-8-75
By: [illegible]C; Date 3/4/77
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DOD ltrs
8 Jan. & 20 June 1974
By Anitec J.C. Dec 10/18/76

MAY 27 1943

MEMORANDUM FOR THE HONORABLE HARRY L. HOPKINS:

Subject: Assignment of Aviation Fuel to Russia.

1. The Air Forces are appreciative of the urgent need of the U.S.S.R. for aviation grade gasoline for June lifting. It is our understanding that the cargoes lifted in June from the West Coast may be routed to the combat theatre via the Bering Sea and the Arctic Ocean route along the northern shore of Siberia to Archangel.

2. Several factors make it extremely difficult to arrange for meeting the U.S.S.R. request in full. It has been our practice to forego reserves in the United States in order that minimum essential reserves could be established in the combat zones. As a result of this policy, our flying training in the United States was curtailed by shortage of aviation fuel during the month of May. Unless we secure an assignment for United States domestic training activities of something over 2,000,000 barrels in June, we will have a further curtailment in flying training in the United States. The crews now training are the crews who will conduct the bomber offensive against Germany in the late summer and fall of this year. Any reduction in the training provided to them in the United States will have a direct affect in reducing the effectiveness of the bomber offensive against Germany.

3. Our representatives on the Aviation Petroleum Products Allocations Committee and on the Munitions Assignments Committee (Air) have been instructed to cut all other June assignments to the lowest level which is consistent with the conduct of planned operations in combat zones and training as scheduled within the United States, in order to provide for the U.S.S.R. the maximum amount of aviation fuel which can be made available without serious dislocation of the war effort of the United States and the United Kingdom.

For the Commanding General,

Dispatched
MAY 27 1943
AAG

Barney M. Giles,
Major General, U. S. Army,
Acting Chief of Air Staff

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Ci 5/27/43

COPY FOR GENERAL HANLEY

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Assignment of Aviation Fuel to Russia.

DECLASSIFIED
DOD ltrs.
6 Jan. & 30 June 1974
By ALN/CC LC Date 10/10/74

General Hanley

Assistant Chief of Air Staff, Plans

1
HCL/dms/71127

1. Attached hereto is proposed memorandum for Harry L. Hopkins.

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

3 Incls:
#1 Proposed memo for Harry L. Hopkins.
#2 Memo for Harry L Hopkins fr Gen. Giles, 5/25/43.
#3 Memo for Gen Arnold fr Harry L Hopkins, 5/21/43.

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DOD Dir.
8 Jan. & 30 Jan. 1971
By ARNKC LC, Date 10/18/76

25 May, 1943.

MEMORANDUM FOR HONORABLE HARRY L. HOPKINS.

Subject: Assignment of Aviation Fuel to Russia.

1. Pursuant to your request contained in Memorandum of May 21, 1943, and in the temporary absence of General Arnold, action was taken by the Aviation Petroleum Products Allocation Committee May 24, 1943, to allocate 249,600 barrels of grade 130 gasoline and 306,114 barrels of blending agent for June lifting and for shipment to the Union of Soviet Socialist Republics. These allocations represent a total of approximately 1,015,000 barrels of finished grade 130 gasoline from the estimated 5,564,000 barrels to be produced during the month.

2. The amounts allocated were based upon the assurance by the Navy Department that tankers would be made available for shipments.

3. Due to the short notice of this increased demand for the U.S.S.R. imposed upon U.S. production facilities and movements to export points, shipments to the U.K. had to be curtailed and further interruptions with the flying activities in the Continental Limits of the U.S. must be expected.

BARNEY M. GILES,
Major General, U.S.Army,
Acting Chief of Air Staff.

DBS-5
DG./bv 79738

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MAY 25 1943
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Assignment of Aviation Fuel to Russia.

AC/AS, M.M. & D. (Attention: Colonel Lingle) 22 May 1943

Deputy Chief of Air Staff. 1

TJH/cmc/6371

1. The attached memorandum for General Arnold from the Combined Chiefs of Staff, dated May 21st, is forwarded for preparation of a reply to Mr. Harry L. Hopkins for the signature of General Giles.

2. This reply should be ready by Monday, May 24th.

Incl:
Secret Memo for Gen. Arnold
frm CCS, Mr. Harry Hopkins,
dtd 5/21/43, subject as above.

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

Dispatched
MAY 23 1943
AAG

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By 1/18/80 Date

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21 May, 1943.

MEMORANDUM FOR LIEUTENANT GENERAL H. H. ARNOLD.

Subject: Assignment of Aviation Fuel to Russia.

1. Representatives of the Union of Soviet Socialist Republics have presented an urgent plea for increasing assignments of blending agent and of Grade 130 aviation fuel for the month of June, 1943. It is stated that the supply of aviation fuel in Russia will soon be reduced to dangerously low levels as a result of the present tempo of air operations. General Belyaev of the Government Purchasing Commission of the Soviet Union places the highest possible value on aviation fuel, regarding it as more important than anything else, not even excepting food, of which Russia is in such great need.

2. I am sure that you appreciate the desire of the President to extend all possible aid to Russia. In the interest of this objective, may I ask you to review your commitments and if possible to have your representative on the Aviation Petroleum Products Allocations Committee support substantial increases in assignments of aviation fuel to Russia for the month of June, 1943? The immediate goal which is desired is the assignment for June of a total of 240,000 barrels of iso-octane blending agent and a total of 382,000 barrels of Grade 130 aviation fuel.

3. This is a matter of the greatest importance and an early decision is highly desirable. The necessary tankers will be made available for the transportation of this fuel to Russia.

HARRY L. HOPKINS

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By Date 1/18/80

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Gasoline Priorities.

Assistant Chief of Air Staff, Operations, Commitments and Requirements

Assistant Chief of Air Staff, Materiel, Maintenance and Distribution.

April 30, 1943

2 Cont'd

HWH:dmi DBS-5-F 77774

4. The action taken as indicated in Comment 1 does not comply with the priorities as established and conflicts with instructions issued to the Commanding General Air Service Command and subsequently by that Command to all activities.

5. It is believed considerable confusion will now exist within the 1st Air Force as according to the above schedule of priorities, Anti-Submarine Command is first and OTU is in fifth priority.

6. It is requested that this office be advised immediately as to which priorities shall govern in order that proper instructions can be issued.

L. P. WHITTEN,
Brig. Gen., U. S. A.

TO: Asst. Chief of Air Staff, Operations, Commitments & Requirements DATE 7 May 43

FROM: Deputy Chief of the Air Staff. COMMENT NO. 3
MAL/mlg/5265

1. General Arnold has approved the priorities as shown by his changes. For clarity these are correctly stated as follows:

| | | |
|---|---|---|
| 1st | Priority | - Anti-Submarine Command |
| 2nd | " | - To the ferrying of replacement aircraft |
| 3rd | " | - To the movement to theatres of combat units. |
| 4th | " | - To RTU's & OTU's. |
| 5th | " | - To combat transition training. |
| 6th | " | - All other flying. |

2. You will notify all concerned of the foregoing.

Dispatched
MAY 7 1943
AAG

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

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DOD ltrs.
8 Jan. & 30 June 1974
By: AFMCC LC. Date 10/18/74

Gasoline Priorities.

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

DATE April 30, 1943

COMMENT NO. 2
HWH:dmi DBS-5-F 77774

FROM: Assistant Chief of Air Staff, Materiel, Maintenance and Distribution.

1. The memorandum for the Deputy Chief of Air Staff dated April 15, 1943, signed by General Giles, subject: "Conference on Gasoline Situation", recommended establishment of the following order of priority for delivery of aviation fuels:

1st Priority - Anti-Submarine Command
2nd Priority - To the ferrying of replacement aircraft
3rd Priority - To the movement to theatres of combat units
4th Priority - To combat transition training
5th Priority - To RTU'S and OTU'S
6th Priority - To all other flying

2. This recommendation was approved by the Deputy Chief of Air Staff, and this office was instructed to establish these priorities. This office instructed the Commanding General, Air Service Command, by telephone, later confirmed by teletype to establish these priorities and make distribution of 100 octane aviation fuel, Grade 130, for the month of May on this basis.

3. The Commanding General, Air Service Command has notified this office that this action is being taken and all stations and activities have been notified accordingly.

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DOD Ltr.
8 Jan. & 30 June 1954
By: AvRC LC Date 10/18/76

Transportation Activities of Aviation Gasoline.

Assistant Chief of Air Staff, Materiel, Maintenance and Distribution.

27 April 1943.

Deputy Chief of Air Staff.

1

1. The weekly report of the Air Service Command states "Numerous complaints have been received in the Commercial Transport Branch from petroleum transport companies in various parts of the country, stating they have not been paid, in some instances since last August, and have therefore been compelled, in many cases, to make assignments to banks in order to secure sufficient capital to continue operations. While these operations are and have been under the jurisdiction of the Materiel Command, it is a matter directly bearing on the responsibilities of the Air Service Command - if a number of these operators refused, as they have indicated, to transport aviation gasoline, a serious condition in connection with the transportation of gasoline will be further aggravated. Some action should be taken to expedite the transportation activities of aviation gasoline from the Materiel Command to the Air Service Command because at the present, the hazy situation results in poor supervision."

2. It is requested that immediate action be taken to provide payment to the companies affected.

Dispatched
APR 28 1943
AAG

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

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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| FILE NO. | |

SUBJECT: Conservation of 100 Octane Gasoline

DECLASSIFIED DOD ltrs. 8 Jan. & 20 June 1974 By: A+W/C LC. Date: 10/18/70

TO: Deputy Chief of Air Staff
Attention: Brig. General T. J. Hanley

DATE March 30, 1943

FROM: Asst. C/AS, M., M. & D.
Materiel Division.

COMMENT NO. 1
CDG:mm 3350

1. Reference Cable No. AAF RC 1742, dated March 25, 1943, addressed to Commanding General, Second and Third Air Forces and All Other Commands in the U. S. Except the First and Fourth Air Forces, concerning the conservation of 100 octane gasoline, the following action has been taken by this Division:

(1) Acceptance test procedure at engine manufacturers' plants has been changed by shortening runs on 100 octane gasoline and substituting 87 and/or 91 octane gasoline for green runs.

(2) The substitution of 87 and 91 octane gasoline for 100 octane gasoline for ground running of all engines at manufacturing plants has been accomplished.

(3) The Air Service Command has taken the following action based on a joint decision by Materiel Command and Air Service Command personnel:

a. Instructions have been issued to service all aircraft with R-975, R-985 and R-1340 type engines with 87 octane gasoline.

b. Technical Orders have been issued to operate as much as possible during block tests on 91 octane gasoline.

2. In addition to the foregoing, the Materiel Command together with the Air Service Command has reviewed all engines now in use by the Army Air Forces in an effort to determine whether any of these engines could be operated on lower octane gasoline. As a result, it was determined that several engines could use lower octane gasoline, and accordingly a list was compiled (copy attached) and is now being used as a guide.

MAR 30 '43 PM

RECEIVED
Air Adjutant General

J. F. PHILLIPS
Colonel, Air Corps
Chief, Development Engr. Br.
Materiel Division, Office of
Assistant Chief of Air Staff
M. M. and D.

Incl.
List

File 1/7/43

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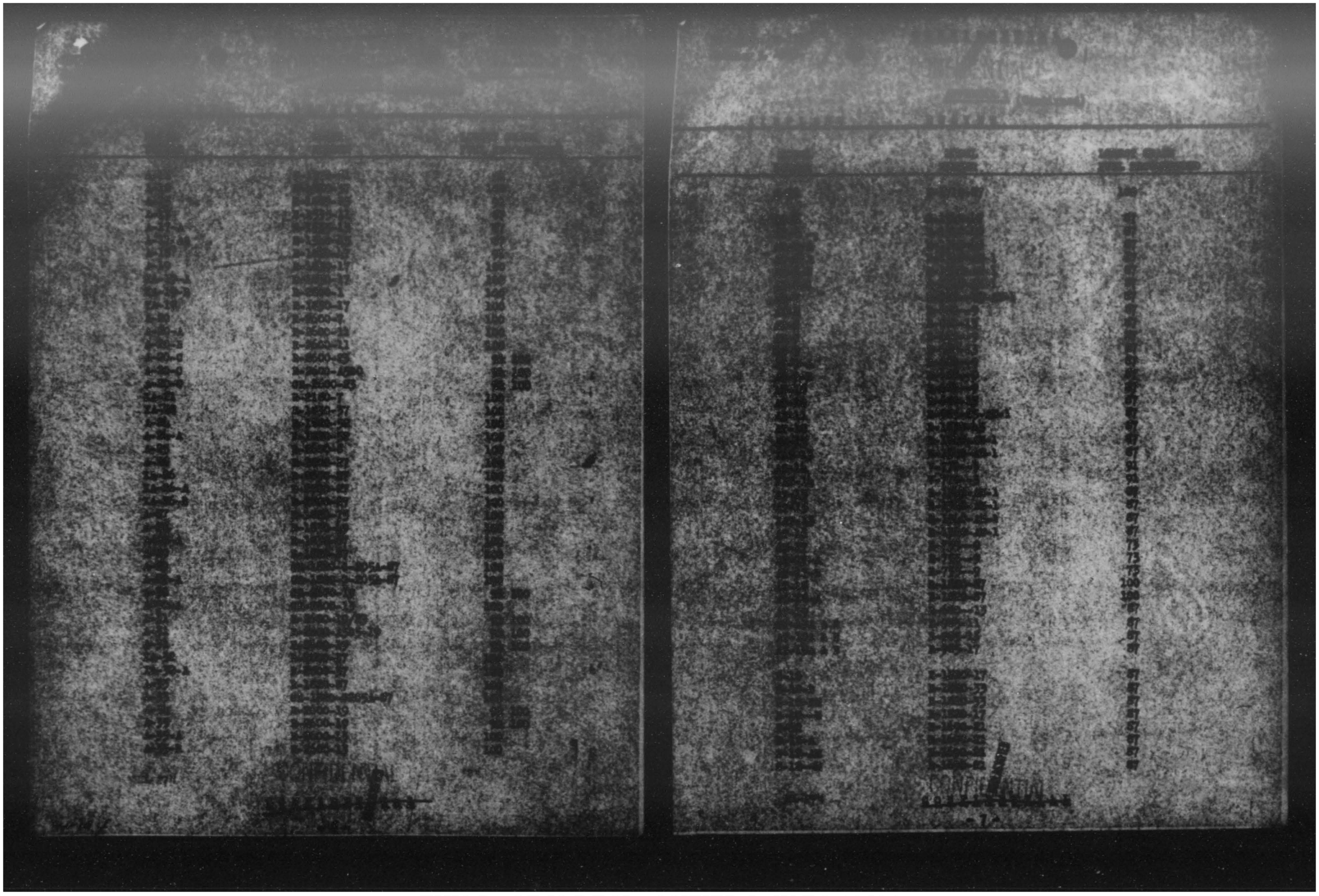

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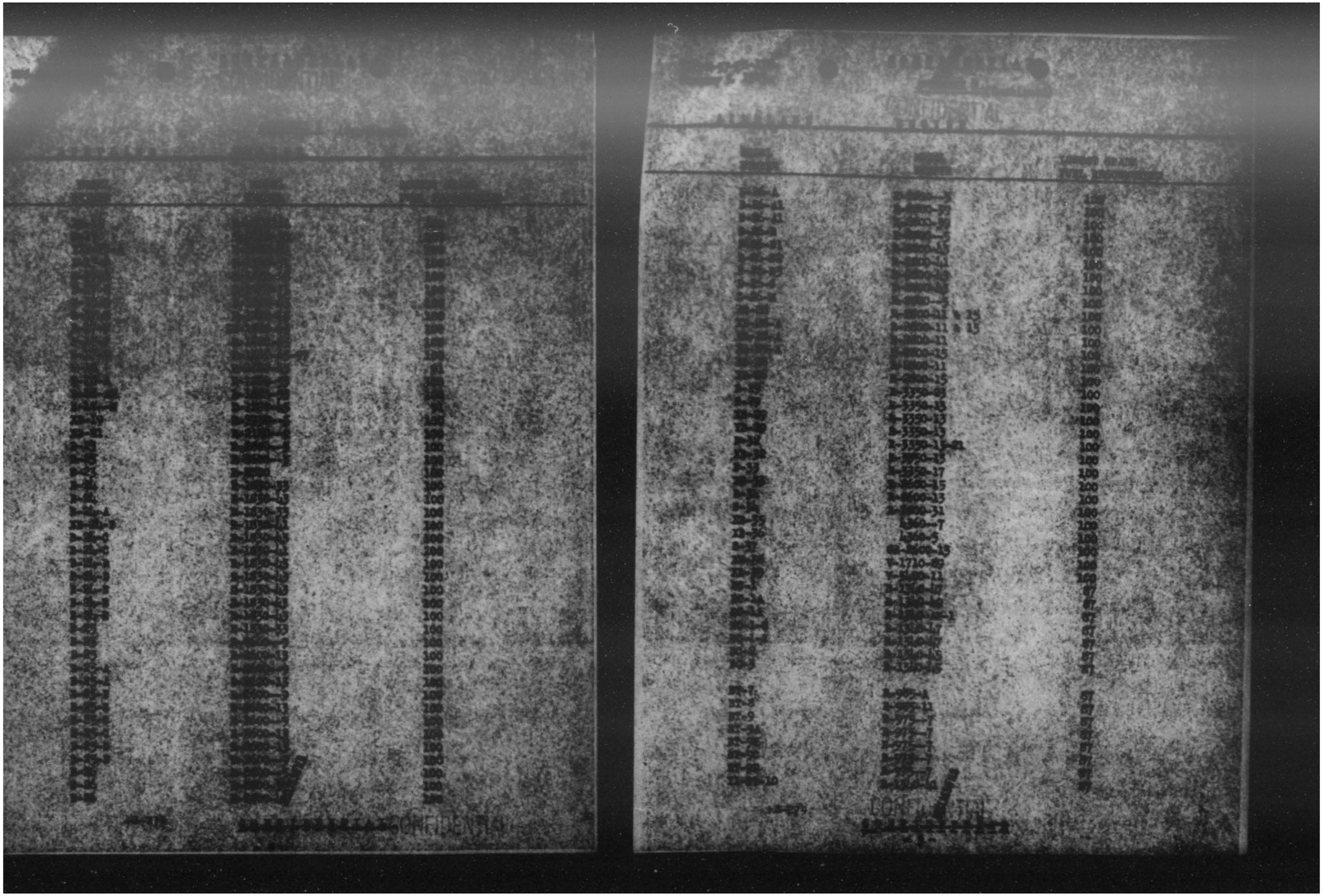

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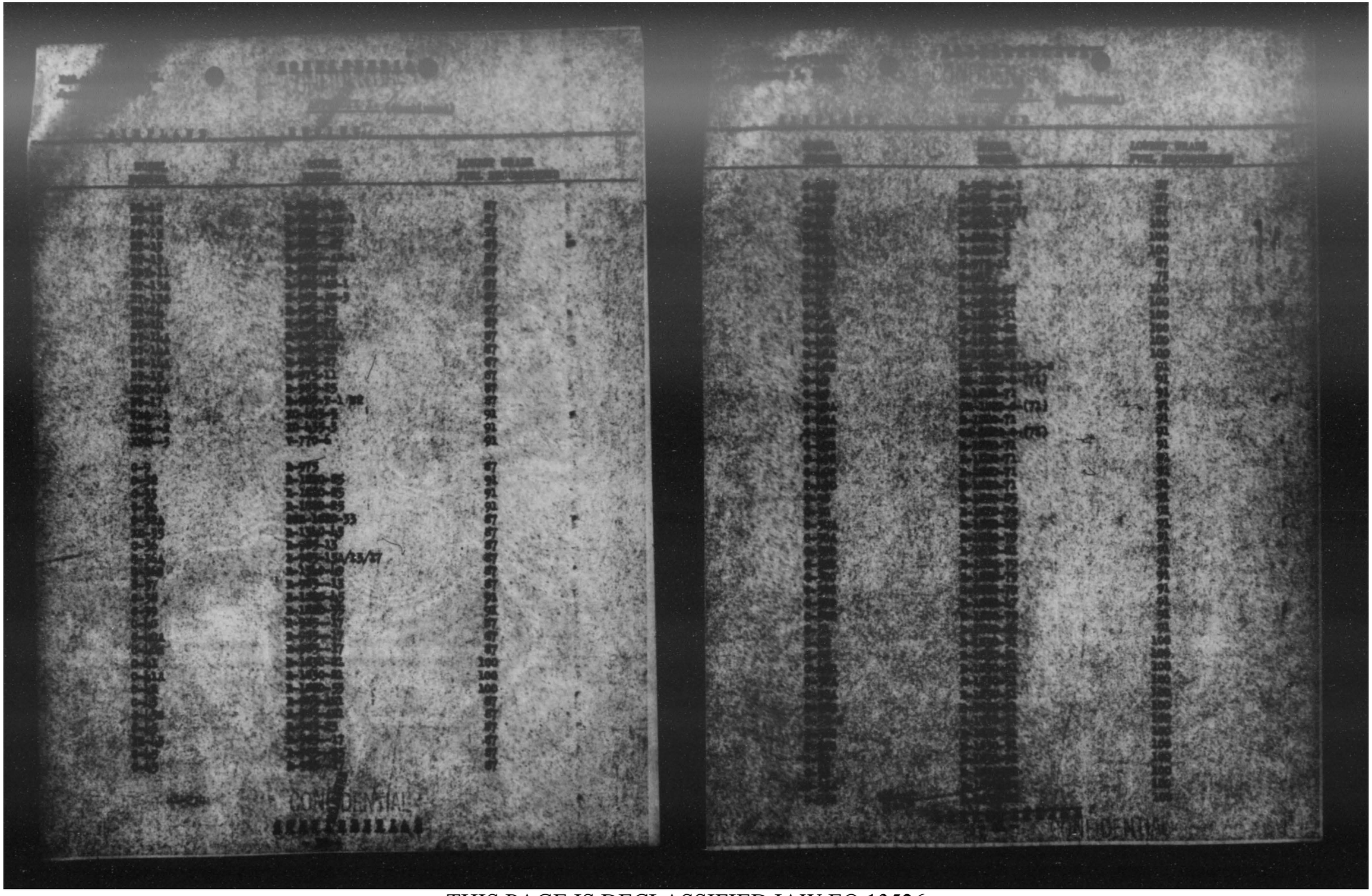

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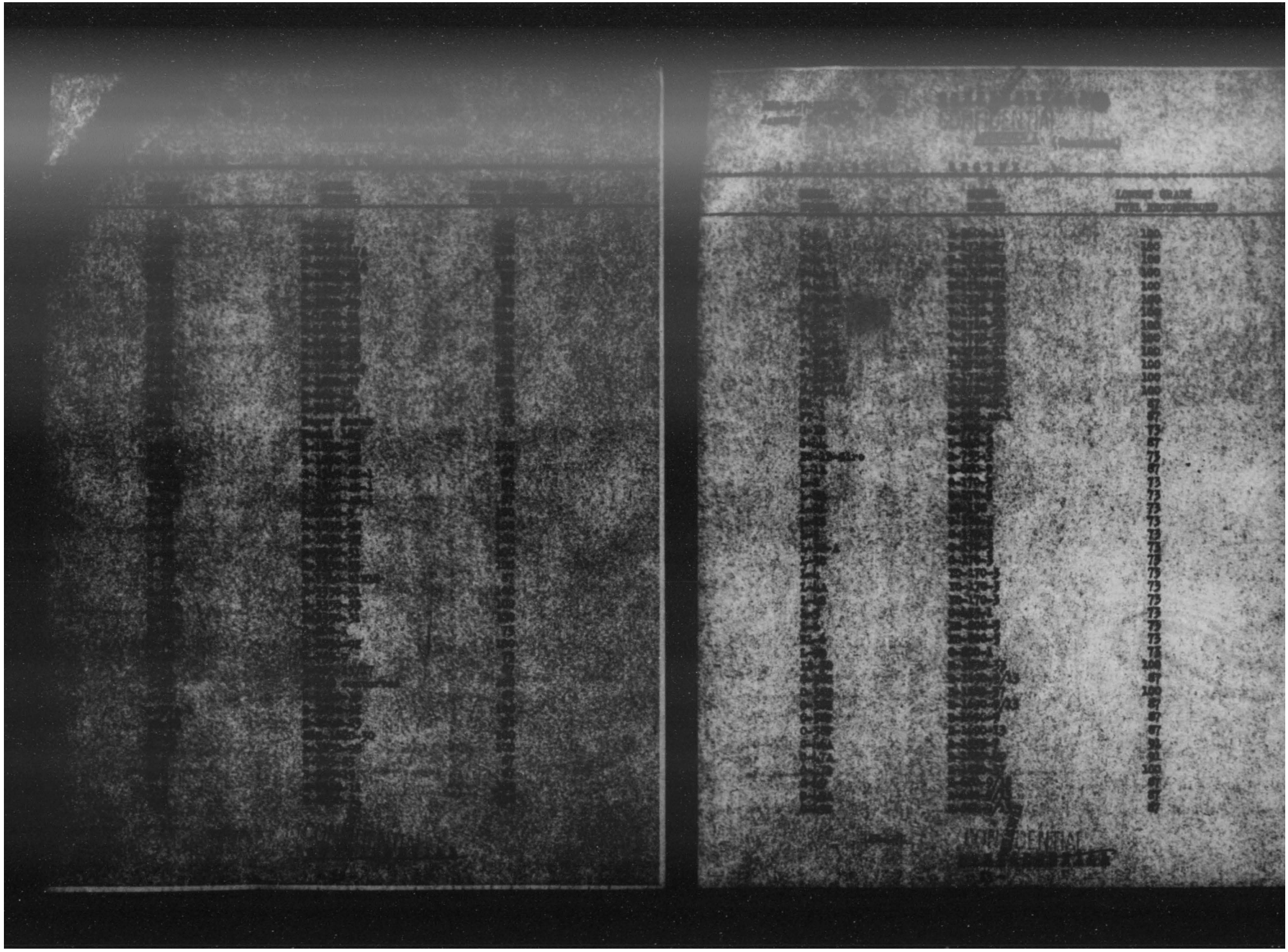

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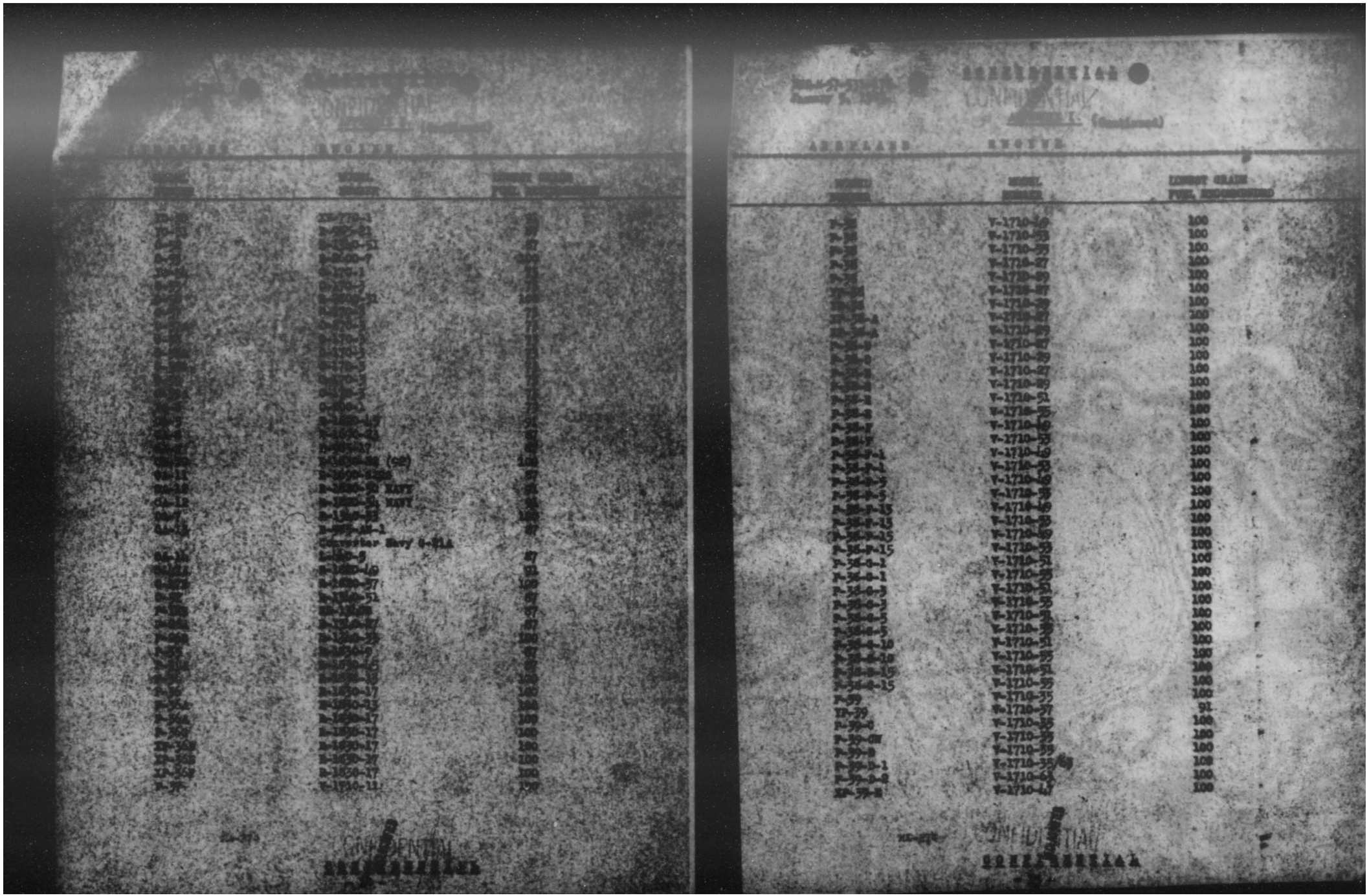

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January 5, 1945

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APPENDIX I. (Continued)

| AIRPLANE MODEL NUMBER | ENGINE MODEL NUMBER | LOWEST GRADE FUEL RECOMMENDED |
|---|---|---|
| P-39-F | V-1710-33 | 100 |
| P-39-J | V-1710-39 | 100 |
| P-39-Q | V-1710-85 | 100 |
| P-39-K-1 | V-1710-63 | 100 |
| P-39-L-1 | V-1710-63 | 100 |
| P-39-M-1 | V-1710-83 | 100 |
| P-39-N-1 | V-1710-85 | 100 |
| P-40 | V-1710-33 | 100 |
| XP-40 | V-1710-19 | 100 |
| P-40-B | V-1710-33 | 100 |
| P-40-C | V-1710-33 | 100 |
| P-40-D | V-1710-39 | 100 |
| P-40-E | V-1710-39 | 100 |
| P-40-E-1 | V-1710-39 | 100 |
| P-40-F | V-1650-1 | 100 |
| YP-40-F | V-1650-1 | 100 |
| P-40-G | V-1710-33 | 100 |
| P-40-J | V-1710-61 | 100 |
| P-40-K | V-1710-73 | 100 |
| P-40-K-1 | V-1710-73 | 100 |
| P-40-L | V-1650-1 | 100 |
| P-42 | R-1830-31 | 100 |
| P-43 | R-1830-47 | 100 |
| YP-43 | R-1830-35 | 100 |
| P-43-A | R-1830-49 | 100 |
| YP-43-A-1 | R-1830-92 | 100 |
| P-43-A-1 | R-1830-57 | 100 |
| XP-46 | V-1710-39 | 100 |
| XP-46-A | V-1710-39 | 100 |
| P-47-B | R-2800-21 | 100 |
| P-47-C- | R-2800-21 | 100 |
| P-47-D | R-2800-21 | 100 |
| P-47-D-1 | R-2800-21 | 100 |
| XP-47-E | R-2800-21 | 100 |
| P-47-G-1 | R-2800-21 | 100 |
| XP-49 | IV-1430-13 | 100 Grade 140 |
| XP-49 | IV-1430-15 | 100 Grade 140 |
| P-47-F | R-2800-21 | 100 |
| P-51 | V-1710-39 | 100 |

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January 5, 1945

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APPENDIX I. (Continued)

| AIRPLANE MODEL NUMBER | ENGINE MODEL NUMBER | LOWEST GRADE FUEL RECOMMENDED |
|---|---|---|
| P-51 | V-1710-73 | 100 |
| P-51-A | V-1710-39 | 100 |
| XP-54 | XR-[illegible]-1 | 100 |
| XP-55 | V-1710-[illegible] | 100 |
| XP-56 | R-2800-29 | 100 |
| XP-59 | R-2800-29 | 100 |
| XP-60 | V-1650-1 | 100 |
| P-61 | R-2800-10 | 100 |
| XP-61 | R-2800-10 | 100 |
| YP-61 | R-2800-10 | 100 |
| P-61A-1 | R-2800-10 | 100 |
| P-61B-1 | R-2800-10 | 100 |
| P-62 | R-3350-17 | 100 |
| XP-62 | R-3350-17 | 100 |
| XP-63 | V-1710-47 | 100 |
| P-63-A-1 | V-1710-93 | 100 |
| P-64 | R-1820-77 | 87 |
| P-66 | R-1830-33 | 100 |
| P-66 | R-1830-63 | 100 |
| XP-67 | XI-1430-17/19 | 100 Grade 140 |
| P-70 | R-2600-7 | 100 |
| P-70 | R-2600-11 | 100 |
| XP-71 | R-4360-3 | 100 |
| XP-72 | 4360 | 100 |
| P-322 | V-1710-33 | 100 |
| P-400 | V-1710-35 | 100 |
| PQ-8 | YO-200-1 | 73 |
| PQ-12 | XO-435-5 | 91 |
| XPQ-14 | YO-300-3 | 100 |
| PT-9-B | R-680-3 | 73 |
| PT-11-D | R-680-3 | 73 |
| PT-13 | R-680-5/7/11 | 73 |
| PT-13-A | R-680-5/7/11 | 73 |
| PT-13-A | R-680-7 | 73 |
| PT-13-B | R-680-5/7/11 | 73 |
| PT-13-B | R-680-11 | 73 |
| PT-14 | R-670-3 | 73 |
| PT-16 | R-760-1 | 73 |
| YPT-15 | R-760-1 | 73 |

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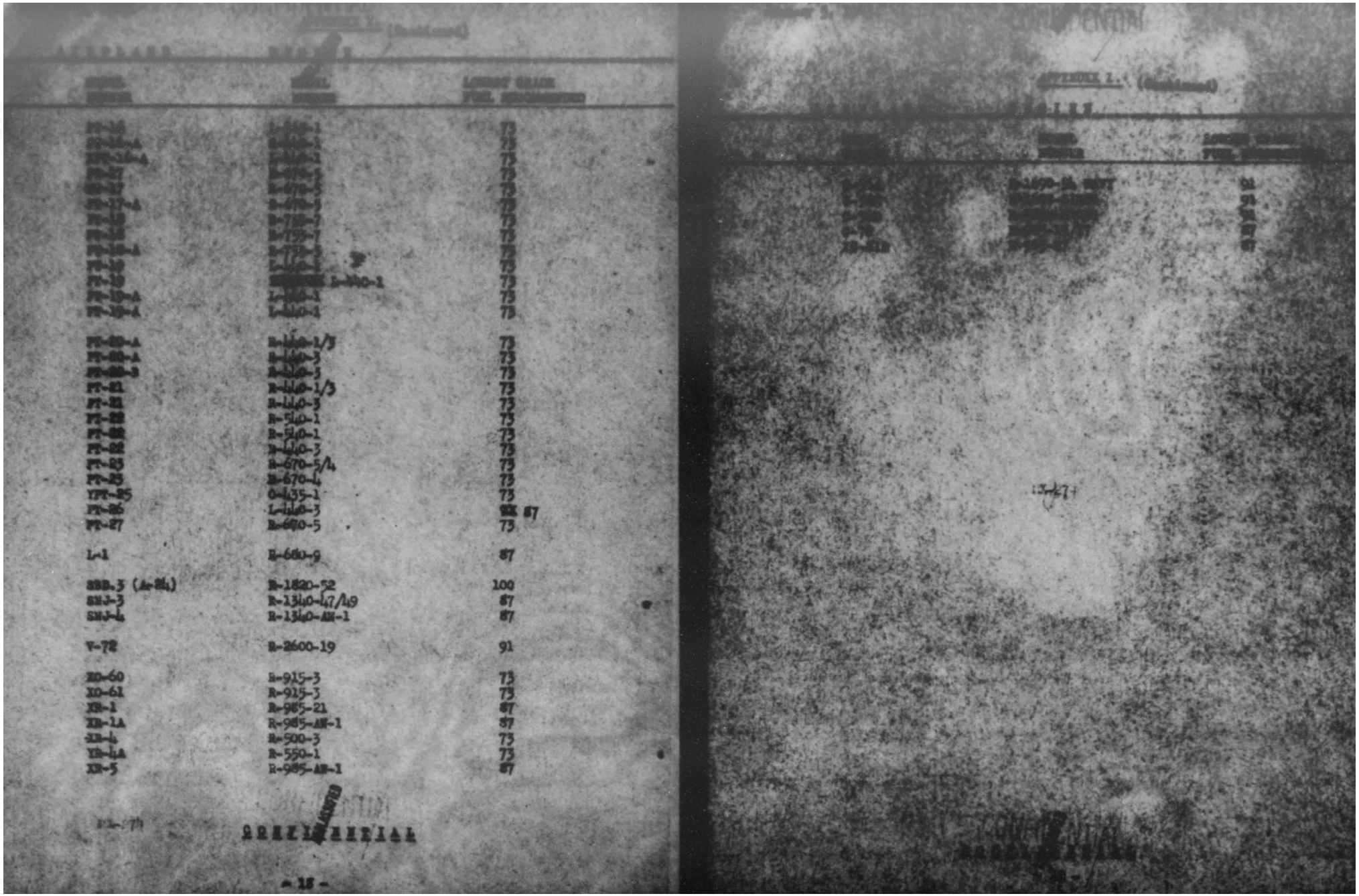

| | | |
|---|---|---|
| FT-26 | R-660-1 | 73 |
| FT-26-A | R-660-1 | 73 |
| FT-26-A | R-660-1 | 73 |
| FT-27 | R-670-5 | 73 |
| FT-27 | R-670-5 | 73 |
| FT-27-A | R-670-5 | 73 |
| FT-28 | R-720-7 | 73 |
| FT-28 | R-720-7 | 73 |
| FT-28-A | R-720-7 | 73 |
| FT-29 | L-660-1 | 73 |
| FT-29 | L-660-1 L-660-1 | 73 |
| FT-29-A | L-660-1 | 73 |
| FT-29-A | L-660-1 | 73 |
| FT-30-A | R-660-1/3 | 73 |
| FT-30-A | R-660-3 | 73 |
| FT-30-B | R-660-3 | 73 |
| FT-31 | R-660-1/3 | 73 |
| FT-31 | R-660-3 | 73 |
| FT-32 | R-540-1 | 73 |
| FT-32 | R-540-1 | 73 |
| FT-32 | R-660-3 | 73 |
| FT-33 | R-670-5/4 | 73 |
| FT-33 | R-670-4 | 73 |
| TFT-35 | 0-435-1 | 73 |
| FT-26 | L-660-3 | 87 |
| FT-27 | R-670-5 | 73 |
| L-1 | R-660-9 | 87 |
| SSB.3 (A-24) | R-1820-52 | 100 |
| SNJ-3 | R-1340-47/49 | 87 |
| SNJ-4 | R-1340-AN-1 | 87 |
| V-72 | R-2600-19 | 91 |
| XD-60 | R-915-3 | 73 |
| XD-61 | R-915-3 | 73 |
| XB-1 | R-985-21 | 87 |
| XB-1A | R-985-AN-1 | 87 |
| XB-4 | R-500-3 | 73 |
| XB-4A | R-550-1 | 73 |
| XB-5 | R-985-AN-1 | 87 |



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IMMEDIATE ACTION

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DOD Ltr.
8 Jan. & 30 June 1974
By [illegible] LC Date 10/18/76

IN REPLY REFER TO AAF 463.7

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

(AFMAG)

February 5, 1943.

SUBJECT: Monthly report of 100 octane gasoline.

TO: Commanding General,
Army Air Forces Air Service Command.

1. The enclosed copy of confidential Memorandum (case No. 5023, Report No. 1) from the Chairman, Munitions Assignments Committee (Air), February 2, 1943, subject: "Functions of the Aviation Petroleum Products Allocation Committee," is referred to you for such action as will insure the prompt submission to the Aviation Petroleum Products Allocation Committee, of monthly reports of 100 octane gasoline covering operations under your control in the continental United States, Alaska, the Central Pacific Theater, the Caribbean, and the North Atlantic Areas.

2. The reports will be submitted through the Director of Base Services, this headquarters, who will advise you as to the nature and form of the information desired.

3. The Commanding General, Materiel Division, has been directed to submit reports covering 100 octane gasoline at Wright Field, Ohio; Eglin Field, Florida, and other experimental stations under his direct control.

4. The Munitions Assignment Committee (Air) has advised this office that memorandum similar to the enclosed has been directed to the Navy Department for information covering operations under control of the Navy in the areas mentioned.

By command of Lieutenant General ARNOLD:

FRED C. MILNER
Colonel, A.G.D.
Air Adjutant General.

This directive not sent pursuant to request of Col Howze (AFRBS) through Capt applegate. Col Howze office is taking the action necessary to instruct Air Force Command as to requirements to comply with request of the M.A.C.
DDM 2/11/43

1 Inc.
Copy Case No. 5023
Report No. 1, 2-2-43

Q. M. C. Form 6564 (Old Form 493)
Approved December 1, 1922

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DOD Dir.
5 Jan. & 30 June 1974
By: LC; Date:

MUNITIONS ASSIGNMENTS COMMITTEE

(AIR)

WASHINGTON

CASE NO. 5023
Report No. 1

February 2, 1943.

MEMORANDUM FOR THE AIR ADJUTANT GENERAL

SUBJECT: Functions of the Aviation Petroleum Products Allocation Committee.

1. The Aviation Petroleum Products Allocation Committee is charged (Case No. 5018, dated August 14, 1942) with responsibility "for compilation of monthly running inventories of stocks (of critical aviation fuel) on hand in all theaters" and "for compilation of monthly consumption (of critical aviation fuel), losses, cargoes in transit and estimated requirements in all theaters, including 'joint use' theaters."

2. Users of 100 octane gasoline have been requested (M.B.W. (Air) 34/1, dated November 20, 1942) "to submit monthly returns indicating stock position, previous months consumption and forward estimates as required by Aviation Petroleum Products Allocation Committee, which estimates will be broken down into quantities required for consumption and those required for reserve stock building."

3. At its meeting held January 29, 1943, the Munitions Assignments Committee (Air) took note of a report from the Aviation Petroleum Products Allocation Committee that the information requested for Continental United States, Alaska, the Central Pacific Theater, the Caribbean and the North Atlantic areas, has been incomplete and so lacking in essential details as to be valueless for purposes determining the supply and demand situation in these areas.

4. The Munitions Assignments Committee (Air) desires that this condition be brought to the attention of the proper authorities in the United States Army Air Forces and the United States Navy.

5. It is therefore requested that an appropriate directive be issued to the Materiel Command and to the Air Service Command requiring that responsibility be designated for submitting

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LC; Date 2/4/77

Incl #1

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monthly reports to the Aviation Petroleum Products Allocation Committee covering operations in Continental United States, Alaska, the Central Pacific Theater, The Caribbean and the North Atlantic Areas, in the same form as information is now being received from other theaters. Those designated as responsible for making available such information should inform the Aviation Petroleum Products Allocation Committee when the first of the required reports will be submitted.

GEORGE E. STRATEMEYER
Major General, U.S.A.
Chairman



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DOD Dir
5 Jan. 6, 30 June 1974
By AGW/cc LC Date 10/18/76

Use of Lower than 100 Octane Rating Gasoline in Airplanes Located in the 2nd AF

DOL:bv 78393

4. AFAMC-9 AFDAS 12-31 1942 Noted.

D. G. LINGLE,
Col., A.C.,
Army Mem., Wkg. Com.,
Aero. Board.

Incl: n/c

TJH/eva/6371

5. Deputy Chief of Air Staff. A-4 1943 1/1

1. Note items #2 and #3 above.

2. The proper action now appears to be to "ride herd" on the using agencies to insure that conservation measures are being followed. Air Forces and Commands can and should be notified of their allowances of gasoline over certain periods of time and informed that, although it is believed that the use of conservation measures outlined will permit them to operate at maximum efficiency, no more gasoline will be available.

Dispatched
JAN 2 1943
AAG

File
Cc

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

Incl: n/c

3-26-43 rec'd original papers on this which A-4 had filed in their office without taking action. Given to Gen. Hanley by J. Bounds

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8 Jan. & 30 June 1974
By: [illegible] LC. Date 10/18/76

Use of Lower than 100 Octane Rating Gasoline in Airplanes Located in the 2nd AF.

TJH:cmc 6371

1. AFDAS AFAMS 1942
thru 12-18
AFAMC-9
Dispatched
DEC 19 1942
AAG

The attached paper is forwarded to you for comment. It does not appear practical to reduce our flying at a time when we need more instead of less training. Is there not some other solution to this problem?

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

Incl: Conf. Memo for the CG,AAF
frm A-4 Div, AAF, dtd 12-17-42,
subj. as above. w/incl: Tab "A".

air ad 463.7 (251)

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Mr. Will

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DOD Dir.
8 Jan. & 30 June 1976
By: AHCC LC. Date: 10/18/76

December 17, 1942

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES

SUBJECT: Use of Lower than 100 Octane Rating Gasoline in Airplanes Located in the 2nd Air Force.

DISCUSSION:

1. A study has been made by the Aircraft and Procurement Section of A-4 relative to the problem of using lower octane gasoline in aircraft of the 2nd Air Force. The study was based on the assumption that some of the airplanes could use 91 or 87 octane gasoline in lieu of the 100 octane and thereby effect a saving in 100 octane fuel.

2. The 2nd Air Force as of December 11, 1942 had 761 tactical aircraft divided as follows:

| | | |
|---|---|---|
| Heavy Bombers | 4 engine | 296 |
| Medium Bombers | 2 engine | 23 |
| Light Bombers | 2 engine | 27 |
| Light Bombers | 1 engine | 25 |
| Fighters | 1 engine | 18 |
| Transports Med. | 2 engine | 3 |
| Transports Light | 2 engine | 28 |
| Transports Light | 1 engine | 7 |
| Observation | | 61 |
| Liaison | | 273 |
| | Total | 761 |

3. The following tabulation shows the number of aircraft in the 2nd Air Force which should normally use 100, 91, 87, and 73 octane gasoline.

| | 100 Octane | 91 Octane | 87 Octane | 73 Octane | Total |
|---|---|---|---|---|---|
| Airplanes | 422 | 81 | 236 | 22 | 761 |
| Percentage | 55% | 11% | 31% | 3% | 100% |

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4. The quantity of airplanes using the various grades of gasoline have very little bearing on the problem, as the larger airplanes consume many times the quantity of the smaller planes for the same length of time. For this reason the computation was carried further and the monthly consumption of all 4 grades of gasoline were estimated. An assumption had to be made as to the number of missions the airplanes would make each month and the quantity used from the normal tank capacity. Of the 761 airplanes located in the 2nd Air Force, approximately 75% were flyable, the remaining 25% were grounded. For this calculation the assumption was made that 50% of the flyable airplanes were used each day for 20 days per month and that 75% of the normal gasoline capacity was used on each mission.

5. Basis the above assumptions, the following figures were obtained:

Estimated monthly consumption, U.S. gallons, of

| | 100 Octane | 91 Octane | 87 Octane | 73 Octane | Total |
|---|---|---|---|---|---|
| | 4,532,674 | 57,652 | 22,395 | 19,800 | 4,631,521 |
| Percentage of Total | 97.85% | 1.25% | .48% | .42% | 100% |

6. From the above figures it is noticeable that nearly 98% of the total gasoline estimated to be required for 30 days operation is 100 octane. The study brought out that only .6% (less than 1%) or an estimate of 29,407 gallons/month could be saved by using 91 octane in lieu of 100 octane gasoline. Only 1.7% or an estimated 77,902 gallons/month could be saved by using 87 octane in lieu of 91 octane in those airplanes capable of using this lower grade of fuel.

7. The reason that such a large percentage of our engines require 100 octane is due to the fact that they were designed specifically for use on 100 octane or better. The rated horsepower developed by the engine was incorporated into the engineering data of the aircraft manufacturer when the aircraft was designed. In most cases every available horsepower was used in order to obtain sufficient power for "take off" and maximum speed in combat. The relationship of the engine horsepower to high octane gasoline is the ability of the engine to develop the necessary horsepower without detonation. Increasing the octane rating of a gasoline does not increase the BTU or heating value of the gasoline but the increase in octane rating does reduce the point of detonation thereby permitting the engine to develop the maximum horsepower without scoring the cylinders, burning the pistons, or breaking a cylinder head. A fuel which will permit a

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"take off" of 1000 HP at rich mixture will permit the engine to cruise at only 500 HP at cruising speed and maximum economy mixture. If 91 octane were to be used in lieu of 100 octane for cruising, the mixture would have to be richened and therefore the range would be reduced and fuel wasted, or "cruise power" would have to be reduced by about 35% or to 325 HP instead of 500 HP. For this reason the majority of our airplanes require 100 octane gasoline or better and it would be foolhardy to attempt to use 91 octane in the engines as we would lose both airplanes and pilots.

8. A study is being made by the Bureau of Aeronautics to determine if the C-47 transport will be capable of operating on 100 octane for "take off" and then switch to 91 octane for cruising. The contractor has advised that the use of 91 octane instead of 100 octane in the R-1830-92 engines reduce the horsepower by 100 HP per engine or a total of 200 HP for the C-47. As the transport airplanes are increasing their loads to the absolute maximum, it does not appear feasible to reduce the gasoline octane rating being supplied for use in the C-47.

Conclusions:

1. In order to continue operations in the 2nd Air Force on the reduced authorization of 100 octane gasoline, it will be necessary to make one or more of the following changes:

a. Reduce the length of each mission.

b. Reduce training schedules.

c. Modify some of the airplanes by changing the engine carburetors or change the plumbing to permit "take off" on 100 octane and cruise on 91 octane. This seems impractical due to the shortage of critical material and man hours.

2. The substitution of 91 or 87 octane gasoline in the majority of combat airplanes, even though the aircraft is being used for training, is both uneconomical and unsafe.

Recommendations:

1. That flying time be reduced in proportion to the quantity of gasoline authorized either by shortening the length of each mission or by reducing training schedules.

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RICHARD H. BALLARD
Colonel, U.S.A.C.
Assistant Chief of the Air Staff, A-4

Incl - TAB "A"

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By [illegible] LC. Date 10/18/76

RECOMMENDED LIST OF AIRCRAFT IN 2ND AIR FORCE TO

OPERATE ON VARIOUS GRADES OF GASOLINE

| 100 Octane | | 91 Octane | | 87 Octane | | 73 Octane | |
|---|---|---|---|---|---|---|---|
| 17 | B-17E | 2 | B-18 | 4 | A-17 | 22 | C-78 |
| 180 | B-17F | 3 | B-18 | 3 | C-36 | | |
| 99 | B-24D | 2 | C-39 | 2 | C-45 | | |
| 1 | B-23 | 1 | C-56 | 7 | C-43 | | |
| 17 | B-34 | 8 | | 9 | C-46 | | |
| 2 | A-20A | | | 35 | C-47 | | |
| 13 | A-20C | | | 17 | C-52 | | |
| 12 | BB-7B | | | 37 | L-1A | | |
| 14 | A-24 | | | 77 | L-2A | | |
| 7 | A-36 | | | 106 | L-3C | | |
| 3 | F-39D1 | | | 53 | L-4B | | |
| 12 | F-40F | | | 350 | | | |
| 3 | F-43 | | | | | | |
| 1 | C-47 | | | | | | |
| 381 | | | | | | | |

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SECRETARY
ROOM 4044
NAVY DEPARTMENT BUILDING

THE AERONAUTICAL BOARD
WASHINGTON

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DOD Ltr's
E.O. Date 10/18/76

December 7, 1942.

MEMORANDUM FOR: The Chief of Air Staff.

SUBJECT: Conference on Conservation of 100 Octane Aviation Gasoline.

Receipt of the following information from Major James A. Sadfield, December 2nd, is acknowledged:

"For Colonel Lingle: At a meeting of the Munitions Assignment Board, December 2nd, the question of U.S. Civilian Allocation of 100 octane aviation gasoline came up. As a result General Stratemeyer asked that you prepare a letter for his signature, as Chief of Air Staff, to the Commanding General, Materiel Command:

1. Directing that immediate steps be taken with the engine and airplane manufacturers to switch from 100 octane to lower grades in testing and fly-away.

2. That any engines that cannot be so tested be reported to General Stratemeyer, for his information as Chairman of the Munitions Assignment Committee, Air, so that he can in turn report to the Board. He wants immediate steps taken and he wants a full investigation on the part of the Materiel Command."

- - - - - - - - - - - - - - - - - -

In view of the above directive, conference was held at the Power Plant Section, Materiel Center, Wright Field, December 3, 1942, with the following present:

Colonel E. R. Page, Chief, Power Plant Section, Mat.Cen.
Colonel D. G. Lingle, Army Mem., Wkg. Com., Aero. Board
Major Marvin C. Dealer, Material Command
Mr. Robert V. Kerley, Materiel Center
Mr. L. Parmakian, Materiel Center.

As a result of this conference, the following action was taken to further conserve 100 octane aviation fuel:

1. Mr. Parmakian, Production Engineering Section, will take

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Subject: Conference on Conservation of 100 Octane Aviation Gasoline.

immediate action to check the carburetor settings on all R-1830-92 Engines in use by the Army Air Forces for the substitution of 91 octane fuel in airplanes powered with these engines. He will take necessary action for issuance of instructions to service such airplanes with 91 instead of 100 octane gasoline. This action will conform to instructions previously issued by the Navy Department to use 91 octane gasoline in airplanes powered with the R-1830-92 engines.

2. (a) The Materiel Center will take necessary action to see that the revised test schedule for engine testing by Allison, Packard and Wright Aeronautical will conform to the revised testing schedules, as authorized by the Bureau of Aeronautics, for test of Pratt & Whitney engines. This will result in substituting lower grades of gasoline for green runs and shortening the runs with 100 octane gasoline.

(b) It was brought out, that due to the difficulties arising from excessive ring wear and high oil consumption in all Wright engines, the shortening of full power runs with 100 octane gasoline for test of Wright engines may have to be withheld until these difficulties are overcome. The revised test schedules as authorized by the Bureau of Aeronautics will be used for engine test schedules by all manufacturers as well as the parent companies. (See Inclosure)

3. (a) The Materiel Center requested the Commanding General, Field Services, Air Service Command, to expedite completion of Technical Orders for the use of aviation fuels lower than Grade 100 for engine testing, after over-haul by the Air Service Command.

(b) It is suggested that similar action be taken by the Navy Department at all engine over-haul bases, if such action has not been taken.

4. The Materiel Center will take necessary action to report the saving of 100 octane gasoline resulting from the incorporation of the above conservation measures at aircraft engine manufacturing plants for the information of the Munitions Assignment Board (Air).

5. (a) It was brought out that considerable saving of 100 octane gasoline would result by using 87 octane fuel for ground running of engines at aircraft manufacturing plants. All engines are run up on 100 octane gasoline from 30 minutes to an hour at low power to remove protective lubricants, check electrical systems, etc.

(b) Recommend the Materiel Command take necessary action to have aircraft manufacturers substitute 87 octane gasoline for 100 octane gasoline for this purpose and that similar action be taken by the Navy Department.



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Subject: Conference on Conservation of 100 Octane Aviation Gasoline.

6. (a) The Materiel Center has furnished instructions to the Commanding General, Field Services, Air Service Command, for the use of 87 octane fuel at Training Centers, in airplanes powered with R-1340, R-985 and R-975 type engines, effective January 1, 1943.

(b) The Director of Base Services has taken action to put this Directive into effect.

7. The substitution of 91 octane gasoline for 100 octane for fly-away from manufacturers plants was discussed. It was brought out that with the increase in quality of 100 octane gasoline to grade 130 by January 1, 1943, would require dual carburetors, or new carburetor settings and derating of engines, if 91 octane were used. This is believed to be uneconomical. A saving of 100 octane gasoline could be made at the manufacturing plants by supplying only sufficient gasoline to ferry the airplane to its designated base, however, such a saving would be counteracted by reservicing at the designated base upon arrival.

8. (a) Copy of confidential instructions on the Conservation of 100 Octane Gasoline, as published by the Navy Department, November 28, 1942, is attached.

(b) Recommend similar action be taken by the Commanding General, Air Service Command.

9. Request approval of this report in lieu of the letter as specified in the above Directive.

/s/
D. G. LINGLE,
Colonel, Air Corps,
Army Member, Working Committee.

2 Incls.
BuAer Ltr. 10/21/42 on Conservation of 100 Octane Fuel
BuAer Instructions on Conservation of 100 Octane Fuel.

cc:
Materiel Center
Materiel Command
Chief BuAer
Base Services
Air Service Command
Air Adjutant General

DEC 16 42 PM

Approved by General Stratemeyer
12/12/42

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By ltr & ltr from DTIC dtd 10/18/76

NAVY DEPARTMENT
BUREAU OF AERONAUTICS
WASHINGTON

Refer to No. Aer-E-433-BEB
JJ7G1

21 October 1942

RESTRICTED

149718

# M E M O R A N D U M

From: Power Plant Design Section.
To : Working Committee of the Aeronautical Board.

SUBJECT: Conservation of 100 Octane Fuel.

References: (a) Aero Board memo of 7 Oct. 1942
(b) PWA ltr. AES/WT Proj.Eng.Dept. of 14 May 1942 with INA 1st end. F21/L5-2 of 21 May 1942.
(c) BuAer twx 18K01 July 1942.
(d) BuAer ltr. Aer-E-433-PHS F21 JJ7G1 of 11 Sept. 1942.
(e) PWA ltr. AES:MS-Eng. of 23 Sept. 1942 with INA 1st end. F21/L5-2 (9-431) (7028) of 25 Sept. 1942.
(f) Ranger ltr. #1257 of 13 Oct. 1942 with INA 1st end. (RF-368-43) JJ-7 of 14 Oct. 1942.

1. The receipt of reference (a) is acknowledged.

2. In accordance with Aero Board Case No. 124 of 7 March 1942, Pratt & Whitney Aircraft, the only contractor at that time under bureau cognisance using 100 octane fuel, submitted the required test report, reference (b), relative to conserving 100 octane fuel. This report was studied by both the Material Center and the bureau and it was the considered opinion of both of these agencies that the tear-down inspection could not be eliminated for all engines because of the recent use of chrome plated piston rings and the large number of material substitutions being incorporated in the engines. The elimination of the tear-down inspection was, however, authorized for the R-985 and R-1340 engines because these engines had shown on tear-down inspection to be relatively free from defects.

3. At the same time, authorization was given, reference (c), to use 87 octane in lieu of 91 octane fuel for the acceptance testing of all R-985 and R-1340 engines and permitted the use of 87 octane fuel for all acceptance testing other than operation at 90% MAP, full power and take-off running for all other engines. This test procedure eliminated the use of 91 octane fuel entirely and reduced the consumption of 100 octane fuel as shown on Pratt & Whitney report submitted with the Aeronautical Board's memorandum of 5 August 1942.

4. Upon further study, the bureau, with the cooperation of the Material Center, submitted for Pratt & Whitney Aircraft's consideration, reference (d), a new acceptance test procedure which permitted the use of 87 octane fuel for all testing except for 1½ hours (1 hour for the initial run and ½ hour for the

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Aer-E-433-BEB
JJ7G1

RESTRICTED MEMO

21 October 1942

Subject: Conservation of 100 Octane Fuel.

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final run) of full power and take-off operation. This procedure, according to Pratt and Whitney estimates, given in reference (e), reduced the consumption of 100 octane by 130,400 gallons per month or 17% under that previously used by the Pratt & Whitney plant alone. It is believed, however, that these estimates are somewhat conservative and that the actual reduction might be slightly more than 17%. It is considered by this section that the reduction of 100 octane fuel consumption obtained by the above acceptance test procedure is an absolute minimum obtainable consistent with satisfactory condition of the engines upon delivery to the service.

5. Pratt & Whitney Aircraft was requested in reference (d) to have all their licensee companies, namely, Ford, Buick, Jacobs, Continental, and Nash, to use the same test procedure. It appears from the table submitted with reference (a), however, that the licensees' fuel requirement estimates are those which were required prior to the test procedure authorized in reference (c). The bureau is requesting that these estimates be revised in accordance with the test procedure outlined in reference (d) and that these new estimates be sent to the Aviation Petroleum Production Allocation Committee. These new estimates should show a reduction in the consumption of 100 octane fuel of 17 to 20% and practically eliminate the use of 91 octane fuel. The Ranger Aircraft Engines indicated by reference (f) that they can reduce their estimates by a considerable amount and will submit new estimates to the Aviation Petroleum Production Allocation Committee at an early date. In addition, steps are being taken to have Aircooled Motors Corporation and the Lycoming Division of the Aviation Corporation use the same test procedure as being used by Pratt & Whitney Aircraft for all engines which normally use 100 octane fuel.

6. The Wright Aeronautical Corporation and their licensees are under the cognizance of the Army Air Forces. The Bureau has been advised that these companies are being requested to inaugurate the same test procedure as Pratt & Whitney Aircraft.

/s/ Rico Botta
Rico Botta
Captain, U.S.N.
By Direction Chief of Bureau

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Aer-Ma-24-CMP
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NAVY DEPARTMENT
BUREAU OF AERONAUTICS
WASHINGTON

CONFIDENTIAL

C 17971

28 November, 1942.

DECLASSIFIED
DOD ltrs.
8 Jan. & 30 June 1974
By [illegible] LC, Date 10/14/76

From: The Chief of the Bureau of Aeronautics.
To: Commandant, Naval Air Station, Pensacola.
Commandant, Naval Air Station, Jacksonville.
Commandant, Naval Air Station, Corpus Christi.
Commanding Officer, Naval Air Station, San Diego.
Commanding Officer, Naval Air Station, Norfolk.
Commanding Officer, Naval Air Station, Alameda.
Commanding Officer, Naval Air Station, Seattle.
Commanding Officer, Naval Air Station, Quonset Point.
Commanding Officer, Marine Corps Air Station, Quantico.
Manager, Naval Aircraft Factory, Philadelphia.
Commanding Officer, Naval Air Station, Lakehurst.
Commanding Officer, Naval Air Station, Miami.
Commanding Officer, Naval Air Station, Roosevelt Base.
Commanding Officer, Naval Air Station, New York.
Commanding Officer, Marine Corps Air Station, Cherry Point.
Commanding Officer, Naval Air Station, Anacostia.
Commanding Officer, Naval Reserve Aviation Base, Atlanta.

Subject: Substitution of 87 for 91 Octane Fuel in R-1340, R-985, and R-975 Engines in Aircraft used in Training and Administrative Flying.

References:
(a) BuAer letr. Aer-E-447-NC, VSNC1/F1-1 of 25 Sept. 1942, to All Stations, Ships and Units Concerned with Model SNC-1 Airplanes.
(b) Specification AN-F-25. Fuel Aircraft Engine, Grade 87.
(c) BuAer letr. Aer-Ma-24-MC, JJ7G1 of even date to All Stations and Units Concerned with Aircraft Within the Continental Limits of the United States - Subject, Conservation of 100 Octane Gasoline.
(d) S&A letr. JJ7-6/L4(SFO-dar) of 9 Sept. 1942 to All Stations and Units Concerned with Aircraft Within the Continental Limits of the United States.

1. Due to the restricted availability and imminent shortage of 91 Octane Aviation Gasoline, extensive tests have recently been concluded relative to the substitutions therefor with 87 Octane Fuel in the R-1340, R-985 and R-975 engines. The results of these tests indicate that the 87 octane fuel is entirely satisfactory for the R-985 and R-1340 engines without changes in carburetor settings or operating instructions. The operating limitations for the R-975 engine have been issued by means of reference (a).

2. The Bureau desires that steps be taken to effect the maximum use of 87 Octane gasoline for training and administrative flying in airplanes having the subject engines. It is directed that addressees submit to the Bureau of Supplies and Accounts, not later than 10 December 1942, with copy to the Bureau of Aeronautics, the estimated requirements of 87 Octane aviation gasoline in accordance with reference (b) by way of supplemental estimates submitted pursuant to reference (d), following the procedure outlined therein for the requirements to meet operating needs in the subject engines for the six months

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Aer-Ma-24-MC/CMP
JJ7G1

DECLASSIFIED

NAVY DEPARTMENT
BUREAU OF AERONAUTICS
WASHINGTON

DECLASSIFIED
DOD Ltr.
8 Jan. & 20 June 1974
By [illegible] LC, Date 10/18/76

C 17970

28 November, 1942.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

From: The Chief of the Bureau of Aeronautics.
To: All Stations and Units Concerned with Aircraft Within the Continental Limits of the United States.

Subject: Conservation of 100 Octane Gasoline.

References:
(a) BuAer Circular Letter No. 14-42 dated 16 April 1942.
(b) BuAer letr. Aer-Ma-1-MBS, JJ7G1, A16(O-Material), 046657, dated 20 April 1942.
(c) BuAer letr. Aer-Ma-24-CMP of even date to various stations.

Enclosure: (herewith)
(A) List of Aircraft Engines which shall Use 91 Octane Gasoline for Training and Administrative Flying.
(B) Copy of reference (c).

1. Reference (a) advised that the 100 octane fuel situation was becoming critical and directed that:

" All phases of training and administrative flying performed by airplanes with engines capable of operating on a lower grade fuel must use such fuel";

" A stencil be placed on the cowling near the filler cap on all airplanes with engines which can use a fuel of lower octane rating than 100".

Reference (b) directed that all shore activities within the continental limits of the United States take immediate steps to procure and have available for use sufficient 91 Octane gasoline to meet operating needs.

2. It has now become necessary to restrict the allocation of 100 Octane gasoline to quantities appreciably under estimated requirements; further restrictions will continue for a considerable period of time and these restrictions may seriously affect military operations. Furthermore, it has come to the attention of this bureau that aviation activities are not, in all cases, doing their utmost to conserve 100 Octane gasoline by the use of lower octane ratings wherever possible.

3. Accordingly, it is directed that commanding officers review the situation with regard to the conservation of 100 Octane gasoline in the operation of airplanes with engines listed in Enclosure (A), to insure that the measures prescribed by references (a) and (b) are being effectively carried out within their commands. It is further directed that in addition to training and administrative flying, the use of lower octane gasoline be extended to any other uses practicable such as transport operations.

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Aer-Ne-24-CMP
JJ701
C 17971

CONFIDENTIAL

Subject: Substitution of 87 for 91 Octane Fuel in R-1340, R-985, and R-975 Engines in Aircraft used in Training and Administrative Flying.

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period, 1 January to 30 June 1943. Estimates submitted as a basis for procurement must specify monthly requirements, form of delivery, and ability to store this additional type fuel.

3. Stations which find it impracticable to operate all of the subject engines on the 87 Octane fuel due to insufficient storage and fueling facilities or for other reasons, are requested to submit estimates based on (a) the number of airplanes in which it is intended to use the 87 Octane fuel and (b) estimates based on the total number of planes. Included with the latter estimate should be a statement regarding the additional facilities required in order to use the 87 Octane fuel in all airplanes having the subject engines which are assigned to the station.

Ralph Davison

Ralph Davison,
Rear Admiral, U.S.N.,
Acting Chief of Bureau.

Copies to:
Cominch
Vice OpNav
Comdt. First Naval District, Boston
Comdt. Third Naval District, New York
Comdt. Fourth Naval District, Philadelphia
Comdt. Fifth Naval District, Norfolk
Comdt. Sixth Naval District, Charleston, S. C.
Comdt. Seventh Naval District, Key West
Comdt. Eighth Naval District, New Orleans
Comdt. Eleventh Naval District, San Diego.
Comdt. Twelfth Naval District, San Francisco
Comdt. Thirteenth Naval District, Seattle
Comdt. Potomac River Naval Command, Navy Yard, Washington, D. C.
Director of Refining, Office of the Petroleum Coordinator for War
BuSandA



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Aer-Ma-24-MC/CMP
JJ7G1
C 17970

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Subject: Conservation of 100 Octane Gasoline.

4. If it is considered impracticable to carry out the instructions contained herein due to storage or procurement problems, or for any other reasons, commanding officers shall promptly so report to this bureau, with recommendations regarding remedial measures which may be instituted by the Department.

Ralph Davison

Ralph Davison,
Rear Admiral, U.S.N.,
Acting Chief of Bureau.

Copies to:
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DOD Ltr
8 Jan. & 20 June 1974
By: AN-Cc LC, Date 10/18/76

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ENCLOSURE (A)

~~CONFIDENTIAL~~

AIRCRAFT ENGINES WHICH SHALL USE 91 OCTANE GASOLINE
FOR TRAINING AND ADMINISTRATIVE FLYING

V-770-6
* R-975-28
* R-985-48, -50, AN-1, AN-2, AN-4, AN-6
* R-1340-6, -12, -14, -16, -18, -22, -36, -38, AN-1.
R-1535-72, -82, -84, -94, -96, -98.
R-1690-38, -40, -42, -52, -54.
R-1820-90, -20, -22, -30, -34, -36, -38, -44, -50, 102A.
R-1830-64, -66, -68, -72, -80, -84.

* 87 Octane gasoline (Specification AN-F-25), when available, must be used for training and administrative flying as covered in reference (c).

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DOD Ltrs.
8 Jan. & 30 June 1974
By [illegible] Date 10/18/76

Letter to Secretary of State re activities of Socony Vacuum Oil Co. Inc. in Africa

Commanding General, Materiel Command (Att: Capt. Stocker, Contract Section) 2-27-43

Air Adjutant General 1

JBC:JB 5789

Pursuant to your request contained in comment No. 7, R&R, EPS/hk/6971, AFAMC-4A, Feb. 22, 1943, attached is a copy of reply of the Secretary of War to letter of Jan. 22, 1943, from the Secretary of State for your files. As indicated the letter was prepared by OPD, W.D.G.S.

JOHN B. COOLEY
Colonel, A.G.D.
Asst. Air A.G.

1 Incl.
Cpy. ltr. 1-30-43

Dispatched
FEB 27 1943
AAG

463.7 (253)

File
Ci 2/27/43

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| SIGNATURE OF RESPONSIBLE OFFICER | | | | | | |
| INTERNAL OFFICE COORDINATION | | | | | | |

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CONFIDENTIAL

SECRETARY
ROOM 4846
NAVY DEPARTMENT BUILDING

THE AERONAUTICAL BOARD
WASHINGTON

December 7, 1942.

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
By: AL/CC LC; Date 10/18/76

MEMORANDUM FOR: The Chief of Air Staff.

SUBJECT: Conference on Conservation of 100 Octane Aviation Gasoline.

Receipt of the following information from Major James A. Saalfield, December 2nd, is acknowledged:

"For Colonel Lingle: At a meeting of the Munitions Assignment Board, December 2nd, the question of U.S. Civilian Allocation of 100 octane aviation gasoline came up. As a result General Stratemeyer asked that you prepare a letter for his signature, as Chief of Air Staff, to the Commanding General, Materiel Command:

1. Directing that immediate steps be taken with the engine and airplane manufacturers to switch from 100 octane to lower grades in testing and fly-away.

2. That any engines that cannot be so tested be reported to General Stratemeyer, for his information as Chairman of the Munitions Assignment Committee, Air, so that he can in turn report to the Board. He wants immediate steps taken and he wants a full investigation on the part of the Materiel Command."

- - - - - - - - - - - - - - - - - - -

In view of the above directive, conference was held at the Power Plant Section, Material Center, Wright Field, December 3, 1942, with the following present:

Colonel E. R. Page, Chief, Power Plant Section, Mat.Cen.
Colonel D. G. Lingle, Army Mem., Wkg. Com., Aero. Board
Major Marvin C. Demler, Materiel Command
Mr. Robert V. Karley, Materiel Center
Mr. L. Parmakian, Materiel Center.

As a result of this conference, the following action was taken to further conserve 100 octane aviation fuel:

1. Mr. Parmakian, Production Engineering Section, will take

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CONFIDENTIAL

Subject: Conference on Conservation of 100 Octane Aviation Gasoline.

immediate action to check the carburetor settings on all R-1830-92 Engines in use by the Army Air Forces for the substitution of 91 octane fuel in airplanes powered with these engines. He will take necessary action for issuance of instructions to service such airplanes with 91 instead of 100 octane gasoline. This action will conform to instructions previously issued by the Navy Department to use 91 octane gasoline in airplanes powered with the R-1830-92 engines.

2. (a) The Material Center will take necessary action to see that the revised test schedule for engine testing by Allison, Packard and Wright Aeronautical will conform to the revised testing schedules, as authorized by the Bureau of Aeronautics, for test of Pratt & Whitney engines. This will result in substituting lower grades of gasoline for green runs and shortening the runs with 100 octane gasoline.

(b) It was brought out, that due to the difficulties arising from excessive ring wear and high oil consumption in all Wright engines, the shortening of full power runs with 100 octane gasoline for test of Wright engines may have to continue until these difficulties are overcome. The revised test schedules as authorized by the Bureau of Aeronautics will be used for engine test schedules by all manufacturers as well as the parent companies. (See Inclosure)

3. (a) The Material Center requested the Commanding General, Field Services, Air Service Command, to expedite completion of Technical Orders for the use of aviation fuels lower than Grade 100 for engine testing, after over-haul by the Air Service Command.

(b) It is suggested that similar action be taken by the Navy Department at all engine over-haul bases, if such action has not been taken.

4. The Material Center will take necessary action to report the saving of 100 octane gasoline resulting from the incorporation of the above conservation measures at aircraft engine manufacturing plants for the information of the Munitions Assignment Board (Air).

5.(a) It was brought out that considerable saving of 100 octane gasoline would result by using 87 octane fuel for ground running of engines at aircraft manufacturing plants. All engines are run up on 100 octane gasoline from 30 minutes to an hour at lower power to remove protective lubricants, check electrical systems, etc.

(b) Recommend the Material Command take necessary action to have aircraft manufacturers substitute 87 octane gasoline for 100 octane gasoline for this purpose and that similar action be taken by the Navy Department.

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Subject: Conference on Conservation of 100 Octane Aviation Gasoline.

4. (a) The Material Center has furnished instructions to the Commanding General, Field Services, Air Service Command, for the use of 87 octane fuel at Training Centers, in airplanes powered with R-1340, R-985 and R-975 type engines, effective January 1, 1943.

(b) The Director of Base Services has taken action to put this Directive into effect.

7. The substitution of 91 octane gasoline for 100 octane for fly-away from manufacturers plants was discussed. It was brought out that with the increase in quality of 100 octane gasoline to grade 130 by January 1, 1943, would require dual carburetors, or new carburetor settings and derating of engines, if 91 octane were used. This is believed to be uneconomical. A saving of 100 octane gasoline could be made at the manufacturing plants by supplying only sufficient gasoline to ferry the airplane to its designated base, however, such a saving would be counteracted by reservicing at the designated base upon arrival.

8. (a) Copy of confidential instructions on the Conservation of 100 Octane Gasoline, as published by the Navy Department, November 28, 1942, is attached.

(b) Recommend similar action be taken by the Commanding General, Air Service Command.

9. Request approval of this report in lieu of the letter as specified in the above Directive.

D. G. LINGLE,
Colonel, Air Corps,
Army Member, Working Committee.

2 Incls.
Buler Ltr. 10/21/42 on
Conservation of 100 Octane Fuel
Buler Instructions on Conservation
of 100 Octane Fuel.

cc:
Material Center
Material Command
Chief Buler
Base Services

APPROVED. DECEMBER 12, 1942

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

CONFIDENTIAL

- 3 -

Air AG 463.7 (250)

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NAVY DEPARTMENT
BUREAU OF AERONAUTICS
WASHINGTON

C
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P
Y

Refer to No. Aer-E-433-BEB
JJ7G1

~~RESTRICTED~~

21 October 1942

M E M O R A N D U M

149718

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
By ALD/cc LC Date 10/18/76

From: Power Plant Design Section.
To : Working Committee of the Aeronautical Board.

SUBJECT: Conservation of 100 Octane Fuel.

Reference: (a) Aero Board memo of 7 Oct. 1942
(b) PWA ltr. AES/WT Proj.Eng.Dept. of 14 May 1942 with INA 1st end. F21/L5-2 of 21 May 1942.
(c) BuAer twx 18K01 July 1942.
(d) BuAer ltr. Aer-E-433-PHS F21 JJ7G1 of 11 Sept. 1942.
(e) PWA ltr. AES:MS-Eng. of 23 Sept. 1942 with INA 1st end. F21/L5-2 (9-431)(7028) of 25 Sept. 1942.
(f) Ranger ltr. #1257 of 13 Oct. 1942 with INA 1st end. (RF-368-43) JJ-7 of 14 Oct. 1942.

1. The receipt of reference (a) is acknowledged.

2. In accordance with Aero Board Case No. 124 of 7 March 1942, Pratt & Whitney Aircraft, the only contractor at that time under bureau cognizance using 100 octane fuel, submitted the required test report, reference (b), relative to conserving 100 octane fuel. This report was studied by both the Materiel Center and the bureau and it was the considered opinion of both of these agencies that the tear-down inspection could not be eliminated for all engines because of the recent use of chrome plated piston rings and the large number of material substitutions being incorporated in the engines. The elimination of the tear-down inspection was, however, authorized for the R-985 and R-1340 engines because these engines had shown on tear-down inspection to be relatively free from defects.

3. At the same time, authorization was given, reference (c), to use 87 octane in lieu of 91 octane fuel for the acceptance testing of all R-985 and R-1340 engines and permitted the use of 87 octane fuel for all acceptance testing other than operation at 90% MAP, full power and take-off running for all other engines. This test procedure eliminated the use of 91 octane fuel entirely and reduced the consumption of 100 octane fuel as shown on Pratt & Whitney report submitted with the Aeronautical Board's memorandum of 5 August 1942.

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Aer-E-433-RSB
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RESTRICTED MEMO. 21 October 1942

Subject: Conservation of 100 Octane Fuel.

4. Upon further study, the bureau, with the cooperation of the Materiel Center, submitted for Pratt & Whitney Aircraft's consideration, reference (d), a new acceptance test procedure which permitted the use of 87 octane fuel for all testing except for 1½ hours (1 hour for the initial run and ½ hour for the final run) of full power and take-off operation. This procedure, according to Pratt and Whitney estimates, given in reference (e), reduced the consumption of 100 octane by 130,400 gallons per month or 17% under that previously used by the Pratt & Whitney plant alone. It is believed, however, that these estimates are somewhat conservative and that the actual reduction might be slightly more than 17%. It is considered by this section that the reduction of 100 octane fuel consumption obtained by the above acceptance test procedure is an absolute minimum obtainable consistent with satisfactory condition of the engines upon delivery to the service.

5. Pratt & Whitney Aircraft was requested in reference (d) to have all their licensee companies, namely, Ford, Buick, Jacobs, Continental, and Nash, to use the same test procedure. It appears from the table submitted with reference (a), however, that the licensees' fuel requirement estimates are those which were required prior to the test procedure authorized in reference (c). The bureau is requesting that these estimates be revised in accordance with the test procedure outlined in reference (d) and that these new estimates be sent to the Aviation Petroleum Production Allocation Committee. These new estimates should show a reduction in the consumption of 100 octane fuel of 17 to 20% and practically eliminate the use of 91 octane fuel. The Ranger Aircraft Engines indicated by reference (f) that they can reduce their estimates by a considerable amount and will submit new estimates to the Aviation Petroleum Production Allocation Committee at an early date. In addition, steps are being taken to have Aircooled Motors Corporation and the Lycoming Division of the Aviation Corporation use the same test procedure as being used by Pratt & Whitney Aircraft for all engines which normally use 100 octane fuel.

6. The Wright Aeronautical Corporation and their licensees are under the cognizance of the Army Air Forces. The bureau has been advised that these companies are being requested to inaugurate the same test procedure as Pratt & Whitney Aircraft.

/s/ Rico Botta.

Rico Botta
Captain, U.S.N.
By Direction of the Bureau

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NAVY DEPARTMENT
BUREAU OF AERONAUTICS
WASHINGTON

~~CONFIDENTIAL~~

C 17971

28 November, 1942.

DECLASSIFIED
DOD ltrs.
6 Jan. & 20 June 1974
By: [illegible] LC Date 10/18/76

From: The Chief of the Bureau of Aeronautics.
To: Commandant, Naval Air Station, Pensacola.
Commandant, Naval Air Station, Jacksonville.
Commandant, Naval Air Station, Corpus Christi.
Commanding Officer, Naval Air Station, San Diego.
Commanding Officer, Naval Air Station, Norfolk.
Commanding Officer, Naval Air Station, Alameda.
Commanding Officer, Naval Air Station, Seattle.
Commanding Officer, Naval Air Station, Quonset Point.
Commanding Officer, Marine Corps Air Station, Quantico.
Manager, Naval Aircraft Factory, Philadelphia.
Commanding Officer, Naval Air Station, Lakehurst.
Commanding Officer, Naval Air Station, Miami.
Commanding Officer, Naval Air Station, Roosevelt Base.
Commanding Officer, Naval Air Station, New York.
Commanding Officer, Marine Corps Air Station, Cherry Point.
Commanding Officer, Naval Air Station, Anacostia.
Commanding Officer, Naval Reserve Aviation Base, Atlanta.

Subject: Substitution of 87 for 91 Octane Fuel in R-1340, R-985, and R-975 Engines in Aircraft used in Training and Administrative Flying.

References:
(a) BuAer letr. Aer-E-447-NC, VSNC1/F1-1 of 25 Sept. 1942, to All Stations, Ships and Units Concerned with Model SNC-1 Airplanes.
(b) Specification AN-F-25. Fuel Aircraft Engine, Grade 87.
(c) BuAer letr. Aer-Ma-24-MC, JJ7G1 of even date to All Stations and Units Concerned with Aircraft Within the Continental Limits of the United States - Subject, Conservation of 100 Octane Gasoline.
(d) S&A letr. JJ7-6/L4(SFO-dar) of 9 Sept. 1942 to All Stations and Units Concerned with Aircraft Within the Continental Limits of the United States.

1. Due to the restricted availability and imminent shortage of 91 Octane Aviation Gasoline, extensive tests have recently been concluded relative to the substitutions therefor with 87 Octane Fuel in the R-1340, R-985 and R-975 engines. The results of these tests indicate that the 87 octane fuel is entirely satisfactory for the R-985 and R-1340 engines without changes in carburetor settings or operating instructions. The operating limitations for the R-975 engine have been issued by means of reference (a).

2. The Bureau desires that steps be taken to effect the maximum use of 87 Octane gasoline for training and administrative flying in airplanes having the subject engines. It is directed that addressees submit to the Bureau of Supplies and Accounts, not later than 10 December 1942, with copy to the Bureau of Aeronautics, the estimated requirements of 87 Octane aviation gasoline in accordance with reference (b) by way of supplemental estimates submitted pursuant to reference (d), following the procedure outlined therein for the requirements to meet operating needs in the subject engines for the six months

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6 Mar. & 30 June 1974
By [illegible] LC. Date 10/18/76

Refer to No.
Aer-Ma-24-MB-CMP
JJ7G1

NAVY DEPARTMENT
BUREAU OF AERONAUTICS
WASHINGTON

C 17970

28 November, 1942.

~~CONFIDENTIAL~~

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From: The Chief of the Bureau of Aeronautics.
To: All Stations and Units Concerned with Aircraft Within the Continental Limits of the United States.

Subject: Conservation of 100 Octane Gasoline.

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(a) BuAer Circular Letter No. 14-42 dated 16 April 1942.
(b) BuAer letr. Aer-Ma-1-MBS, JJ7G1, A16(O-Material), 046657, dated 20 April 1942.
(c) BuAer letr. Aer-Ma-24-CMP of even date to various stations.

Enclosure: (herewith)
(A) List of Aircraft Engines which shall Use 91 Octane Gasoline for Training and Administrative Flying.
(B) Copy of reference (c).

1. Reference (a) advised that the 100 octane fuel situation was becoming critical and directed that:

" All phases of training and administrative flying performed by airplanes with engines capable of operating on a lower grade fuel must use such fuel";

" A stencil be placed on the cowling near the filler cap on all airplanes with engines which can use a fuel of lower octane rating than 100".

Reference (b) directed that all shore activities within the continental limits of the United States take immediate steps to procure and have available for use sufficient 91 Octane gasoline to meet operating needs.

2. It has now become necessary to restrict the allocation of 100 Octane gasoline to quantities appreciably under estimated requirements; further restrictions will continue for a considerable period of time and these restrictions may seriously affect military operations. Furthermore, it has come to the attention of this bureau that aviation activities are not, in all cases, doing their utmost to conserve 100 Octane gasoline by the use of lower octane ratings wherever possible.

3. Accordingly, it is directed that commanding officers review the situation with regard to the conservation of 100 Octane gasoline in the operation of airplanes with engines listed in Enclosure (A), to insure that the measures prescribed by references (a) and (b) are being effectively carried out within their commands. It is further directed that in addition to training and administrative flying, the use of lower octane gasoline be extended to any other uses practicable such as transport operations.

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Subject: Substitution of 87 for 91 Octane Fuel in R-1340, R-985, and R-975 Engines in Aircraft used in Training and Administrative Flying.

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period, 1 January to 30 June 1943. Estimates submitted as a basis for procurement must specify monthly requirements, form of delivery, and ability to store this additional type fuel.

3. Stations which find it impracticable to operate all of the subject engines on the 87 Octane fuel due to insufficient storage and fueling facilities or for other reasons, are requested to submit estimates based on (a) the number of airplanes in which it is intended to use the 87 Octane fuel and (b) estimates based on the total number of planes. Included with the latter estimate should be a statement regarding the additional facilities required in order to use the 87 Octane fuel in all airplanes having the subject engines which are assigned to the station.

Ralph Davison,
Rear Admiral, U.S.N.,
Acting Chief of Bureau.

Copies to:
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Comdt. First Naval District, Boston
Comdt. Third Naval District, New York
Comdt. Fourth Naval District, Philadelphia
Comdt. Fifth Naval District, Norfolk
Comdt. Sixth Naval District, Charleston, S. C.
Comdt. Seventh Naval District, Key West
Comdt. Eighth Naval District, New Orleans
Comdt. Eleventh Naval District, San Diego.
Comdt. Twelfth Naval District, San Francisco
Comdt. Thirteenth Naval District, Seattle
Comdt. Potomac River Naval Command, Navy Yard, Washington, D. C.
Director of Refining, Office of the Petroleum Coordinator for War
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CONFIDENTIAL

Subject: Conservation of 100 Octane Gasoline.

4. If it is considered impracticable to carry out the instructions contained herein due to storage or procurement problems, or for any other reasons, commanding officers shall promptly so report to this bureau, with recommendations regarding remedial measures which may be instituted by the Department.

Ralph Davison

Ralph Davison,
Rear Admiral, U.S.N.,
Acting Chief of Bureau.

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8 Jan. & 30 June 1974
By [illegible] LC. Date 10/18/76

ENCLOSURE (A)

~~CONFIDENTIAL~~

AIRCRAFT ENGINES WHICH SHALL USE 91 OCTANE GASOLINE
FOR TRAINING AND ADMINISTRATIVE FLYING

V-770-6
* R-975-28
* R-985-48, -50, AN-1, AN-2, AN-4, AN-6
* R-1340-6, -12, -14, -16, -18, -22, -36, -38, AN-1.
R-1535-72, -82, -84, -94, -96, -98.
R-1690-38, -40, -42, -52, -54.
R-1820-90, -20, -22, -30, -34, -36, -38, -44, -50, 102A.
R-1830-64, -66, -68, -72, -80, -84.

* 87 Octane gasoline (Specification AN-F-25), when available, must be used for training and administrative flying as covered in reference (c).

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DOD ltrs
6 Jan. & 20 June 1974
By ALW/CL LC, Date 10/18/76

Aeronautical Board Case No. 164

463.7 (246) c

WEH:JT 5246

AFCAS Major 1942
Saalfield 11-14
Rm 3141
Munitions

Forwarded.

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

Dispatched
NOV 13 1942
AAG

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DOD ltrs.
6 Jan. & 30 June 1954
By: AAN/CC LC: Date 10/18/76

463.7 (246)

Dispatched
NOV 6 1942
AAG

JBC:JB 5789

2 AFMAG Munitions Assign. Committee (Maj. Saalfield) Re R41

File

Transmitted per your oral request.

Incls n-c

JOHN B. COOLEY
Col., A.G.D.
Asst. Air A.G.

| OFFICE SYMBOL | 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| SIGNATURE OF RESPONSIBLE OFFICER | | | | | | |
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DOD ltrs
8 Jan. & 20 June 1974
By: AHN/CC LC: Date: 10/18/76

Aeronautical Board Case No. 164

DGL:McK 4175

1. AFAMC-9 AFCAS 1942 11-3

1. Transmitted herewith are Copies No. 9 and 10 of Aeronautical Board Report (Case No. 164) as approved October 26, 1942, together with supporting data and findings upon which this Case is based.

2. It will be noted that a Report, dated September 25, 1942, is included in the References in the above Board Case. This Report does not pertain to Case No. 164 but pertains entirely to Aviation Petroleum Specialty Products and is being reported in a separate Case (Aeronautical Board Case No. 160).

D. G. LINGLE
Colonel, Air Corps
Army Member, Working Committee
Aeronautical Board

2 Incls.
Copies No. 9 & 10 of Aero. Bd. Case No. 164

NOV - 5 '42 PM

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Air Adjutant General

Distribution:

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DOD ltrs.
8 Jan. & 20 June 1974
By [illegible] LC. Date 10/18/76

463.7 (244) B

October 27, 1942.

MEMORANDUM FOR BRIGADIER GENERAL W. B. PERSONS,
CHIEF, LEGISLATIVE AND LIAISON DIVISION.

Subject: Congressional Criticism of Gasoline Fueling Systems being Installed by the Army.

Attached is copy of notes prepared by this Headquarters on certain points of the remarks made by the Honorable F. A. Harness, Representative from Indiana, for your use in connection with any investigation which may be made.

Dispatched
OCT 29 1942
AAG File
Ci

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

Incl: Secret Copy of Notes
on Comments of the Hon.
F.A.Harness re Gasoline
Distribution, dtd 10-21.

Eq. Army Air Forces
OCT 2[illegible] 1942
AAG RECEIVED 5:30 pm

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Mr Gray
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DOD Ltr.
8 Jan. & 20 June 1974
By: AWJC LC. Date 10/18/76

October 21, 1942

Notes on Comments of the Honorable F. A. Harness
re Gasoline Distribution

---

Reference is made to the remarks by the Honorable F. A. Harness, Representative from Indiana, appearing in the CONGRESSIONAL RECORD of October 12, 1942, regarding the flotation method of dispensing gasoline. There are several facts that might be pointed out in this regard.

1. "I have bought gasoline in hundreds of service stations in most states of the Union, but I can't recall a single station where this water displacement method was used."

It would be very difficult for a customer to determine whether or not water displacement was being used in dispensing gasoline to automobiles. The Headquarters Exchange filling station, Washington, D. C., is the closest known commercial installation using the hydraulic system. This system functioned satisfactorily from June 1929 until October 1941 without maintenance of any description. In October it was necessary to clean the gasoline tanks, since no strainer had been provided on the water line and the tanks had become clogged with sand and gravel from the city water supply.

2. "I understand that serious explosions and fires have been directly attributed to failures of these systems and that operators have frequently been forced to abandon the systems because of this element of danger."

This is true in the case of some of the earlier filling station installations. It does not apply to the approved Army Air Forces installations. There has never been an explosion caused by an hydraulic system on an Army Air Base even though these systems were universally used between a period from 1928 through March, 1942.

3. "The flotation method has the further obvious fault of being impractical in cold climates, for there is always the danger of water supply lines freezing and putting the system out of operation unless these lines are installed at extreme depths or protected by some kind of heating system in extreme temperatures."



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It may be pointed out that the Army Air Forces regulations prohibit the installation of the hydraulic system at stations subject to temperatures which will endanger the operation of the system. The determination of unsuitability of the system in such cases is the responsibility of the Corps of Engineers, and is based upon weather records.

4. "But probably the most serious, it would seem that there is always the dangerous possibility of mixing water with the gasoline dispensed by this flotation system . . . it looks utterly foolish on the face of it deliberately to invite the water hazard by dumping great quantities of water into a gasoline storage tank."

It is apparent at this point that Mr. Harness has been misinformed. Water is not "dumped" into the gasoline tank; it is forced in under pressure below the gasoline level, thus eliminating turbulence and the possibility of mixing gasoline and water. The specific gravity of the gasoline used is never in excess of 0.75, and since gasoline is insoluble in, or immiscible with, water the gasoline always floats on the water. It may be observed that the oil companies, alleged to avoid contamination of gasoline with water, actually wash gasoline with water in order to remove impurities.

5. "These weaknesses and hazards . . . undoubtedly explain also why no commercial aviation operation employs the methods so far as I am able to ascertain."

The Washington National Airport is probably the closest commercial installation to the Capitol, and in checking with the Assistant Manager, Mr. Loughborough, on October 20, 1942, I find that the system is working very satisfactorily. Perhaps the reason it is not more universally used at commercial airports is the fact that gasoline at commercial airports is ordinarily furnished on a contract basis, each airline having its own contractor who installs such equipment as he considers necessary for the satisfactory fulfillment of the contract.

6. "A lucky bomb hit on a gasoline soaked sewer might create untold damage."

This situation cannot exist at an Army Air Base since drained water from the gasoline storage tank during the filling operation is dumped to the floor of the water control pit where the fumes of gasoline would be unmistakable if gasoline were escaping. It may be further stated that the hydraulic system



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at Hickam Field was thoroughly bombed by the Japs; damage was slight and no fires or explosions occurred.

7. "It is an important fact, too, that the flotation system depends upon the central water supply. If a bomb should knock out the central pump station, the whole gasoline dispensing system would be dead."

This is quite true, but the same situation would exist if a bomb should knock out the central electrical power station, a substation, or the electric distribution system. The withdrawal of gasoline from storage tanks would be no more difficult with an auxiliary source of power in the hydraulic system than in a pump system.

8. "I am reliably informed that Army and Navy engineers in the field have recommended against the use of the water displacement systems and have urged the installation of the more simple, reliable pump methods . . . ."

This is undoubtedly true in some cases. However, with any type of system adopted there would be those who voice dissenting opinions. The fact that both the Army and Navy have used the hydraulic system wherever practical for the past twelve (12) years would prove that it is satisfactory for our purposes. The reasons for the adoption of the hydraulic system as standard for Army Air Bases are as follows.

a. Gasoline is dispensed from the top of the tank so it is more nearly free of suspended matter and water than that from other types of systems dispensing from the bottom of the tank.

b. The tanks are always filled with liquid, thus eliminating evaporation losses of the lighter hydrocarbons and eliminating fire hazards due to escaping vapors and vents while filling.

c. The cost per gallon for dispensing gasoline is the same for one (1) gallon as for one million (1,000,000) gallons at rates from one (1) gallon to two thousand (2,000) gallons per minute. The dispensing costs are dependent only upon the cost of water at the stations.

d. The maintenance cost of this type of system is so small that an item has not been included for maintenance of gasoline system in budget estimates. Hamilton

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Field might be cited as an outstanding example of this point, since seventeen million (17,000,000) gallons of gasoline have been dispensed during the past eight (8) years at a total cost of $13.90 for maintenance.

9. "The very fact that a Federal grand jury has found sufficient evidence of illegal business methods to warrant this indictment must throw any transaction between the Government and the companies under a cloud of suspicion."

On April 21, 1942, a letter was sent from this Headquarters to the Chief of Engineers presenting an alternate type of gasoline system with instructions that

"The choice of the type of system to be used (pump or hydraulic) shall be governed by the following:

a. Additions to existing systems will conform to the design of the system in operation.

b. Projects already authorized, the completion of which will be delayed if attempt is made to revise specifications previously prepared, will be completed in accordance with existing plans and specifications.

c. The pump system will be used exclusively in all localities where extreme low temperatures will be encountered or where there is an insufficient supply of water free from substances harmful to the tanks or the gasoline.

d. At all other localities advertising will provide for either a pump or hydraulic system and the contract will be awarded on the basis of the low bid received from a contractor considered responsible by the contracting officer."

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Since April 21, 1942, many invitations to bid on the installation of gasoline storage and distribution systems have been issued. The hydraulic system has been contracted for in a large proportion of these installations on the basis of economy.

S/

James B. Newman, Jr.
Colonel, Air Corps
Chief, Buildings and Grounds Division

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DOD ltrs.
8 Jan. & 30 June 1974
By AGN/CC I.C. Date 10/12/76

463.7 (44)

October 27, 1942.

MEMORANDUM FOR THE ASSISTANT SECRETARY OF WAR FOR AIR:

Subject: Congressional Criticism of Gasoline Fueling Systems Installed by the Army.

1. The remarks made by the Honorable F. A. Harness, Representative from Indiana, on the subject of gasoline distribution, have been investigated. The attached comment by Colonel Newman, Chief, Buildings and Grounds Division, Base Services, Army Air Forces, are furnished for your information.

2. The Commanding General, Army Air Forces, has directed that the installation of gasoline distributing systems will be governed by the following policy:

a. Pump systems only will be installed at stations where shortage of water is contemplated or where adverse low temperatures are to be encountered.

b. Hydraulic systems or pump systems are to be installed at other locations on the basis of competent bidding, with the award being given to the lowest bidder.

3. It is believed that the policy now in effect is satisfactory, that there is no essential difference between the pump system and the aqua system either in operational characteristics or in certainty and safety of delivery of gasoline at the required rate.

4. The Corps of Engineers is in agreement with the policy of the Commanding General, Army Air Forces.

Dispatched Hq. Army Air Forces
OCT 29 1942 OCT 28 1942
AAG AAG RECEIVED 5:30 p m

File

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

Incl: Cy Memo for Gen.
Reybold frm Spec.
Asst. to S/W
w/incls.

SECRET

Mr Gray

air ag 463.7 (544)

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October 14, 1942.

MEMORANDUM For Major General Eugene Reybold:
3126 New War Department Building

Subject: Flotation Method of Disposing Gasoline.

It is suggested that, if you have not previously seen it, you refer to the remarks of Mr. Harness on the above subject in the House of Representatives on Monday, October 12 (Congressional Record, p. 8355).

(SIGNED) JULIUS H. AMBERG

JULIUS H. AMBERG
Special Assistant to the
Secretary of War

cc to
Assistant Secretary
of War (Air

Incl: Congress. Record

COPY

air ag 463.7 (544)

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DOD 1075
8 Jan. & 30 June 1974
By AHN/cc LC Date 10/18/76

October 21, 1942

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re Gasoline Distribution

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s/

James B. Newman, Jr.
Colonel, Air Corps
Chief, Buildings and Grounds Division



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DOD ltr's
8 Jan. & 20 June 1974
By: [illegible] LC, Date 10/18/76

October 24, 1942

MEMORANDUM FOR: The Secretariat,
U. S. Joint Chiefs of Staff,
Public Health Building.

SUBJECT: Aviation Fuels for Accelerated Aircraft Production Program.

463.7 (243)

I desire that the enclosed memorandum (Encl. A) together with the attached chart, be submitted to the U. S. Joint Chiefs of Staff for approval and for reference by them with the attached memorandum of transmittal (Encl. B) to the Chairman, War Production Board, for appropriate action.

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

2 Encls.

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DOD Ltr.
8 Jan. & 20 June 1974
By AWJ/CC LC Date 10/18/76

OCT 2 4 1942

MEMORANDUM FOR: The Joint Chiefs of Staff.

SUBJECT: Aviation Fuels for Accelerated Aircraft Production Program.

1. A study with reference to availability of 100 octane gasoline to meet the President's Program, and tentative schedules for aircraft deliveries of 82,000 combat and 25,000 training airplanes to meet this Program during 1943, indicates that production of 100 octane gasoline can be arranged to keep pace with the aircraft program. Serious shortages will not appear until September next year and will increase rapidly till completion of the aircraft program unless the steps outlined in paragraph two are initiated immediately. This gasoline production program will require readjustment when revised and definite information, as to aircraft delivery schedules, is made available.

2. The production of aviation fuel, 130 grade (S + 1.25) can be accelerated and additional production facilities, to provide for the introduction of 140 grade (S + 2), brought in to meet the operational requirements for the above program and avoid the threatened shortage, provided:

a. That materials are forthcoming to accelerate production as now planned.

b. That the Office of Petroleum Coordinator be authorized to start plans for necessary new facilities at once and be given the maximum priorities and allocations to assure continuous flow of materials.

c. That highest priorities be established for the present plant construction and diversion of materials to the synthetic rubber and other conflicting programs discontinued.

d. That the following suggested economies be initiated by the Army and Navy:

(1) Engine builders and over-haul stations use 87 octane gasoline to the fullest extent for engine test runs.
(2) 87 octane gasoline be used at all basic and advanced training centers.
(3) 91 octane gasoline be used in the zones of interior wherever possible.
(4) Estimates for operational requirements be accurately computed to avoid over-stocking.

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DOD ltrs
8 Jan. & 20 June 1974
By AHC LC. Date 10/18/76

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(2) 87 octane gasoline be used at all basic and advance training centers.
(3) 91 octane gasoline be used in the zones of interior wherever possible.
(4) Estimates for operational requirements be accurately computed to avoid over-stocking.

3. Recommend

a. That Mr. Nelson be informed of the contents of this Memorandum.

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b. That the U. S. Joint Chiefs of Staff issue directives to the Army and the Navy to carry out the above economies.

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

1 Encl.
Chart

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DOD Ltr
8 Jan. & 20 June 1974
By: [illegible] LC, Date: 10/18/76

Super Fuel

LSK:cmc 6371

1. AFDAS AFDMR 1942
10-21

1. At the Munitions Assignment Board this morning the subject of our use and requirement for aviation fuel of higher octane rating than 100 was discussed. German green gas was also discussed.

2. The statement was made by Colonel Lingle that some 75,000 barrels of aviation fuel, better than 100 octane, will be manufactured in October, 1942, for test by our engine manufacturers. He further indicated that it would be possible to convert to "super fuel" with a resultant loss of some 20% in 100 octane fuel, by December, 1942, if firm commitments were made by November 1st, 1942.

3. The necessity for persistent "follow through" on the "super fuel" subject in the immediate future is apparent. General Somervell is particularly anxious to be informed at an early date of decisions pertaining to this phase of aviation fuel production.

463.7 (241)

Dispatched
OCT 22 1942
AAG

File

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

Copies to: General Stratemeyer
and Asst.Ch.Air Staff, A-4.

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Mr Geary

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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

DECLASSIFIED
DOD ltrs
8 Jan. & 30 June 1974
By: AHW/CC LC: Date 10/19/76

File No. _____

Tally No. AAF AFAMC-9

463.7 (240)

**SUBJECT:** Production Facilities for 100 Octane Gasoline to meet 8-K Program.

| NO. | FROM | TO | DATE | COMMENTS |
|---|---|---|---|---|
| 1. | AFAMC-9 | AFMAG thru AFAMC | 10-26-42 | O.P.C. reports that the production of 100 octane gasoline as now planned will be 151,525 bbls. per day by January 1, and increase to 304,335 bbls. per day during 1943, provided priorities and allocations of materials are maintained. With this start, additional production facilities can be brought in for aviation fuels to meet the President's program by effecting economies and with the establishment of additional priorities that will provide for the continuous flow of construction materials when needed.<br><br>D. G. LINGLE,<br>Colonel, Air Corps,<br>Army Member, Working Committee,<br>Aeronautical Board. |
| 1 | Incl.: Memo from Gen. Somervell to Gen. Arnold, dated 10/20/42. | | | |
| 2. | AFAMC-6 | AFMAG | 10-29 1942 | CDG:mew 3350<br>1. Noted and forwarded.<br><br>J. W. SESSUMS, JR.<br>Colonel, Air Corps<br>WEH:JT 5246 |
| 3 | AFCAS | FILES | 1942 11-5 | Noted.<br><br>Incls. n/c<br>WILLIAM E. HALL<br>Colonel, G. S. C. |

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Air Adjutant General

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

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DOD ltrs
8 Jan. & 20 June 1974
By [illegible] LC. Date 10/18/76

Production Facilities for 100 Octane Gasoline to meet 8-K Program

WEN:JT 5246

3 AFCAS FILES 1942
11-5

Noted.

Incls.
n/c

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

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WAR DEPARTMENT
HEADQUARTERS, SERVICES OF SUPPLY
WASHINGTON, D. C.

DECLASSIFIED
DOD Rts
8 Jan. & 30 June 1974
By: [illegible] LC Date: 10/18/76

SPCG October 20, 1942

MEMORANDUM FOR GENERAL ARNOLD:

1. I have discussed the gasoline situation with General Pyron, who states that there is barely enough airplane gasoline for the 8-K program, much less enough for a larger program. He states that there is no factor of safety in the plant capacity on the 8-K program.

2. General Pyron further tells me that with everything available, it will take from 12 to 16 months to construct additional refineries. With the competition between the gasoline and rubber programs, it hardly seems probable that these materials could be made available exactly when required.

Somervell
BREHON SOMERVELL,
Lieutenant General,
Commanding.

10/21/42
Col Lingle
Note
[illegible]

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Air Ab 463.7 (240) 10/21/42

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OFFICE OF THE MATERIEL COMMAND

Working Committee of the Aeronautical Board

FILE NUMBER: 10-220

Station

Date

SUBJECT: Receipt.

TO: Working Committee, Aeronautical Board,
Room 4842, Navy Building, Washington, D. C.

1. Received from the Working Committee of the Aeronautical Board (~~*SECRET~~) - (~~*CONFIDENTIAL~~) documents:

Date: Oct. 26, 1942.

Transmitted to: AFMAG thru AFAMC

Subject: P.F.f. 100 O.G.t.m. 8-K P.

Please accomplish and
return immediately to:
Working Committee,
Aeronautical Board,
Room 4842, Navy Bldg.

Name Rank Branch

*Strike out word not applicable.

Office of:

cn 832 cn 832 out 10/36

ar B 463.7 (242) !

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C
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P
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Conservation of 100 Octane or Higher Gasoline.

TJH:cmc 6371

1. AFDAS AFDMR 1942 10-23

1. Colonel Lingle has recommended that certain economies be initiated at once by the Army and Navy to conserve gasoline with the rating of 100 octane or higher in order to make these grades available for combat theaters and OTU's.

2. His recommendation along this line, with additional recommendations for higher priorities, are being submitted by General Arnold to the Joint Chiefs of Staff. Regardless of the action of that agency, it is desired that you investigate the possibility of enforcing the following recommendations in the agencies under the control of the Commanding General, Army Air Forces.

a. Engine builders and overhaul stations to use 87 octane gasoline to the fullest extent for engine test runs.

b. 87 octane gasoline to be used at all basic and advanced training centers.

c. 90 octane gasoline to be used in the zones of the interior wherever possible.

d. Estimates for operational requirements to be reviewed and recomputed accurately to aviod overstocking.

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

CAS 1238.

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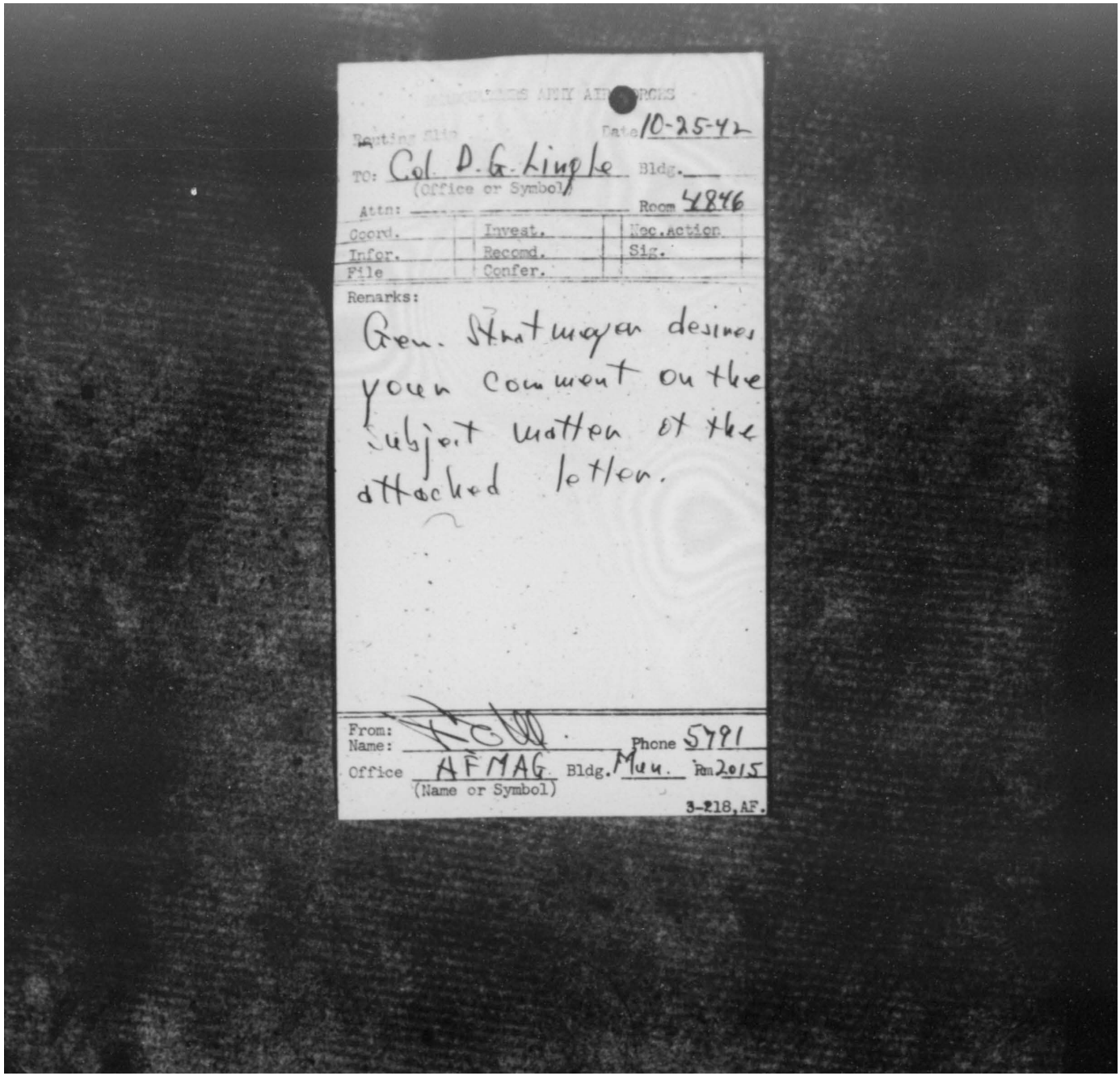

[illegible] ARMY AIR FORCES

Routing Slip Date 10-25-42

TO: Col. D. G. Lingle Bldg. ____
(Office or Symbol)

Attn: ____ Room 4846

| | | |
|---|---|---|
| Coord. | Invest. | Nec. Action |
| Infor. | Recomd. | Sig. |
| File | Confer. | |

Remarks:

Gen. Stratmeyer desires your comment on the subject matter of the attached letter.

From:
Name: [signature] Phone 5791

Office AFMAG Bldg. Mun. Rm 2015
(Name or Symbol)

3-218, AF.

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October 23, 1942

MEMORANDUM FOR: Lieutenant General Stanley D. Embick,
Room 2515, Munitions Building.

SUBJECT: Reciprocity in Reference to Provincial and Federal Taxes on Aviation Gasoline.

1. This is in further reference to your inquiry regarding the question of reciprocity in the waiving of Provincial or Federal taxes on aviation gasoline purchased by the Army Air Forces in Canada and by the Royal Canadian Air Forces in the United States, which was the subject matter of the memorandum dated November 21, 1941.

2. Further contact was made with Mr. J. D. Hickerson, State Department, and it was ascertained that the problem related to a recent aviation tax law enacted by the state of Maine concerning which the Attorney General of the state of Maine had made inquiry as to its application to aviation gasoline purchased by or delivered to the Army Air Forces or foreign countries in the state of Maine. Mr. Hickerson further stated that there have been no complaints made by the Royal Canadian Air Force and that the inquiry was entirely in reference to the proposed application of the aviation tax law to aviation gasoline purchased by or delivered to the Army Air Forces or a foreign government.

3. A representative of the Office of the United States Attorney General contacted the Air Forces and stated that a member of his office would visit the Adjutant General of the State of Maine for the purpose of discussing the aviation tax law and its application.

4. Mr. Hickerson and the representative of the Attorney General's office stated that they would make further contact with the Army Air Forces if additional information or advice was needed in the matter.

Dispatched
OCT 25 1942
AAG

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

AAG 463.7 (23-30) B

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DECLASSIFIED
DOD 5200
8 Jan. & 30 June 1976
By: ALW/ac J.C. Date: 10/18/76

October 19, 1942

MEMORANDUM FOR: Lieutenant General Stanley D. Embick,
Room 2515, Munitions Building.

Subject: Reciprocity in Reference to Provincial and Federal Taxes on Aviation Gasoline

463.7 (238)

1. In reference to your inquiry regarding the question of reciprocity in the waiving of Provincial or Federal taxes on aviation gasoline purchased by the Army Air Forces in Canada and by the Royal Canadian Air Force in the United States, which was the subject matter of the memorandum dated November 21, 1941, you are advised that the present procedure permits purchase of aviation gasoline by the Army Air Forces at official Canadian Stations without payment of taxes and where invoices are from commercial firms the Army Air Forces deducts the amount of aviation gasoline tax billed, and authority is granted to the commercial firms for a rebate of the aviation gasoline tax paid.

2. Similar procedure is being followed in the United States, that is, no tax is charged at Army Air Forces stations, and deductions are made in the payment of bills where such taxes are set forth in the invoices by commercial firms.

3. Mr. J. D. Hickerson, State Department, has been contacted, but it is necessary that further information be obtained from him as to the specific problem involved. Contact is also being made with the Office of Petroleum Coordinator as to what taxes, if any, are levied in the state of Maine on aviation gasoline.

4. Every effort will be made to furnish Mr. Hickerson with whatever information he desires and to reach a satisfactory adjustment regarding the reciprocity by the Canadian and United States Governments which is at the present time working satisfactorily insofar as the purchase of gasoline in Canada by the Army Air Forces. You will be advised as to the final action accomplished.

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OCT 20 1942
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GEORGE E. STRATEMEYER
Major General, U. S. Army
Chief of the Air Staff

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DOD DIR.
5 Jan. & 30 June 1974
By [illegible] LC Date 10/18/76

2 AFBFO AFCAS 10/17
Att:
Col.
Hall

DHP:meb 2259

1. Tentative reply attached.

A.W. MARTENSTEIN,
Colonel, Air Corps,
Budget and Fiscal Officer.

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DOD dir.
By AL2/Tc & 20 June 1974
LCI Date 10/19/76

Provincial and Federal Taxes on Gasoline Purchased by U. S. Army in Canada

WEH:JT 5246

3 AFCAS (1)AFMAG 1942
(2)AFBFO 10-19

(1) For dispatch.

(1)+ (2) Due to error in this office, this file was not originally classified as "Secret". Since the memo referred to in paragraph 3, Item #1 is "Secret", this file has been so classified. Request you classify other papers on this subject in your files.

1 Incl.
Memo for Gen Embick

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

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DOD ltrs
10/18/76

463.7 (237)

OCT 29 1942

Joint Coordinating Committee for Aviation Petroleum Products

Commanding General, Air Transport Command.

References: (a) Ltr. to ANPB, 19 Aug. 1942, Subj: Possible dupl of functions of ANPB and APPAC
(b) Ltr. To Col. Lingle, 2 Sept. 1942, from Capt. Thomas Hildt, Jr., British Guiana
(c) Ltr. from Brig. Gen. Robert L. Walsh, 7 Sept. 1942, Subj: General Report on Gas and Oil Matters
(d) Report from Rio de Janeiro, 11 Sept., 1942, to Col. Lingle
(e) Ltr from Vice Chief of Naval Operations, 22 Sept., 1942 to Military Attache, Rio, Subj: Establishment of Area Petroleum Officer.

1. References (b) and (c) indicate:

a. The desirability of clarifying the functions of the Joint Coordinating Committee for Aviation Petroleum Products in connection with the functions of the Area Petroleum Officer. Reference (a) clarifies the functions of the Area Petroleum Officer. It is therefore suggested that the Joint Coordinating Committee for Aviation Petroleum Products coordinate the consumption, over-all requirements, etc., of aviation petroleum products with the Area Petroleum Officer by having him serve as a member of this Joint Coordinating Committee.

b. The desirability of common storage and complete pooling of all aviation fuels and lubricants in Brazil is recognized. Reference (e) definitely establishes this procedure insofar as the Army and Navy are concerned. It is considered advisable to include in returns to the Aviation Petroleum Products Allocations Committee, Washington, reports concerning requirements, stock positions, etc., for the following:

(1) Army Air Forces
(2) Navy
(3) Air Transport Command
(4) Brazilian Air Forces (which are supplied under Lend-Lease procurements.)
(5) Commercially operated airlines, including those operating under Government contracts.

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Subject: Joint Coordinating Committee for Aviation Petroleum Products.
To: Commanding General, South Atlantic Wing, Air Transport Command.

2. All requisitions for aviation fuels and oils in the Brazilian Area should be submitted through the Joint Coordinating Committee, consolidated by that Committee, and reported to the Aviation Petroleum Products Allocations Committee, in order to facilitate allocations and arranging shipments of these products which are becoming very critical.

3. The suggestion contained in reference (c), that the Joint Coordinating Committee continue to be administered under the control of the Commanding General of the South Atlantic Wing, Air Transport Command, is concurred in.

4. Referring to Paragraphs II and IV of reference (c), a contract is under preparation with Pan American Airways for servicing all aviation fuels and oils at Brazilian airfields used by the Air Transport Command. A contract is under preparation with the Standard Oil Company for delivery of aviation fuels and oils from points of discharge to the airfields.

5. Based upon requisitions for aviation fuels and oils for Brazil, the products as requested will be allocated insofar as available supplies will permit and shipments will be arranged by the Army-Navy Petroleum Board to ports designated by the Area Petroleum Officer, Brazil, or the Commanding General of the South Atlantic Wing. All of these products that are delivered to the Brazilian Area will be the property of the U. S. Government administered under contracts in the United States by the interested Services; Army, Navy or Lend-Lease.

6. In order to carry out the activities as suggested, in a satisfactory manner, it is requested that estimates for office space, necessary clerical help, etc., be referred to this office at the earliest practicable date. It should be borne in mind that considerable accounting and maintaining of statistical records will be required.

George E. Stratemeyer,
Major General, U. S. A.
Chief of the Air Staff.

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OCT 29 1942
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DOD 5200.1-R, 8 Feb. & 30 June 1994
By Auth of SC Dec. 16 Feb 96

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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| TALLY NO. | |
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| FILE NO. | |

SUBJECT: Congressional Criticism of Gasoline Fueling Systems Being Installed by the Army.

| ITEM NO. | FROM | TO | DATE | COMMENTS LSK:cmc 6371 |
|---|---|---|---|---|
| 1. | AFDAS | AFRBS Colonel Newman. | 1942 10-15 | 1. Please contact General Persons and, after discussion with him, prepare the necessary papers or take the necessary action to forestall the investigation referred to in the attached paper.<br><br>2. General Arnold directs that the complete and honest statement be presented, if necessary, to the general effect that we did procure the Aqua system installation exclusively; we did find that it was not satisfactory in some cases; we now install whichever system is best suited for each base. General Arnold further directs that the champaign item and other "dirty linen" not be aired at this time.<br><br>L. S. KUTER,<br>Brigadier General, U.S.A.,<br>Deputy Chief of Air Staff. |
| | Incl: Memo for the Chief of Air Staff from Gen. Persons, OCS, 10-14-42, subj. as above. | | | |
| | | | | JBN Jr gp 6675 |
| 2. | AFRBS | AFDAS General Kuter | 10/21 | 1. In the absence of General Persons, who was sick, I contacted his assistant.<br><br>2. The Legislative & Liaison Division does not deem it advisable to attempt to forestall discussion of the gasoline distribution matter by the House Military Affairs Committee at the present time for the following reasons.<br><br>a. The War Department is constantly confronted with similar requests for investigation. Most of these investigations never materialize.<br><br>b. Most of the requests for investigations are for the consumption of constituents and are dropped by the Congressmen as soon as the record is mailed to the proper number of voters.<br><br>c. If the War Department became involved in a discussion of each of the requests for investigation, the forces engaged would greatly reduce the strength now engaged in constructive work.<br><br>d. An effort to forestall investigation is usually interpreted by Congress as an admission that there is something to investigate. |

Hq. Army Air Forces
OCT 20 1942
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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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SUBJECT: Congressional Criticism of Gasoline Fueling Systems Being Installed by the Army. (Continued)

JBN Jr gp 6675

| NO. | FROM | TO | DATE | COMMENTS |
|---|---|---|---|---|
| 2. | AFRBS | AFDAS General Kuter | 10/21 | 3. I was asked to prepare a brief discussion of the speech, with reference to the various allegations contained therein, and to see that this statement be forwarded to the Legislative & Liaison Division for its information. The Legislative & Liaison Division will keep in contact with the matter and will take proper action to minimize Congressional action if and when such action is initiated.<br><br>4. In view of the above I recommend that<br><br>a. no action be taken at this time to forestall investigation, and that<br><br>b. the attached notes be forwarded to General Persons for his information.<br><br>James B. Newman, Jr.<br>Colonel, Air Corps<br>Chief, Buildings & Grounds Division |

Incl. (1) n/c
(2) Copy of Notes on Comments of Hon. F. A. Harness re Gasoline Distribution, Oct.21, 1942.

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

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Newman

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~~WAR DEPARTMENT~~

OFFICE OF THE CHIEF OF STAFF

WASHINGTON

DECLASSIFIED
DOD Ltr
8 Jan. & 20 June 1974
By: ALW/CC LC. Date: 10/18/76

October 14, 1942.

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Congressional Criticism of Gasoline Fueling Systems being Installed by the Army.

On the Floor of the House on October 12, Mr. Harness stated that he had information that a startling percentage of the gasoline fueling systems being installed at military airports are "water flotation systems." He then pointed out the basis of this system, its dangers and disadvantages. He stated that he was reliably informed that Army and Navy engineers have recommended against the use of these systems, but that high procurement officials persist in contracting for them. He stated the business practices of the two companies controlling this system are open to serious question. Accordingly, he is presenting his information formally to the Military Affairs Committee with a request for an immediate thorough investigation.

The foregoing is furnished to you as a matter of information and for such consideration as you may deem appropriate.

Wilton B. Persons

WILTON B. PERSONS,
Brigadier General, G. S. C.,
Chief, Legislative and Liaison Division.

FOR VICTORY
BUY
UNITED STATES
WAR
BONDS
AND
STAMPS

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DOD ltrs
8 Jan. & 30 June 1974
By: A+N/CC LC Date 10/18/76

October 21, 1942

Notes on Comments of the Honorable F. A. Harness
re Gasoline Distribution

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Reference is made to the remarks by the Honorable F. A. Harness, Representative from Indiana, appearing in the CONGRESSIONAL RECORD of October 12, 1942, regarding the flotation method of dispensing gasoline. There are several facts that might be pointed out in this regard.

1. "I have bought gasoline in hundreds of service stations in most states of the Union, but I can't recall a single station where this water displacement method was used."

It would be very difficult for a customer to determine whether or not water displacement was being used in dispensing gasoline to automobiles. The Headquarters Exchange filling station, Washington, D. C., is the closest known commercial installation using the hydraulic system. This system functioned satisfactorily from June 1929 until October 1941 without maintenance of any description. In October it was necessary to clean the gasoline tanks, since no strainer had been provided on the water line and the tanks had become clogged with sand and gravel from the city water supply.

2. "I understand that serious explosions and fires have been directly attributed to failures of these systems and that operators have frequently been forced to abandon the systems because of this element of danger."

This is true in the case of some of the earlier filling station installations. It does not apply to the approved Army Air Forces installations. There has never been an explosion caused by an hydraulic system on an Army Air Base even though these systems were universally used between a period from 1928 through March, 1942.

3. "The flotation method has the further obvious fault of being impractical in cold climates, for there is always the danger of water supply lines freezing and putting the system out of operation unless these lines are installed at extreme depths or protected by some kind of heating system in extreme temperatures."



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It may be pointed out that the Army Air Forces regulations prohibit the installation of the hydraulic system at stations subject to temperatures which will endanger the operation of the system. The determination of unsuitability of the system in such cases is the responsibility of the Corps of Engineers, and is based upon weather records.

4. "But probably the most serious, it would seem that there is always the dangerous possibility of mixing water with the gasoline dispensed by this flotation system . . . it looks utterly foolish on the face of it deliberately to invite the water hazard by dumping great quantities of water into a gasoline storage tank."

It is apparent at this point that Mr. Harness has been misinformed. Water is not "dumped" into the gasoline tank; it is forced in under pressure below the gasoline level, thus eliminating turbulence and the possibility of mixing gasoline and water. The specific gravity of the gasoline used is never in excess of 0.75, and since gasoline is insoluble in, or immiscible with, water the gasoline always floats on the water. It may be observed that the oil companies, alleged to avoid contamination of gasoline with water, actually wash gasoline with water in order to remove impurities.

5. "These weaknesses and hazards . . . undoubtedly explain also why no commercial aviation operation employs the methods so far as I am able to ascertain."

The Washington National Airport is probably the closest commercial installation to the Capitol, and in checking with the Assistant Manager, Mr. Loughborough, on October 20, 1942, I find that the system is working very satisfactorily. Perhaps the reason it is not more universally used at commercial airports is the fact that gasoline at commercial airports is ordinarily furnished on a contract basis, each airline having its own contractor who installs such equipment as he considers necessary for the satisfactory fulfillment of the contract.

6. "A lucky bomb hit on a gasoline soaked sewer might create untold damage."

This situation cannot exist at an Army Air Base since drained water from the gasoline storage tank during the filling operation is dumped to the floor of the water control pit where the fumes of gasoline would be unmistakable if gasoline were escaping. It may be further stated that the hydraulic system

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at Hickam Field was thoroughly bombed by the Japs; damage was slight and no fires or explosions occurred.

7. "It is an important fact, too, that the flotation system depends upon the central water supply. If a bomb should knock out the central pump station, the whole gasoline dispensing system would be dead."

This is quite true, but the same situation would exist if a bomb should knock out the central electrical power station, a substation, or the electric distribution system. The withdrawal of gasoline from storage tanks would be no more difficult with an auxiliary source of power in the hydraulic system than in a pump system.

8. "I am reliably informed that Army and Navy engineers in the field have recommended against the use of the water displacement systems and have urged the installation of the more simple, reliable pump methods . . . ."

This is undoubtedly true in some cases. However, with any type of system adopted there would be those who voice dissenting opinions. The fact that both the Army and Navy have used the hydraulic system wherever practical for the past twelve (12) years would prove that it is satisfactory for our purposes. The reasons for the adoption of the hydraulic system as standard for Army Air Bases are as follows.

a. Gasoline is dispensed from the top of the tank so it is more nearly free of suspended matter and water than that from other types of systems dispensing from the bottom of the tank.

b. The tanks are always filled with liquid, thus eliminating evaporation losses of the lighter hydrocarbons and eliminating fire hazards due to escaping vapors and vents while filling.

c. The cost per gallon for dispensing gasoline is the same for one (1) gallon as for one million (1,000,000) gallons at rates from one (1) gallon to two thousand (2,000) gallons per minute. The dispensing costs are dependent only upon the cost of water at the stations.

d. The maintenance cost of this type of system is so small that an item has not been included for maintenance of gasoline system in budget estimates. Hamilton

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Field might be cited as an outstanding example of this point, since seventeen million (17,000,000) gallons of gasoline have been dispensed during the past eight (8) years at a total cost of $13.90 for maintenance.

9. "The very fact that a Federal grand jury has found sufficient evidence of illegal business methods to warrant this indictment must throw any transaction between the Government and the companies under a cloud of suspicion."

On April 21, 1942, a letter was sent from this Headquarters to the Chief of Engineers presenting an alternate type of gasoline system with instructions that

"The choice of the type of system to be used (pump or hydraulic) shall be governed by the following:

a. Additions to existing systems will conform to the design of the system in operation.

b. Projects already authorized, the completion of which will be delayed if attempt is made to revise specifications previously prepared, will be completed in accordance with existing plans and specifications.

c. The pump system will be used exclusively in all localities where extreme low temperatures will be encountered or where there is an insufficient supply of water free from substances harmful to the tanks or the gasoline.

d. At all other localities advertising will provide for either a pump or hydraulic system and the contract will be awarded on the basis of the low bid received from a contractor considered responsible by the contracting officer."



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Since April 21, 1942, many invitations to bid on the installation of gasoline storage and distribution systems have been issued. The hydraulic system has been contracted for in a large proportion of these installations on the basis of economy.

s/

James B. Newman, Jr.
Colonel, Air Corps
Chief, Buildings and Grounds Division



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DOD Dir
By [illegible] Date 10/14/76

Subject: Congressional Criticism of Gasoline Fueling Systems Being Installed by the Army.

JBM Jr gp 6675

2. AFRBS AFDAS 10/21
General
Kuter

1. In the absence of General Persons, who was sick, I contacted his assistant.

2. The Legislative & Liaison Division does not deem it advisable to attempt to forestall discussion of the gasoline distribution matter by the House Military Affairs Committee at the present time for the following reasons.

a. The War Department is constantly confronted with similar requests for investigation. Most of these investigations never materialize.

b. Most of the requests for investigations are for the consumption of constituents and are dropped by the Congressmen as soon as the record is mailed to the proper number of voters.

c. If the War Department became involved in a discussion of each of the requests for investigation, the forces engaged would greatly reduce the strength now engaged in constructive work.

d. An effort to forestall investigation is usually interpreted by Congress as an admission that there is something to investigate.

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6 Jan. & 30 June 1975
By _____ NC, Date _____

Congressional Criticism of Gasoline Fueling Systems Being Installed by the Army. (Continued)

JBN Jr gp 6675

2. AFRBS AFDAS 10/21 General Euter

3. I was asked to prepare a brief discussion of the speech, with reference to the various allegations contained therein, and to see that this statement be forwarded to the Legislative & Liaison Division for its information. The Legislative & Liaison Division will keep in contact with the matter and will take proper action to minimize Congressional action if and when such action is initiated.

4. In view of the above I recommend that

a. no action be taken at this time to forestall investigation, and that

b. the attached notes be forwarded to General Persons for his information.

Inel. (1) n/c
(2) Copy of Notes on Comments of Hon. F. A. Harness re Gasoline Distribution, Oct.21, 1942.

James B. Newman, Jr.
Colonel, Air Corps
Chief, Buildings & Grounds Division

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2. SECRET

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8 Jan. & 20 June 1974
By Aug Ce LC Date 10/10/76

HEADQUARTERS ARMY AIR FORCES SECRET

ROUTING AND RECORD SHEET

| TALLY NO | |
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SUBJECT: Congressional Criticism of Gasoline Fueling Systems Being Installed by the Army.

| ITEM NO | FROM | TO | DATE | COMMENTS LSK:cmc 6371 |
|---|---|---|---|---|
| 1. | AFDAS | AFRBS Colonel Newman | 1942 10-15 | The attached memorandum from Colonel Coiner, with enclosure, is forwarded to you herewith in connection with the R&R transmitted to you this date, subject: "Congressional Criticism of Gasoline Fueling Systems being Installed by the Army". L. S. KUTER, Brigadier General, U.S.A., Deputy Chief of Air Staff. |
| | Incl: Memo for the Chief of Air Staff frm Col. Coiner, Office, Asst. Secy for Air, w/incl: cy. memo for Gen. Reybold frm Mr. J.H. Amberg, Spec. Asst. to the S/W, Subj: Flotation Method of Dispensing Gasoline. w/incl: Congressional Rcd. | | | |
| | | | | JBN Jr gp 6675 |
| 2. | AFRBS | AFDAS General Kuter | 10/21 | 1. With reference to the basic memo, attention is invited to the copy of "Notes on Comments of the Honorable F. A. Harness re Gasoline Distribution." |

Hq. Army Air Forces
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2. The Air Forces made a thorough study of the entire subject of gasoline distribution, and particularly of the Aqua System, in March and April of this year. The Aqua System was found to be unsuited for installation at places where the water supply is inadequate, or where temperatures would indicate possibility of freezing of water lines. The system was found to be thoroughly reliable under all other conditions. It was also found that suitable mechanical systems could be devised to afford equally good service. Accordingly, instructions were issued which authorized the installation of (1) pump systems only at stations where shortage of water is contemplated or where adverse low temperatures are to be encountered; and (2) hydraulic systems or pump systems to be installed at all other locations, on the basis of competitive bidding, with award to the low bidder.

3. The Bureau of Standards conducted a test of the "Aqua Trap," a component part of the Aqua System, to determine whether the trap would remove minute globules of water from gasoline when such globules had been intimately mixed with the gasoline as the result of violent agitation (a condition that cannot conceivably exist in the operation of the Aqua System, but which can occur during faulty and careless operation of a defective pump system). As a result, the use of the Aqua Trap in pump systems will be prohibited, and some other more positive

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SUBJECT: Congressional Criticism of Gasoline Fueling Systems Being Installed by the Army. (Continued)

JBN Jr gp 6675

| NO. | FROM | TO | DATE | COMMENTS |
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| 2. | AFRBS | AFDAS General Kuter | 10/21 | method used to keep water out of the pump itself.<br><br>4. The Corps of Engineers and the Army Air Forces are in complete agreement that, except in places where water shortage or extreme cold are encountered (and where the use of the Aqua System is prohibited), there is no essential difference between the pump system and the Aqua System, either in operational characteristics or in certainty and safety of delivery of gasoline at the required rate. An advantage does accrue to the Aqua System in the matter of economic maintenance, but since the duration of the emergency is not known no even approximate value can be established. Therefore, it is also agreed between the two services that the most suitable system is the one that can be installed at the lowest initial cost.<br><br>5. The earlier opposition to the installation of the Aqua System, so far as the Corps of Engineers was concerned, was based upon a desire to break up a monopoly , to reduce costs through competition, and to make available additional materials from new sources to meet increasing demands for construction. The combined materials for the two types of systems are scarcely sufficient to meet our current needs. To eliminate either type of system would produce a critical shortage and could paralyze the program of construction of facilities urgently required. For this reason the Corps of Engineers would protest the discontinuation of the use of the Aqua System.<br><br>James B. Newman, Jr.<br>Colonel, Air Corps<br>Chief, Buildings and Grounds Division |

Incl. (1) n/c
(2) Notes on Comments of Hon. F. A. Harness re Gasoline Distribution, Oct. 21, 1942.-

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(A)

WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY FOR AIR
WASHINGTON, D. C.

October 15, 1942

MEMORANDUM FOR The Chief of the Air Staff:

Your attention is invited to the copy of the memorandum to the Chief of Engineers from Mr. Amberg, attached, and the marked copy of the Congressional Record dated October 12, 1942.

The Assistant Secretary of War for Air has requested that this matter be brought to your attention. It is his understanding that the AQUA system has been the subject of an Air Corps investigation and that the Bureau of Standards is making or has made tests of this system.

Since the Army Air Forces require the use of pumping equipment, it is requested that you furnish this office with an expression of opinion regarding the merits of the AQUA system, and whether the Corps of Engineers approves or disapproves its use.

For the Assistant Secretary of War for Air.

Richard T. Coiner

RICHARD T. COINER, JR.
Lieut. Colonel, Air Corps
Executive

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DOD Ltrs.
By: [illegible] Date: 10/18/76

Subject: Congressional Criticism of Gasoline Fueling Systems Installed by the Army.

LSK:cmc 6371

1. AFDAS AFRBS 1942
Colonel 10-15
Newman

The attached memorandum from Colonel Coiner, with enclosure, is forwarded to you herewith in connection with the R&R transmitted to you this date, subject: Congressional Criticism of Gasoline Fueling Systems being Installed by the Army."

Incl: Memo for the Chief of Air Staff frm Col. Coiner, Office Asst.Secy for Air, w/incl: cy. memo for Gen. Reybold frm Mr. J.H.Amberg, Spec.Asst. to the S/W, subj: Flotation Method of Dispensing Gasoline. w/incl: Congressional Record.

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

JBN Jr gp 6675

2. AFRBS AFDAS 10/21
General
Kuter

1. With reference to the basic memo, attention is invited to the copy of "Notes on Comments of the Honorable F. A. Harness re Gasoline Distribution."

2. The Air Forces made a thorough study of the entire subject of gasoline distribution, and particularly of the Aqua System, in March and April of this year. The Aqua System was found to be unsuited for installation at places where the water supply is inadequate, or where temperatures would indicate possibility of freezing of water lines. The system was found to be thoroughly reliable under all other conditions. It was also found that suitable mechanical systems could be devised to afford equally good service. Accordingly, instructions were issued which authorized the installation of (1) pump systems only at stations where shortage of water is contemplated or where adverse low temperatures are to be encountered; and (2) hydraulic systems or pump systems to be installed at all other locations, on the basis of competitive bidding, with award to the low bidder.

3. The Bureau of Standards conducted a test of the "Aqua Trap," a component part of the Aqua System, to determine whether the trap would remove minute globules of water from gasoline when such globules had been intimately mixed with the gasoline as the result of violent agitation (a condition that cannot conceivably exist in the operation of the Aqua System, but which can occur during faulty and careless operation of a defective pump system). As a result, the use of the Aqua Trap in pump systems will be prohibited, and some other more positive



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Congressional Criticism of Gasoline Fueling Systems Being Installed by the Army. (Continued)

JBN Jr gp 6675

2. AFHRS AFDAS 10/21 method used to keep water out of the pump itself.
General
Ruter

4. The Corps of Engineers and the Army Air Forces are in complete agreement that, except in places where water shortage or extreme cold are encountered (and where the use of the Aqua System is prohibited), there is no essential difference between the pump system and the Aqua System, either in operational characteristics or in certainty and safety of delivery of gasoline at the required rate. An advantage does accrue to the Aqua System in the matter of economic maintenance, but since the duration of the emergency is not known no even approximate value can be established. Therefore, it is also agreed between the two services that the most suitable system is the one that can be installed at the lowest initial cost.

5. The earlier opposition to the installation of the Aqua System, so far as the Corps of Engineers was concerned, was based upon a desire to break up a monopoly, to reduce costs through competition, and to make available additional materials from new sources to meet increasing demands for construction. The combined materials for the two types of systems are scarcely sufficient to meet our current needs. To eliminate either type of system would produce a critical shortage and could paralyse the program of construction of facilities urgently required. For this reason the Corps of Engineers would protest the discontinuation of the use of the Aqua System.

James B. Newman, Jr.
Colonel, Air Corps
Chief, Buildings and Grounds Division

Incl. (1) n/c
(2) Notes on Comments of Hon. F. A. Harness re Gasoline Distribution, Oct. 21, 1942. in Suppl.

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By [illegible] Date 10/18/76

Congressional Criticism of Gasoline Fueling Systems Being Installed by the Army.

LSK:cmc 6371

1. AFDAS AFRBS 1942
Colonel 10-15
Newman.

1. Please contact General Persons and, after discussion with him, prepare the necessary papers or take the necessary action to forestall the investigation referred to in the attached paper.

2. General Arnold directs that the complete and honest statement be presented, if necessary, to the general effect that we did procure the Aqua system installation exclusively; we did find that it was not satisfactory in some cases; we now install whichever system is best suited for each base. General Arnold further directs that the champaign item and other "dirty linen" not be aired at this time.

463.7 (235)

Incl: Memo for the Chief of
Air Staff from Gen. Persons,
OCS, 10-14-42, subj. as above.

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

Rec'd by Maj Harper

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Mr Gray
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DOD Ltrs
8 Jan. & 20 June 1974
By AFN/CC LC Date 10/18/76

463.7 (234) M

Gasoline Requirements of Airplanes.

MEG/br 3487

2 AFDMR AFACG 1942 (Advisory 10/19 Council)

1. With reference to directive contained in paragraph 3, item 1 - the determining factor in what grade of gasoline must be used in the operation of military aircraft is the ability of the aircraft engine to operate with the lowest grade fuel and not upon the type of operations in which the airplane is engaged. As an example the B-34 airplane uses the R-2800 engine. This engine must be operated on 100 octane gasoline. It is possible by a resetting of the carburetor, which is a long-time adjustment operation, for this engine to operate on 91 octane gasoline, but it is entirely impracticable irrespective of what type of operation the airplane is engaged in.

2. The soundest and most practicable method of insuring that airplanes are operated on the lowest grade of fuel is to tag each airplane indicating the lowest grade fuel with which it must be operated and requiring using personal to service the airplane only with that grade of fuel. This method has already been adopted. All airplanes are now so tagged both by marks on the airplane and by Technical Orders. The Army started this some time ago. The Navy later. The Navy is now in process of extending this plan to all of its aircraft.

Dispatched
OCT 20 1942
AAG file

3. The above has been confirmed by thorough coordination with the fuel experts of the Power Plant Branch of the Materiel Center and the Aeronautical Board.

1 Incl. n/c

M. S. FAIRCHILD,
Major General, U. S. A.

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8 Jan. & 20 June 1951
By: [illegible] LC Date: 10/18/76

Gasoline Requirements of Airplanes.

LSK:cmc 6371

1. AFDAS AFDMR 1942 10/13

1. A study of the gasoline situation indicates the necessity for conserving 100 octane gasoline for tactical use. In fact, 100 octane gasoline may have to be reserved exclusively for use under tactical conditions should it become a limiting factor in the numbers of tactical missions that can be accomplished.

2. The Materiel Command is being directed to make a study and report as to the technical capability of each type of aircraft to utilize 91 and lower octane rating gasoline and the conditions under which such utilization is possible. (See attached)

3. It is desired that you make a study, as a matter of urgency, using the results of the Materiel Command study where necessary, to determine:

a. For what A.A.F. flying operations must 100 octane gasoline be provided.

b. Can lower rated gasoline be used in such operations as anti-submarine, cargo carrying, ferrying, training, all administrative missions in Zone of Interior, etc.? Specify each class of operations.

4. Based upon the results of your study above, it is desired that you recompute the requirements for gasoline (by octane rating) as given in AWPD-42 for training (all types).

5. Colonel D. G. Lingle (phone: 4175) has been studying this subject for some time and has just returned from England where he has made a detailed study of the British action to meet their shortage in 100 octane gasoline. Please be sure that your work on this project includes such data of Colonel Lingle's as may be pertinent.

6. Reply to this directive will be addressed to the Advisory Council.

Dispatched
OCT 15 1942
AAG

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

Copies to:
General Stratemeyer,
Asst.Ch., Air Staff, A-4,
Asst.Ch., Air Staff, A-3,
Colonel Lingle.

Incl: R&R re above to AFAMC, 10/13

4637 (234)

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HEADQUARTERS ARMY AIR FORCES

# ROUTING AND RECORD SHEET

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| FILE NO | |

SUBJECT: Gasoline Requirements of Airplanes

| ITEM NO | FROM | TO | DATE | COMMENTS |
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| 1. | AFDAS | AFDMR | 1942 10/13 | 1. A study of the gasoline situation indicates the necessity for conserving 100 octane gasoline for tactical use. In fact, 100 octane gasoline may have to be reserved exclusively for use under tactical conditions should it become a limiting factor in the numbers of tactical missions that can be accomplished.<br><br>2. The Materiel Command is being directed to make a study and report as to the technical capability of each type of aircraft to utilize 91 and lower octane rating gasoline and the conditions under which such utilization is possible. (See attached)<br><br>3. It is desired that you make a study, as a matter of urgency, using the results of the Materiel Command study where necessary, to determine:<br><br>a. For what A.A.F. flying operations must 100 octane gasoline be provided.<br><br>b. Can lower rated gasoline be used in such operations as anti-submarine, cargo carrying, ferrying, training, all administrative missions in Zone of Interior, etc? Specify each class of operations.<br><br>4. Based upon the results of your study above, it is desired that you recompute the requirements for gasoline (by octane rating) as given in AWPD-42 for training (all types).<br><br>Insert Par #5<br><br>6. Reply to this directive will be addressed to the Advisory Council.<br><br>Incl<br>R&R re above<br>to AFAMC, 10/13<br><br>L. S. KUTER<br>Brig. General, U.S.Army |

Cys.

Rewritten

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8 Jan. & 20 June 1971
By: [illegible] LC, Date 10/18/76

Gasoline Requirements of Airplanes.

LSK:cmo 6871

1. AFDAS AFAMC 1942 10/13

1. A study of the gasoline situation indicates the necessity for conserving 100 octane gasoline for tactical use. In fact, 100 octane gasoline may have to be reserved exclusively for use under tactical conditions should it become a limiting factor in the numbers of tactical missions that can be accomplished.

2. It is desired that you make a study, as a matter of urgency, to determine the following:

a. The technical capability of each type of aircraft to utilize gasoline of a lower rating than 100 octane (Specify rating).

b. Conditions under which "a" is possible.

c. Modifications in engines, if any, that might make possible a greater use of the lower octane gasoline.

d. Production implications of "c".

3. Colonel D. C. Lingle (phone: 4175) has been studying this subject for some time and has just returned from England where he has made a detailed study of the British action to meet their shortage in 100 octane gasoline. Please be sure that your work on this project includes such data of Colonel Lingle's as may be pertinent.

4. See copy attached of R&R to Director of Military Requirements.

5. Your reply will be addressed to the Advisory Council.

463.7 (233)

Inc1: R&R re above to FDMR, 10/13/42.

Copies to: General Stratemeyer,
Asst.Chief,Air Staff, A-4,
Asst.Chief,Air Staff, A-3,
Colonel Lingle.

Dispatched OCT 15 1942 AAG

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

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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SUBJECT: Gasoline Requirements of Airplanes

| ITEM NO. | FROM | TO | DATE | COMMENTS |
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| 1. | AFDAS | AFAMC | 10/13 1942 | 1. A study of the gasoline situation indicates the necessity for conserving 100 octane gasoline for tactical use. In fact, 100 octane gasoline may have to be reserved exclusively for use under tactical conditions should it become a limiting factor in the numbers of tactical missions that can be accomplished.<br><br>2. It is desired that you make a study, as a matter of urgency, to determine the following:<br><br>a. The technical capability of each type of aircraft to utilize gasoline of a lower rating than 100 octane (Specify rating)<br><br>b. Conditions under which "a" is possible.<br><br>c. Modifications in engines, if any, that might make possible a greater use of the lower octane gasoline.<br><br>d. Production implications of "c".<br><br>3. See copy attached of R&R to Director of Military Requirements.<br><br>4. Your reply will be addressed to the Advisory Council.<br><br>Incl.<br>R&R re above<br>to AFDAS, 10/13<br><br>I. S. EATON<br>Brig. General, U.S.Army |

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DOD ltrs
8 Jan. & 20 June 1974
By: AWJ/CC LC, Date 10/18/76

Shipment of Gasoline to Malta via Air Transport

MAL:JT 5265

1 AFCAS AFAEP 1942
9-25

1. Note the attached.

2. Your comments and immediate return of this letter are desired.

1 Incl.
Ltr 9-24-42 fr
J.C. Dill

MILLARD A. LIBBY
Lt. Colonel, A.C.

MAL

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DOD ltrs
8 Jan & 20 June 1974
By AVW/CC DC Date 10/18/76

September 11, 1942.

MEMORANDUM FOR THE COMMANDING GENERAL, AIR SERVICE COMMAND

SUBJECT: Reduction in 100 Octane Fuel Consumption.

1. In view of the shortage of 100 octane aviation fuel at refineries in the United States due to the necessity for filling urgent strategic demands in foreign theatres, it is necessary that consumption at Army Air Force stations within the continental limits of the United States be reduced during September as follows:

| | |
|---|---|
| Supplies from West Coast refineries | 50% |
| Supplies from U. S. refineries other than West Coast | 40% |

2. It is directed that you immediately notify organizations within your command that deal with procurement and delivery of aviation fuels that reductions, as outlined above, will be effective for the month of September.

SEP 12 1942

/S/

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

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DOD 1176
8 Jan. & 30 June 1971
By AEWCC DC Date 10/18/76

Mr. Ralph K. Davies,
Deputy Petroleum Coordinator,
Office of Petroleum Coordinator,
New Interior Bldg., Wash., D. C.

Dear Mr. Davies:

Information has reached this office that the Petroleum Attache, American Embassy, London, England, is sponsoring a project to reduce the number of specifications for aviation petroleum products by establishing British equivalents as specified by the corresponding American Forces with a view of unification of specifications.

The Working Committee of the Aeronautical Board is charged with the standardization of specification requirements for the Army and Navy, and the Sub-Committee on Standardization of the Joint Aircraft Committee is the only agency that is now authorized to consider standardization of specification requirements for the Army, Navy and British. As you know, much has been done to bring the British in accord with the Army and Navy for standard aviation fuels. All aviation fuels and lubricating oils have been standardized for use by the Army and Navy.

Since a very small percentage of these products are now being supplied from British sources, it is thought that the unification of specification requirements should be the function of existing agencies in the United States rather than set up another agency in England.

Representatives from the Army Air Forces and Bureau of Aeronautics, Navy Department, will visit London early in September to determine upon aviation fuel and lubricating oil requirements to meet the war effort and to discuss technical specification requirements for these products.

It is believed that it will be to the best interests of the Services to have a representative from the Office of Petroleum Coordinator present in London, with Army and Navy personnel, for approximately 15 days, in order that the above projects may

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| HEADQUARTERS ARMY AIR FORCES | | | | | | | | | | COORDINATION | |
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To: Mr. Ralph K. Davies.

be completely coordinated with the Office of Petroleum Coordinator and the Armed Forces.

It is requested that Mr. W. W. White, Office of Petroleum Coordinator, who is familiar with War Department procedure, and has had considerable experience in England, proceed to England as a War Department consultant for aviation petroleum products, to assist the Army Air Forces and the Bureau of Aeronautics representatives in carrying out their missions.

Sincerely yours,

GEORGE C. STRATEMEYER
Major
Chief of the Air Staff

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DOD Ltr
8 Jan & 30 June 1974
By AFC/CC LC. Date 10/18/76

September 3,1942

Mr. E. A. Locke, Jr.,
Assistant to the Chairman,
War Production Board,
Washington, D. C.

Dear Mr. Locke:

Receipt of your letter, dated August 24, 1942, with inclosures on status of 100 and 91 octane number aviation fuel, is acknowledged.

For your information it has been necessary to change the specification requirements for 100 octane fuel in order to stabilize on one type of gasoline produced in the United States with that produced in foreign countries. This permits common storage and issue in the various theaters and greatly simplifies transportation problems. It will be noted that the changes in specification requirements have provided a better grade of fuel, which is considered essential for the war effort, without materially affecting over-all production.

Revised estimates for aviation fuel are now in the process of preparation to cover the requirements for the war effort at the completion of the production of aircraft as scheduled for delivery in War Production Board Report 8-K, together with other requirements that can be anticipated other than the tactical employment of these aircraft. You will be furnished a copy of these revised estimates as soon as they are completed.

Sincerely yours,

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

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SEP 3 1942
AAG

Solid not see your Locke letter 8/24

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OFFICE OF THE AERONAUTICAL B[illegible]D
ROOM 4844 Navy Building

August 28, 1942.

Memorandum for: Capt. Sealefield.

Attached is a reply to the report submitted by Mr. Locke of War Production Board to General Stratemeyer. Will you please have General Stratemeyer sign this letter and mail it.

There is one copy of Locke's report in A-4 files.

D. G. LINGLE
Colonel, Air Corps,
Army Member, Working Committee.
Phone 4175

X-94-2,A.F.

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SECRETARY
ROOM 6046
NAVY DEPARTMENT BUILDING

THE AERONAUTICAL BOARD
WASHINGTON

August 21, 1942.

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DOD ltrs.
8 Jan. & 20 June 1974
By: Acl/cc LC, Date 10/18/76

MEMORANDUM FOR THE DEPUTY CHIEF OF AIR STAFF.

Subject: Estimated Requirements for 100 Octane Gasoline.

I. The problem presented.
To determine a method of computing Army Air Force 100 Octane Gasoline requirements for combat aircraft.

II. Facts bearing upon the problem.
1. In order to coordinate the Army Air Force 100 Octane Gasoline requirements with those of the U.S. Navy, United Kingdom, Canada and U.S.S.R., it has been found necessary to prepare a study based on War Production Board Report 8-K, estimating the total long range requirements for 100 Octane Gasoline, taking into consideration the Army Air Force Program of 224 Groups.

2. The bases for Army Air Force requirements are as follows:

a. Number of aircraft on hand by type, as of August 1, 1942, powered with engines requiring 100 octane gasoline, from records of the Director of Statistical Control.

b. Report 8-K, War Production Board, production and delivery schedules of airplanes by type requiring 100 octane gasoline, scheduled for delivery to the Army Air Forces.

c. Gasoline requirements for missions by types as shown on chart "30 Days Supply Per Operating Tactical Airplane by Model, Bombs, Ammunition, Fuel, Air Staff", supplemented by actual fuel loads for advanced models contained in 8-K, not shown on this report, with an additional fuel requirement of 10% for take-off and climb.

d. Over-all aircraft attrition rate of 20% each month for tactical employment of all types.

e. Example:
Multiply the number of missions which it is contem-

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From: The Deputy Chief of Air Staff,
Subject: Estimated Requirements for 100 Octane Gasoline.

plated a certain model of aircraft will take, by 75% of its maximum alternate gasoline load, and add 10% for take-off and climb; arriving at the number of barrels to be used by each operating aircraft over a period of 30 days.

B-17 type -
75% (5 x 1700 max. gas with bombs + 3 x 2492 max. gas without bombs) = 11,982 gals.
11,982 + 1198 (10% for take-off and climb) = 13,180 gals.

$\frac{11,180}{42}$ = 313 bbls. per month

P-40 type -
75% (20 x 198 max. load in gal.) = 2970 gals.
2970 + 297 (10% for take-off and climb) = 3267 gals.

$\frac{3267}{42}$ = 75 bbls. per month

3. Navy requirements for 100 Octane Gasoline are being computed by monthly missions and attrition rates in accordance with production schedules of Navy types listed in S-K, similar to the method used in paragraph 2 (above).

4. 100 Octane fuel requirements for Land-Lease airplanes, Army Air Forces types, are computed on the same basis as that used in paragraph 2 (above).

5. 100 Octane fuel requirements for Land-Lease airplanes, Navy types, are computed on the same basis as those of Navy types as listed in paragraph 3 (above).

6. 100 Octane fuel requirements over and above those listed above, for ferrying aircraft from U. S. sources to their destination, are being supplied by the Air Transport Command, based on mileage and number of aircraft scheduled to be ferried, and will be superimposed upon the Army Air Force requirements reached by the method used in paragraph 2 (above).

7. The 100 Octane Gasoline requirements for the United Kingdom, computed along similar lines, will be combined with the total required for the United States and export to Canada, China and U.S.S.R., thereby arriving at the total Allied requirements on which all future 100 Octane Gasoline production facilities may be planned.



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CONFIDENTIAL

From: The Deputy Chief of Air Staff.
Subject: Estimated Requirements for 100 Octane Gasoline.

III. Action recommended.
That the method of computing the Army Air Force requirements for 100 Octane Gasoline for combat airplanes, as described above, be approved.

D. C. EINGLE
COLONEL, A.C.
D. C. EINGLE,
Colonel, Air Corps,
Army Member, Working Committee,
Aeronautical Board.

1 Encl.

Approved 8/24/42 L. S. KUTER
Brigadier General, U. S. Army
Deputy Chief of the Air Staff

Dispatched to Aeron. Bd.
AUG 24 1942
AAG

CONFIDENTIAL
- 3 -

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July 27, 1942.

Mr. R. A. Lovett, Jr.
Assistant to the Chairman,
War Production Board,
Washington, D. C.

Dear Mr. Lovett:

Your request of July 25, 1942, for information pertaining to consumption, requirements and importation of high octane gasoline is acknowledged. There is no objection to furnishing this data to your authorized representative, Mr. James A. Jamison, for the information of Mr. Nelson, Chairman of the War Production Board, for use in connection with the War Effort. However, this data is valuable strategical information and must be classified "Secret". It is desired that any reports compiled by your office be classified "Secret" and each page so marked, top and bottom, as indicated on the attached receipt form. Copies of all reports will have to be disposed of as follows:

(a) Reports and work sheets in the possession of the War Production Board are to be handled in accordance with War Department instructions, copies attached;

(b) All reports must be numbered and receipted for by individuals receiving same. A copy of an authorized receipt form is inclosed;

(c) This office is to receive two copies of the completed report, together with a list of other individuals receiving same, for the information of the Public Relations Officer, Army Air Forces.

463.7 (273)

Filed

The sources of information pertaining to the Army Air Forces may be obtained from B. G. Lingle, Colonel, Air Corps, Chairman, Aviation Petroleum Products Allocations Committee, Room 4E46 Navy Building, and/or the Director of Base Services, Army Air Forces.

Avia Pet Alloc

| HEADQUARTERS ARMY AIR FORCES COORDINATION | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Chief of Staff | Secy Air Staff | AAG | A 1 | A 2 | A 3 | A 4 | A WPD | A Insp | Budget | Sta t of i s | |
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Release of similar information pertaining to the Navy Department and/or the United Kingdom will require specific clearance by the Chief of the Bureau of Aeronautics, Navy Department, and the Director General of the British Air Commission, 1785 Massachusetts Avenue, Washington, D. C., respectively.

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

Incls.:

Copy of War Dept. (A.G.O.) Instructions dated 5-1-42, 4-22-42, and 4-17-42, subject: "Safeguarding of Classified Documents and Files";

Copy of Receipt Form.

CC to: British Air Commission
Office of Petroleum Coordinator
Lt. Comdr. H. Vought, USNR

Carried by Col Lingle 7/28/42 8:30 am

File ci 7/29/42

Aero Bd
NGY

| 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 [illegible] | |
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WAR DEPARTMENT
The Adjutant General's Office
Washington

AG 312.11 (4-30-42)MC-B-4

May 1, 1942

SUBJECT: Safeguarding of Classified Documents and Files.

TO: The Commanding Generals,
Army Ground Forces, Services of Supply, Army Air Forces, Anti-Aircraft Command, Washington Provisional Brigade,
Chiefs of Supply Services.

Paragraph 1 b of letter, this office, April 17, 1942, AG 312-11 (4-15-42)MC-B-M, subject as above, is amended to read as follows:

"1 b. ALL SECRET matter and all registered documents will be habitually locked, when not in actual use, in a three-combination safe or filing cabinet. ALL CONFIDENTIAL matter will be habitually locked, when not in actual use, in a three-combination filing cabinet or suitable substitute. ALL RESTRICTED matter will be stored and handled in such a manner as to insure a reasonable degree of security, in conformity with provisions of AR 380-5."

By order of the Secretary of War:

/s/ J. A. Ulio

Major General,
The Adjutant General.

COPIES FURNISHED:
The Divisions of the A.G.O;
The Divisions of the War Department General Staff.

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WAR DEPARTMENT
The Adjutant General's Office
Washington

AG 312.11 (4-21-42)MC-B-M April 22, 1942.

SUBJECT: Safeguarding of Classified Documents and Files.

TO: The Commanding Generals,
Army Ground Forces;
Army Air Forces;
Services of Supply;
Anti-Aircraft Command;
Washington Provisional Brigade;
The Chiefs of Supply Services.
The C

Letter, this office, April 17, 1942, AG 312.11 (4-15-42) MC-B-M, subject: Safeguardi g of Classified Documents and Files, is amended as follows:

Paragraph 1 g is changed to read as follows:
"Secret and Confidential material sent by mail will, in all cases, be registered and a return receipt obtained."

By order of the Secretary of War:

/s/ J. A. Ulio

Major General
The Adjutant General.

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The Divisions of the War Department
General Staff

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WAR DEPARTMENT
The Adjutant General's Office
Washington

AG 312-11 (4-15-42)MC-S-M April 17, 1942

SUBJECT: Safeguarding of Classified Documents and Files

TO: The Commanding Generals,
Army Ground Forces, Services of Supply, Army Air Forces, Anti-Aircraft Command, Washington Provisional Brigade,
Chiefs of Supply Services.

1. Reference is made to letter, this office, AE 029.21 (4-8-42), Subject: "Security."

The policies concerning the safeguarding of classified documents and files of all War Department offices and agencies follow herewith:

a. All classified documents, files, and material will be safeguarded in strict accordance with the provisions of AR 380-5, Safeguarding Military Information, July 18, 1941, as amended.

b. ALL SECRET matter and all registered documents will be habitually locked when not in actual use, in a three-combination safe or filing cabinet. ALL CONFIDENTIAL matter will be habitually locked, when not in actual use, in a three-combination filing cabinet or suitable substitute. ALL RESTRICTED matter will be kept under lock and key when not in actual use.

c. Necessary office equipment to comply with the provisions of Paragraph b above will be procured.

d. Classified papers will not be taken away from War Department offices without the express permission, in each case, of the officer responsible for their custody.

e. Classified matters will not be discussed, in personal correspondence, over the telephone, or with unauthorized persons.

f. Classified messages sent by telegraph, radio, teletype, cable, or any electrical means will be cryptographed. The sending by any means whatsoever of confirmation copies in plain text of messages transmitted in code or cipher is strictly prohibited.

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g. Classified material sent by mail will in all cases be registered and a return receipt obtained.

h. All War Department offices and agencies will take the necessary measures to insure that the previsions of Paragraphs a, b, c, d, e, f, and g are complied with.

2. Each independent agency or office separated therefrom within a build ng will appoint a Security Officer who will be responsible for the proper enforcement of the above policies.

3. Frequent inspections will be made by the Military Intelligence Service to insure that the above policies are complied with.

By order of the Secretary of War:

/s/ J. A. Ulio
Major General,
The Adjutant General.

COPIES FURNISHED:
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The Divisions of the War Department
General Staff

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WAR PRODUCTION BOARD
WASHINGTON, D. C.

OFFICE OF
DONALD M. NELSON
CHAIRMAN

July 25, 1942

Dear General Stratemeyer:

We are assembling information for Mr. Nelson as to the United Nations' position with respect to high octane gasoline. In this connection, we find there are certain deficiencies in our data on consumption, requirements and inventories.

It would be greatly appreciated if you could put Mr. James A. Jacobsbn of this office in contact with the appropriate sources so that the necessary information can be provided and our report to Mr. Nelson can thus be complete and authentic. Should you wish to receive a copy of this report when it is completed, we would, of course, be happy to forward one to you.

With assurances of my appreciation for your assistance,

I am

Sincerely yours,

E. A. Locke, Jr.

E. A. Locke, Jr.
Assistant to the Chairman

Major General George E. Stratemeyer
Chief of Air Force
Room 2206, Munitions Building
Washington, D.C.

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AFADS 1301
RCC/hmh
7-31-42

SECRET

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DECLASSIFIED
DOD Ltr
8 Jan. & 30 June 1974
By: AFD/A LO Date: 10/18/76

July 31, 1942

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, OPERATIONS DIVISION,
WAR DEPARTMENT GENERAL STAFF

SUBJECT: Aviation Fuel - Panama.

463.7 (221)

1. At the present time, both the Army and the Navy are shipping 100 octane aviation fuels to Panama to supply requirements of these two forces. A typical example of these shipments is as follows:

"About the middle of July this office received information from Wright Field that Panama, in the near future, would need approximately 50,000 barrels of 100 octane aviation fuel. The Port Air Officer, San Francisco Port of Embarkation, notified Wright Field that a tanker of approximately 53,000 barrels would be made available on the West Coast. This Office secured allocation of the fuel, and shipment was made to Panama. About a week later the Navy dispatched approximately 25,000 barrels to their storage in Panama.

2. It is the opinion of this Office that the present methods of supplying Panama promotes a waste of tanker tonnage and a much more efficient means of supply could be arranged. It is, therefore, recommended that stocks of aviation fuel in Panama be pooled, and that joint supply arrangement be initiated by the Caribbean Defense Command and the Navy for future replenishment of these supplies.

For the Commanding General, Army Air Forces:

T. J. HANLEY, JR.
Brigadier General, U.S.A.
Assistant Chief of the Air Staff, A-4

R. C. COUPLAND
Colonel, G.S.C.
A-4 Division

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A FADS/1044
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DOD ltrs.
8 Jan. & 20 June 1974
By AL/JC LC, Date 10/19/76

Gasoline for Southampton Island.

WMB/hmh

1. AFADS AFRBS 1942
Major 7-14
Howze

1. It is requested that 10,000 drums of 100 Octane gasoline together with a proportionate amount of oil be laid down on Southampton Island in Huson Bay between this date and the close of the navigation seas (approximately October 1).

2. It is further requested that 1,000,000 gallons of bulk gasolene be laid down at the same point prior to the close of the navigation season in October, 1942.

3. It is contemplated that construction of bulk storage on Southampton Island will begin in the very near future. It is requested that the shipment of the bulk gasoline be coordinated with the Director of Base Services (Colonel Wooley).

4. The port to be used in both these shipments is Churchill.

5. Churchill has been designated as a temporary Port of Embarkation and has a port officer who will control the movement of supplies to that point.

463.7 (221)

Hq. Army Air Forces
JUL 16 1942
AAG Received

Recvd 7/19 from Sec A.S. for

M. F. S.
Act'g C/A-4

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DOD Rts.
8 Jan. & 20 June 1974
By: AFP/CC LC, Date 10/18/76

DECLASSIFIED

AFADS 1094
MFS/mkh

July 18, 1942.

MEMORANDUM FOR THE DIRECTOR OF BASE SERVICES:

SUBJECT: Aviation Gasoline and Oil For Alaska.

1. The G-4 of Western Defense Command has telephonically requested that we adopt the following procedure for the supply of aviation gasoline and oil for Alaska.

a. The Western Defense Command will specify stockage points in Alaska and prescribe maximum and minimum stockage levels.

b. The Western Defense Command will notify the Commanding Officer, Seattle Port of Embarkation of the desired stockage points and the stock levels to be maintained.

c. The Seattle Port of Embarkation Commander through the Port Air Officer will call on the Air Service Command, Wright Field for the aviation gasoline and oil required to maintain the prescribed stock levels.

d. On the first of each month, the Seattle Port of Embarkation Commander, acting for the Western Defense Command, will inform the Air Service Command, Wright Field, of the estimated aviation gasoline and oil requirements for Alaska for the ensuing three months, by month.

e. The Air Service Command will not ship aviation gasoline and oil to Alaska except at the direct request of the Commanding Officer, Seattle Port of Embarkation or his authorized representative.

f. The Commanding Officer, Seattle Port of Embarkation is responsible for notifying the Air Service Command of his aviation gasoline and oil requirements in sufficient time to permit the Air Service Command to lay the gasoline and oil down at the Port at the proper time.

463-7 (220)

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5. 5. The Commanding General, Western Defense Command is responsible for making the necessary arrangements with the Commanding Officer, Seattle Port of Embarkation, to make this plan operative.

6. The Air Service Command hereafter will ship aviation gasoline and oil to Alaska only in accordance with the requests of the Commanding Officer, Seattle Port of Embarkation or his authorized representative.

7. 7. A copy of this directive is being forwarded to Colonel Whitaker, G-4, Western Defense Command.

T. J. HANLEY, JR.,
Brigadier General, U. S. A.,
Assistant Chief of the Air Staff, A-4 Division.

AAF AG 463.7 (220)

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PROCEDURE FOR THE CO-ORDINATION OF REQUIREMENTS AND JOINT PROVISIONING OF AVIATION FUEL AND AERO ENGINE LUBRICATING OIL FOR THE U.S. ARMY AIR FORCE AND R.A.F..

Intentions

To lay down procedure for establishing a single system of supplying storage and distribution of aviation fuel and aero engine lubricating oils in any theatre of operations or lines of communication where R.A.F. and U.S. Army Air Force are both operating.

In order to achieve the foregoing, the following principles will be followed:—

Provisioning:

The supply of aviation fuel and aero engine lubricating oil will be co-ordinated through local Aviation Petroleum Co-ordination Committees (APCC) which have been set up on a geographical basis and include in their membership representatives of the U.S. Army Air Force and the R.A.F. The R.A.F. and U.S. Army Air Force will not make direct applications to the Aviation Petroleum Products Committee of the Munitions Assignment Board for aviation fuel or aero engine lubricating oil, but will use the local APCC's. for arranging such supplies.

Stocks:—

All stocks to be common user regardless of source of origin and whether lease lend, dollar, or sterling oil.

Tanks and Equipment:—

All storing and distributing facilities to be pooled and recommendations for additions to or disposal of redundant equipment to be co-ordinated through local A.P.C.C. committees.

Responsibility for Supplies:—

Responsibility for co-ordinating supplies on any given Air Field to rest either with the U.S. Army Air Force or with the R.A.F., generally on the principle of responsibility being allocated to the service having preponderating requirements. Recommendations for allocating these responsibilities will be made, but these will be subject to the ultimate



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"Appendix A"

# PROCEDURE FOR THE CO-ORDINATION OF REQUIREMENTS AND JOINT PROVISIONING OF AVIATION FUEL AND AERO ENGINE LUBRICATING OIL FOR THE U.S. A. A. F. AND THE R. A. F.

## Responsibility for Supplies:

It is agreed, subject to final concurrence by the relevant A.O.C. in C., A.O.C., or Commanding General, that the representative of the service indicated below will be responsible on the air field shown for co-ordinating aviation fuel supplies.

| Air Field | Service in Charge |
|---|---|
| Bathurst | R.A.F. |
| Roberts Field | U.S. A.A.F |
| Fisherman's Lake | U.S. AAF. |
| Freetown | R.A.F. |
| Takoradi | R.A.F. |
| Accra | U.S. A.A.F |
| Lagos | R.A.F. |
| Kano | R.A.F. |
| Maiduguri | R.A.F |
| El Geneina | R.A.F. |
| El Fasher | R.A.F. |
| El Obeid | R.A.F. |
| Khartoum | R.A.F. |
| Wadi Seidna | U.S. A.A.F. |
| Port Sudan | R.A.F. |
| Jiddah | U.S. A.A.F |
| Riyadh | U.S. A.A.F. |
| Wadi Halfa | R.A.F. |
| Cairo | R.A.F. |
| Lydda | R.A.F. |
| Gura | U.S. A.A.F * |
| Sheikh Othman | U.S. A.A.F |
| Riyan | R.A.F. |
| Salala | R.A.F. |
| Ras Heilf | U.S. A.A.F. |
| Ras El Habd | R.A.F. |
| Jiwani | R.A.F. |
| Habbaniyah | R.A.F. |
| Shaibah | R.A.F. |
| Basra | R.A.F. |
| Bahrein | R.A.F. |
| Jask | R.A.F. |
| Karachi | R.A.F. |
| Ascension Island | U.S. A.A.F |
| Pointe Noire | U.S. A.A.F |
| Leopoldville | U.S. A.A.F |
| Bukama | U.S. A.A.F |
| Elizabethville | U.S. A.A.F |
| Lulaberg | U.S. A.A.F |
| Abercoorn | U.S. A.A.F |
| Dodoma | R.A.F. * |
| Nairobi New field | R.A.F. |
| " Old Field | U.S.A.A.F * |
| Mogadiscio | U.S. A.A.F* |
| Massawa | ? * |

* On account of operational considerations the suggested allocation of responsibility for co-ordinating aviation fuel supplies on the above air fields should be considered tentative pending discussions between A.O.C. in C. Middle East, and General Commanding African Division of the U. S. Ferrying Command.

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decision of the relevant A.O.C., In C., A.O.C. or Commanding General.

Dispensing Equipment:-

The principle of pooling dispensing equipment on air fields is agreed but the implementing of this policy is left for local solution. This refers not only to service equipment but to contractors' equipment which may be in use for service requirements.

Commercial Equipment:-

The two services will, insofar as possible, discourage the duplication of commercial effort equipment and personnel, and will, so far as possible, co-relate their requirements so as to permit the most economical and efficient use of available equipment.

---

Directives on the lines of the above agreement will be sent by the respective services for the guidance of their Overseas Commands and of the local A.P.C.C. Committees.

Foregoing provisions deal only with principles and procedure for implementing the policy of coordinating the provision and use of fuel supplies and facilities to be jointly used by U. S. Army Air Force and R.A.F. They do not affect any financial and accounting adjustments which will be governed by the normal principles appropriate to the circumstances.

Appendix "A" is a part of this agreement.

APPROVED for the Royal Air Force:

W. F. MacNeece Foster

W. F. MacNEECE FOSTER
Air Vice Marshal
Royal Air Force

APPROVED for the U. S. Army Air Forces:

M. F. HARMON
Major General, United States Army
Chairman, Munitions Assignment Committee (Air)

HAROLD L. GEORGE
Brigadier General, United States Army
Commanding, Air Forces Ferrying Command

D. N. LINGLE
Colonel, Army Air Forces
Ch'rman. Aviation Petroleum Prod. Assignt Com.

June 11, 1942.

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As a result of the attached agreement between the R.A.F. and the U.S. Army Air Forces to pool all stocks of gasoline, 100 octane, lubricating oil, gasoline storage, transportation, and refueling facilities, the following studies have been made in order to:

(a) See that adequate facilities are available to take care of all requirements;

(b) Eliminate duplication of material, shipping space and effort.

The attached statements will serve as a guide to the Air Ministry, London, U.S.A.A.F. Ferrying Command Headquarters, Washington, Munitions Assignment Board (Air), Washington, and to the Aviation Petroleum Coordinating Committees in Cairo, Nairobi and Accra. Any permanent alteration in the storage or transportation facilities as shown on these statements should be made known to the above concerned, in order that these statements may be kept up to date and permit accurate study of recommendations for additional equipment put forward by the A.P.C. Committees.

Certain details of R.A.F. available refueling equipment and airport storage can only be obtained locally and it will be necessary for the Committees to procure this and advise London and Washington.

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JCS Memo
[illegible] Jan. 1975
[illegible] Date [illegible]



Date: 14.8.42

| AIRFIELD | ESTIMATED CONSUMPTION PER MONTH: U.S. U.S. Gals. | R.A.F. U.S. Gals. | TOTAL Bbls. | STORAGE: EXISTING | PLANNED: U.S. | Com.Date | R.A.F. | Com.Date | METHOD OF DISTRIBUTION | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | Under control of U.S. Navy. Base ready early June. |
| POINT NOIRE | 697,000 | | 16,600 | - | [illegible],000 | September | - | - | At present drums Later bulk. | U.S. in charge. S.V.C. operate storage. |
| | | | | 22,000 | 45,000 | October | | | | U.S. in charge. Petrocongo operate storage. Tankage to be built replaces 26,600 bbls. previously ordered by Petrocongo. |
| LEOPOLDVILLE | 333,000 | | 8,000 | 53,000 | - | - | - | - | Bulk by railcar | U.S. in charge. Petrocongo operate storage. (i) Ordered ex U.S. 12 x 5000 A.G. rail tank cars. (ii) Drum factory capacity being increased to 40,000 x 55 A.G. per month (October) (iii) Material for 100,000 drums ordered. |
| ELIZABETHVILLE | 594,000 | | 14,000 | - | 1[illegible],000 | October | - | - | Ex. Leopoldville by river to Pt. Franqui, thence rail. Drums discharged into aerodrome storage. | U.S. in charge. S.V.C. operate storage. Additional barges on order. |
| | | | | 100,000 | 72,000 | January | | | | Storage operated by Shell for R.A.F., by S.V.C. for U.S., but physical facilities pooled. (i) New tankage underground (ii) Drum factory (100 x 55 A.G. drums per hour) ordered ex U.S. for Embasa - Ready October. |
| MOMBASA | | 180,000 | 4,300 | | | | | | Bulk | R.A.F. in charge |
| DODOMA | 334,000 | 27,000 | 8,400 | | | | | | Drums | R.A.F. in charge |
| NAIROBI & AREA | 800,000 | *745,000 | 37,000 | 3,600 | 20,000 bbl | | - | - | Tankcar (rail) | R.A.F. in charge |
| LINDI-TANGA-DAR-ES-SALAAM | | 100,000 | 2,400 | | | | | | | R.A.F. in charge |
| MOGADISHU | 134,000 | | 5,200 | ? tankage Mogadishu | | | | | Drums (sea) | U.S. in charge (?) S.V.C. operate storage (?) |
| | 1,258,000 | 1,052,000 | 55,700 | | | | | | | |
| | | | | | | | | | | Under control of U.S. Navy |

Route programmed to carry U.S. Ferry Aircraft 400 x 4 engines plus 150 x 2 engines i.e. 1900 engines per month. In event R.A.F. Northern route unusable provision for additional 1,500 engines per month should be made. [illegible]irements will be increased if single engine aircraft are flown along this route.

| | | |
|---|---|---|
| [illegible] | 360,000 | OTU |
| [illegible] | 348,000 | OTU |
| [illegible] | 18,000 | Staging Post |
| [illegible] | 19,000 | Staging Post |
| | 745,000 | |

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| PORT | AIRFIELD | U.S. U.S. Gals. | R.A.F. U.S. Gals. | TOTAL Bbls. | | | | | | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| BATHURST | BATHURST | Emergency | 660,000 | 11,000 | | | | 60,000 | End 1942 | At present drums. Later bulk and tank trunk | R. A. F. in charge. Shell operate storage. |
| MARSHALL | | | | | | 70,000 | September | - | - | At present drums. Later pipeline on Marshall | U. S. in charge. S.V.C. operate storage. |
| | ROBERTS FIELD | 400,000 | Emergency | 9,600 | | | | | | | |
| | FISHERMAN'S LAKE | 67,200 | - | 1,600 | | | | | | Drums on barge on Marshall | |
| FREETOWN | FREETOWN | 35,000 | 280,000 | 11,600 | - | - | - | 138,000 | End 1942 | At present drums. Later bulk. | R.A.F. in charge. Shell operate storage. |
| TAKORADI | TAKORADI | 40,000 | 280,000 | 14,000 | 86,000 | 10,000 | August | - | - | Bulk | R.A.F. in charge. Storage Co. operate storage. |
| ACCRA | ACCRA | 1,175,000 | Emergency | 28,000 | - | 80,000 | October | - | - | Tank trunk from Takoradi. Later bulk importation and pipe-line to airfield. | U. S. in charge. S.V.C. operate storage. |
| LAGOS | LAGOS | 56,000 | 75,000 | 3,900 | 108,000 | 80,000 | September | 10,000 | | Bulk and tank trunk to airfield. | R.A.F. in charge. Storage Co. operate storage. |
| PORT HARCOURT | PORT HARCOURT | 7 | - | - | | 40,000 | September | - | | - - - | U.S. in charge - S.V.C. operate Storage |
| | KANO | 455,000 | 225,000 | 16,200 | 3,000 | 20,000 | | - | - | Bulk, rail tank cars, tank trunk | |
| | MAIDUGARI | 70,000 | 162,000 | 5,100 | 2,000 | 1,500 | | - | - | Bulk rail to Bukuru, thence by road (14 trucks in operation) | |
| | PORT LAMY | - | Emergency | - | - | - | | - | - | - - - | |
| PORT SUDAN | | | | | 70,000 | 48,000 | Jan. 1943 | - | - | | R.A.F. have laid down 55,000 bbls. in tins. Storage now operated by Shell for R.A.F., by S.V.C. for U.S.A., but physical facilities already pooled. |
| | EL GENEINA | Emergency | 118,000 | 2,800 | - | - | | - | - | Drums on El Obeid | R.A.F. in charge. R.A.F. have laid down 300,000 A.G. (12,000 bbls.) |
| | EL FASHER | 45,000 | 268,000 | 7,500 | - | - | | - | - | Drums on El Obeid | R.A.F. in charge. R.A.F. have laid down 100,000 A.G. (2,400 bbls.) |

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JCS Memo
2 Jan. 1975
By [illegible] Date 2/11/77

Date:14.5.42. 2.

| PORT | AIRFIELD | ESTIMATED CONSUMPTION PER MONTH U.S. U.S. Gals. | R.A.F. U.S. Gals. | TOTAL Bbls. | STORAGE EXISTING | PLANNED U.S. | Com. Date | R.A.F. | Com. Date | METHOD OF DISTRIBUTION | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| PORT SUDAN (continued) | EL OBEID | Emergency | 84,000 | 2,000 | - | 15,000 | - | - | - | Bulk - by rail to railhead, thence bulk tank truck to airfield | R.A.F. in charge. S.V.C. operate storage |
| | KHARTOUM | 500,000 | 56,000 | 13,200 | -? | 15,000 | - | - | - | R.A.F. packed U.S. tank trucks | Separate R.A.F. airfield - Shell operate storage<br>Separate U.S. airfield - S.V.C. operate storage |
| | PORT SUDAN | - | 470,000 | 11,200 | - | - | - | - | - | | R.A.F. in charge |
| | WADI HALFA | 15,000 | Ops. | 400 | - | - | - | - | - | Drums | R.A.F. in charge |
| SUEZ/ALEX. | | | | | 390,000 | - | - | - | - | Bulk | Shell operate storage |
| | CAIRO | 134,000 | Ops. | 3,200 | | - | - | - | - | Bulk | R.A.F. in charge |
| | LYDDA | - | 15,000 plus Ops. | 400 | | - | - | - | - | Bulk | R.A.F. in charge |
| NASSANA | GURA | 1,500,000 | | 36,000 | 120,000 | - | - | - | - | | (i) Agreed that existing storage and distribution facilities adequate<br>(ii) U.S. offtake including 500,000 A.G. for U.S. Army dep |
| | ZULU | | | | 41,000 | | | | | | U.S. in charge (?) S.V.C. operate storage (?)<br>R.A.F in charge |
| ADEN | SHEIKH OTHMAN & OTHERS | 500,000 | 815,000 | 31,300 | 108,000 | - | - | - | - | Bulk road tank wagon to aerodrome | Sheikh Othman - U.S. in charge. At other airfields - R.A.F. in charge |
| SOUTHERN ARABIAN COAST | RIYAN<br>SALALA<br>RAS HALFA<br>PAS-EL-HABO<br>JIWANI | | | | | | | | | Packed ex Abadan | R.A.F. laying down 53,000 bbls. to cover joint requirements Riyan/Jiwani |
| MID ARABIA | JEDDAH to RAHREIN | | | | | | | | | | Under consideration.<br>U.S. in charge. Caltex operate storage. |
| ABADAN | | | | | 176,000 plus | - | - | - | - | | |
| | HABBANIYEH | - | 63,000 plus Ops. | 1,500 | | | | | | Present packed<br>Bulk planned | R.A.F. in charge |
| | BASRA (Shaibah) | 35,000 | 271,000 | 7,300 | See Abadan | - | - | - | - | Bulk | U.S. offtake excludes U.S.A.A.C. Depot and ferry requirements may be increased.<br>R.A.F. in charge. Anglo-Iranian operate storage. |
| | DAHREIN | 30,000 | - | 700 | | - | - | - | - | Packed | Bulk storage available if offtake sufficient.<br>R.A.F. in charge. |
| | JASK | 50,000 | - | 1,200 | | - | - | - | - | Packed | R.A.F. in charge. |
| KA[illegible] | DRIGH RD. | 1,025,000 | 460,000 plus Ops. | 35,300 | 176,000 | - | - | - | - | Bulk | U.S. offtake does not include U.S.A.A.C.<br>Storage pooled. |

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## GASOLINE TRANSPORTATION AND REFUELING

| PORT | AIRFIELD | U.S.A.F. & R.A.F. PEAK CONSUMPTION PER MONTH IN A. G. | DISTANCES FROM PORT AND METHOD OF SUPPLY | EQUIPMENT AVAILABLE OR ON ORDER R.A.F. | EQUIPMENT AVAILABLE OR ON ORDER U.S.A.F. | AIRPORT EQUIPMENT R.A.F. | AIRPORT EQUIPMENT U |
|---|---|---|---|---|---|---|---|
| Bathurst | Bathurst | 460,000 | | | | | 2 - |
| Marshall | Roberts Field | 400,000 | 12 miles, pipeline | | | | 2-10<br>1-21 |
| | Fisherman's Lake | 67,500 | 80 miles by sea, in drums | | 3-50 ton barges, on order | | |
| Freetown | Freetown | 915,000 | | | | | 2-10 |
| Takoradi | Takoradi | 590,000 | 4 miles by road | | | | 1-10<br>1-Tr |
| Accra | Accra | 1,175,000 | 8 miles - pipeline | | Until bulk depot built, will use 35-2100 gal. tank trucks now on order | | 5-21<br>3-10 |
| Lagos | Lagos | 164,000 | 8 miles by road | | | | 1-21 |
| | Kano | 680,000 | 700 miles by Railway tankcar; thence 4 miles by road | | Railway Eq:<br>12-5000 gal. tank cars ex G.C.<br>73-5000 gal. flat tanks ex U.S.on Order. | | 1-21<br>1-10 |
| | Maiduguri via Bukuru | 212,000 | 700 miles by R.R. Tank cars; thence 380 miles by road | | Road<br>12-3000 gal. tractor trailers on order | | 2-10 |
| | Fort Lamy | | 700 miles by R.R. to Bukuru; thence 530 miles by road | | Drums only | | 1-J |
| Port Sudan | El Geneina | 118,000 | 715 miles by rail, thence 520 by road | | Railway<br>25 flat cars 5000 gal. cap on order | | 1-1 |
| | El Fasher | 333,000 | 715 miles by rail, thence 325 by road | | Road<br>60-2½ ton trucks for transporting drums ex El Obeid to El Fasher or El Geneina on Order.<br>14-1000 gal. tank trucks in order | | 1-1 |
| | El Obeid | 84,000 | 715 miles by rail | | | | |
| | Khartoum | 556,000 | 500 miles by rail, thence 21 miles by road | | | | 4-2<br>2-1 |

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ASOLINE TRANSPORTATION AND REFUELING

| PER | DISTANCES FROM PORT AND METHOD OF SUPPLY | EQUIPMENT AVAILABLE OR ON ORDER R.A.F. | EQUIPMENT AVAILABLE OR ON ORDER U.S.A.F. | AIRPORT EQUIPMENT ON HAND R.A.F. | AIRPORT EQUIPMENT ON HAND U.S.A.F. | FURTHER EQUIPMENT ON ORDER OR REQUIRED | UNDERGROUND AIRPORT STORAGE PLANNED |
|---|---|---|---|---|---|---|---|
| | | | | | 2 - Jappy pump | | |
| | 12 miles, pipeline<br>80 miles by sea, in drums | | 3-50 ton barges, on order | | 2-1000 gal.T.T<br>1-2100 gal.T.T | 4-1000 gal.T.T.<br>2- 300 gal. Oil Trailers | 200,000 gal. |
| | | | | | 2-1000 gal.T.T | 1-1000 gal.T.T.<br>1- 300 gal. Oil Trailers | |
| | 4 miles by road | | | | 1-1000 gal.T.T<br>1-Trask Unit | 1- 300 gal. Oil Trailer | |
| | 8 miles - pipeline | | Until bulk depot built, will use 35-2100 gal. tank trucks now on order | | 5-2100 gal.T.T<br>3-1000 gal.T.T | 3- 300 gal. Oil Trailers | 100,000 gals. |
| | 8 miles by road | | | | 1-2100 gal.T.T | 2-1000 gal. T. T.<br>1- 300 gal. Oil Trailer | |
| | 700 miles by Railway tankcar; thence 4 miles by road | | Railway Eq:<br>12-5000 gal. tank cars ex G.C.<br>73-5000 gal. flat tanks ex U.S.on Order. | | 1-2100 gal.T.T<br>1-1000 gal.T.T | 4-1000 gal. T. T.<br>1- 300 gal. Oil Trailer | 100,000 gals. |
| | 700 miles by R.R. Tank cars; thence 380 miles by road | | Road<br>12-3000 gal. tractor trailers on order | | 2-1000 gal.T.T | 2-1000 gal. T. T.<br>1- 300 gal. Oil Trailer | 200,000 gals. |
| | 700 miles by R.R. to Bukuru; thence 530 miles by road | | Drums only | | 1-Jappy Pump | 1-2000 gal. T. T. | |
| | 715 miles by rail, thence 520 by road | | Railway<br>25 flat cars 5000 gal. cap on order | | 1-1000 gal.T.T | 1-2000 gal. T. T.<br>1- 300 gal. Oil Trailer | |
| | 715 miles by rail, thence 325 by road | | Road<br>60-2½ ton trucks for transporting drums ex El Obeid to El Fasher or El Geneina on Order.<br>14-1000 gal. tank trucks in order | | 1-1000 gal.T.T | 1- 300 gal Oil Trailer | |
| | 715 miles by rail | | | | | 1-2000 gal. T. T.<br>1- 300 gal. Oil Trailer | 10,000 gals. |
| | 500 miles by rail, thence 21 miles by road | | | | 4-2100 gal.T.T<br>2-1000 gal.T.T | 3- 300 gal. Oil Trailers | 100,000 gals. |

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## GASOLINE TRANSPORTATION AND REFUELING

| PORT | AIRFIELD | U.S.A.F. & R.A.F. PEAK CONSUMPTION PER MONTH IN A. G. | DISTANCES FROM PORT AND METHOD OF SUPPLY | EQUIPMENT AVAILABLE OR ON ORDER R. A. F. | EQUIPMENT AVAILABLE OR ON ORDER U. S. A. F. | AIRPOR R. A. |
|---|---|---|---|---|---|---|
| Port Sudan | Port Sudan<br>Wadi Halfa | 470,000<br>15,000 U.S.A. + R.A.F. Operations | 2 miles by road<br>To be supplied in drums by rail ex Port Sudan | | | |
| Suez or Alexandria | Luxor<br>Cairo<br>Ismalaia | 134,000 U.S.A.+ R.A.F. Operations | 150 miles from Suez by rail<br>By sea from Suez | | | |
| Haifa | Lydda | 15,000 | 150 miles by rail | | | |
| Massawa<br>Zulu | Gura<br>Zulu | 1,500,000<br>R.A.F. Operations | 80 miles by tank truck | | Sufficient Italian tank trucks available which can be used also for refueling | |
| Aden | Shiek Othman and Others<br>( Riyan<br>( Salala<br>( Ras Heilfa<br>( Ras El Hadd | 1,315,000<br>Tins or Drums ex Abadan | 6 miles | | 5-4000 gal. tank trucks also use for refueling, already shipped | |
| Bahrein and Jiddah | Mid-Arabian Route<br>Bahrein | Under study<br>30,000 | Drums (Temporarily) | | Cal-Tex inform us that tank trucks already available | |
| Abadan | Habbaniyeh<br>Shaibah<br>Basra | 63,000 + R.A.F. Oper.<br><br>306,000 | Bulk by barge and rail planned<br>Bulk by barge<br>Bulk by barge | | | |
| Jask | Jask | 50,000 | Drums by sea | | | |
| Jiwani | Jiwani | | Drums by sea | | | |
| Ascension | Ascension | | 4 miles by pipeline | | | |
| Pointe Noire | Pointe Noire | 697,000 | 3 miles by pipeline | | 4-2100gal T.T. | |

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GOLINE TRANSPORTATION AND REFUELING



| DISTANCES FROM PORT AND METHOD OF SUPPLY | EQUIPMENT AVAILABLE OR ON ORDER R. A. F. | EQUIPMENT AVAILABLE OR ON ORDER U. S. A. F. | AIRPORT EQUIPMENT ON HAND R. A. F. | AIRPORT EQUIPMENT ON HAND U. S. A. F. | FURTHER EQUIPMENT ON ORDER OR REQUIRED | UNDERGROUND AIRPORT STORAGE PLANNED |
|---|---|---|---|---|---|---|
| 2 miles by road<br>To be supplied in drums by rail ex Port Sudan | | | | 1-2100 gal. T.T. | 1-1000 gal. T. T. | |
| 150 miles from Suez by rail<br>By sea from Suez | | | | | 1-1000 gal. T. T.<br>1-1000 gal. T. T. | |
| 150 miles by rail | | | | | | |
| 80 miles by tank truck | | Sufficient Italian tank trucks available which can be used also for refueling | | | | 250,000 gal. now available |
| 6 miles | | 5-4000 gal. tank trucks also use for refueling, already shipped | | | Propose sending in Trask Units on South Arabian Coast | 100,000 gal. |
| Drums (Temporarily) | | Sal-Tex informs us that tank trucks already available | | | | |
| Bulk by barge and rail planned<br>Bulk by barge<br>Bulk by barge | | | | | 1-1000 gal. T. T.<br>1-1000 gal. T. T.<br>1-1000 gal. T. T. | |
| Drums by sea | | | | | | |
| Drums by sea | | | | | | |
| 4 miles by pipeline | | | | | | |
| 3 miles by pipeline | | 4-2100gal T.T. | | | 2-2100 gal. T. T. | 250,000 gal. |

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GASOLINE TRANSPORTATION AND RE

| PORT | AIRFIELD | U.S.A.F. & R.A.F. PEAK CONSUMPTION PER MONTH IN A. G. | DISTANCES FROM PORT AND METHOD OF SUPPLY | EQUIPMENT AVAI OR ON ORD R.A.F. | U |
|---|---|---|---|---|---|
| Ango Ango | Leopoldville | 333,000 | 150 miles by R.R. tankcar to Leopoldville; thence in drums by barge to Port Franqui; thence by rail to Elizabethville, and 1 mile pipeline to airport | | 2-21<br>12-R tank orde 4-D barg tons |
| | Bukama | | | | |
| | Elizabethville | 594,000 | | | |
| | Lulumberg | (Emergency) | | | |
| Dar-es-Salaam | Dodoma | 351,000 | By barge from Mombassa to Dar-es-Salaam; then 300 miles by rail | | Adeq cars on T Ry. |
| | Dar-es-Salaam ) Lindi & Tanga ) | 100,000 | | | |
| | Abercorn | (Emergency) | | | |
| Mombassa | Mombassa | 170,000 | 4 miles by road or 2 miles by pipeline | | 4-21<br>If U use addi tank be r |
| | Nairobi | 818,000 | 382 miles by tankcar | | |
| | Namuyki | 360,000 | 530 miles by tankcar | | |
| | Nakuru | 348,000 | 530 miles by tankcar | | |
| | Entebbe | 19,000 | 780 miles by tankcar | | |
| Mogadiscio | Mogadiscio | 134,000 | 3 miles by road | | |

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NSPORTATION AND REFUELING

| FROM PORT D OF SUPPLY | EQUIPMENT AVAILABLE OR ON ORDER R.A.F. | EQUIPMENT AVAILABLE OR ON ORDER U.S.A.F. | AIRPORT EQUIPMENT ON HAND R.A.F. | AIRPORT EQUIPMENT ON HAND U.S.A.F. | FURTHER EQUIPMENT ON ORDER OR REQUIRED | UNDERGROUND AIRPORT STORAGE PLANNED |
|---|---|---|---|---|---|---|
| y R.R. tankcar ille; thence barge to Port ence by rail hville, and l ne to airport | | 2-2100 gal.T.T<br>12-Railway tank cars on order<br>4-Dead river barges of 800 tons each | | | 1-2100 gal. T. T.<br>1-2100 gal. T. T.<br>4-2100 gal. T. T.<br>1 Trask Unit | 100,000 gal.<br>100,000 gal. |
| ron Mombassa to aam; then 300 ail | | Adequate flat cars available on Tanyanika Ry. | | | 1-2100 gal. T. T.<br>1 Trask Unit | |
| road or pipeline<br>by tankcar<br>by tankcar<br>by tankcar<br>by tankcar | | 4-2100 gal TT<br>If U.S.A. must use Nairobi, additional Ry tankcars will be required | | | 2-2100 gal. T. T.<br>1-2100 gal. T. T. | 100,000 gal. |
| y road | | | | | 1-2100 gal. T. T. | |

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Cy. for Sec/air Staff

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DECLASSIFIED
DOD Ltr.
8 Jan. & 20 June 1974
By AWK/cc LC Date 10/18/76

Gasoline Requirements for Bolero Staging Points.

AFADS
WHB/mhh

2. AFADS AFRNS 1942 (ATT:MAJOR MORZE) 6/27

1. Reference Item 1, paragraph 1a, Northwest River: the gasoline supply for this point is to be Canadian responsibility with the following exception:

"It will be the responsibility of the Army Air Forces to put in storage facilities for 1,000,000 gallons of gasoline at this staging point on the North Atlantic Ferry Route and it shall further be the responsibility of the Army Air Forces to supply this portion of the total storage available."

463.7 (219)

2. For your information, there are approximately 500,000 gallons of gasoline on hand at the moment from which the U.S. Army may draw. The Canadian Government will build for the United States Army and supply storage facilities for an additional 2,000,000 gallons. We are advised by the Director of Base Services, Colonel Wooley, that Buildings and Grounds will have available by the first of September bulk storage for the 1,000,000 gallons referred to in Paragraph 1 above, this item.

3. It is requested that one shipment of bulk gasoline totaling 1,000,000 gallons be laid down at Northwest River some time between the first of September and the fifteenth of September. This delivery to be coordinated with B&G Section, Base Services, in order that the gasoline may go in as soon as the storage facilities are available.

4. This directive cancels the instructions forwarded you under date of May 18th, insofar as it relates to gasoline for Northwest River.

5. In order that the records may be kept accurately, it is believed that Item 1, paragraph 1c, should be corrected to read: 150,000 gallons shipped in drums 52842 and not [illegible],000 gallons.

File per Col Curtis
cc 6/29/42

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Air Ab 463.7 (219)

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SECRET

Gasoline Requirements for Bolero Staging Points.

AFAIS
HHR/nhh

| | | | | |
|---|---|---|---|---|
| 2 cons. | AFAIS | AFHRS (ATTn:MAJOR HOWZE) | 1942 6/27 | 6. Additional gasoline was moved from Mimic Boat 1 to Mimic Boat 8 on the S.S. Biscayne. The amount moved should be ascertained. |

Hq. Army Air Forces
JUN 27 1942
AAG Received

M. F. S.
AG/A-4.

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DECLASSIFIED
DOD ltrs.
8 Jan. & 30 June 1974
By: AHJ/CC LC. Date 10/18/76

SUBJECT: Gasoline Requirements for Bolero Staging Points.

AFRBS/FUEL CJG;dmi

1. AFRBS AFADS 1942
Atten: 6/13
Lt.
Burgoyne

1. In response to recent verbal request, quoted below is the status of deliveries to the Bolero Staging Points:

a. Northwest River: No inventories available, No shipments to date by U. S. Army Air Forces. Informal discussions with Washington representatives of the R.C.A.F. indicates that the Canadians expect to continuously have fuel and oil available at Northwest River for use by the Army Air Forces. Since this Office does not have official contact with the R.C.A.F., it is suggested that Air Staff, A-4, ascertain whether R.C.A.F. is in a position, and willing to make complete fuel and oil service available at Northwest River for the Bolero Project. Immediate action is essential, because this Office is informed that considerable transportation difficulties are involved when making shipments to this point from the United States.

b. Bluie West 1: 440,721 gallons on hand (5/21/42)
750,000 gallons shipped in drums (6/1-5/42)
1,190,721 gallons

c. Bluie West 8: 4,800 gallons on hand (5/31/42)
80,000 gallons shipped in drums (5/14/42)
25,000 gallons shipped in drums (5/28/42)
250,000 gallons scheduled for shipment 6/13/42)
350,000 gallons scheduled for shipment (6-19-20/42)
709,000 gallons

d. Indigo: 532,461 gallons on hand (5/1/42)

2. Proportionate aviation oil is being shipped as facilities become available.

3. Immediate action and response to this communication is essential.

L.P.W.
D/BS

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Cy for Col Curtis

SECRET

Gasoline Requirements for Bolero Staging Points.

AFADS
WHB/mhh

2. AFADS AFRDS 1942 (ATT:MAJOR HOWEE) 6/27

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463.7 (219)

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File per Col Curtis ci 6/29/42



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Air AB 463.7 (219)

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Gasoline Requirements for Bolero Staging Points.

AFADS
WMB/mhh

2 AFADS AFRBS 1942
cont. (ATT:MAJOR 6/27
HOWZE)

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Hq. Army Air Forces
JUN 27 1942
AAG Received

M. F. S.
AC/A-4.

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DOD ltrs
8 Jan. & 30 June 1974
By AWJ/cc LC. Date 10/10/76

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AFRBS/FUEL CJG;dmi

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Burgoyne

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L.P.W.
D/BS

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HENRY HARLEY ARNOLD
Box 132 Folder 6

MILITARY I

Declined

SAS 463.7
(267-424)

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HEADQUARTERS
UNITED STATES STRATEGIC AIR FORCES IN EUROPE

SECRET
AUTH: CG: USSTAF
DATE: 1 JUN 1945
INITIALS:

DECLASSIFIED
DOD Ltr
6 Jan. & 20 June 1972
By: AG/cc LC. Date: 10/18/76

463.7

2 JUN 1945

SUBJECT: Procedure for Slating Aviation Fuel Requirements for N.W. Europe When SHAEF Disbands.

TO : Commanding General, Army Air Forces, Washington 25, D.C.

1. It is expected that when SHAEF disbands in the near future the present methods of slating aviation fuel requirements for users in N.W. Europe will undergo a change. Under present procedure, SHAEF consolidates aviation fuel requirements for all users in N.W. Europe and passes this information to the U.K. Aviation Petroleum Coordination Committee which combines the N.W. Europe requirements with U.K. requirements and takes necessary action to obtain a lump allocation for the theater as a whole. The exact nature of the changes which will take place when SHAEF disappears are not entirely clear.

2. According to informal advice received from representatives of the Army-Navy Petroleum Board on visit to this theater, the petroleum requirements (all products, including aviation fuel) for U.S. Forces in N.W. Europe will be slated direct to ANPB as soon as combined control ceases. There is no information whatsoever on how the Royal Air Force, French Air Force, and civil requirements of liberated countries will be slated, but it appears desirable that this be clarified in view of the confusion which exists concerning the subject. This headquarters is directly interested in view of its representation on the various committees which at present deal with aviation fuel requirements and its probable representation on any future committees which may be established to deal with the situation in N.W. Europe.

3. It has been suggested that the SHAEF G-4 POL Section continue in existence after SHAEF disbands to act as coordinating agency for N.W. Europe requirements as long as may be necessary. This proposal appears to have the backing of both U.S. and British interests in the theater and will probably be adopted. However, this is only a temporary proposition which will continue present arrangements for awhile until adjustments can be made. The exact nature of the overall slating procedure which will finally emerge is still to be made clear.

4. As viewed by this headquarters, there are two alternatives. On the one hand, each user can be left to slate his requirements independently. U.S. aviation fuel requirements would be slated through ANPB, British requirements through the British Petroleum Representative in Washington, and French Air Force and civil requirements through diplomatic channels of the country concerned. This presupposes the feasibility of separate allocations, shipping arrangements, port discharges and inland distribution for each user. On the question of port discharges and inland distribution, it appears that segregation will be

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possible, but there may be some objection on the grounds of shipping. The alternative to independent slating would be to have a central committee established to take the place of SHAEF. This committee could slate all aviation fuel requirements for N.W. Europe through ANFB. This arrangement is recommended because it would maintain a focal point within the theater for controlling requirements and shipping, both of which are critical.

5. Advice is requested regarding your views in this matter. We will probably be asked to support various proposals on this subject as the situation develops and would like to be prepared to meet them in the best manner possible.

For the Commanding General:

J. B. GORDON,
Colonel, AGD.
Adjutant General

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DOD Dir. 5 200.10 and 200.9 June 1972
By [illegible] NARA, Date 10/14/76

15 May 1945

MEMORANDUM FOR GENERAL SOMERVELL:

1. The proposal inclosed in your memorandum of 14 May, copy attached, has been carefully studied here. While we would naturally feel a little safer with respect to the all important item of petroleum for the B-29 program in the Pacific if our original suggestion of having three Area Petroleum Officers in the Pacific instead of two had been acceptable, all we are really interested in, of course, is to insure that the present excellent flow of petroleum for the B-29 program continues. I, personally, have no feeling that our position is likely to suffer under the set-up that you propose. I believe it would be safer, however, while approving your plan, to see that the Twentieth Air Force Petroleum Officer will be present at all meetings with the Army Petroleum Officer until it has been assured that the petroleum requirements of the Twentieth Air Force are fully understood by the Pacific Petroleum Officer and the Army Petroleum Officer. Thereafter, there will be no objection at all for us to submit our requirements to the Army Petroleum Officer and rely upon him to present those requirements to the Pacific Petroleum Officer.

2. In the past we have been getting our petroleum from the Navy and it has been coming through on schedule and in good time, and there has been no serious shortage. It now appears that we will present our requirements to the Army Petroleum Officer, which is of course sound. My only worry is that during this interim period, while we are changing over, we might be accidentally dropped somewhere in between.

3. Also, I believe I should make it clear that our hope of getting a Petroleum Officer to sit in on a coordinate level with the Army-Navy Petroleum Officer was not any desire to express independence from the Army, but was entirely because the Twentieth Air Force has a directive from the Joint Chiefs of Staff to carry out an operation which is under neither the Army or the Navy. It was felt, therefore, that having that separate assignment, we should have the opportunity to present fuel requirements in order to carry out that assignment, to the overall petroleum coordinator for the Pacific.

For the Commanding General, Army Air Forces:

Signed

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

1 Incl
Cy Memo

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15 MAY 1945
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AFAMS-1
Brig.Gen.E.M.Powers/hg
3153

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DOD ltrs.
8 Jan. & 20 June 1974
By PG-N/CC I.C. Date 10/10/76

MEMORANDUM FOR GENERAL SOMERVELL:

Subject: Proposed Message on Pacific Petroleum Problem.

1. I am in receipt of your memorandum of May 14th on the above subject and regret that my memorandum of May 12th was not entirely clear. I fully agree that the petroleum requirements and details of shipping and distribution of petroleum products for the 5th and 13th Air Force should be the responsibility of the Army Area Petroleum office.

2. I feel, however, that since the command responsibility for the 20th Air Force rests with the Commanding General, Army Air Forces, the 20th Air Force should be represented equally with CINCAFPAC and CINCPAC on the matter of petroleum requirements. This is particularly desirable since the 20th Air Force will be the largest user of aviation gasoline in the Pacific Ocean Area.

3. In view of the above clarification, I would like to again submit that the Paragraph "(A)" in my memorandum of May 12th be inserted in the proposed message.

IRA C. EAKER
Lieutenant General, U. S. A.
Deputy Commander, Army Air Forces.

COPY FOR GEN. EAKER

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By: AFSAS LC Date 10/19/76

SECRET
By: Frank 5833
Date 5/12/45

12 MAY 1945

MEMORANDUM FOR GENERAL SOMERVELL:

Subject: Proposed Message on Pacific Petroleum Problem.

1. This refers to your draft of a message to CINCAFPAC, CINCPAC and COMGEN 20th Air Force on this subject and to our conversation of the 11th of May. I fully agree with you that the Army Air Forces should not become involved in the details of shipping or distribution of petroleum products. However, the determination of requirements of the 20th Air Force and their presentation to the Pacific Petroleum Coordinator should be a responsibility of this organization. This is reasonable and desirable because of the fact that the 20th Air Force operating as an agency directly under the Joint Chiefs of Staff, consumes more aviation petroleum products than all other Pacific agencies combined. The comparison of the petroleum product tonnage required by the 20th Air Force and the total required by all other Army Forces in the Pacific is also significant.

2. The proposed message outlines an effective and equitable method of handling this complex problem. I fully agree with its provisions except that the Army Air Forces believe that Para. (A) should be amended to read as follows:

"(A). There shall be three Area Petroleum Officers in the Pacific: One an Army Area Petroleum Officer, one a Navy Area Petroleum Officer and one a 20th Air Force Area Petroleum Officer. The 20th Air Force Petroleum Officer will be responsible for presenting the requirements of the organization which he represents and will not have authority or responsibility for shipping or distribution."

Signed

1 Incl - Appendix

IRA C. EAKER
Lieutenant General, U.S.A.
Deputy Commander, Army Air Forces.

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12 MAY 1945
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APPENDIX

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By [illegible] 10/18/76

MESSAGE TO CINCAFPAC, CINCPAC, AND COMGEN 20TH AIR FORCE

In view of the complex petroleum programming problem and the projected tight products and tanker situation, it is necessary to adopt an agreed petroleum supply procedure for the handling of Pacific petroleum requirements. Conferences here have resulted in working out the following recommendations which are presented for your consideration:

(A) There shall be two area petroleum officers in the Pacific: one an Army area petroleum officer, one a Navy area petroleum officer.

(B) By mutual agreement between the respective area petroleum officers, a sub-area petroleum officer will be designated for each locality where the petroleum products requirements are sufficient in the opinion of the petroleum officers to warrant such action. The sub-area petroleum officer in each area shall combine the total requirements for all services in that area and forward them to the appropriate Army or Navy area petroleum officer.

(C) As its representative in the Pacific, the Army-Navy Petroleum Board will designate an officer to serve as Pacific Petroleum Coordinator. The Office of the Pacific Petroleum Coordinator will be located at some forward base to be agreed. He shall be responsible for the consolidation of the requirements forwarded by the two petroleum officers for the Pacific. He shall forward the combined requirements to the Army-Navy Petroleum Board, giving complete details of required cargoes and destinations, the latter to be set forth in broad areas or distribution points in keeping with presently accepted practices.

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(D) Except as may otherwise be agreed by addressees, the area petroleum officers for the respective Service Commands shall determine their requirements separately, and furnish them to the Pacific Petroleum Coordinator for consolidation and forwarding to ANPB.

(E) Upon receipt of consolidated Pacific requirements from the Pacific Petroleum Coordinator, the Army-Navy Petroleum Board shall set up an overall supply program and, in line with current practice, will continue to forward to the agencies interested in Pacific logistics a weekly slate outlining the projected movement of all petroleum products to all Pacific forces.

(F) Each of the petroleum officers shall designate a liaison officer to work with the Pacific Petroleum Coordinator.

(G) The Pacific Petroleum Coordinator, in conjunction with the area petroleum officers or their liaison officers, shall determine the distribution of all cargoes to ports and bases. No diversion of products or cargoes scheduled for the Pacific by the Army-Navy Petroleum Board to meet the requirements of any Service shall be made without obtaining prior consent of the Area Petroleum Officer for the Service affected.

(H) Consistent with the principles of efficient tanker operations and product requirements, the Pacific Petroleum Coordinator shall arrange with the cognizant authorities for all tanker diversions.

(I) Until otherwise directed, the foregoing provisions will apply only to those areas and forces presently included in the responsibilities of the Area Petroleum Officer, Pacific Ocean Areas, and Area Petroleum Officer, Southwest Pacific Area.

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Your early consideration of the proposed procedure is desired. Upon agreement by all addressees to the adoption of the procedure as outlined, the Army-Navy Petroleum Board will nominate an officer to serve as Pacific Petroleum Coordinator.

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DOD ltrs
6 Jan. & 20 June 1974
By: AL/CC LC Date 10/18/76

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SAS

AFAEP
Col Gutru/mc/6724
5 May 45

MAY 15 1945

The Honorable

The Secretary of State

Dear Mr. Secretary:

I have your letter of April 30, 1945 requesting my views on the recommendation of the U.S.-British-Swedish Petroleum Committee in Stockholm that a survey be made of the possibilities for storing aviation gasoline in northern Norway, for use in connection with the operation of American aircraft engaged in transporting Norwegian police troops from Sweden to northern Norway.

This matter has been referred to the European Theater with a request that comments be submitted to the War Department and, at the same time, to the U.S. Military Attache in Stockholm.

When the reply is received from the theater you will be further informed regarding this matter.

Sincerely yours,

(Sgd.) HENRY L. STIMSON

Secretary of War

MAY 16 '45 PM

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DOD Dir.
8 Jan. & 30 June 1976
By: AGN/CC UC Date: 10/18/76

1-2 Approval
3 Signature

1 OPD
2 Chief of Staff
3 Secretary of War

AC/AS, Plans AFAEP-31

Lt Col Parker/mc/6724

Storage of Aviation Gasoline in Northern Norway 25 May 45

SUMMARY

1. Attached is a paraphrase of message No. 483 dated 23 May 1945 in which the U. S. Military Attache in Stockholm indicates that there no longer exists a requirement for storage of American aviation gasoline in northern Norway.

2. Submitted herewith is a proposed letter from the Secretary of War to the Secretary of State as a final reply to the latter's letter of April 30, 1945 in which the Secretary of War's views were requested on this project.

COORDINATION

3. Reply has been coordinated with the Assistant Secretary of War for Air.

FOR THE COMMANDING GENERAL:

2 Incls
1- Paraphrase of Cable
2- Proposed ltr to Sec of War

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

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8 Jan. & 20 June 1974
By: ALDIC LC, Date 10/18/76

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AFAEP
Lt Col Parker/mc/6724
24 May 1945

The Honorable

The Secretary of State

Dear Mr. Secretary:

I refer to your letter of April 30, 1945 and mine of May 15, 1945.

The question concerning storage of aviation gasoline in northern Norway for use of American aircraft operating from Sweden seems to have been resolved with the termination of hostilities in the European Theater.

I am in receipt of a communication from the U.S. Military Attache in Stockholm in which he states that Kirkenes, Norway is no longer an operating base and no requirement exists there for American gasoline.

Sincerely yours,

Secretary of War

Cy for Sec of Air Staff

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DOD 3rd
5 Apr. & 30 June 1972
By DNTG, OC, Date 10/15/76

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By Authority of
The Commanding General
Army Air Forces
2 MAR 1945 873
Date Initials

4 MAR 1945

MEMORANDUM FOR General Arnold

Subject: German Oil Situation

1. Successful attacks on German oil targets during February have further aggravated the already acute oil situation and have reduced enemy gasoline production to a new low.

2. Maximum February production of all oil products is estimated, as of 20 February, at 340,000 tons (25 percent of pre-attack output). If unevaluated attacks on Magdeburg, plus the attacks on the industry made since 20 February, prove to have been successful then February production may be no more than 23 percent of normal - equal to the low point reached last September.

3. Output of motor and aviation fuel is estimated at 90,000 tons (17 percent of normal output) but may be reduced to as low as 65,000 tons (12 percent of normal output). Both of these figures may be low by 15,000 tons if oil from the Hungarian fields, rich in gasoline content, can be transported for use in Central European refineries (which is not believed likely).

4. As of 20 February, half of the remaining production of motor and aviation fuels is concentrated in five synthetic plants in Central Germany. Continued attacks on these plants, on the refineries surrounding Vienna and attacks on benzol plants on the scale of attacks made during February, might well hold March production of motor and aviation fuel to 55,000/60,000 tons (or approximately 11 percent of normal output).

5. German ground force fuel requirements, under conditions of relatively stable fronts, has been estimated at 75,000 tons per month. The urgency of Wehrmacht needs since the start of the Soviet offensive certainly poses the problem of how to continue to provide gasoline for even meager GAF efforts, such as the daily average of 740 combat sorties flown during January on all fronts. While enemy air activity on the Western Front averaged only 165 combat sorties daily during February compared to the January average of 230, figures on the Eastern Front are not yet available to permit an overall comparison for the two months.

Signed

JAMES P. HODGES
Major General, U. S. Army
Assistant Chief of Air Staff,
Intelligence

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Memo to Files: Basic Communication WDGS Disposition Form to CG, AAF, Attn: Brig. Gen. Hopkins from OPD, subject: Increased gasoline lift from India-Burma Theater to China, Project TIG-93, with incl ltr fr Hq ATC dtd 6 Mar, same subject.

SAS 463.7 (413)

1st Ind

15 March 1945
AFDRE-1

Hq., Army Air Forces, Washington, D.C.

TO: Commanding General, Army Service Forces

Improved aluminum sheet situation will make it possible to produce gasoline drums without effect on aircraft program.

For the Commanding General, Army Air Forces:

John B. Vaughan Col, AC
for FREDERICK M. HOPKINS, JR.
Brigadier General, U.S.A.
Chief, Resources Division
Office, AC/AS, Material & Services

2 Incls
1. n/c
2. Ltr to ACof Staff, OPD dtd 15 Mar 45

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8 Jan. & 30 June 1974
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AFDRE-1

15 March 1945

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, OPD

Attention: Colonel V. J. Esposito
Chief, Projected Logistics Section,
Logistics Group

SUBJECT: Availability of aluminum sheet for production of aluminum gasoline drums, Project TIG-92.

1. GBI Theater requests total of 118,000 aluminum gasoline drums to be delivered at rate of 15,000 per month starting with delivery of first lot in June 1945.

2. Investigation discloses that 76,000 drums are already on order with the bulk of the required aluminum already allotted and ordered. The 42,000 drums still to be ordered will require approximately 966,000 pounds of aluminum sheet at a maximum rate of 345,000 pounds per month.

3. In view of these facts, and the improved situation in the supply of aluminum sheet, it is not believed there will be difficulty in providing aluminum for the drums without effect on the aircraft program.

COPY FOR SEC/AS

For the Commanding General, Army Air Forces:

FREDERICK M. HOPKINS, JR.
Brigadier General, U.S.A.
Chief, Resources Division
Office, AC/AS, Materiel & Services

Incl
n/c

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8 Jan. & 20 June 1974
By: AWG LC Date: 10/19/76

1 March 1945

AFDAS
PWT/eva/5265

MEMORANDUM FOR GENERAL GILES:

Subject: Oil in North Borneo

1. The question on whether the oil resources in North Borneo warrant an operation is not an Air Force problem as the Air Forces would gain no benefit from this source of petroleum. However, there are some interesting considerations from the point of view of the over-all war effort.

a. Need for Additional Crude Petroleum

Scheduled production from this country varies from 4,750,000 B/D to 4,680,000 B/D over the next 22 months. Over-all requirements rise from 4,936,000 B/D to 4,948,000 B/D for the same period. U. S. Continental fields are saturated with wells and it is necessary to go outside the U. S. to obtain additional oil. The additional sources, both of which require extensive drilling and therefore shipment of equipment, are Persian Gulf and Caribbean areas. The acquisition of the North Borneo fields, which are capable of about 50,000 B/D if captured intact or 23,000 B/D within 12 months if complete rehabilitation was necessary, would only slightly alleviate the shortage.

b. Shipping

Besides the gain in oil should North Borneo be taken, there would be an immense saving in shipping. For each tanker used to carry oil from North Borneo to Manila, it would be necessary to use eight tankers to carry the same amount of oil from the Caribbean to Manila.

Balanced against this is the shipping necessary to mount the operation and support it, plus some 100,000 ship tons of equipment necessary to rehabilitate the three fields in question:

Seria (shallow zone)
Tarakan
Seria (deep zone)

c. Post-War Aspects

The critical machinery and equipment installed in any of the three areas would return little, if any, commercial dividends during the post-war period. We could, of course, protect and seize the Caribbean

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fields in a case of emergency. Provided we maintain strong forces in the Pacific, we could probably do the same for the Borneo production which is most advantageously located to support the Philippine area.

2. Unless there are other very strong military reasons for the capture of North Borneo, this operation should not be launched for the single purpose of augmenting our fuel supply. It appears that we could meet the oil demands from the other two sources at a cost in dollars, ships and man-hours. The operation would cost human lives.

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

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5 Jan. & 30 June 1953
By AFN/CC LC, Date 10/18/76

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By Authority of
The Commanding General
Army Air Forces
5 Mch 45 HWH
Date Initials

Aviation Fuel in European Theatre of Operation

Deputy Assistant Chief of Air Staff (Gen. Timberlake)

5 MAR 1945

1

AC/A$^3$, M&S

AFDRS-5/HWH/ft/77774

There is attached, for signature, memorandum for Assistant Chief of Staff, O.P.D., relative to the above subject.

(Signed) E. M. Powers

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

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8 Jan. & 20 June 1974
By: AHN/LC LC Date 10/19/76

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wtn: 14 Feb 45

15 FEB 1945

MEMORANDUM FOR EXECUTIVE SECRETARY, AVIATION PETROLEUM PRODUCTS ALLOCATIONS COMMITTEE:

Subject: Aviation Gasoline - Sweden.

1. Reference is made to subject memorandum for the Chairman, Munitions Assignments Committee (Air), dated 1 February 1945 in which the MAC (Air) is requested to instruct the Executive Secretary, APPAC, as to the action which should be taken in the event that a firm request is received for assignment of fuel, with indorsement of appropriate authorities, and action is required on short notice to meet the shipping schedule.

2. The approved procedure governing the assignment of aviation fuel is outlined in letter to the Aviation Petroleum Products Allocation Committee, subject: "Responsibility and Authority of the Aviation Petroleum Products Allocation Committee," dated 12 June 1942, copy attached.

3. Paragraph 3 of this letter makes provision for meeting emergency requirements of the armed forces of the United Nations. However, Sweden, a neutral, cannot be considered in this category. Further, it does not appear that there is an emergency in this case, but rather a delayed submission of a request to meet a shipping schedule.

4. In the event that a request for assignment of aviation fuel to Sweden, or any other country, is received it is desired that action be taken in accordance with the procedure set forth in letter referred to in paragraph 2 above.

Signed
BARNEY M. GILES,
Lieutenant General, U. S. A.,
Chairman, Munitions Assignments Committee (Air).

Incl
Cpy Memo as abv

15 FEB 1945

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JCS Memo
2 Jan. 1975
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COPY TO: GEN GILES' OFFC

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June 12, 1942

TO: THE AVIATION PETROLEUM PRODUCTS ALLOCATION COMMITTEE

SUBJECT: Responsibility and Authority of the Aviation Petroleum Products Allocation Committee

Necessary action will be taken to put into effect the terms of the following directive, which was approved by the Munitions Assignments Board, June 10, 1942.

"Responsibility and Authority of the Aviation Petroleum Products Allocation Committee."

1. Under authority granted by the letter from the President of the United States, dated February 9, 1942, there has been established a subcommittee of the Munitions Assignments Board which is charged with the responsibility of recommending allocation of all supplies of aviation petroleum products as they become "critical". At the present time, all aviation fuels of 87 octane number and above are designated as "critical". The Aviation Petroleum Products Allocation Committee is composed of representatives of the U.S. Army Air Forces; U.S. Air Service Command; Bureau of Supplies and Accounts, U.S. Navy; Bureau of Aeronautics, U.S. Navy; Office of the British Petroleum Representative; Royal Air Force; British Air Commission and the Office of Petroleum Coordinator. It has the responsibility of recommending allocation of supplies of these products, in accordance with strategic and operational demands, in the best interests of the war effort.

2. In order to accomplish the above objective, it is vital that all manufacturers and suppliers of aviation petroleum products be guided solely by directives issued by the Munitions Assignments Board through its subcommittee, the Aviation Petroleum Products Allocation Committee, before release from manufacturers' stock is made.

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3. The purpose of this rigorous control is to assure to the armed forces of the United Nations supplies of fuels of the proper quality, in quantities as nearly adequate to operational requirements as present conditions allow. Exceptional circumstances may arise when it will be impossible to follow normal allocation procedure in arranging delivery of emergency requirements of the armed forces of the United Nations. In such cases, the suppliers are authorized to meet such emergency demands upon request of a duly accredited representative of the Armed Forces, this to be followed by immediate advice to the Allocation Committee regarding the action taken. The phrase "emergency requirements" is intended to cover requirements necessary to assure that operations vital to the war effort are not impeded through lack of supplies which would be available if time or previous knowledge had permitted the normal allocation procedure to be followed.

4. As stated above, the sole function of the Allocation Committee is to guard vital stocks of aviation petroleum products which are in a short supply position so that essential war demands can be filled.

5. The normal procedure for releasing supplies from manufacturers' storage will continue as in the past; i. e. that the availability of such supplies will be established with the direct cooperation of the Office of Petroleum Coordinator who will release, upon approval by the Munitions Assignments Board, designated quantities of aviation petroleum products which are subject to allocation from industry stocks, and advise the procuring agency and transporting agency of such release. Prior to allocation any direct negotiations between manufacturers and/or suppliers and the procuring agencies will be discontinued except under the conditions noted in paragraph 3 above.



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6. Requests for clarification regarding details of procedure outlined above or other questions in connection with their application should be addressed directly to the Executive Secretary, Aviation Petroleum Products Allocation Committee, Room 3216, New Interior Building.

(Signed) Harry J. Malony

HARRY J. MALONY
Brig. Gen., U. S. Army
Acting Executive
Munitions Assignments Board

GCJ:rf



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JCS Memo
2 Jan 1975
By: LC; Date
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Written 19 January 1945

21 JAN 1945

MEMORANDUM FOR THE UNDER SECRETARY OF WAR:

SUBJECT: Joint Procurement of Fuels and Lubricants

1. Reference is made to Memorandum for the Commanding General, Army Air Forces, dated January 11, 1945, relative to the above subject.

2. Colonel H. W. Hoane has been designated the Army Air Forces representative to serve on the Committee which will prepare a detailed plan for the operation of the Joint Army and Navy Petroleum Purchase Agency.

Signed

For the Commanding General, Army Air Forces:

PATRICK W. TIMBERLAKE,
Brigadier General, U. S. A.,
Deputy [illegible]

cc - Col. W. H. Draper, Jr., ASF
Room 4D665 w/1 Incl (Report)

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21 JAN 1945

COPY FOR AFDAS (General Timberlake)
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DOD ltrs
9 Jan. & 20 June 1974
By [illegible] LC, Date 10/19/76

Joint Army and Navy Petroleum Purchase Agency

~~COPY FOR AFMS~~

TO: Deputy Chief of Air Staff (General Timberlake)

DATE: 19 JAN 1945

FROM: AC/AS, Materiel and Services

COMMENT NO. 4
AFDBS-5/[illegible]/[illegible]

There is attached memorandum for General Giles' signature designating Colonel H. W. Howse Army Air Forces representative on the Committee.

2 Incls
Incl 1 Memo fr Mr. Patterson
and Mr. Forrestal 1/11/45
Incl thereto w/d
Incl 2 Memo for Under Secy War added

(Signed) E. M. Powers

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

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8 Jan & 30 June 1974
By AWD/cc I.C. Date 10/18/76

Joint Army and Navy Petroleum Purchase Agency

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General Giles 15 Jan 45

General Arnold 1

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1. Note attached Memorandum signed by the Secretary of the Navy and the Under Secretary of War and accompanying report.

2. I desire designation of an appropriate representative of the Army Air Forces to serve on the Committee in accordance with paragraph 4 of the above Memorandum. It is noted that Colonel H. W. Howze, ACAS, M& S, represented AAF in the preparation of the basic report and is perhaps the logical AAF representative on the Committee.

3. Request has been made that attached copy of the basic report be returned to Colonel W. H. Draper, Jr., ASF, Room 4D 665, other copies being in the possession of Colonel Howze.

HHA

Incl:
Memorandum from Mr. Patterson and Mr. Forrestal 1/11/45.
2/incls.

(Gen. Timberlake
Designate Col. Howze as member of Committee
Prepare reply for my sig. BMG)

General Timberlake 16 Jan 1945

Chief of the Air Staff COMMENT NO. 2
MAL/hd/3373

1. With reference to the foregoing comment by the Commanding General, General Giles desires that Colonel H. W. Howze be designated as the AAF representative on the Committee and that an appropriate reply so stating be prepared for General Giles' signature.

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

TO: AC/AS - Materiel & Services DATE 17 Jan 1945

FROM: Chief of Air Staff COMMENT NO. 3
WMK/is/5458

Please prepare a memorandum for General Giles' signature designating Colonel H. W. Howze as the Army Air Force representative on the Committee.

WMK for
PATRICK W. TIMBERLAKE
Brigadier General, USA
Deputy Chief of Air Staff

Encls:
n/c

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AFDBS-5/[illegible]/[illegible]
Written 19 January 1945

21 JAN 1945

MEMORANDUM FOR THE UNDER SECRETARY OF WAR:

SUBJECT: Joint Procurement of Fuels and Lubricants

1. Reference is made to Memorandum for the Commanding General, Army Air Forces, dated January 11, 1945, relative to the above subject.

2. Colonel H. W. House has been designated the Army Air Forces representative to serve on the Committee which will prepare a detailed plan for the operation of the Joint Army and Navy Petroleum Purchase Agency.

For the Commanding General, Army Air Forces:

Signe

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

cc - Col. W. H. Draper, Jr., ASF
Room 4D665 w/1 Incl (Report)

COPY FOR AFCAS

SAS 463.7 (398)

21 JAN 1945

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15/145 Octane Aviation Fuel

Assistant Chief of Air Staff, M&S
Atten: General Echols
Chief of the Air Staff

13 Nov. 1944

1
MAL/hd/3373

1. General Giles desires complete information regarding the use of 15/145 octane aviation fuel. He desires this data to include information with reference to types of engines that this fuel may most advantageously be employed in, problems incident to storage of this fuel, and also a statement of the disadvantages or weak points encountered in using this type fuel.

Signed

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

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[redacted]
14 [redacted] 1944
[redacted]

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DOD Dir.
8 Jan. & 30 June 1974
By [illegible] A.C. Date 10/19/76

Gasoline Storage Facilities in the Philippine Islands

Assistant Chief of Air Staff, M&S
Attn: General Echols
Chief of the Air Staff

13 Nov. 1944

1

MAL/hd/3373

1. General Giles is greatly concerned that we are not looking forward far enough to insure a rapid build-up in our aviation fuel stores when we get a firmer toe-hold in the Philippines. General Giles specifically desires to know as to what, if any, survey has been made of the gasoline storage facilities in the Philippine Islands and what plan do we have to augment these facilities rapidly when the proper tactical situation permits.

Signed

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

[illegible]
13 NOV 1944
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By Authority of
The Commanding General
Army Air Forces
11-8-44 H.W.H.
Date Initials

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DOD ltrs
8 Jan. & 20 June 1974
By Arnica LC, Date 10/19/76

10 NOV 1944

MEMORANDUM FOR DEPUTY CHIEF OF AIR STAFF (Brig.Gen.P.W.Timberlake)

SUBJECT: October 1944 Report on 100/130 Fuel Situation

Attached hereto is copy of subject report for your information.

(Signed) E. M. Powers

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

1 Incl:
Report on Grade 100/130
Avia.Fuel Situation
Oct.1944

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DBS-5/Col.Howse/ft/77774
Rewritten: AFDAS/PWT/is/526
20 October 1944

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DOD ltrs
8 Jan. & 20 June 1974
By: BLW/K LC. Date 10/18/76

21 OCT 1944

MEMORANDUM FOR LIEUT. GEN. B. B. SOMERVELL, CHAIRMAN, ARMY-NAVY PETROLEUM BOARD:

Subject: Aviation Gasoline Situation.

1. Reference is made to my memorandum of 19 October which furnished estimate of aviation fuel consumption by the Army Air Forces after defeat of Germany. This estimate, which assumes defeat of Germany 1 January 1945, represents the current Army Air Forces plan for utilization of maximum force for defeat of Japan. This plan will not be formally approved until all details, such as aircraft production schedules, rate of redeployment, together with training and ATC operations, have been determined.

2. The report of the world-wide aviation gasoline situation prepared by Army Air Forces, dated 4 October 1944, referred to in Mr. Davies' letter of 18 October, is an operational plan based on the latest available information as of 4 October 1944 as to Army Air Forces operational efforts, tentative redeployment plans, and estimated requirements submitted to Army-Navy Petroleum Board by the various using Services. Certain assumptions, such as utilization of stocks in the non-operational theatres down to the levels recommended in JCS 932 and continuation of current allocations to Russia, have been made. This plan does not contemplate maintenance of stock levels of aviation gasoline as stated in CCS 141/5, nor the supplying of aviation gasoline to the U.K. on lend-lease except as required to maintain stock levels based on JCS 932 to support estimated requirements of the occupational Air Forces. The estimated production used is that published by PAW in their 10 September 1944 report to WPB.

463.7

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3. It is believed the assumptions made in the preparation of this plan are on the conservative side and represent a workable operational plan.

4. Attached are three copies of this plan. It is suggested that this plan be submitted to the Army-Navy Petroleum Board for their comments and for submission to PAW as an interim report for establishing tentative refining schedules.

For the Commanding General, Army Air Forces:

Signed

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

Carried to Somervell by Maj Chesley 10/21/44

1 Incl
Report (in trip)

DECLASSIFIED
20 OCT 1944

COPY FOR SECRETARY AIR STAFF

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DOD ltrs.
8 Jan. & 20 June 1974
By: ALN/CC DC Date 10/18/76

20 October 1944

20 Oct 44 HWH
Date Initials

MEMORANDUM FOR DEPUTY CHIEF OF AIR STAFF (GEN. TIMBERLAKE):

Subject: Aviation Gasoline Situation

There is attached proposed memorandum to General Somervell as requested in your telephone conversation of today with Col. Howze of the Aviation Petroleum Branch.

1 Incl
Draft of Memo
for Gen Somervell

Signed

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

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

ATTENTION:

CONFIDENTIAL

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

DECLASSIFIED
DOD Dirs.
8 Jan. & 26 June 1971
By AFHRA/CC IAC Date 10/19/76

16 OCT 1944

MEMORANDUM FOR DEPUTY CHIEF OF AIR STAFF (General Timberlake)

Subject: Storage of Aviation Fuels

1. A review of the current short-term estimated requirements of grade 100/130 aviation fuel compared to Petroleum Administration for War's estimated production during the same period indicates that it will be necessary to store a portion of the production or reduce volume of 100/130 produced by utilizing blending agents for grade 115/145.

2. PAW is now making a survey of storage facilities available at US refineries for aviation fuel. This office has completed a survey of AAF domestic storage, including terminals which are under contract from various oil companies. This information will be furnished PAW in order to have complete information on the total available storage in the US.

3. Action was taken by Aviation Petroleum Products Allocation Committee to allocate 500,000 barrels of grade 130 to strategic storage (New York Pool) from September production. The Mediterranean Theatre has notified ANPB that shipments to that Area from October production could be reduced 350,000 barrels. This office has requested APPAC to cancel this volume from Mediterranean Theatre's allocation for October and to reallocate it to strategic storage (New York Pool). The volume of aviation fuel in the West Coast Pool will be brought up to the maximum capacity as rapidly as possible.

4. The AAF secured an allocation of 5 million barrels of grade 130 for continental stations from October production. It is planned to place approximately 700,000 barrels of this volume in stocks at stations and terminals.

5. This office has informed the Commanding Generals of the Antilles Air Force and of the Sixth Air Force Service Command that utilization of war reserve storage in Puerto Rico and Panama for storage of aviation fuel is contemplated, requesting a report of the current status of this storage, with particular reference to any repairs or additional equipment (pumps, etc.) that would be required to place this storage in operation.

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6. It is planned to utilize storage at US refineries of finished products or blending agents for grade 130 and grade 115/145, depending upon the trend of consumption versus production of 115/145 as consistent with refinery production schedules. Offshore storage will be utilized to the maximum extent for finished fuel, based on future requirements, and will be stored in areas along projected supply routes, in order to achieve maximum efficiency in the utilization of transportation.

7. All action taken by AAF relative to the question of storing aviation fuel is being coordinated with Army-Navy Petroleum Board and Petroleum Administration for War.

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

Noted for C of A.S. –

PWT

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

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- 2 -

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DOD ltrs.
6 Jan. & 20 June 1974
By: AWTC LC. Date 10/10/76

Ltr fr Lt. Edward Barker re Use of Gasoline by Military Forces

The Air Inspector 21 Oct 44

Deputy Chief of the Air Staff, General Owens 3

JRB/ee/72141

1. Noted.

2. For file.

Signed

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

Incls: n/c

Dispatched
23 OCT 1944
AAG

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10/22/44

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DOD ltrs
8 Jan. & 20 June 1974
By: [illegible] LC Date 10/18/76

To: Secretary of the Air Staff

From: The Air Inspector

DATE 19 October 1944

Comment No. 2
(6A)JFRS/pdh/74364

Attached as inclosure 2 are copies of correspondence, together with report of investigation, concerning subject matter. In view of the fact that the original correspondence was forwarded to this headquarters "as a matter of primary interest" it is believed no further action is necessary.

Signed
MAX F. SCHNEIDER,
Colonel, A. C.,
Deputy, The Air Inspector.

2 Incls.
1-Transmittal Sheet fr AGO, above subj, dated 20 June 1944 w/3 incls
2-Cy Memo, Hq AAF to CG, USAF, APO 502, above subj, 21 July 44 w/6 inds & 1 Incl.

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Ltr from Lt. Edward Barker re Use of Gasoline by Military Forces

The Air Inspector 30 July 44

Deputy Chief of the Air Staff, General Owens 1

JRB/ee/72141

1. It is my understanding that an investigation was recently made by your authority on the subject matter of the attached letter from Lt. Edward Barker transmitted to this office by Colonel Smith.

2. Please prepare a suitable acknowledgement to Colonel Smith direct forwarding a copy to this office for General Owens' information.

J. R. BREWER
Lt. Colonel, Air Corps
Executive
Deputy Chief of the Air Staff

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COPY

WAR DEPARTMENT

ARMY SERVICE FORCES

TRANSMITTAL SHEET

TO Deputy Chief of Air Staff

3 E 989 Pentagon

Att: Lt Col J R Brewer

Subject: Use of Gasoline by Military Forces

File No. Ltr from Lt. Edward A. Barker, AAF Date: 20 June 1944

From: Col. P. W. Smith, Purchases Division, ASF, 5 D 176 Telephone 3905

Forwarded as a matter of primary interest to your office.

PHILLIPS W. SMITH
Colonel, G.S.C.
Deputy, Director, Purchases Div

3 Incls:
V Mail from Lt. Barker
Memo from CPA
" " "

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COPY

OFFICE OF PRICE ADMINISTRATION
WASHINGTON 25, D.C.

July 10, 1944

MEMORANDUM

TO: Major John H. Hurley
Purchases Division
Headquarters, Army Service Forces
Room 5 D 737, Pentagon

FROM: Richard C. Harrison
Director
Automotive Supply Rationing Division

SUBJECT: Use of Gasoline by Military Forces.

The attached correspondence from Lt. E. A. Barker, 1st AAF Rescue Boat Crew, APO 709 - c/o Postmaster, San Francisco is self explanatory and is referred for your information.

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COPY

OFFICE OF PRICE ADMINISTRATION
WASHINGTON 25, D. C.

Jul 12 1944

MEMORANDUM

TO: Major John H. Hurley
Purchases Division
Headquarters, Army Service Forces
Room 5 D 737 - Pentagon Building

FROM: Richard C. Harrison
Director
Automotive Supply Rationing Division

SUBJECT: Lt. E. A. Barker
1st AAF Rescue Boat Crew, APO 709
c/o Postmaster, San Francisco, California

Attached hereto is the letter from the above subject which we neglected to transmit with out memorandum of July 10,1944.

We greatly regret the oversight.

Attachment

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DOD Dir. 5 Nov. & 30 June 1974
By [illegible] NLC, Date 10/14/96

Gasoline Requirements of the AAF after V-E

Chief of the Air Staff

21 Oct 1944

2

AC/AS Plans

CCJ:mac 71127

Reply to Gen. Somervell's letter was submitted by this Office 18 October 1944.

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

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10/23 44

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DOD Dir.
By AWTC Date 10/18/76

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Gasoline Requirements of AAF Following V-E

Colonel McKee
General Jamison
xxxx General Powers
IN TURN

13 Oct 44

PWT/eva/5265 1

From: Chief of the Air Staff

The Chief of Air Staff called General Somervell on the telephone and explained why we were not able to give him realistic gasoline requirements at this time, but promised him some figures within four or five days. The attached letter, therefore, was not dispatched.

1 Incl
Ltr drafted to
Gen. Somervell
re this subj.

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

463.7 (380)

Dispatched
14 OCT 1944
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PETROLEUM ADMINISTRATION FOR WAR

WASHINGTON 25, D. C.

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

DECLASSIFIED
Per. Interior Dept 4-8-75
By: LC; Date 5/5/77

DEPUTY ADMINISTRATOR

OCT 3 1944

Dear General Somervell:

The estimates of aviation gasoline consumption for the two year period after the assumed termination of the European war, which was the subject matter of my letter to you of September 8, were received from the Army-Navy Petroleum Board on September 12. In our opinion they were unrealistically inflated, particularly for the immediate short term period subsequent to the end of the war in Europe. If actual takings are substantially below estimates, particularly during the period immediately following VE-Day, the plans of the Petroleum Administration for War and the petroleum industry for the necessary adjustments will be on an entirely unrealistic basis, and the entire petroleum war production program will be impaired.

Upon receipt of the estimates on September 12, I wrote to the Army-Navy Petroleum Board as per the attached letter of September 15, outlining the necessity of securing as accurate a measure as possible of the effect of the termination of the European war upon estimates of military requirements in order to correctly measure the impact of the adjustments which the industry, now running at full capacity and with little operating storage flexibility, will have to meet. In the Army-Navy Petroleum Board's reply of September 18, it was stated that all figures previously transmitted for requirements of products other than aviation gasoline for the two year period following VE-Day were to be considered as firm, but that the estimates on aviation gasoline consumption had been questioned by the Army-Navy Petroleum Board, were being reconsidered, and new estimates would be furnished. The revised estimates, received from the Army-Navy Petroleum Board on September 29, are listed in the attached tabulation which compares them with the September 12th figures and also with the estimated aviation consumption requirements for global war for the years 1945 and 1946 which were received on August 10.

You will note that relatively little change in total world aviation gasoline consumption for the U.S. Forces is indicated from the previous figures of September 12 which, as stated above, we do not consider realistic.

The requirement estimates doubtless contain a factor of safety and I would like to re-emphasize that, while I recognize the desirability of such a factor of safety in estimates of military requirements under conditions of expanding military demand, I feel, that at a time when adequate supply capacity to meet all needs has been fully demonstrated, such factor is no longer necessary. In fact, its inclusion under conditions of obviously decreasing needs can only produce unrealistic estimates

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FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

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of requirements upon which it is impossible to predicate adequate plans whereby supply operations can meet the impact of the reductions in requirements that will actually occur.

It is the opinion of this organization that the decrease in world consumption of grade 100/130 for the first quarter following VE-Day of 23,000 B/D below global war requirements for the same period is seriously understated and that the actual reduction will be nearer 200,000 B/D. If actual liftings immediately following VE-Day are below the estimates by an amount approaching this larger figure, industry storage will shortly become jammed full and production will be lost of high octane aviation components for planned quality improvement of present grade 100/130 in addition to interference with the supply of other needed products. On VE-Day stocks in the European theatre will be at full target levels and there will be enroute at least 60 days supply at current European consumption, the liquidation of which will further aggravate the supply situation.

You will also note that 1946 estimated requirements of grade 100/130 on the V-E basis are 19,000 B/D higher than the estimated requirements for 1946 on the global war basis. If the requirement figures for grade 100/130 for the entire period following VE-Day are to be accepted as firm it would appear that present plans for improvement of quality to the extent previously anticipated as possible as a result of the termination of the European war would have to be discarded unless new production facilities are constructed requiring a period of perhaps eighteen months.

I recognize the difficulty of securing accurate estimates of consumption of aviation gasoline or any other military product under changing war conditions. To the extent that operating and storage flexibility permit, we of course, will do everything possible to meet the differences between actual liftings as they occur and the consumption estimates which we have received and which we are taking as a basis for planning necessary adjustments as a result of termination of the European war. I would like to point out, however, that if the estimates which we have received and are using for this purpose should be higher than actual takings by an extent beyond the limit of the industry's flexibility to meet unanticipated changes, neither the Petroleum Administration for War or the industry can accept the responsibility of failure to currently supply the quantity and quality of products best suited for military needs. I would appreciate any further consideration that may in your opinion seem warranted of the aviation gasoline requirement estimates in the event of the termination of the European war with the view of ascertaining whether the existing figures fully reflect the impact of this change.

Sincerely yours,

(Sgd) Ralph K. Davies

Ralph K. Davies,
Deputy Petroleum Administrator.

Lt. Gen. B. B. Somervell, Chairman,
Army-Navy Petroleum Board,
Room 3-E-672 Pentagon Building,
Arlington, Virginia.

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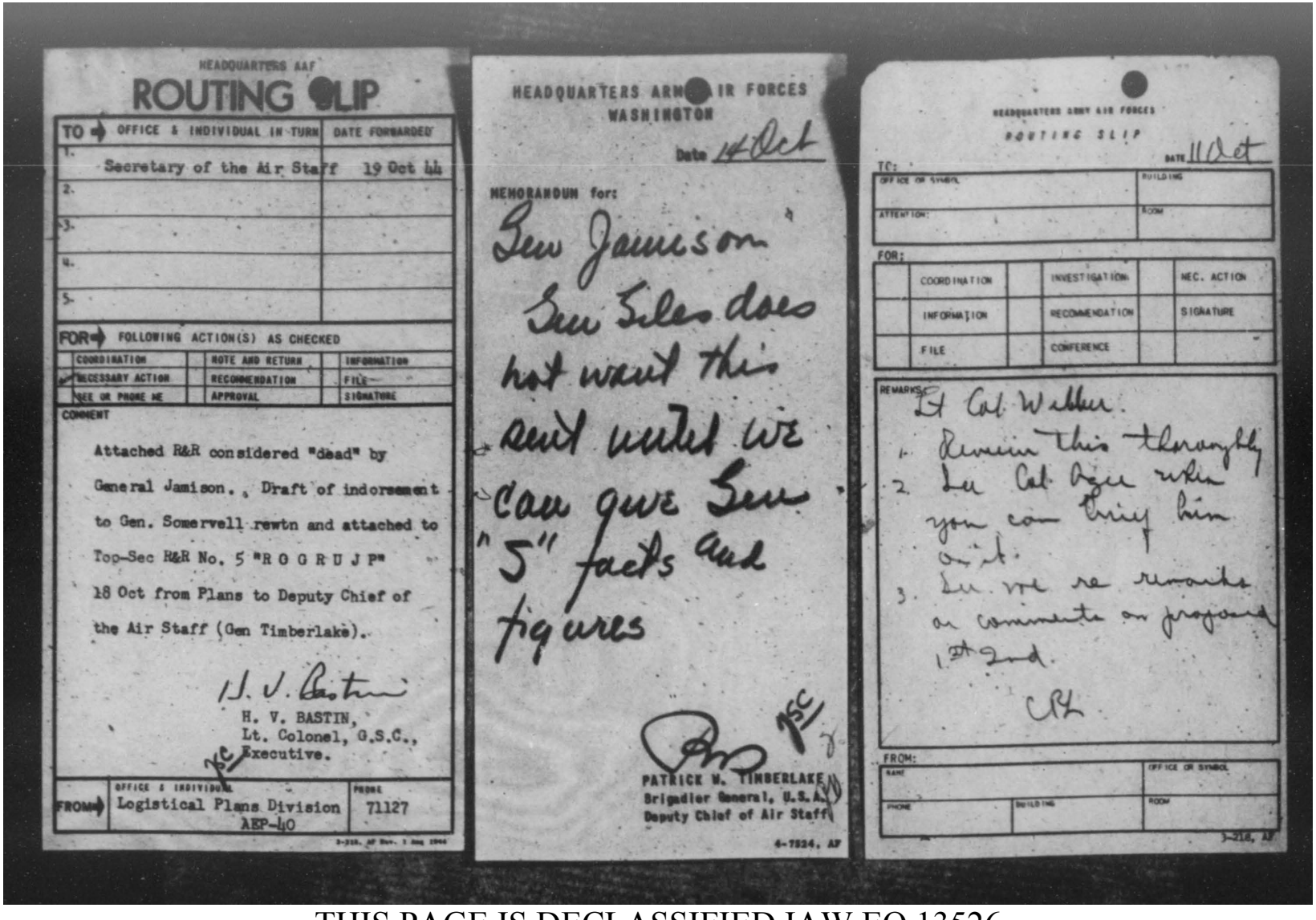

HEADQUARTERS AAF

# ROUTING SLIP

| TO | OFFICE & INDIVIDUAL IN TURN | DATE FORWARDED |
|---|---|---|
| 1. | Secretary of the Air Staff | 19 Oct 44 |
| 2. | | |
| 3. | | |
| 4. | | |
| 5. | | |

FOR — FOLLOWING ACTION(S) AS CHECKED

| | | | | | |
|---|---|---|---|---|---|
| | COORDINATION | | NOTE AND RETURN | | INFORMATION |
| ✓ | NECESSARY ACTION | | RECOMMENDATION | | FILE |
| | SEE OR PHONE ME | | APPROVAL | | SIGNATURE |

COMMENT

Attached R&R considered "dead" by General Jamison. Draft of indorsement to Gen. Somervell rewtn and attached to Top-Sec R&R No. 5 "R O G R U J P" 18 Oct from Plans to Deputy Chief of the Air Staff (Gen Timberlake).

H. V. Bastin

H. V. BASTIN,
Lt. Colonel, G.S.C.,
Executive.

| FROM | OFFICE & INDIVIDUAL | PHONE |
|---|---|---|
| | Logistical Plans Division AEP-40 | 71127 |

3-218, AF Rev. 1 Aug 1944

HEADQUARTERS ARMY AIR FORCES
WASHINGTON

Date 14 Oct

MEMORANDUM for:

Gen Jamison

Gen Giles does not want this sent until we can give Gen "5" facts and figures

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

4-7824, AF

HEADQUARTERS ARMY AIR FORCES

ROUTING SLIP

TO: DATE 11 Oct

| OFFICE OR SYMBOL | BUILDING |
|---|---|
| ATTENTION: | ROOM |

FOR:

| | | | | | |
|---|---|---|---|---|---|
| | COORDINATION | | INVESTIGATION | | NEC. ACTION |
| | INFORMATION | | RECOMMENDATION | | SIGNATURE |
| | FILE | | CONFERENCE | | |

REMARKS:

Lt Col Walker.

1. Review this thoroughly
2. Lt Col Agee when you can brief him on it.
3. Let me re remarks or comments on proposed 1st Ind.

CR

FROM:

| NAME | OFFICE OR SYMBOL |
|---|---|
| PHONE | BUILDING / ROOM |

3-218, AF

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DOD 1000
8 Jan. & 20 June 1974
By AC/CC LC Date 10/18/76

HEADQUARTERS ARMY AIR FORCES

# ROUTING AND RECORD SHEET

| | |
|---|---|
| FILE NO. | RDM |
| FILE NO. | 6 |

SUBJECT: 1st Ind. to Gen. Somervell re Estimates of Aviation Gasoline Requirements.

TO: Chief of the Air Staff

DATE: 7 Oct 44

FROM: ACAS Plans

COMMENT No. 1
WMB/hhm/74055

Attached is draft of 1st Ind. to General Somervell for signature.

G. C. JAMISON
Brig. Gen., U. S. A.
Chief, Logistical Plans

Incl:
Dft 1st Ind to CG,ASF w/
incl (Ltr fm Mr. Davies)

463.7 (379)

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3-1109, AF (REV 20 MAY 44)

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8 Jan & 30 June 1971
By ALO/CC LC Date 10/18/76

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1st Ind. to Gen. Somervell re Estimates of Aviation Gasoline Requirements.

Chief of the Air Staff 7 Oct 44

ACAS Plans WMB/hhm/74055 1

Attached is draft of 1st Ind. to General Somervell for signature.

G. C. JAMISON
Brig. Gen., U. S. A.
Chief, Logistical Plans

Incl:
Dft 1st Ind to CG,ASF w/
incl (Ltr fm Mr. Davies)

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Wtn 7 Oct 44

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DECLASSIFIED
DOD Dir
6 Jan. & 30 June 1974
By AHW/cc Date 10/18/76

1st Ind.

Headquarters, Army Air Forces, Washington 25, D. C.
TO: Commanding General, Army Service Forces.

1. The AAF deployment and redeployment schedules are being constantly reviewed and changes from time to time are being recommended to the U. S. Chiefs of Staff. A change in the redeployment plan now applicable (JCS 521/6) is in the process of being prepared which will incorporate the changes recommended in JLC 1079 insofar as the Air Forces is concerned. This will probably be published as JCS 521/9.

2. In order that the Army-Navy Petroleum Board may have latest available information concerning our future requirements for aviation fuel I am having the requirements prepared based on forces deployed in this tentative schedule and will submit them to the ANPB upon completion. When the revised redeployment plan has been completed and approved, the Army-Navy Petroleum Board can furnish the Petroleum Administrator for War with these requirements as official. In the meantime, the ANPB may furnish the Petroleum Administrator for War with the computed requirements with the understanding that they are tentative and may be subject to change.

3. In connection with our future requirements I must point out that to provide for the shift from twin-engine to four-engine aircraft in the ATC, which in large measure takes place over a period of the next nine months, constitutes a considerable portion of the increase in our fuel requirements as does the increased number of VHB aircraft coming from production and going to deployed units in the same period.

4. You may assure Mr. Davies that every effort is being made to be as realistic as we can in future requirements as we are very much interested in being in a position of going to a higher quality of fuel for the Pacific war if this is possible of accomplishment after meeting our requirements for grade 100/130.

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Top Secret memo dispched
19 Oct 44

Incl - n/a

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Copy for Gen Arnold
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Army Service Forces
Office of the Commanding General
Washington 25, D. C.

DECLASSIFIED
DOD ltr. 8 Nov & 30 June 1971
By A.L.M.Co. NCI Date 10/18/76

SPCG

4 October 1944

MEMORANDUM FOR GENERAL ARNOLD:

1. Your attention is invited to the attached letter from the Petroleum Administrator for War, addressed to me as Chairman of the Army and Navy Petroleum Board. You will note that this letter calls attention to the doubts existing in the mind of the Petroleum Administration regarding the validity of the estimates for aviation gasoline for the first quarter after the defeat of Germany. The Army and Navy Petroleum Board shares these doubts in considerable measure. It is essential that there be enough gasoline for redeployment. At the same time it would seem that sufficient consideration has not been given to the inactivity which will result following the defeat of Germany and reorganization of the units, overhauling of the equipment and resting of the pilots, as well as the necessary measures which will have to be taken to effect the deployment.

2. It is requested that this matter be given your personal attention and that the Army and Navy Petroleum Board be furnished with the views of the Air Force at the earliest practicable date so that reply may be made to Mr. Davies.

/s/
BREHON SOMERVELL
Lieutenant General
Commanding.

Incl.
Copy of letter from
Mr. Ralph K. Davies, Oct. 3, 1944

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PETROLEUM ADMINISTRATION FOR WAR
WASHINGTON 25, D. C.

Oct 3 1944

Deputy Administrator

DECLASSIFIED
DOD ltr. 8 Nov & 30 June 1971
By A.L.M.Co. 10/18/76

Dear General Somervell:

The estimates of aviation gasoline consumption for the two year period after the assumed termination of the European war, which was the subject matter of my letter to you of September 8, were received from the Army-Navy Petroleum Board on September 12. In our opinion they were unrealistically inflated, particularly for the immediate short term period subsequent to the end of the war in Europe. If actual takings are substantially below estimates, particularly during the period immediately following VE-Day, the plans of the Petroleum Administration for War and the petroleum industry for the necessary adjustments will be on an entirely unrealistic basis, and the entire petroleum war production program will be impaired.

Upon receipt of the estimates on September 12, I wrote to the Army-Navy Petroleum Board as per the attached letter of September 15, outlining the necessity of securing as accurate a measure as possible of the effect of the termination of the European war upon estimates of military requirements in order to correctly measure the impact of the adjustments which the industry, now running at full capacity and with little operating storage flexibility, will have to meet. In the Army-Navy Petroleum Board's reply of September 18, it was stated that all figures previously transmitted for requirements of products other than aviation gasoline for the two year period following VE-Day were to be considered as firm, but that the estimates on aviation gasoline consumption had been questioned by the Army-Navy Petroleum Board, were being reconsidered, and new estimates would be furnished. The revised estimates, received from the Army-Navy Petroleum Board on September 29, are listed in the attached tabulation which compares them with the September 12th figures and also with the estimated aviation consumption requirements for global war for the years 1945 and 1946 which were received on August 10.

You will note that relatively little change in total world aviation gasoline consumption for the U. S. Forces is indicated from the previous figures of September 12 which, as stated above, we do not consider realistic.

The requirement estimates doubtless contain a factor of safety and I would like to re-emphasize that, which I recognize the desirability of such a factor of safety in estimates of military requirements under conditions of expanding military demand, I feel, that at a time when adequate supply capacity to meet all needs has been fully demonstrated, such factor is no longer necessary. In fact, it inclusion under conditions of obviously decreasing needs can only produce unrealistic estimates

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Per Division Dept. 4/6/75
By: NLC; Date 4/10/75

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of requirements upon which it is impossible to predicate adequate plans whereby supply operations can meet the impact of the reductions in requirements that will actually occur.

It is the opinion of this organization that the decrease in world consumption of grade 100/130 for the first quarter following VE-Day of 23,000 B/D below global war requirements for the same period is seriously understanted and that the actual reduction will be nearer 200,000 B/D. If actual liftings immediately following VE-Day are below the estimates by an amount approaching this larger figure, industry storage will shortly become jammed full and production will be lost of high octane aviation components for planned quality improvement of present grade 100/130 in addition to interference with the supply of other needed products. On VE-Day stocks in the European theatre will be at full target levels and there will be enroute at least 9- days supply at current European consumption, the liquidation of which will further aggravate the supply situation.

You will also note that 1946 estimated requirements of grade 100/130 on the V-E basis are 19,000 B/D higher than the estimated requirements for 1946 on the global war basis. If the requirement figures for grade 100/130 for the entire period following VE-Day are to be accepted as firm it would appear that present plans for improvement of quality to the extent previously anticipated as possible as a result of the termination of the European war would have to be discarded unless new production facilities are constructed requiring a period of perhaps eighteen months.

I recognize the difficulty of securing accurate estimates of consumption of aviation gasoline or any other military product under chaning war conditions. To the extent that operating and storage flexibility permit, we of course, will do everything possible to meet the differences between actual liftings as they occur and the consumption estimates which we have received and which we are taking as a basis for planning necessary adjustments as a result of termination of the European war. I would like to point out, however, that if the estimates which we have received and are using for this purpose should be higher than actual takings by an extent beyond the limit of the industry's flexibility to meet unanticipated changes, neither the Petroleum Administration for War or the industry can accept the responsibility of failure to currently supply the quantity and quality of products best suited for military needs. I would appreciate any further consideration that may in your opinion seem warranted of the aviation gasoline requirement estimates in the event of the termination of the European war with the view of ascertaining whether the existing figures fully reflect the impact of this change.

Sincerely yours,

/s/ Ralph K. Davies

Ralph K. Davies,
Deputy Petroleum Administrator.

Lt. Gen. B. B. Somervell, Chairman,
Army-Navy Petroleu, Board,
Room 3E-872 Petroleum Building
Arlington, Virginia

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Interior Dept. 4/8/75
By: [illegible] Date: 5/4/77

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DECLASSIFIED
DOD Rss
5 Jan. & 20 June 1974
By AWC LC Date 10/18/76

Headquarters, Army Air Forces, Washington 25, D. C.
TO: Commanding General, Army Service Forces.

1. The AAF deployment and redeployment schedules are being constantly reviewed and changes from time to time are being recommended to the U. S. Chiefs of Staff. A change in the redeployment plan now applicable (JCS 521/6) is in the process of being prepared which will incorporate the changes recommended in JLC 1079 insofar as the Air Forces is concerned. This will probably be published as JCS 521/9.

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to Gen. Somervell

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DOD ltrs
8 Jan & 20 June 1974
By: ALW/cc LC Date: 10/18/76

Army Service Forces
Office of the Commanding General
Washington 25, D. C.

SPCG

4 October 1944

MEMORANDUM FOR GENERAL ARNOLD:

1. Your attention is invited to the attached letter from the Petroleum Administrator for War, addressed to me as Chairman of the Army and Navy Petroleum Board. You will note that this letter calls attention to the doubts existing in the mind of the Petroleum Administration regarding the validity of the estimates for aviation gasoline for the first quarter after the defeat of Germany. The Army and Navy Petroleum Board shares these doubts in considerable measure. It is essential that there be enough gasoline for redeployment. At the same time it would seem that sufficient consideration has not been given to the inactivity which will result following the defeat of Germany and reorganization of the units, overhauling of the equipment and resting of the pilots, as well as the necessary measures which will have to be taken to effect the deployment.

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/s/
BREHON SOMERVELL
Lieutenant General
Commanding.

Incl.
Copy of letter from
Mr. Ralph K. Davies, Oct. 3, 1944

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PETROLEUM ADMINISTRATION FOR WAR
WASHINGTON 25, D. C.

Oct 3 1944

Deputy Administrater

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Per Interior Dept 7-8-75
By [illegible] NARS

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/s/ Ralph K. Davies

Ralph K. Davies,
Depty Petroleum Administrator.

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Dept. of the Interior Dept. 11/6/75
By: MLC; Date: 2-4-77

Lt. Gen. B. B. Somervell, Chairman,
Army-Navy Petroleu, Board,
Room 3E-872 Petroleum Building
Arlington, Virginia

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DECLASSIFIED
DOD Dir. 5200.9 & 30 June 1972
By ALS/Ltr Date 10/04/76

SECRET
By Authority of
The Commanding General
Army Air Forces
10-2-44 H.E.H.
Date Initials

6 OCT 1944

MEMORANDUM FOR DEPUTY CHIEF OF AIR STAFF (Brig.Gen.P.W. Timberlake)

SUBJECT: September 1944 Report on 100/130 Fuel Situation

Attached hereto is copy of subject report for your information.

(Signed) E. M. Powers

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

1 Incl:
Report on Grade 100/130
Avia.Fuel Situation
Sep. 1944

337.7 (377)

File 10/24/44

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Sincerely yours,

/s/ Ralph K. Davies

Ralph K. Davies,
Depty Petroleum Administrator.

Lt. Gen. B. B. Somervell, Chairman,
Army-Navy Petroleu, Board,
Room 3E-872 Petroleum Building
Arlington, Virginia

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Per Interior Dept. 4/8/75
By: AM LC; Date: 8-11-77

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DOD ltrs.
8 Jan. & 20 June 1974
By: AL/LC LC Date: 10/18/76

SECRET
By Authority of
The Commanding General
Army Air Forces
10-2-44 H.W.H.
Date Initials

6 OCT 1944

MEMORANDUM FOR DEPUTY CHIEF OF AIR STAFF (Brig.Gen.P.W. Timberlake)

SUBJECT: September 1944 Report on 100/130 Fuel Situation

Attached hereto is copy of subject report for your information.

(Signed) E. M. Powers

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

1 Incl:
Report on Grade 100/130
Avia.Fuel Situation
Sep. 1944

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DOD DIR
By AWK 10/18/76

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27 September 1944

MEMORANDUM FOR GENERAL JAMISON:

1. Colonel Bonnevalle has been handling a matter pertaining to possible allocation of aviation gasoline to the Soviets and tank cars to General Connally for use in delivering FRANTIC project gasoline to the Russians.

2. Our action on this matter, in direct contrast to John York & Company's generosity, should follow the general line of informing Deane that our attitude is that FRANTIC has been scaled down and therefore aviation gasoline and all other items pertaining to the support of FRANTIC should be promptly and vigorously scaled down in precisely the proportion of the reduction in the FRANTIC operation.

3. If anything, we should lean on the tough side. The Russians have failed to grant small favors, or to cooperate after the offer of extensive bounty.

463.7 (376)

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

Cy to:
General Giles

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Cy for Gen Giles

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DOD DIR 5200.9 & 5200.10 (1954)
By [illegible] NCD, Date 10/18/76

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SECRET
By Authority of The Commanding General Army Air Forces
28 Sept 44 HWH
29 SEP 1944
Date Initials

MEMORANDUM FOR DEPUTY CHIEF OF AIR STAFF: (General Timberlake)

Subject: Review of Current Aviation Fuel Situation

1. Petroleum Administration for War, after informal concurrence by the services, has taken action to discontinue use of 6 cc's lead, deviation 90% point, and heating value in the manufacture of grade 130. On October 1 the utilization of butylenes from the rubber program was discontinued and the volume of grade 130, 15,097,000 barrels, available for allocation from October production did not contemplate the use of either 6 cc's lead, specification waivers, or butylenes from the rubber program. This volume of grade 130 was sufficient to satisfy allocation requests, considering current stock levels, estimated October consumption, and the ability of off-shore theaters to receive and store volumes allocated.

2. The Army Air Forces received an allocation for October consumption at domestic stations of 5,000,000 barrels. It is contemplated that approximately 700,000 barrels of this volume will be utilized for increasing stocks at terminal storage and will not be allocated for consumption.

3. October and November world-wide consumption (including USSR), with 5,000,000 barrels projected for U. S. Army Air Forces domestic stations each month, is estimated as 559,000 barrels per day and 562,000 barrels per day respectively. Petroleum Administration for War estimates production for these months as 567,000 barrels per day and 569,000 barrels per day respectively. In November, the production estimate does not contemplate the use of 6 cc's lead, specification waivers, butylenes from the rubber program, or xylidines.

4. In view of estimated short term requirements and PAW's estimated production, it is recommended that the attached draft of a letter for General Arnold's signature be forwarded to the Chief of Naval Operations.

J. W. SESSUMS, JR.,
Colonel, Air Corps,
Executive, AC/AS,
Materiel & Services

Incl:
Ltr to Ch/Nav Op
for signature
Gen. Arnold.

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DOD Dir 5200.9 & 5200.10(II)
By [illegible] NSC Date 10/15/76

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AFHRC-S/HRH/RA/77-14
Written 9/28/84

SECRET

By Authority of the Commanding General Army Air Forces
28 Sept 44 HWH

12 OCT 1944

High Octane Gasoline Supplies and Distribution

Chief of Naval Operations, Navy Department, Washington 25, D. C.

1. Reference is made to letter from the Chief of Naval Operations to the Commanding General, Army Air Forces, dated 21 September 1944, relative to the above subject.

2. The action taken by the Aeronautical Board at its meeting on 24 July 1944, was predicated on the fact that, as of that date, a critical shortage of grade 130 aviation fuel existed.

3. The Aviation Petroleum Products Allocation Committee has made the following allocations of grade 130 for U. S. continental consumption:

| | Army | Navy | Percent increase over Previous Month: Army | Navy |
|---|---|---|---|---|
| August | 2,822,191 bbls | 772,763 bbls | 28.5 | 10.0 |
| September | 3,601,286 " | 985,995 " | 24.0 | 27.6 |
| October | 5,000,000 " | 1,135,000 " | 42.8 | 15.1 |

The Army Air Forces requested an allocation of 5,000,000 barrels of grade 130 for October, advising the Aviation Petroleum Products Allocation Committee, prior to final action, that approximately 700,000 barrels would be placed in terminal storage to improve distribution to both Army and Navy stations in the U. S. This request for 5,000,000 barrels was subsequently approved. Aviation Petroleum Products Allocation Committee on 22 August allocated 500,000 barrels from September production to be placed in strategic storage (New York Pool), and subsequently authorized Petroleum Administration for War to blend 80,000 barrels each of Reforms fuels 28-R and 33-R at a cost of approximately 240,000 barrels of grade 130.

4. The Director, Air Technical Service Command, was instructed on 25 August to revise Technical Order 02-1-36 to provide that the ratio of consumption of grade 91 to 130 at continental stations would be as indicated by the monthly allotments of these grades as issued by this Headquarters.

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5. A review of the current short-term estimated requirements and Petroleum Administration for War's estimated production indicates that the critical shortage of grade 130 has been alleviated to the extent that the following action now appears to be in order:

a. Approve the action taken by Petroleum Administration for War to cancel the use of 6 cc's tetraethyl lead, deviation from the 90% paint and heating value under Specification AN-F-28, and diversion of butylenes from the rubber program.

b. Terminate the utilization of CF, as well as the production of fuels meeting Specification AN-F-27a and exemptions thereto on 1 November 1944, requesting Petroleum Administration for War to discontinue production of grades 98/130 and 99/130 as rapidly as adjustment in the planned blending program can be achieved, consistent with the maximum reduction in October production up to 500,000 barrels against approved continental U. S. allocations.

Signed

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

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12 OCT 1944
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DOD DIR
By BH/CC 10/18/76

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AFDDS-5/HWH/ft/77774
Written 9/28/44

28 Sept 44 HWH

12 OCT 1944

High Octane Gasoline Supplies and Distribution

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5. A review of the current short-term estimated requirements and Petroleum Administration for War's estimated production indicates that the critical shortage of grade 130 has been alleviated to the extent that the following action now appears to be in order:

a. Approve the action taken by Petroleum Administration for War to cancel the use of 6 ac's tetraethyl lead, deviation from the 90% point and heating value under Specification AN-F-28, and diversion of buyplanes from the rubber program.

b. Terminate the utilization of GS, as well as the production of fuels meeting Specification AN-F-27a and exceptions thereto on 1 November 1944, requesting Petroleum Administration for War to discontinue production of grades 98/130 and 99/130 as rapidly as adjustment in the planned blending program can be achieved, consistent with the maximum reduction in October production up to 500,000 barrels against approved continental U. S. allocations.

Signed

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

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5 Nov. & 20 June 1971
By AWL/a LC Date 10/18/76

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AFDBS-5/Cmr.H.W.Howze/hsd
By Authority of
77774
Written 29 Sept 44
Army Air Forces
13 Sept 44 Initials DWB

14 SEP 1944

MEMORANDUM FOR ASSISTANT SECRETARY OF WAR FOR AIR:

1. Reference is made to letter dated 30 August 1944 from Headquarters, United States Strategic Air Forces in Europe, Office of the Deputy Commander, Operations, to the Assistant Secretary of War for Air.

2. The Aviation Petroleum Products Allocation Committee on 22 August increased the August allocation of grade 130 to the UK by 300,000 barrels, bringing the total allocation for August to 4,729,000 barrels. This action will bring the stock position in the UK as of replacement date, 1 October, to 9,450,000 barrels.

3. The UK has been allocated for September lifting from United States sources of supply 3,567,000 barrels. This allocation will bring the stocks as of recurrent replacement date, 1 November, to the desired level of 9,450,000 barrels.

4. The above volumes of grade 130 were available from United States production, and it was not necessary to reduce training in the United States to make the fuel available to the UK.

5. A review of the estimated production of aviation fuels during the next several months compared to estimated requirements indicates that sufficient fuel can be made available to the UK to maintain the stock position of 9,450,000 barrels.

For the Commanding General, Army Air Forces:

[Signed]

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

COPY FOR: CHIEF OF AIR STAFF

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8 Jan & 30 June 1974
By AL/CC LC Date 10/18/76

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Auth: CG, USSTAF
Date: Sept 2 1944
Initials: REB

HEADQUARTERS
UNITED STATES STRATEGIC AIR FORCES IN EUROPE
Office of the Deputy Commander, Operations
APO 633

30 August 1944

The Honorable Robert A. Lovett
Assistant Secretary of War for Air
War Department
Washington, D. C.

Dear Mr. Lovett:

Thank you for sending me the memorandum entitled "Effect of Thirty-Five Mission Tour of Duty on Potential Sorties in Eighth Air Force, which accompaniedyour letter of 29 July. Our own studies agree with the conclusion that there will be a rather sharp decline in potential sorties of heavy bomber crews. This will occur partly as a result of decline in numbers of crews on hand, and partly through an increase in the average experience level. As I mentioned in my letter of 16 July, this increase in experience level is desirable provided it does not get to the point where a disproportionately large number of crews are about to complete their tour of missions.

As you know, we agreed to cut down the flow of combat crews in order to increase deliveries of gasoline to this Theater. The effect of this will be to reduce the number of crews in the Theater to below 1-3/4 times unit equipment some time in October. On top of that, the crews remaining in the Theater will have higher experience level and as pointed out above our margin of potential sorties will be greatly reduced. I think it expremely important therefore that there be no diminution in the training program beyond that necessitated by release of gasoline. We all hope that combat requirements will not extend beyond the end of October, but there is a good possibility that they will extend for many months beyond that date. If Germany should still be resisting strongly at that time, we will be forced to curtail operations in succeeding months unless the flow of crews is increased over that presently set up.

These are, of course, only tentative conclusions based on factors which may change. A further reduction in the loss ratio will, of course, slow up the reduction in numbers of crews on hand and might make possible further extension of the tour of duty.

We are watching this situation very closely.

Sincerely,

F. L. ANDERSON
Major General, USA
Deputy Commander, Operations

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By 77774 of
Written 13 Sept 44
Army Air Forces
13 Sept 44 DWB
Date Initials

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DOD ltrs.
8 Jan. & 30 June 1974
By AAC/cc. Date 10/10/76

14 SEP 1944

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4. The above volumes of grade 130 were available from United States production, and it was not necessary to reduce training in the United States to make the fuel available to the UK.

5. A review of the estimated production of aviation fuels during the next several months compared to estimated requirements indicates that sufficient fuel can be made available to the UK to maintain the stock position of 9,450,000 barrels.

For the Commanding General, Army Air Forces:

Signed

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

Dispatched
14 SEP 1944
AAC

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COPY FOR: DEPUTY CHIEF OF AIR STAFF (GEN.TIMBERLAKE)

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6 Jan. & 20 June 1954
By Ann Ca LC. Date 10/19/76

By Authority of
The Commanding General
Army Air Forces
9-5-44 H.W.H.
Date Initials

6 SEP 1944

MEMORANDUM FOR DEPUTY CHIEF OF AIR STAFF (Brig. Gen. P. W. Timberlake)

SUBJECT: August 1944 Report on 100/130 Fuel Situation

Attached hereto is copy of subject report for your information.

(Signed) E. M. Powers

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

1 Incl:
Report on Grade 100/130
Avia. Fuel Situation -
Aug. 1944

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DOD Dir.
By ALW/CC 10/18/96

21 August 1944.

MEMORANDUM TO THE DEPUTY CHIEF OF AIR STAFF
Attn: Brig. General P. W. Timberlake

In accordance with our discussion on Saturday, there is attached herewith a letter to General Spaats for General Arnold's signature relative to the visit of Rear Admiral A. F. Carter and Brig. General H. L. Peckham to the UK for the purpose of obtaining an agreement from the British to our proposed distribution set-up for petroleum production on the continent.

(Signed) E. M. Powers

E. M. POWERS
Brig. General, U.S.A.
Deputy Assistant Chief of
Air Staff, Materiel & Services

Incl.
As above

Sub #63.7 (362)

File 8/23/44

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DOD Ltr.
8 Jan. & 30 June 1974
By ALN/CC I.C. Date 10/18/76.

COPY FOR AIR ADJUTANT GENERAL

22 AUG 1944

Dear Tooey:

One of the problems which has been under consideration by the United States Chiefs of Staff for the last two months is that of developing the most efficient method of handling continental requirements of petroleum products and assuring the proper degree of U.S. control of such supplies.

The United States Chiefs of Staff early in June endorsed the principles of operating procedure outlined in a letter to you from the Chairman, Army-Navy Petroleum Board, dated 17 March 1944. After some delay the representatives of the British Chiefs of Staff in Washington have advised that they feel the matter necessarily must be taken up directly with the London authorities. Accordingly, and pursuant to an agreement reached by the Combined Chiefs of Staff, Rear Admiral A. F. Carter and Brigadier General H. L. Peckham, as representatives of the Army-Navy Petroleum Board, have been directed to discuss this problem with representatives of SHAEF and with the British authorities in London with a view to the prompt adoption of the principles of operating procedure outlined in the above-mentioned letter of 17 March.

I am confident that the procedure outlined in the above-mentioned letter is the only satisfactory means of accomplishing efficient petroleum supply to the continent. This procedure would eliminate considerable accounting and give U.S. services direct control over these shipments as they originate from U.S. controlled refineries. Stocks delivered to the continent would be placed in a common pool under American ownership, including transfers from British stocks, and the British would receive credit for the transferred stocks. Issues from the common pool on the continent would be made on authority of SHAEF and those quantities which are delivered to the Allies of the U.S. would be handled under land-lease. This procedure would, in fact, make the supply on the continent comparable to the method adopted for handling petroleum supplies to North Africa. The North African supply of petroleum was certainly handled on an efficient basis and the operations conducted on a minimum volume of reserve stocks in the theater. Colonel B. F. Johnson of Knorr's staff is familiar with this matter, as he was present in Washington when the above-mentioned letter was written.

Admiral Carter, who left Washington Saturday, 19 August, for the U.K. was requested to contact you through Knorr. I desire that you

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AFHRB-5
Col.H.H.Bowen/hmd/77774
Written 21 August 1944

give your strong support to Admiral Carter and General Peabody in obtaining British approval of this plan.

Sincerely yours,

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

Lieutenant General Carl Spaatz, Commanding General
Strategic Air Forces in Europe
A.P.O. 633, c/o Postmaster
New York, New York

22 AUG 1944
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AFHRB-5 AFAMS-2

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DOD Dir.
8 Jan. & 30 June 1954
By AWCC LC Date 10/19/76

19 AUG 1944

Lt. General Carl Spaatz
Commanding General, U. S. Strategic
Air Forces in Europe
A.P.O. No. 633 c/o Postmaster
New York, N. Y.

Dear Tooey:

Immediately after our teletype conversation on the subject of aviation gasoline and replacement crews we went to work on the details of meeting your suggestion.

The August allocations of aviation fuel were carefully reviewed prior to our conversation and it appeared that approximately 450,000 barrels of grade 100/130 could be made available to you by reducing crew training. The AAF was allocated only 997,000 barrels of grade 100/130 for domestic consumption in August. The balance of our allocation (1,733,000) barrels) was 98/130, 99/130, 6 cc tetraethyl lead. This allocation required maximum use of grade 91 which is also in short supply. Refinery operations were scheduled to produce the maximum grade 130 for exportable quality. This action required AAF to blend its allocation of 100/130 back to a 6cc tetraethyl lead content, thus releasing blending agent for greater production. This will materialize in late August and September; thus, the only 100/130 that could be made available was in small lots at inland refineries making it impossible to arrange for its arrival in the U.K. prior to the middle of, or late, October.

In the meantime the 300,000 barrels shipment allocated to the Mediterranean has been reallocated to you. This situation resulted in a lucky break as far as the U.K. is concerned. In view of the availability of the additional 300,000 barrels, our change in the training establishment has been relatively little; also, since a cutback in training would not be reflected until September and October.

In order to keep you posted on the discussions with the British in the aviation gasoline subject there is enclosed a copy of a last letter to Air Marshal Welsh on this subject. To my mind this bickering over bookkeeping is a very ineffective smoke screen, serving poorly to cover and confuse the fact that world consumption of aviation gasoline exceeds world production.

Full and Shorty

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We are burning 925,000 barrels of grade 130 a day, and current production is approximately 470,000 barrels per day. The Petroleum Administrator for War is apparently doing everything possible to increase production. There is involved, of course, the unpalatable fact that the decision to build a new refinery today results in additional high octane gasoline twelve to eighteen months from now. It, therefore, appears wholly impracticable to start new refineries when you have proved to us that you won't need them by the time they would be finished. On the other hand, conversion of 91 octane to 100 octane can be accomplished in less time, but again the shortage in 91 is now acute and would, in turn, result in unacceptable shortages in the lower octane MT fuels and decrease total production of grade 130 because of lack of base stocks.

Obviously the most unpalatable thing of all is that you should have to devote any time to this particular subject at this crucial stage of the war. On this point we feel very badly. Somebody has blundered and none of us is inoculate on this score.

In the I of I you know that we are on low octane gasoline with the very few exceptions involved in providing high altitude training for your replacements. Further economies in 91 octane are being vigorously pursued, always with the objectives of increasing the availability of 100 octane to you. We have authorized for domestic consumption grades 98/130, 99/130 with 6 cc of lead.

I suggest that we let the subject lie at this time. You may be assured that we are doing more than hoping to keep you going wide out at this time.

Sincerely yours,

DECLASSIFIED
19 AUG 1944

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

Incl
cpy ltr to A/M Welsh
frm Gen. Kuter dated
14 August 1944

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14 August 1944

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By: AHW/cc Date: 10/18/76

Air Marshal W. L. Welsh
British Joint Staff Mission
Offices of Combined Chiefs of Staff
Washington, D. C.

Dear Air Marshal Welsh:

Our interesting discussion of the stock position and consumption of 100/130 gasoline in the European Theater of Operations on August 9, 1944 brought up some points on which we agreed and some on which we disagreed. This note is intended to put these items into our informal record. Perhaps further discussions may move the few items from the disagreed to the agreed side of the ledger.

I believe that we did agree that the past practices of reporting aviation gasoline which was moved from the United Kingdom to France as an "expenditure," whether it was consumed or not, led to two undesirable results. A false expenditure rate (with attendant false indication of reserve gasoline in terms of time) resulted from this practice. Secondly, a false statement of the actual quantity of aviation gasoline available for our Air Forces in the European Theater of Operation resulted from the practice. I believe that we did agree to remedy this situation.

We did not discuss details as to the remedial action, having agreed in general only that the stock situation in England and in France would be reported separately. I suggest that the date on which this change be effected be 1 September 1944. I suggest, further, that on 1 September a new requirement for those forces on the Continent should be projected together with a statement of the stocks on hand on the Continent and scheduled to be received both from the U. S. direct and from the U.K. I believe further that it would be desirable that the supply of the forces in France be made a responsibility of the U.S.

I believe that we did not agree that the stocks of aviation gasoline on the operating airfields should be included in the statement of stock position. While it was admitted that the quantity of gasoline stocked at the airdromes is considerable (a fifteen day reserve in some cases) and that some of these stocks are relatively

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static for long periods of time, I believe that your position was that these stocks could not be reported because, in some instances, of their very high rate of fluctuation. Since the stocks at the airdromes are an available reserve pool without which no operations at all could be conducted and are, in fact, a link in the distribution system just as much as the terminal stocks, I feel that it is quite improper to ignore them in our general statement of stock position. I suggest that your objection to the fluctuation aspect be met by directing that reports include the average stocks on the operating airfields. I could naturally interpose no objection if you decide it necessary to add this average stockage to the minimum requirement of the distribution system itself.

A final point of disagreement was I believe, the quantity of gasoline required to keep the distribution system itself operative. As I remember the discussion, you stated that 9½ million barrels of gasoline were required to keep the system in operation. This quantity is difficult for me to accept for several reasons. Among the reasons is the fact that less than 8 million barrels are now in the system and it is quite obviously operating.

I find considerable reassurance in the fact that our disagreements are to my mind over bookkeeping procedures and that there is absolutely no disagreement in our conviction that we must keep our air forces in flat-out effective operation while we have the German reeling on the ground in France and in the air all over Europe.

Yours very truly,

(S) 14 August 1944

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

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5 Jan 4 20 June 1954
By AWC LC Date 10/18/76

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CHIEF of the ARMY AIR FORCES
D.S.B. 8-14-44
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AC/AS, Plans
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rewtn. 13 Aug 44

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AUG 14 1944 SAS

Air Marshall W. L. Welsh
British Joint Staff Mission
Offices of Combined Chiefs of Staff
Washington, D. C.

Dear Air Marshal Welsh:

Our interesting discussion of the stock position and consumption of 100/130 gasoline in the European Theater of Operations on August 9, 1944 brought up some points on which we agreed and some on which we disagreed. This note is intended to put those items into our informal record. Perhaps further discussions may move the few items from the disagreed to the agreed side of the ledger.

I believe that we did agree that the past practices of reporting aviation gasoline which was moved from the United Kingdom to France as an "expenditure", whether it was consumed or not, led to two undesirable results. A false expenditure rate (with attendent false indication of reserve gasoline in terms of time) resulted from this practice. Secondly, a false statement of the actual quantity of aviation gasoline available for our Air Forces in the European Theater of Operation resulted from the practice. I believe that we did agree to remedy this situation.

SPS 463.7 (365)

We did not discuss details as to the remedial action, having agreed in general only that the stock situation in England and in France would be reported separately. I suggest that the date on which this change be effected be 1 September 1944. I suggest, further, that on 1 September a new requirement for those forces on the Continent should be projected together with a statement of the stocks on hand on the Continent and scheduled to be received both from the U. S. direct and from the U. K. I believe further that it would be desirable that the supply of the forces in France be made a responsibility of the U. S.

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6 Jan. & 20 Jan. 1971
By: O.C. Date

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I find considerable reassurance in the fact that our disagreements are to my mind over bookkeeping procedures and that there is absolutely no disagreement in our conviction that we must keep our air forces in flat-out effective operation while we have the German reeling on the ground in France and in the air all over Europe.

Yours very truly,

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

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By Authority of
The Commanding General
Army Air Forces
Written 4 August 1944
Date Initials

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DOD ltrs
8 Jan. & 20 June 1974
By ALN/CC LC Date 10/19/76

(9)

10 AUG 1944

DHS

MEMORANDUM FOR: Operations Division
War Department General Staff

Attention: Policy Section

SUBJECT: High Octane Gasoline Supplies and Distribution.

1. Reference is made to Disposition Form, subject as above, dated 28 July 1944 to Commanding General, Army Air Forces, for necessary action.

2. Inclosed are four copies of letter to Petroleum Administration for War from AAF dated 2 August 1944, in accordance with paragraph 2 of Disposition Form. Copies of the letter to the Petroleum Administration for War were forwarded to Navy Department, British Air Commission and Area Petroleum Office, European Theater of Operations.

Incls - 1
cy ltr to PAW
fr AAF dtd 2 Aug
(quad)

for R.W. Batchelder
J. W. SESSUMS, JR.,
Colonel, Air Co[illegible],
Executive, AC/[illegible],
Materiel & Services

COPY FOR GENERAL TIMBERLAKE, Room 3E1027

SAS 463.7 (364)

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DOD ltrs.
8 Jan. & 20 June 1976
By: AW/cc LC. Date: 10/18/76

2 August 1944

Petroleum Administration for War
New Interior Building
Washington, D. C.

Attention: Mr. W. M. Holaday
Assistant Director of Refining

Gentlemen:

Subject: Grade 99/130

In order to increase the availability of 130 Grade aviation gasoline during the current critical supply period, Fuel Aircraft Engine, Specification AN-F-27, revised to 99/130 and containing 0 to 1% xylidine, will be used in the U.K. and Mediterranean theaters, except for carrier aircraft. Grade 99/130 will not be shipped offshore for use in other theaters.

Grade 99/130 will be used as a substitute for Grade 100/130 in the continental U.S. except at aircraft engine manufacturers' plants and except as found necessary to restrict its distribution in order to conform with limitations on use by carrier aircraft and theaters other than the U.K. and Mediterranean.

It is requested that Petroleum Administration for War arrange, at the earliest possible date, for the maximum production of Grade 99/130 that can be utilized in accordance with the above. Grade 99/130 will have a minimum acceptable anti-knock value in accordance with the usual knock test procedure intrepretation and the Petroleum Administration for War is requested to make every effort to obtain the maximum production advantage possible through the use of Grade 99/130.

Yours very truly,

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

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DOD Dir. 5 Jan. & 30 June 1954
By ALN/CC LC Date 10/10/75

W. C. PEGE/3p/5682
3 Aug 44
ARDIN 58/3

5 AUG 1944

MEMORANDUM FOR DEPUTY CHIEF OF AIR STAFF (Attention: General Timberlake)

SUBJECT: Additional Gasoline Storage Facilities, March Field, Riverside, California.

I. Discussion

1. The Commanding General, Fourth Air Force, has requested authorization for the installation of 300,000 gallons of additional storage facilities for Grades 91 and 100 aviation fuel at March Field (paragraph 1, Tab A).

2. The present gasoline storage facilities at March Field are:

Six (6) 50,000 gallon tanks (aqua system)
Eleven (11) 25,000 gallon tanks (mechanical system)

3. These storage facilities are used as follows:

200,000 gallons for Grade 130
300,000 gallons for Grade 91
50,000 gallons for Grade 87
25,000 gallons for Grade 73

4. Records of the Supply Division, Air Service Command, indicate the following fuel consumption at March Field:

942,171 gallons Grade 130 for heaviest month, March 1944 or approximately 31,000 gallons daily.
2,000,313 gallons Grade 91 for April 1944 or approximately 63,000 gallons daily.
5,515 gallons Grade 87 for December 1943
No record furnished for Grade 73

(paragraphs 3 and 4, Tab B).

5. Based upon the above consumption, the currently available storage facilities will provide for:

Grade 130 - six (6) days
Grade 91 - four (4) days
Grade 87 - approximately ten (10) months.

6. Aircraft fuel is supplied to March Field from refineries in the Los Angeles Area, a distance of from sixty five (65) to seventy five (75) road miles or four (4) to five (5) hours delivery time.

7. The Supply Division, Air Service Command, has recommended

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Additional Gasoline Storage Facilities, March Field, Riverside, California

that arrangements be made to handle the Grade 87 aviation fuel in a field servicing unit thus making available 50,000 gallons of additional storage facilities for the use of other grades of fuel (paragraph 4, Tab B). Further, the Supply Division, Air Service Command, does not concur in the requested installation of additional gasoline storage facilities for March Field at this time. (paragraph 5, Tab B).

8. Records available at the Supply Division, Air Service Command, indicate that commercial storage facilities could be obtained within a few miles of March Field if actual consumption, in the future, at that airfield justifies such procurement.

II. Recommendations

Based upon the past peak consumption, the currently existing storage facilities at March Field are sufficient for a four (4) day supply and inasmuch as March Field is within five (5) hours of the source of supply of aviation fuel, it is recommended that the request for the installation of 300,000 gallons of additional storage facilities, at a total estimated cost of $[illegible],400, be disapproved.

1 Incl.
R/ltr fm 4th AF to CG, AAF
5 Jul 44 "Constr Req [illegible] -
Addtl Gas Storage, March
Fld, Riverside, Calif"
w/2 Incls and 2 Incls.

GEORGE MAYO, Col., C.E.,
Chief, Air Installations Division,
Asst Chief of Air Staff
Material & Services

MEMO FOR FILES: R/ltr fm 4th AF to CG, AAF, subj as listed in Incl, 5 July 44 2/1 Incl fm H/AAF to ASC 17 July 44 w/2 incls. Copies already in class files.

Disapproved

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

Dispatched
14 AUG 1944
AAG

WCP/jp/3 Aug 44
AFD-N 5R/3 AFACT

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DOD ltrs
8 Jan. & 20 June 1974
By: [illegible] LC, Date 10/18/76

[illegible].4 (7/5/44) 2nd Ind. ASCSEEE/CEE/hlb

AAF HQ ASC Patterson Field, Ohio, 26 July 1944.

To: Commanding General, Army Air Forces, Washington 25, D. C. Attn: Col. H. E. Fisher, Deputy Chief, Air Installations Division, Office of Asst. Chief of Air Staff, M&S.

1. Government Aircraft Fuel storage installed upon March Field, Riverside California, consists of six (6) 50,000 gallon tanks in an aqua system and eleven (11) 25,000 gallon tanks in a mechanical system, of which 200,000 gallons has been set up for Grade 130, 300,000 gallons for Grade 91, 50,000 gallons for Grade 87 and 25,000 gallons for Grade 73. Also the Army Air Forces maintains 10,920,000 of storage in Santa Fe, California for auxiliary supply of Grade 130 and 91 fuel to all fields in this area.

2. Aircraft Fuel is supplied this activity from refineries in the Los Angeles area daily by tank truck, a distance of approximately 65 to 75 road miles or in 4 to 5 hours delivery time.

3. The amount of Aircraft Fuel consumed at this activity, as indicated in the basic letter, agrees very closely with the records of this Headquarters. It will be noted from the consumption figures listed therein that March 1944 was the heaviest month for Grade 130 when 942,171 gallons was consumed, or approximately 31,000 gallons daily. At this rate the storage allocated for Grade 130 would provide at least six (6) days storage facilities. On Grade 91 the figures of this Headquarters indicate 2,000, 313 gallons for the month of April or approximately 63,000 gallons daily. The present storage of 300,000 gallons for this grade provides a four day supply.

4. Fuel consumption of Grade 87 fuel is not listed in basic letter. For informational purposes, the following quantities of Grade 87 were used: December 1943, 5,515 gallons; January 1944, 4,792 gallons; February 1,793 gallons, March 5,140 gallons; April 3,803 gallons; May 4,920 gallons and June 4,671 gallons. It is recommended that due to the low consumption of Grade 87, arrangements should be made to handle this small amount in a field servicing unit, thus making the 50,000 gallons of storage which has been allocated for this grade available for the grade of fuel when additional storage is desired.

5. As this activity is within close proximity of the Los Angeles terminals and Army Air Forces storage, with daily tank truck deliveries and four day storage upon the field, based on past period, this Headquarters does not concur inthe proposed installation of additional storage facilities at this time.

6. According to records of this Headquarters, it is believed that commercial storage could be obtained within a few milesof this field if actual consumption in the future justifies procurement of such storage.

For the Commanding General:

DECLASSIFIED

THOS. R. VAGUE
Lt. Col., Air Corps
Asst. Equipt. Section Supply Div.

Incl: 2 #1 Form 105 #2 [illegible]

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DOD ltrs.
6 Jan. & 20 June 1974
By AGN/CC LC. Date 10/18/76

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10 AUG 1944

MEMORANDUM FOR BRIGADIER GENERAL P. W. TIMBERLAKE

Subject: Transmittal of Monthly Report

1. Attached is a copy of Monthly Report on Grade 100/130 Aviation Gasoline Situation. This is the official Aviation Petroleum Products Allocation Committee report.

1 Incl:
copy of report
w/sub. as above

(Signed) E. M. Powers

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

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8/26/44

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DOD Ltr
8 Jan & 20 June 1974
By [illegible] Date 10/18/76

Col. E.W. Howes/hsd/77774
Written 4 August 1944

AFDBS-5

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8 AUG 1944

MEMORANDUM FOR THE DEPUTY CHIEF OF AIR STAFF (Attn: General Timberlake)

1. Reference is made to recent discussion as to additional production of grade 130 aviation fuel that was anticipated from United States controlled refineries during August. Petroleum Administration for War estimated on 1 August 1944 that there would be available approximately 14,000,000 barrels, instead of 15,721,000 barrels as shown in Aviation Petroleum Products Allocation Committee Case No. 9052.

2. Petroleum Administration for War advised this office Thursday, 3 August 1944, that breakdown in refining facilities at Port Arthur, Texas, and Marcus Hook, Pennsylvania, would probably cause a loss in production of 270,000 to 300,000 barrels during the month of August; thus, additional production from other refining sources will merely balance the two above mentioned losses, and at the present time it appears that no additional production of grade 100/130 will be available.

(Signed) E. M. Powers

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

File
Aug 8/14/44

Noted
PWS

Opy sent to Gen Jamison.
8/13/44

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HWH/hsd/77774
AFDBS-5 AFDBS-1 AFMDC

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COPY FOR: CHIEF, AIR SERVICES DIVISION

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DOD Rts.
8 Jan. & 30 June 1974
By ALD/CC LC. Date 10/18/76

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TO: Chief of the Air Staff

DATE: AUG 8 1944

FROM: AC/AS, Plans

Comment No. 7
JH:jrl 6114

Noted and returned.

1 Incl n/c

JOE L. LOUTZENHEISER,
Colonel, GSC
Chief, Opr Plans Division

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AFARP LP
WHS/Sch/T4000
Wtn 4 Aug 44

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DOD Rts
8 Jan. & 30 June 1974
By: AL/CC LC Date 10/18/76

5 AUG 1944

Air Marshal W. L. Welsh
British Joint Staff Mission
Offices of Combined Chiefs of Staff
Washington, D. C.

Dear Air Marshal Welsh:

I have examined the problem of the shipment of aviation fuel to and stock position in the U. K. The following facts are furnished for your information.

a. The August assignment of 100/150 octane gasoline to U. K. was 4,[illegible],000 bbls.

b. We will have shipped from the U. S. during August a total of 4,7[illegible],000 bbls. 3,955,000 bbls. are to be shipped against July and previous months' assignments.

c. Of the 4,[illegible],000 bbls. assigned the U. K. for August, a total of [illegible],000 bbls. (47%) will have been shipped by 8 September. The remaining, 2,[illegible],000 bbls. (53%), scheduled for shipment from the New York pool will be shipped in increments over the period of the whole month of September. It can be reasonably expected that the total due will have been shipped by 30 September.

d. The forward stock position in the U. K. will reach a low point of 7,[illegible],000 bbls. toward the end of September (this is exclusive of stock on forward fields not now counted in your stock position). After September this stock position will be steadily increased and reach a level of approximately 2,[illegible],000 bbls. by 15 October 1944. This stock position has been arrived at by estimating monthly consumption at 4,[illegible],000 bbls. during August and September.

One of the main reasons why we are not able to accomplish faster shipments to the U. K. is the fact that we have no level of working stocks in the U. S. and that the monthly allocation therefore becomes available only from daily production. This fact has worked a great hardship on our distribution system and causes the time of delivery from allocation to a U. K. port to extend over a period of the entire month next succeeding the one in which the allocation is made instead of a 12 or 14 day period as would be the case if sufficient working stocks were available at a port on the East or Gulf coasts of the U. S.

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After the peak operations in August and September General Enery estimates that monthly consumption will decrease to about 4,000,000 barrels. The United Kingdom's own production together with allocation from U. S. sources should adequately provide for these requirements unless circumstances call for further stock-building at that time.

Yours very truly,

SIGNED

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

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5 AUG 1944
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DOD Dir.
8 Jan. & 20 June 1974
By: [illegible] LC Date 10/18/78

Ltr. to Air Marshal Welsh re Shipment of Gasoline to U. K.

The Advisory Council 4 August 44

AC/AS, Plans 1

WMR/kmh/74035

Attached hereto is letter to Air Marshal W. L. Welsh prepared for General Arnold's signature as per directive of 4 August.

Signed

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

Incl:
Dft ltr to A/M Welsh.

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Gen. Giles

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8 Jan. & 20 June 1974
By [illegible] LC; Date 10/15/76

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1 July 1944

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MEMORANDUM FOR MR. MADIGAN

Subject: Improved Grades of Aviation Fuels

During my trip to England in which fuel requirements and reserve stocks were fully discussed, the matter of improved grades of aviation fuel came up repeatedly. Just prior to my departure on June 28 a telegram was received by the RAF from Headquarters, Army Air Forces in connection with an attempt to reach an agreement on anti-knock rating of an improved fuel. Up to the time I left the British had not prepared a reply.

The VIII and IX Air Force engineers and commanders had, however, all been giving consideration to the subject for some ten days and the consensus appeared to be that any attempt to make the lean or cruise rating below 100 would greatly hamper their operations at extended range on both bombers and fighters. There appeared to be universal agreement that the rich or full power rating of 150 would be a considerable improvement when pulling full military power. As to the lean side there was uniformity in the opinion that it should not be below 100 grade and that a somewhat higher cruise rate would be desirable. They were not in a position to state the actual effects of 120 lean rating but had satisfied themselves that 98 rating at full automatic lean mixture would hamper their long range fighter operations as well as the strategic bombing effect.

They, therefore, asked me to report their very great interest in improved combat grades with a very much greater emphasis on the improvements of the lean side or cruise rating in order to permit them to continue their present type of operations which are a vital part of the planned offensive.

Their preference is for a 150 rich rating and a lean rating of not less than 100 which will give the most effective long distance mixture setting. While opinions varied somewhat, 110 on the lean side was frequently recommended representing a 10% improvement on the lean side, and about the same on the rich mixture.

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With respect to xylidine (or [illegible]) the consensus favored its use if assurance could be given that an improvement in the rich rating could be attained without loss on the lean side.

It was generally agreed that two grades of aviation fuel were needed and should be supplied for overseas operations. They state that the British are now handling approximately four grades and the AAF see no reason why there should be any difficulty in handling at least two grades. In fact they are now operating on limited amounts of 100/150 grade fuel without difficulty.

(Signed) ROBERT A. LOVETT

ROBERT A. LOVETT
Assistant Secretary of War for Air

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Ntn 3 Jul 44

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5 Jan. & 20 June 1974
By: AAA/ca LC, Date 10/18/76

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12 JUL 1944

MEMORANDUM FOR MR. M. J. MADIGAN, SPECIAL ASSISTANT TO UNDERSECRETARY OF WAR

Subject: Air Forces Policy Reference Aviation Gasoline.

Attached is a copy of a memorandum prepared for presentation to the Joint Chiefs of Staff by the Commanding General, Army Air Forces.

The action taken by the Joint Chiefs, and later by the Combined Chiefs, will be positive action that will govern the production of aviation gasoline containing Xylidine.

The production people should have a clear-cut directive as a result of the action of the Joint Chiefs and Combined Chiefs. The Army Air Forces' view is clearly stated in this paper.

SAS 463.7 (346)

Signed

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

Incl -
Cy memo to JCS fm
CG,AAF subj: High
Octane Gasoline Supplies
and Distribution. w/incl.
(JCS 925)

Dispatched
12 JUL 1944
AAG

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SAS 463.7 (346)
Copy for Gen. Giles

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DOD Dir.
8 Jan. & 30 June 1978
By: [illegible] Date: 10/18/76

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TO: General Giles

FROM: General Jamison

Date: 11 July 1944

Comment No. 2
WMB:mec 74055

1. Memorandum has been prepared for your signature, and forwarded in separate R & R, in reply to memorandum of 24 June from Mr. Madigan on the above subject. Attached to Mr. Madigan's memorandum is a completed JCS study that will be presented today by General Arnold to the Joint Chiefs. Attached to this is a copy of a wire received from Air Marshal Portal stating the British position.

2. Briefly, General Spaatz and Air Marshal Portal have cabled as follows:

a. Gasoline containing xylidine is acceptable in limited quantities as long as the minimum rating on the lean side is 99.

b. That this gasoline, 99/130 containing 1% xylidine, be blended in the United States prior to shipment.

c. That it can be put into the distribution system in the U.K. intermixed with the normal 100/130 grade fuel without any difficulty.

3. General Arnold is recommending to the Joint Chiefs that aviation fuel Specification AN-F-27 having an octane rating of 98/130 containing up to

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Gasoline

General Giles

General Jamison

11 July 1944

2 (con't)

WHS:mec 74055

1% xylidine be furnished all users. This is in accordance with the Air Forces Board recommendation "to utilize this fuel on an unrestricted basis for combat and/or training."

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

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[illegible]
[illegible] OF THE
[illegible] ARMY AIR FORCES
DATE [illegible] INITIALS

Air Forces Policy Reference Aviation Gasoline

11 July 44
~~30 June 1944~~

Chief of the Air Staff

ACAS Plans

WHB:mec 74055 1

Attached memorandum to Mr. Madigan has been prepared for your signature.

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

Incl -
As abv.
Memo to Gen Giles fm
Mr. Madigan dtd 24 Jun 44.

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WMB/hmh/74056
Wtn 3 Jul 44

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By ALN/CC LC. Date 10/18/76
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12 JUL 1944

MEMORANDUM FOR MR. M. J. MADIGAN, SPECIAL ASSISTANT TO UNDERSECRETARY OF WAR

Subject: Air Forces Policy Reference Aviation Gasoline.

Attached is a copy of a memorandum prepared for presentation to the Joint Chiefs of Staff by the Commanding General, Army Air Forces.

The action taken by the Joint Chiefs, and later by the Combined Chiefs, will be positive action that will govern the production of aviation gasoline containing Xylidine.

The production people should have a clear-cut directive as a result of the action of the Joint Chiefs and Combined Chiefs. The Army Air Forces' view is clearly stated in this paper.

SAS 463.7 (346)

Dispatched
12 JUL 1944
AAG

Signed

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

Incl -
Cy memo to JCS fm
CG,AAF subj: High
Octane Gasoline Supplies
and Distribution. w/incl.
(JCS 935)

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Cy Sec/Air Staff SAS 463.7 (346)

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8 Jan. & 30 June 1976
By: [illegible] LC. Date: 10/18/76

Gasoline

General Jamison. 30 June '44

General Giles. 1

I understand that the British and General Spaats are willing to accept a limited amount of xylidine gasoline. Give me full information on this subject including amount of gasoline the British are willing to accept and whether or not they are willing to mix the xylidine with the standard gasoline.

Signed

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

SAS 463.7 (346)

Dispatched
1 JUL 1944
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DOD DIR
5 Jan. & 30 June 1954
By AC/OC DC Date 10/18/76

Gasoline Reserve in the U.K.

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To: Deputy Chief of Air Staff (General Timberlake)

Date: 18 August 1944

From: ACAS, Plans, Logistical Plans Division

Comment No. 6
HVB:and 74055

Above is information requested in routing slip your office dated 8 August 1944.

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

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DOD Ltrs.
6 Jan. & 20 June 1974
By: AD/CC LC, Date 10/18/76

S E C R E T

AC/AS, Intelligence

Analysis Division

GERMAN OIL POSITION AS OF 24 JUNE 1944

This copy may be destroyed

DISTRIBUTION:

CG, AAF
Mr. Lovett
Chief, Air Staff
Brig Gen Timberlake
Brig Gen Wilson
Brig Gen Hall
AC/AS, OC&R
AC/AS, Intelligence
AC/AS, Plans
J.I.S.
AC/S, G-2

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S E C R E T 374
By: LC; Date

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Ci 30 June 44

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GERMAN OIL POSITION AS OF 21 JUNE 1944

1. Attacks on the oil installations of Axis Europe began in April and have continued to date. Nearly every major refinery and synthetic oil plant, as well as many of the smaller oil installations, in German-controlled territory has been attacked at least once.

2. As a result of these attacks, Germany now has very few refineries which she can cannibalize (as she did following the 1 August '43 attack on Ploesti) and therefore cannot rebuild anywhere nearly as fast as she did following the 1 August attack. Rehabilitation of the 52 refineries and synthetic plants hit since 5 April '44 must necessarily throw an enormous strain on the German repair and replacement system.

3. The following table shows that there is only 5,875,000 metric tons of refining capacity available in Axis Europe which has not been attacked as of 21 June '44. Of these 5,875,000 tons, 4,985,000 tons are close to the present fronts and therefore may not be of value to the Germans for any length of time. Most of the remaining capacity is old and inefficient. (See table on the following page.)

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ANNUAL CAPACITY IN THOUSANDS OF METRIC TONS

| Country | Pre-War Refining Capacity (EOC-68-3) | Refining Capacity Attacked or Captured to 24 June '44 | Refining Capacity Unatt. to 24 June '44 and Available for Crude Oil | Remarks |
|---|---|---|---|---|
| Germany | (1800 Refining Plus 860 Specialties) 2,660 | 1,940 | -- | No true refinery unattacked. Only distillate and speciality plants left. |
| Czechoslavakia | 700 | 150 | 550 | 6 refineries unattacked. |
| Austria | 500 | 410 | 90 | 2 old refineries unattacked. |
| Hungary | 600 | 520 | 80 | 5 old refineries unattacked. |
| Italy | 2,250 | 5,150 | 100 | 4 old refineries unattacked |
| Yugoslavia | 220 | 220 | -- | |
| Rumania | 9,605 | 9,390 | 215 | 4 old refineries unattacked. |
| Poland | 970 | ? | 970 | Close to Russian Front |
| Estonia | 95 | ? | -- | These plants can only produce oil from shale and are close to Russian Front. |
| France | 7,915 | 5,880 | 2,035 | Close to Italian Front. |
| Belgium | 625 | ? | 625 | ( May not all be operable, but |
| Holland | 1,140 | ? | 1,140 | ( are very close to England. 9 plants |
| Norway | 50 | -- | 50 | |
| Denmark | 20 | -- | 20 | |
| Total | 27,350 | 20,660 | 5,875 | |

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4. Adequate damage reports or stereo pairs are not presently available in Washington from which to make satisfactory estimates of damage to all the refineries and plants attacked to date. However, from information at hand, the following statements can be made:

(a) If no further attacks are made, it is estimated that about 15 percent of the attacked capacity will be in operation within one month, 30 percent within two months, and it will take approximately a year under present conditions to get back to pre-attack capacity.

(b) Cracking capacity has been badly hit and much of the repaired capacity mentioned can be used only as a topping plant with a consequent loss in efficiency.

(c) Transportation of crude to new refineries presents many problems and since, as shown in the table 50 percent of it must go to refineries near Marseille, France, or the Low Countries where the vulnerability is great, it is believed that the Germans will first attempt to put the attacked refineries back in operation. Should the refineries in France and the Low Countries be used, some time will elapse before they can be operating efficiently (one month). In any event, the choice of ways in which to refine crude oil, facing the Germans seems almost hopeless, providing we continue our attacks on oil targets.

5. It was estimated early in 1944 that German synthetic oil plants would produce nearly 7,000,000 metric tons of oils during this year. Since 12 May 1944, 13 synthetic oil plants (representing an annual output of 4,660,000 tons) have been attacked.

6. Any shutdown of a synthetic oil plant represents a corresponding loss in production. Sufficient evidence is not available from which to satisfactorily estimate loss of refined products in

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tons, but in the absence of additional attacks it can be considered to be approximately 1,000,000 tons lost in 1944. This figure takes on added significance when it is pointed out that 10 of the 13 plants attacked were Hydrogenation Plants, which make most of the high grade aviation gasoline. Coupled with the loss of much of the cracking facilities of Axis Europe, this is even more important.

7. In summary it can be stated that Germany has been placed in an extremely vulnerable position by attacks on her oil refineries and synthetic plants during April, May and June. If attacks are discontinued, she can rebuild and redistribute production capacity, so that in about 60 days she will be in a position to meet minimum requirements for the present scale of operations. While information regarding stocks on hand is limited and estimates are therefore subject to a wide margin of error, it is probable that stocks would be sufficient to tide her over this two month period. Should additional follow-up and policing attacks continue, it is believed that German military and civilian economy will be forced to rely upon 3 million tons of substitutes (benzol, tar oils, alcohols, vegetable oils), one million tons of refined products, and about two million tons of synthetic oils in which, at present, little aviation grade gasoline is produced. This is about 40 percent of present estimated consumption and is also greatly inferior in character to the refined and synthetic products formerly in use. If such a program of attacks continues, it is believed that by fall such serious shortages will have developed that a substantial decrease in the scale of military operations will be forced on the Germans.

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8 Jan. & 20 June 1974
By: AGN/CC LC; Date 10/18/76

Shortage of 100 Octane Gasoline for High Altitude Training at 2nd AF Bases

The Air Inspector
Attn: COLONEL SCHNEIDER
Deputy Chief of Air Staff

27 June 44

PWT/eva/5265 1

1. It is apparent that distribution within the Second Air Force is responsible for the lack of 100/130 octane gasoline at Tucson.

2. As stations are going to be further curtailed this month, I believe no further action is necessary in this particular report.

Signed

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

1 Incl
Memo for DAS frm Col.
Sessums this subj dtd
22 Jun 44.

Dispatched
28 JUN 1944
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Ci 29 June 44

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DOD Dir.
By ALN/CC 10/18/76

Shipment of 100/130 fuel to U.K.

Chief of Air Staff
Attention: Colonel Libby
ACAS,MM&D, Air Services Division.

15 June 1944

1
AFDBS-1/LPW:dk/71808

1. Reference General Giles' conversation with Air Commodore Lydford, I have checked with Colonel Lingle and the situation is as follows:

a. Shipments are being made in accordance with the normal procedure to meet the June allocations, with some increase if it can possibly be arranged.

b. The British, however, are urging that we advance the shipments, i.e., speed up the delivery because they feel that the stock level in U.K. is getting dangerously low in the event of damage to their port facilities or interruption to convoys.

c. To speed up shipments, as requested, would result in the cessation of a large portion of our training for probably ten days, as well as completely disrupt our transportation facilities in the Gulf and Eastern Areas. In other words, the fuel can only be made available by taking it from our domestic requirements.

d. Colonel Lingle has advised the British that they should refer the matter to the C.C.S., who have the matter of stock levels in the U.K. under consideration.

2. Copies of correspondence between the British and Colonel Lingle are attached.

Signed
L. P. WHITTEN,
Brig. Gen., U. S. A.

2 Incls.
1-Cy ltr to Col. Lingle fm Mr. Leigh dtd 14 Jun.
2-Cy ltr to Mr. Leigh fm Col. Lingle dtd 15 Jun.

Sal 463.7 (336)

2 Incl 6/21/44

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8 Jan. & 30 June 1974
By AS/Co DC; Date 10/19/76

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AUTHORITY OF THE
CHIEF OF AIR FORCES
DECLASSIFIED
DATE INITIALS

AFSAS:WDG:JB
ext 5789

14 June 1944

Colonel H. R. Lynn, R.C.E., T.M.A.,
British Petroleum Warfare Department,
37 Wall Street,
New York 5, New York.

My dear Colonel Lynn:

I have been asked to reply to your letter of 12 June 1944, addressed to Brigadier General P. W. Timberlake, Deputy Chief of the Air Staff, relative to amending your mailing list for certain technical documents now being forwarded to Brigadier General E. S. Perrin.

Inasmuch as General Perrin is no longer on duty at this headquarters, it will be appreciated if in the future you address these documents to the Commanding General, Army Air Forces, attention: Secretary, Air Staff, Room 3E 1045, The Pentagon, Washington 25, D.C.

Sincerely yours,

Signed

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

SAS 463.7 (332)

Dispatched
14 JUN 1944
AAG

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

"CONFIDENTIAL"

ATTENTION:

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

7 June 1944

DECLASSIFIED
DOD DIR.
8 Jan. & 30 June 1974
By: AHRC LC Date 10/18/76

MEMORANDUM FOR THE DEPUTY CHIEF OF AIR STAFF - GENERAL TIMBERLAKE

Subject: Increase of Shipments of Grade 100/130 Gasoline to the Mediterranean Area

1. Pursuant to General Arnold's desire, as expressed 4 June, to increase shipments of Grade 100/130 gasoline to the Mediterranean area, attention is invited to dispatch No. 061652 Z, dated 6 June, paraphrased copy attached.

2. It will be noted that allocations for June have been increased to 1,900,000 bbls, which is an increase of 163,000 bbls over that which was previously allocated for May shipments to arrive during June. This increase will provide for about 27½ days' operational reserves during June.

3. Additional requirements for July will be taken into consideration as indicated in the attached dispatch.

1 Incl
Paraphrased cpy Dispatch
No 061652Z

D. G. LINGLE
Colonel, Air Corps
Chairman, Aviation Petroleum
Products Allocation Committee

SC-891

Has been noted
Bob
Hume

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Ci 10 June 44

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JCS Memo
2 Jan. 1975
By: LC; Date
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SAS 463.7 (331)

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DOD ltrs.
8 Jan. & 20 June 1974
By: JLC Date 10/18/76

PARAPHRASED COPY

CONFIDENTIAL

6 June 1944

From: ANPB

Action: COMGEN AFHQ Algiers

Number: 061652Z

May allocation for shipment to you was 1,737,000 bbls. Total 1,825,000 bbls due approximately June 1, 11, and 21 respectively of actual shipments made UGS-42, 43, and 44. June allocation for shipment has been increased to 1,900,000 bbls from 1,800,000 bbls which represents maximum available for shipment in June. When APPAC makes allocation from July production about June 20 July shipments will be considered Your F 53364 Pass to FHPET

End

ACTION: ASF

INFO: CGAAF
OPD
Allied Theater Comm.

CM-IN-4860 (6 June 44) 2132Z mmd

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DOD ltrs.
8 Jan. & 20 June 1974
By: JLC Date

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JCS Memo
2 Jan. 1975
By: LC; Date

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APARP LP
WMS/hmh/74055

DECLASSIFIED
DOD Dir.
6 Jan. & 30 June 1974
By AHN/cc TC Date 10/18/76

5 - JUN 1944

MEMORANDUM FOR MR. LOVETT

SUBJECT: Aviation Fuel Situation.

1. In order that you may be properly briefed for your forthcoming talks on the aviation petroleum situation in the United Kingdom, the following information is furnished.

a. A study on the current position of aviation gasoline presented by Mr. I. Lubin at the Munitions Assignments Board meeting of 31 May 1944 (Tab A) includes the following pertinent facts.

Chart 1 - Actual and estimated worldwide production, grade 100/130 gasoline.
Chart 2 - Actual and estimated worldwide production vs consumption and requirements of 100/130 gasoline.
Chart 3 - Consumption by the Army Air Forces at domestic stations of grade 91/96 and 100/130 grade aviation gasoline.
Chart 4 - Consumption by the Navy at domestic stations of grade 81/96 and 100/130 grade aviation gasoline.
Chart 5 - April, 1944 reported consumption of aviation gasoline vs short-range estimate of consumption allowing for the substitution of grade 91/96 gasoline in the domestic installations.
Chart 6 - Actual and estimated overseas target stocks of 100/130 grade aviation gasoline.
Chart 7 - U.K. stock position of grade 100/130 aviation gasoline (contrasting the U.K. estimates of May 13 with the estimate of 29 May reflecting the change in days of supply, stocks vs targets and consumption).
Chart 8 - The overseas theater stock position vs 1 Aug 1944 replacement date targets (by theatres).
Chart 9 - Worldwide stock position, actual production, actual consumption, and days of supplies (in addition, the latter reflects the 29 May estimate of consumption in days of supply.

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b. The training program for the domestic air forces has been changed in order to increase high altitude training in this country and thereby reduce the necessity for that training in the various combat theatres. In order to accomplish this new training program and to rebuild terminal stocks in the United States that have been seriously depleted in recent months due to expenditures in excess of allocations, 3,500,000 barrels of 100/130 octane gasoline are estimated to be the minimum requirement for the month of June. The proposed allocation for June 1944 is 2,860,000 barrels. However, due to the distribution factor only 2,800,000 barrels will be available for issue. This is less than the actual consumption of 2,650,000 barrels in the month of May, 1944. If any further reduction is made the flow of properly trained crews to the theatres of war will be reduced in direct proportion to the reduction in gasoline.

c. The British state that 3,817,000 barrels are required from United States June production to meet expenditures and that their stocks of aviation gasoline on 1 August 1944 will be equivalent to 2.5 months forward looking expenditure. It is agreed that if the assignment of 3,064,000 barrels is made to the United Kingdom that the British stock position on 1 August will be 11,216,000 barrels. The Commanding General, Air Service Command U. S. Strategic Air Force in U. K. has estimated in the letter of 12 May and dispatch of 27 May that an average anticipated expenditure of 3,849,000 barrels per month may be expected for the three months period August - October, 1944 by U. S. and British Air Forces. Based on this estimate of expenditure the stock position of 1 August 1944 will represent 3.16 months forward looking consumption. It is impossible to reconcile the British estimate of 2.5 months and the U. S. estimate of 3.16 months as the basis of the British estimate is not known. All other area requirements have been screened and only their very minimum requirements are being met as shown on Chart 8 of Tab A. On 1 August 1944 the stocks in the theatres engaged in the war against Germany will total approximately 67% of the world stock pile of aviation fuel.

d. Should the consumption of aviation gasoline in the United Kingdom continue to rise at increasing rate and deplete stocks to a point where operations in the future may be curtailed, shipments of gasoline can be made from the United States fairly rapidly. It is estimated that some 600,000 barrels are normally available in the East coast areas and can be shipped so as to arrive in approximately 14 days. Additional larger quantities could be made available in 30 days by diversions from other theaters and by drastically curtailing training should this course of action be indicated as imperative at a later date.

for Patrick W. Timberlake
HARNEY M. GILES
Lieutenant General, U. S. A.
Chief of the Air Staff.

Incl:
Tab A. (M.B.W. 95)

Corrected by hand
Fields

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4 Jan. & 30 Nov. 1974
By: AWJ/CC Date: 10/18/76

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Aviation Fuel Situation.

Chief of the Air Staff

AC/AS, Plans

2 June 1944

1
WMR/hmb/74055

The inclosed draft of ~~letter~~ memo to Mr. Lovett on the above subject has been prepared for your signature.

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

Incl:
Ltr to Mr. Lovett for signature.

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By: AWC Date: 10/18/76

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Assignment of Materiel Division (AC/AS,MMD) and Wright Field Officers to UK for Temporary Duty in Connection with Use of Grade 150 Fuel in Fighter Aircraft

AC/AS, Materiel, Maintenance and Distribution 16 June 1944

Chief of the Air Staff [illegible] 3363

The Chief of the Air Staff approves an attempt at this time to clear the proposed travel with Operations Division, WDGS.

Incl.
n/c

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

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Dispatched
16 JUN 1944
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DOD Dir
5 Jan. 6 20 June 1974
By: [illegible] LC Date 10/18/76

Assignment of Material Division (AC/AS/MMD) and Wright Field Officers to U.K. for Temporary Duty in Connection with Use of Grade 150 Fuel in Fighter Aircraft and Other Power Plant Matters.

AC/AS, Material, Maintenance and Distribution 30 May 1944

Chief of the Air Staff 2

Not favorably considered at this time.

M. A. LIBBY
Colonel, G.S.C.
Executive, C/AS

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Dispatched
30 MAY 1944
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14/8/76

Gasoline & Oil Shipments by U.S. to Mex. for Military Purposes-Lower Calif.

Aal 463.7 (325)

TO: Deputy Chief of the Air Staff (General Hall) Date 30 May 1944

FROM: Asst. Chief of Air Staff, MM&D Comment No. 3
DBS-5E/Col.House/hsd/77174

1. Attached hereto are Memorandum for Major General Guy V. Henry and letter to the Commanding General, Fourth Air Force, as requested in Comment 1.

3 Incls:
Incl-Memo fm Gen.Henry.
Incl 2-Memo for Gen.Henry.
Incl 3-Ltr to CG,IV AF.

D. W. BENNER
Colonel, Air Corps,
Asst. Chief, Air Services Division,
Office of Asst. Chief of Air Staff,
Materiel, Maintenance & Distribution

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DOD Rs
8 Jan. & 30 June 1974
By PEN/CC UC Date 10/18/76

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AFDBS-5E
Col.H.W.Howse/hsd/77774
Written 30 May 44

8 JUN 1944

Gasoline and Oil Shipments by United States to Mexico for Military Purposes--(Lower California).

Commanding General, Fourth Air Force
180 New Montgomery Street
San Francisco, California

1. There are attached for your information copies of Memorandum dated 24 May 1944 for the Commanding General, Army Air Forces, from Senior U. S. Army Member, Joint Mexican-United States Defense Commission, and Memorandum dated 18 April 1944 for The Mexican Section, Joint Mexican U. S. Defense Commission, relative to the above subject.

2. It is requested that, effective at once, no further shipments of gasoline or oil be made to Mexico for the operation of the three radar stations in Baja, Lower California.

By command of General ARNOLD:

Signed

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

2 Incls:
Incl 1 - Cy Memo 24 May 44
to CG,AAF fm Gen.Henry.
Incl 2 - Cy Memo 18 Apr 44
to Mex.Sect.fm Gen.Henry.

SAS 463.7 (325)

Dispatched
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AFDBS-5E AFDBS-5 AFDBS-1 AFMMD AFDAS

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MANUSCRIPT DIVISION

CLASSIFIED ITEMS REMOVED

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

Series: Decimal

Folder Title: 4163.7 (325)

Item(s) and Security Classification:

1. Memorandum, William E. Hall to Guy V. Henry, 5/30/44, 5p. C.
   Originating Agency: Joint Mexican-United States Defense Board

PK /GB 1994 10-25-96

Reviewer Date

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Gasoline and Oil Shipments by United States to Mexico for Military Purposes --
(Lower California)

AC/AS, Training 26 May 44

Deputy Chief of the Air Staff, General Hall 1

RHH/ss/72141

The attached memorandum from General Henry is forwarded for your information and action you deems appropriate including a reply to General Henry for my signature.

Signed

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

Incls
Memo

26 MAY

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DOD Dir
By AHN/CC LC Date 10/18/76

Papers Dealing with Gasoline for U.K.

General Jamison 24 May 1944

General Giles 1

BMG/hd/3373

1. General Arnold directed this date that on all papers dealing with the forward supply of gasoline for U.K., take into consideration the gasoline now stored in Greenland as a reserve for U.K.

2. Prepare a strong case justifying the reduction of the forward reserve for U.K. in order to meet our high altitude training for combat crews in this country. These data should be prepared and presented to General Arnold before next Friday in case this subject comes up before the CCS.

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

Sec'd 463.7 (324)

Carried by Pond-Ci
25 MAY 1944

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DOD Ltr.
8 Jan. & 20 June 1974
By: AHJ/CC LC Date: 10/18/76

Additional Allocation of High Octane Gasoline for Training in this Country

AC/AS, MM&D, Air Services Div., Aviation Petroleum Branch 22 May 1944

Chief of Air Staff 1

BMG-3373

1. With reference to the attached study, that I directed General Harper to go into, it is my desire that you study the attached Memorandum, together with inclosures, and see if there is any possible way that we can meet Training's requirements.

2. It must be clearly understood that the overseas theatres have first priority for grade 130 fuel and their allocations must not be disturbed.

3. Your comments and proposed action with respect to additional allocations for training are desired.

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

Incl:
Memo dtd 12 May
for Gen.Harper
w/incls.

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| INTERNAL OFFICE COORDINATION | [illegible] | | | | SAS 463.7 (323) | |

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By ALN/CC UC, Date 10/18/76

Additional Allocation of High Octane Gasoline for Training in this Country.

TO: Chief of Air Staff

DATE 31 May 1944

FROM: Asst. Chief of Air Staff, MM&D

COMMENT NO. 2
DBS-5E/Col.Howze/hsd/77774

1. The Army Air Forces have consistently requested through the Aviation Petroleum Products Allocation Committee quantities of grade 130 fuel in excess of the amounts which were allocated; typical was the request for June consumption in the amount of 4,100,000 barrels. Allocation of this amount would have permitted ideal operation, while according to reports of the Air Service Command, not less than 3,300,000 barrels would have insured availability sufficient to accomplish minimum high altitude requirements. Because the Aviation Petroleum Products Allocation Committee found itself unable to agree on final allocations, the problem was taken to the Munitions Assignment Committee (Air), where the Army Air Forces were allocated 2,860,000 barrels plus the promise of any unanticipated June production which may materialize up to 200,000 barrels. Allocation of this quantity forces the continued use of grade 91 fuel in equipment which would benefit from consumption of the higher quality.

2. The percentage of 91 octane fuel that must be used by the Army Air Forces in the Continental United States as a substitute for 100/130 grade fuel has been steadily



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Additional Allocation of High Octane Gasoline for Training in this Country

Chief of Air Staff

31 May 1944

Asst. Chief of Air Staff, MM&D

2 (cont.)
DBS-5E/Col.Howze/hsd/77774

decreased as indicated by the following tabulation:

U. S. A. A. F. Continental U. S.

| | Estimated Requirements 100/130 | Actual Consumption 100/130 | Actual Consumption 91/96 | Total | Per Cent of 91/96 |
|---|---|---|---|---|---|
| JANUARY | 3284 | 1435 | 1879 | 3314 | 57% |
| FEBRUARY | 3383 | 1222 | 1898 | 3120 | 61% |
| MARCH | 3482 | 1332 | 2254 | 3586 | 63% |
| APRIL | 3657 | 1969 | 1832 | 3801 | 48% |
| MAY (Estimated) | 3831 | 2634 | 1760 | 4394 | 40% |
| JUNE (Allocated) | 4006 | 2860 | 1550 | 4410 | 35% |

3. In spite of the undesirable situation with respect to availability, it is probable that substantial additional benefits could be secured if distribution and servicing at stations, which is a responsibility of the individual Air Forces and Commands, were more diligently policed.

4. This office has instructed Air Service Command to check the issues of aviation fuels by all consuming activities for each ten-day period, in order to bring issues in line with allotments. All Air Forces and Commands have been requested to schedule flights capable of consuming grade 91 at stations where that grade is available and make no changes in type of operations conducted at their stations without first notifying Air Service Command of contemplated changes so that the required re-distribution of aviation fuels by grades can be made.

5. It is the opinion of the Aviation Petroleum Branch, MM&D, that the mixing of grade 91 and 100 fuel as exemplified by message from the Commanding General, First Air Force, results in an uneconomic use of supplies of grade 100/130 fuel. It is believed that this practice represents a potential hazard due to lack of adequate blending facilities at stations and general control of quality of mixture. It is felt that a more satisfactory arrangement could be worked out by the First Air Force, making use of 100 octane fuel only where required, limiting other operations to the use of 91.

6. Various agencies have from time to time estimated that grade 130 fuel would become available in adequate quantities in the immediate future. However, it is felt by



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Additional Allocation of High Octane Gasoline for Training in this Country.

31 May 1944

Chief of Air Staff

2 (Cont.)

Asst. Chief of Air Staff, M&D

BBS-SE/Col.Howze/hsd/77774

the Aviation Petroleum Branch that predictions of this nature cannot be considered reliable until the world-wide strategic situation has been considerably clarified and that it would be fallacious to plan on the availability of adequate quantities of grade 130 fuel at any time in the immediate future.

Incl. n/c

O. P. ECHOLS
Maj. General, U. S. A.
Asst. Chief of Air Staff
Materiel, Maintenance & Distribution

TO: Assistant Chief of Air Staff, Training

DATE 9 June

FROM: Chief of the Air Staff

COMMENT NO. 1
MAL/hd/3373

1. To note the foregoing remarks of AC/AS, M&D.

2. Is any further action required?

M. A. LIBBY
Colonel, G.S.C.
Executive, C/AS

Incl: n/c

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DOD Dir
By AC-AS/CC LC, Date 10/18/76

Memo for General Harper - Review of High Octane Gasoline Problem and its Relation to High Altitude Flight Training

AC/AS, Training

15 May 1944

The Air Inspector

1

BMJ/jw/2863

1. Attention is invited to Par I 4, page 2 of this memorandum (Also see Par 2 Incl 4a) which indicates that the First Air Force is servicing their aircraft alternating with 91 and 130 grade fuel, utilizing the power settings authorized for 91 grade fuel. It is believed that this procedure is entirely unsatisfactory in that a variable grade of fuel in the tanks of each airplane will inevitably result from this practice. High altitude missions could be performed no better with an unknown misture of these 2 grades of fuel utilizing grade 91 fuel power limitations than with 91 grade fuel. Additional power plant failures can be anticipated as a result of the practice of mixing grade 91 and 130 fuel by alternate servicing.

2. It is requested that this office be advised as to action taken.

MAX F. SCHNEIDER
Colonel, Air Corps
Deputy, The Air Inspector

1 Incl:
Memo dtd 5/12 w/incls.

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DOD ltrs
8 Jan. & 20 June 1974
By: AHJ/CL LC Date 10/18/76

Additional Allocation of High Octane Gasoline for Training in this Country

TO: Secretary of Air Staff

DATE 24 June 1944

FROM: The Air Inspector

COMMENT NO. 6
JHP:ldh 2863

1. The attached copy of telegram has been sent to all Field Air Inspectors this date.

2. Every effort will be made by The Air Inspector to assure proper use of 100/130 fuel.

MAX F. SCHNEIDER
Colonel, Air Corps
Acting, The Air Inspector

5 Incls:
Added 1 Incl -
Incl #5 cpy of msg to
all Field Air Inspectors,
Hq AAF, 24 June 44 from
The Air Inspector

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Additional Allocation of High Octane Gasoline for Training in this Country

The Air Inspector 22 June 44

Chief of the Air Staff

MAL/bc/2378

1. General Giles has approved the recommendations of the AC/AS, Training with reference to an inspection of the distribution of fuel and servicing at stations.

2. This takes on an increasing importance in view of the fact that the July and August allocations of gasoline to the Training Command and the Training Air Forces will be still further reduced. A message was dispatched this date to the Commanding Generals of all the Training Air Forces and the Training Command urging that they do everything possible to conserve aviation gasoline during the next few months.

Signed

MILLARD A. LIBBY
Colonel, G. S. C.
Executive, C/AS

Incls:
n/c

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22 JUN 1944

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By AFN/CC 10/18/86

Additional Allocation of High Octane Gasoline for Training in this Country

TO: Assistant Chief of Air Staff, Training

FROM: Chief of the Air Staff

DATE 9 June

COMMENT NO. 3
MAL/hd/3373

1. To note the foregoing remarks of AC/AS, MM&D.

2. Is any further action required?

Signed
M. A. LIBBY
Colonel, G.S.C.
Executive, C/AS

Incl: n/c

Dispatched
10 JUN 1944
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DOD Ltr
8 Nov. & 30 June 1974
By AAD/CC LC Date 10/18/76

SECRET
By Authority of
The Commanding General
Army Air Forces
2 May 44 ... HHH ...
Initials

4 MAY 1944

COPY FOR: AFDAS

MEMORANDUM FOR THE CHIEF OF STAFF: (Attention: G-2 Division, Lt. Col. R. G. McKay, Foreign Branch)

Subject: Gasoline for the Ecuadorian Air Force under Lend-Lease.

1. Reference is made to memorandum dated 25 April 1944 from your office to Chief, Aviation Petroleum Branch, Air Services Division, Office of AC/AS, MM&D, relative to the above subject.

2. There is attached for your information copy of Memorandum No. 63-8 for the Agenda of Aviation Petroleum Products Allocation Committee Meeting No. 63, April 19, 1944, and Item No. 60-3 referred to in paragraph one of above-mentioned memorandum.

3. Memorandum No. 63-8 indicates APCC Latin America recommended allocation of 1,010 barrels of grade 91 for delivery from Talara to Ecuador in May, and it is assumed this volume of fuel will satisfy requirements during this period. Additional allotments will be made on the basis of reports received from Talara and volumes requested for the area on a month to month basis, which should take care of the requirements in Ecuador.

For the Commanding General, Army Air Forces:

J. W. SESSUMS,
Colonel, Air Corps,
Executive, Office,
AC/AS, MM&D

2 Incls:
Incl 1 - Cy Memo #63-8 for Agenda of APPAC Meeting #63.
Incl 2 - Cy Item No. 60-3.

File
5/10/44

HHH/hsd/77774
DBS-5E DBS-5 DBS-1 MMD AFDAS

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MID/Th
EW 4748

MID 400.3296 Ecuador

25 April 1944.

MEMORANDUM TO THE CHIEF, AVIATION PETROLEUM BRANCH, AIR SERVICE DIVISION, OFFICE OF THE A. C. OF A. S., MMAD, WD, WASHINGTON, D.C.:

Subject: Gasoline for the Ecuadorian Air Force under Lend-Lease.

1. The following is a paragraph extracted from the Mission Report for the month of March 1944 from the Chief, U. S. Military Aviation Mission to Ecuador.

"Early in December, the Mission received a letter from the Chief of Naval Operations, to: Distribution List (All Chiefs of Air and Ground Missions in American Republics) dated 16 November 1943, serial 147917, Office of the Chief of Naval Operations, Washington, D. C., pertaining to obtaining aviation gasoline on Lend-Lease. The stipulations of this letter have been strictly followed by all personnel concerned in Ecuador, but to date no gasoline has been received, nor has any official reply been received, although the required reports and estimated needs have been submitted monthly as required. The Ecuadorian Government has attempted to purchase gasoline outright from the International Petroleum Company in Talara, Peru, but apparently the output of that firm is controlled by the Petroleum Board, so no immediate relief is possible there. Previously, gasoline for the FAE was obtained from the U. S. Forces in Ecuador on Form #61, and the cost debited against Lend-Lease funds alloted the Ecuadorian government. No difficulty was experienced in obtaining necessary gasoline under this system. However, being unable to obtain gasoline for the last four months, either by Lend-Lease or by direct purchase, the present stock of aviation gasoline for the FAE will be exhausted in the very near future, all training must necessarily cease, and airplanes grounded for lack of gasoline. In case this occurs, the U. S. investment for Lend-Lease for the FAE in Ecuador, as well as a large part of the expense of the Air Mission will be wasted. Any advice or suggestions for a solution of this problem would be greatly appreciated.

2. It is requested that this office be furnished with information on which to base a reply to the Chief of the Air Mission.

For the Deputy for Intelligence, G-2:

R. G. MCKAY,
Lieut. Colonel, G.S.C.
Chief, Foreign Branch,
Collection Unit, M.I.D.

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AC/AS, Plans
GHG/jw/6724
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DOD ltrs
8 Jan & 20 June 1974
By AH/CC LC Date 10/18/76

15 April 1944

MEMORANDUM FOR THE UNDER SECRETARY OF WAR: (Attention: Mr. H. H. Neff)

Subject: Swedish Request for 100 Octane Gasoline.

1. A request has been made for the allocation and shipment to Sweden of 5,000,000 liters, approximately 4,000 tons, of 100 Octane gasoline, to satisfy needs for such fuel in Sweden from the present time through the first eight months of 1945. This request has been refused. The present shortage of high Octane gasoline would prevent reconsideration of the request and allocation of such fuel to Sweden from April availabilities.

2. Operation of an Air Transport Command service, ostensibly non-military, and the British air line, BOAC, between Sweden and the United Kingdom, creates a need for 100 Octane gasoline to be available in Sweden for Allied use. Further Allied air transport operations into or through Sweden are probable. The Swedes also desire this fuel for operation of their own ABA line between Sweden and the United Kingdom, and for operation of interned American aircraft which were loaned to them. Five interned aircraft have been loaned to the Swedish government for operation locally and on their line to the United Kingdom. The loan was made to facilitate evacuation of American and British internees and removal of ball bearings from Sweden, and to improve our communications facilities to Sweden.

3. In a State Department message from Stockholm dated 12 April, 1944, it is stated that the Swedes believe the traffic of their tankers into Goteborg will be stopped if they accede, as they have, to operation of our transports into their country. For this reason, the American Minister in Stockholm recommended immediate shipment of the entire amount of 4,000 tons requested, and that any decision concerning release of the fuel to the Swedish air lines be deferred until some future date. In view of past events, notably the fact that the Germans took no action when permission for German troops to pass through Sweden was withdrawn, it is not believed that the Goteborg tanker traffic will be stopped.

4. To satisfy immediate requirements, it is recommended that the Swedish request be reconsidered and approved, and that 1,000 tons of 100 Octane gasoline be shipped to Sweden on the next available vessel. The allocation and shipments should be made only on

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the condition that the Swedes agree that the gasoline will be stored in Sweden and placed under the absolute control of the U.S. Military Attache in Stockholm. In this way, use of the fuel for only those purposes which suit Allied interests will be secured.

For the Commanding General, Army Air Forces:

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

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Brig Gen. Perrin

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DOD Dir.
5 Jan. & 30 June 1974
By [illegible] LC Date 10/18/76

XXXXXXXXXXXXXXXXXX

XXXXXXXXXXXXXXX

APO 557

7 April 1944

463.7

SUBJECT: Aviation Fuels.

TO: Deputy Chief of Aviation Petroleum Branch,
M.E. & D., AAF,
Washington, 25, D.C.

I. WORLD-WIDE PETROLEUM REQUIREMENTS

The report being prepared by British, PAW and ANPB for world-wide petroleum requirements, upon which tanker requirements will be based, has been checked. Aviation fuel requirements were being computed upon the production and operational requirements contained in the PAW 10 March report. This report does not provide for additional stocks to take care of replacement time. Consequently, the aviation fuel (Grade 100/130) requirements were short about 45,000 B/D for April; 26,000 B/D for May; and 16,000 B/D for June, etc. The report is being corrected accordingly, to assure that 100 Octane production will be maintained, and sufficient tanker transportation provided.

II. GRADE 150 FUEL

a. The RAF have concluded that they would rather operate ("Overlord") with Grade 100/130 fuel than take the chance of spark plug failure with Grade 150 fuel containing 6 ccs TEL per U.S. gallon. Commanding General Ninth Air Force concurred. They have decided not to stock this fuel for "Overlord". Therefore, they have resumed production of the Grade 100/130 fuel and discontinued packaging Grade 150.

b. Insofar as it can be determined, the RAF have operated three squadrons of Spitfire 9's on Grade 100/130 fuel containing 6 ccs TEL per U.S. gallon. Some of these airplanes in formation when escorting bombers and required to operate at low power, 2 lbs. to 5 lbs. boost, developed engine trouble from foul plugs and were either forced down or forced to return to their base. No trouble developed from fouled plugs operating at higher boost pressures. No plugs have been found which are considered satisfactory by them for this operational use. A new plug for the 1650 engine (type R35/6) which is a hotter plug and designed to withstand 25 lbs. boost, has been developed. I am trying to get a dozen of these plugs for test at Wright Field.

c. The British and the Eighth Air Force have been testing Grade 150 fuel containing 3% MMA and 6 ccs TEL per U.S. gallon. The British have been testing this fuel with two P-51B's and nine Spitfire 9's. They seem to have gotten best results from the R3/5 plugs. However, practically all of their results of increased performance are based upon tests which have been conducted by Rolls Royce. The RAF is now starting extensive tests with 21 Spitfires. It is the general opinion of members of the Air Ministry that the plug trouble can, and will, be licked.

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IV. FLIGHT DETONATION EQUIPMENT

Colonel Kelsey, Chief of Operational Engineering Section, Eighth Air Force, now in U.S., had requested 10 sets of detonation detecting equipment from Mr. Will Parker, while at the Lockheed plant. Colonel Kelsey will be in the U.S. for some time on B-24 modifications. He had intended to bring the detonation detecting equipment to U.K. upon his return. The Eighth Air Force is most anxious to get this equipment. They now have some old Sperry equipment which they are using in connection with the tests of Grade 150 fuel. Arrangements should be made to ship at least four sets of this equipment by air transport to the Eighth Air Force (marked for the attention of Colonel C.S.Hough) as soon as possible, after coordination with Mr.Parker and the Power Plant at Wright Field.

V. FUEL SUPPLY FOR "OVERLORD"

Plans for handling of aviation fuel and lubes for "Overlord" are now under study, and awaiting the return of Colonel Barnes from U.S.

VI. STOCK POSITION OF AVIATION FUEL IN U.K.

157,000 bbls. of Grade 104/130 (MEA fuel) and 490,000 bbls. of Grade 100/130 fuel has been packaged for "Overlord". Packaging is continuing at about 2,000 to 2,500 bbls. per day of Grade 100/130 fuel. These packaged stocks are now being included in the U.K. target reserves. It is my opinion that the diversion of the additional fuel coming from U.K. allocation to meet the accelerated training program in U.S., can be made without seriously affecting the stock position here.

D.G.LINGLE,
Colonel,AC.

3 Incls:
#1 - Cable from AGWAR 0222582.
#2 - Cable to AGWAR 062[illegible].
#3 - Cy ltr fm MAF dtd 25/3/44 subj: special 110/130 grade fuel.

CC: Brigadier General Perrin.
M. M. & D.
Pet.Sect, Sup.Div, ASC USSTAF.
Air Technical Sect, ASC, USSTAF.

File
Avia
4/27/44

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DOD Dir.
8 Jan. & 20 June 1974
By: ALN/CC LC. Date 10/18/76

Paraphrased copy/gw

CABLE FROM AGWAR022258Z'44

SECRET - PRIORITY

Ref. No: WAR 17979

Cite your message E-21318 dated 31 March 1944. Spark plug difficulties in aircraft using Grade 100/150 fuel containing 3% CS and 6 cc tetraethyl lead per US gallon. Specific information as follows requested to assist here in solving trouble:

(a) Under what power operating conditions is most trouble encountered - normal, military or war emergency rating?

(b) Is plug trouble encountered in P-38, P-47 or P-51 airplanes?

(c) What are characteristics of trouble - lead fouling, ash deposit or erosion?

(d) Are RC 5/3 and RC 5/5 plugs operating satisfactorily in P-51 airplanes?

(e) What spark plugs are giving most trouble?

Tests undertaken here thus far with Grade 100/150 fuel at war emergency rating power indicate that RC 5/3 plugs in P-51 airplanes are satisfactory. C-34S plugs in P-47 airplanes have also been found satisfactory; however, not much flight time has been accumulated with these airplanes. C-34S, LS-85 and LS-86 plugs in P-38J airplanes are unsatisfactory because of lead fouling and erosion. 2 new plugs, AC 433M and Champion P 43S, have been developed and it is believed will be satisfactory for use in Allison engines in P-38's under all operating conditions including war emergency rating with Grade 100/150 fuel.

War emergency rating tests are scheduled to start in next few days with both AC 433M and Champion 43S plugs. Orders will be placed and production of approximately 5,000 plugs per day of each type can be had in 30 days if successful.

Incl. #1.

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Paraphrased copy/gw

CABLE TO AGWAR dated 6 April 1944.

061652Z

Reference Cable 022258Z

1. Following are the reports of tests of Grade 150 fuel containing 6 ccs of lead per U.S. gallon and 3% MMA by volume conducted by the Eighth Air Force:

(a) Trouble was encountered in P-38s using type C-34S spark plugs. These plugs are not considered satisfactory for use with this Grade 150 fuel. Less trouble was encountered in P-38s with LS86 plugs.

(b) No spark plug trouble in P-47D's using Grade 130 or Grade 150 fuel. However, LS86 plugs are preferred to the C-34S or C-35S plugs. LS85 or LS87 plugs definitely unsatisfactory.

(c) Lodge RS 5/5 plugs are preferred to the AC(Sphinx)RC5/3 in P-51 with V1650-3 engine. These RS5/5 plugs are removed after each twelve hours of operation, inspected, cleaned and bomb tested to 200 pounds per square inch before reinstallation. This procedure affords a total plug life of 110 to 125 hours before complete reconditioning of plugs is required.

(d) Most plug trouble is encountered when operating at lower powers under cruise conditions.

(e) Plug troubles encountered with Grade 150 fuel consist of ash deposit at cruising powers seeming to increase to lead deposit with increased power at high altitude.

(f) C-34S and C-35S plugs are giving most trouble in P-38s and P-47s. RC5/3 plugs are acceptable but the RS5/5 plugs are more satisfactory.

(g) The P-47D-10 with the R-2800-53 engine with Curtis welded trailing edge paddle prop has been operated for approximately 100 hours using Grade 150 fuel without any water up to power settings of 70" boost. No plug trouble was encountered with the LS86 plugs. The C-34S, C-35S plugs can be used but best all around operation was obtained with the LS-86 plugs.

(h) Eighth Air Force has no operational experience with P-38 on Grade 150 fuel. Flight tests of P-51 with V-1650-3 engine just starting.

2. The British have operated two P-51B's on Grade 150 fuel containing 6 ccs lead per U.S. gallon and 3% MMA and report plug trouble at low power boost operations. Troubles are similar to those referred to in (e) above. Their plug fouling troubles are based upon operation of three squadrons with Grade 130 fuel containing 6 ccs lead per U.S. gallon. They have had no combat operational experience with Grade 150 fuel. They are now starting tests with 21 Spitfires using this fuel. Letter follows.

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8 Jan. & 20 June 1974
By [illegible] LC; Date 10/18/76

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JCS Memo
2 Jan. 1975
By [illegible] LC; Date 11-30-76

MINISTRY OF AIRCRAFT PRODUCTION,
RDE/F,
Millbank,
S.W.1.

25th March 1944

The Chief Petroleum Officer,
Area Petroleum Office,
APO 887 U.S.Army.

For the attention of Major S. Gerlick

Special 110/130 Grade Fuel

The undermentioned test details are given of the 10,000 gallons of special 110/130 grade fuel recently delivered to Nuthampstead under reference number RDE/F.361.

| | |
|---|---|
| Specific Gravity | .7045 |
| Distillation: | |
| I.B.P. | 40 Degs. C. |
| 10% | 66 " |
| 20% | 80 " |
| 30% | 91 " |
| 40% | 100 " |
| 50% | 104.5" |
| 60% | 107 " |
| 70% | 108.5" |
| 80% | 110 " |
| 90% | 112.5" |
| 95% | 117 " |
| F.B.P. | 127 " |
| Recovery | 98% |
| Residue | 1% |
| Loss | 1% |
| Evap.to 75 Degs.C. | 18% |
| 105 Degs.C. | 53% |
| Colour | Blue |
| Octane No. | 110 |
| Lead Content | 5.48 mls/I.G. |
| Vapour Pressure | 6.0 lbs. |

*Composition

| | |
|---|---|
| 70% | Alkylate |
| 15% | Iso-Octane |
| 15% | Hydro-Petrol |

For Director of Engine Development:

/s/ G.S.COXON
/t/ G.S.COSON

* Given verbally after letter written.

Incl #3

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DOD Dir
By AAF/CC 10/18/76

April 8, 1944

MEMORANDUM FOR THE UNDER SECRETARY OF WAR:

Subject: Release of 100 Octane Gasoline to Sweden.

1. The Army Air Forces have been queried as to their interest in the release of 100 Octane Gasoline to Sweden under the War Trade Agreement.

2. The Army Air Forces' interest springs from the following conditions:

"a. AAF have 138 interned air crew members in Sweden.

b. We are completing the details for the establishment of an air line UK to Sweden designed to evacuate 2,000 Norwegian air trainees.

c. A valuable UK--Moscow air route via Sweden is projected.

d. Air is the only means of transport to Sweden that is not under hostile surveillance.

e. We have loaned 4 B-17 type aircraft to Sweden for use on mutually approved projects. We have under consideration the further loan of 8 more interned aircraft."

3. As long as the Swedish War Trade Agreement is in effect, the Army Air Forces see no reason by refusal of the Swedish request to make an issue of the release of 100 Octane aviation fuel, provided it is earmarked for mutually approved air transport operations and subject to the direct control of our Military Attache'.

4. If any concessions are made to Sweden, our air requirements should be fully considered. It is believed that we should obtain full cooperation from Sweden or we should stop delivery on all materials including gasoline.

For the Commanding General, Army Air Forces:

md

Dispatched by bond

File Sent 4/17/44

BARNEY M. GILES
Major General, USA
Chief of the Air Staff

AWS 463.7 (314)

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BJG:mhb 72538
4/6/44

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DOD ltr
8 Jan. & 20 June 1974
By [illegible] NC Date 10/19/76

MEMORANDUM FOR THE UNDER SECRETARY OF WAR:

Subject: Release of 100 Octane Gasoline to Sweden

1. The AAF have been queried as to their interest in the release of 100 Octane Gasoline to Sweden under the War Trade Agreement.

2. The AAF feel that they have at this time a special interest in Sweden. This interest springs from the following conditions:

a. AAF have 136 interned air crew members in Sweden.

b. We are completing the details for the establishment of an air line UK to Sweden designed to evacuate 2,000 Norwegian air trainees.

c. A valuable UK - Moscow air route via Sweden is projected.

d. Air is the only means of transport to Sweden that is not under hostile surveillance.

e. We have loaned 4 B-17 type aircraft to Sweden for use on mutually approved projects. We have under consideration the further loan of 8 more interned aircraft.

f. The Swedish air bases which conceivably could be available when a supply route has been established are of the highest value in air attacks on Germany.

3. The shipment to Sweden of the "quarterly basic ration" of 30,000 tons of petroleum products provided by the War Trade Agreement would probably contain about 10,000 tons of aviation gasoline. This is approximately 2% of the quarterly requirement of the Luftwaffe. Swedish Air Force stocks of aviation fuel (87 octane) are not in excess of their own requirements.

4. It is understood that the Swedish Air Force has just made a request for 4,000 tons of 100 octane gasoline for use in U.S. and RAF types (Mosquito). They have expressed a willingness to have this fuel deducted from their "basic ration" and to hold up their own shipping space, currently loading, in order to have this aviation fuel on hand as soon as possible. Since the Swedish Government has offered to use their own quota to secure the necessary fuel to activate our mutually approved operations, failure to approve this request would reveal a tragic lack of coordination of policy.

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5. The Swedish Air Force is strongly pro-allied. It has cooperated with our Attaches in a very satisfactory manner. Air internees are currently being released, forward requirements are being met for air transport.

6. As long as the Swedish War Trade Agreement is in effect, AAF sees no reason to make an issue of this relatively small release of aviation fuel. When any coordinated policy toward Sweden is established, AAF believes it to be to the general advantage to give careful consideration to the air requirements.

For the Commanding General, Army Air Forces:

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

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HEADQUARTERS 47TH FORCES

POSTING SLIP

TO: General Giles DATE 3/28/44

| OFFICE OR SYMBOL | BUILDING |
|---|---|
| ATTENTION: | ROOM |

FOR:

| | | | | | |
|---|---|---|---|---|---|
| | COORDINATION | | INVESTIGATION | | NEC. ACTION |
| ✓ | INFORMATION | | RECOMMENDATION | | SIGNATURE |
| | FILE | | CONFERENCE | | |

REMARKS:

The attached case should be defended before M.A.B tomorrow (Wednesday)

I will brief you on it at 9:20 in the morning.

FROM:

| NAME: General Jamison | OFFICE OR SYMBOL |
|---|---|
| PHONE | BUILDING / ROOM |

3-218, AF

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DOD Dir. 5 Jan. & 30 Jan. 1974
By [illegible] 10/18/76

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CASE NO. 5047

29 March 1944

MEMORANDUM FOR THE EXECUTIVE OFFICER, MUNITIONS ASSIGNMENTS BOARD

SUBJECT: Additional Requirements of Aviation Fuel for Domestic Consumption, April, for Accelerated Training Program.

1. In order to comply with General Giles' directive of March 26 to accelerate the training program so as to train a number of fighter replacement pilots and heavy bombardment crew production, which necessitates the accomplishment of training which normally required four months in three months, it will be necessary to have approximately 4,130,000 barrels of aviation fuels (91 and 130) for consumption at continental stations during the month of April and corresponding increases in allocation during May and June.

2. The April allocation as approved by MAC (Air) March 25, Case No. 5047, allocates 1,530,000 barrels of Grade 130 and 1,549,000 barrels of Grade 91, with the proviso that if additional 91 is available it will be allocated to the Army Air Forces. It is now apparent that approximately 1,950,000 barrels of Grade 91 will be made available for the Army Air Forces in April, making total volume available for consumption 3,480,000 barrels, or approximately 650,000 barrels short of the volume essential to meet the accelerated training program.

3. The following recommendations are made in order to secure the additional volume of 650,000 barrels:

| | | TO AAF |
|---|---|---|
| a. | The allocation for U. K. for April lifting be reduced from 3,332,000 barrels to 3,132,000 barrels. | 200,000 |
| b. | North Africa's allocation for April lifting be reduced to 1,115,000 barrels. | 200,000 |
| c. | The 250,000 barrels cancelled by North Africa for March lifting be diverted for April consumption by U. S. Army Air Forces at domestic stations. | 250,000 |
| | | 650,000 |

4. The above suggested action will give the U. K., as of replacement date, approximately 95% of target.

5. North Africa advised the Army-Navy Petroleum Board by radio about March 22 that their March liftings could be reduced 250,000 barrels. Action has been taken to reduce the March shipments and to leave this volume of gasoline in the New York Pool as being available for subsequent allocations to either North Africa or the U. K. Thus, April liftings from refineries for subsequent shipment to North Africa through New York Pool will be reduced a total of

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450,000 barrels, whereas actual reduction in shipments in April will only be 200,000 barrels as 250,000 barrels will be available in New York Pool for shipment during this period.

6. North Africa's estimated consumption for the month of February was 1,136,000 barrels. The actual consumption was 884,000 barrels. The consumption estimates for March, April, and May are 1,431,000 barrels, 1,630,000 barrels, and 1,487,000 barrels. It, therefore, appears reasonable to assume that a reduction in April's allocation of 200,000 barrels will not seriously affect the operation in this theatre. A radio was dispatched to North Africa 25 March asking if April shipments could be reduced.

7. In view of the fact that Case No. 5047 has been approved by MAC (Air), it will be necessary to present to MAB Wednesday, March 29, the revisions desired by the Army Air Forces.

G. C. JAMISON
Brig. Gen., U. S. A.

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ADDRESS REPLY TO:
COMMANDING GENERAL
AIR TRANSPORT COMMAND
WASHINGTON, D. C.

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ARMY AIR FORCES
HEADQUARTERS, AIR TRANSPORT COMMAND
WASHINGTON 25

noted

24 February 1944

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DOD Ltr.
8 Jan. & 20 June 1974
By [illegible] LC, Date 10/18/76

MEMORANDUM FOR: DEPUTY CHIEF OF THE AIR STAFF
Attn: Brig. General Edwin S. Perrin

SUBJECT : Gasoline Shortage - ICW HUMP Operation

1. Following is paraphrased information received from Commanding General ICW-ATC to questions asked concerning the gasoline shortage for ICW HUMP operations. Figures given are as of 20 February.

Q: How much gasoline will be required for balance of month broken down into gasoline required for operation and gasoline to be transported to China?

2 for 1

A: 1,320,000 imperial gallons required for operations, 723,000 imperial gallons remaining to be hauled to China.

Q: How much gasoline is now on hand?

A: 300,000 on hand but distribution uneven.

Q: How much additional gasoline will arrive Assam during balance of month?

A: This is unknown factor but is hoped approximately 1,855,000 will arrive during balance of month.

463.7 (304)

Q: What is net shortage?

A: Unpredicted.

Q: How many airplanes will be grounded account gasoline shortage and when do you anticipate they will be grounded?

A: Operations will continue on day to day basis in accordance with supply of gasoline received at stations daily.

Q: How much gasoline required for month of March and how much can reasonably be anticipated to arrive during that month?

A: Aviation gasoline allocations for month of March for ATC 3,877,100 gallons from which must be deducted quantity for matters on project not delivered in February. 14th Air Force allocation is 1,320,000 gallons, 308th Bomb Group 536,000. Estimate of arrival impossible other than to say, monthly allocation of aviation gasoline are made here based on ability of transportation to lay down supplies in Assam.

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Q: What specifically can be done either from Washington or London to remedy shortage both of this month and for March?

A: London and Washington can do nothing in immediate situation since all possible is being done to supplement overcrowded rail facilities on which at present time depend the entire supplies of all descriptions for Assam.

For the Commanding General:

C. R. SMITH
Brig. General, U. S. Army
Deputy Commander

PS All of these answers are not too clear. Will try to clarify later. In the meantime sending them to you

CRS

~~SECRET~~

By Authority of
The Commanding General
Air Transport Command

2/24/45 CRS DCS
Date Initials Division

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DOD ltrs.
8 Jan. & 20 June 1974
By AFW/CC LC; Date 10/18/76

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Shortage of Grade 130 Gasoline

AC/AS, Training

Deputy Chief of Air Staff

7 March 1944

WMK/nj/72487

1. Forwarded for your information and any action necessary.

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

Dispatched
8 MAR 1944
AAG

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AC/AS 463.7 (302)

TO: AC/AS - Operations, Commitments & Requirements

DATE 25 Feb 1944

FROM: Deputy Chief of the Air Staff

COMMENT NO. 2
WKB/is/5458

1. In view of the use to which this report is to be put, as indicated in paragraph 2 of comment No. 1, approval by your office is desirable prior to its release.

2. For necessary action.

WILLIAM R. BURT
Lt. Colonel, C. S. C.,
Asst Secretary, Air Staff.

Incls:
n/c

Dispatched
25 FEB 1944
AAG

AC/AS 463.7 (302)

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DOD ltrs.
8 Jan. & 20 June 1974
By: AHJ/CC LC. Date 10/18/76

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DGL/dhl/79738

AFDBS-5

9 February 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Report on Supply and Distribution of Aviation Gasoline from the Persian Gulf Area (Abadan) as of 1 January 1944

1. Records of actual liftings for the month of January not yet available. However, available supplies were allocated to the same areas as in December and conform to the monthly allocations and liftings during 1943.

Grade 100/130

000's bbls.

| | Jan. 1943 thru Dec. 1943 | Dec. 1943 |
|---|---|---|
| Production (est) | 3477 | 432 |
| Allocation | 3598 | 384 |
| Middle East, Group I (Egypt, Sudan, Levant, etc.) | 566 | -- |
| Middle East, Group II (Iraq, Iran) | 180 | 6 |
| India | 2142 | 210 |
| Ceylon | 93 | 55 |
| Russia | 585 | 90 |
| Royal Navy Offshore | 9 | -- |
| | 3575 | 361 |
| Unlifted | 23 | 23 |

Grade 91/96

| | | |
|---|---|---|
| Production (est) | 739 | 58 |
| Allocation | 746 | 33 |
| Middle East, Group I (Egypt, Sudan, Levant, etc.) | 578 | -- |
| Middle East, Group II (Iraq, Iran) | 59 | 3 |
| East Africa | 36 | -- |
| Ceylon | 8 | -- |
| India | 65 | 30 |
| | 746 | 33 |

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Grade 87

| | Jan. 1943 thru Dec. 1943 | Dec. 1943 |
|---|---|---|
| Production (est) | 172 | 27 |
| Allocation | 178 | 18 |
| India | 82 | 18 |
| South Africa | 93 | -- |
| Ceylon | 3 | -- |
| | 178 | 18 |

2. Future Plans for Persian Gulf Area during 1944 (Grade 100/130) 000's of bbls. mo.

Production

| | Feb. to Apr. | Apr. to Sept. | Sept. to Dec. |
|---|---|---|---|
| Abadan | 440 | 630 | 750 |
| Bahrein | | 180 | 180 |
| TOTALS | 440 | 810 | 930 |

The demands for shipments to India are increasing and it is planned to supply as much of the Indian and Middle East requirements from the Persian Gulf Area as possible. These arrangements permit the more economical allocations of tankers rather than supply the whole Mediterranean Area from the Persian Gulf. There are no aviation lubricating oils produced in the Persian Gulf Area due to the type of crude in the Area.

3. The attached chart shows the production and distribution of products other than aviation fuels. The Aviation Petroleum Products Allocation Committee has no control over the distribution of these products.

D. G. LINGLE
Colonel, Air Corps
Chairman, Aviation Petroleum
Products Allocation Committee

1 Incl.
Prod. & Dist. Chart

DGL/dhl/79738

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AFDBS-5

9 February 1944

MEMORANDUM FOR MAJOR GENERAL BARNEY M. GILES, CHIEF OF AIR STAFF:

Subject: Report on Supply and Distribution of Aviation Gasoline from the Persian Gulf Area as of 1 January 1944

1. In compliance with your Memorandum, 4 February 1944, the attached report pertaining to the distribution of petroleum products from the Persian Gulf Area is furnished.

2. Neither of the new Projects: production of about 50,000 barrels per day of petroleum products, other than aviation gasoline, from Saudi-Arabia, by the Cal-Arabian Co., which is now approved; nor the disposition of the crude reserves, which is now being negotiated, are included in this report. It is not expected that the additional supplies resulting from these Projects will be available before late in 1945, at which time the current distribution systems in the Persian Gulf Area will require readjustment.

2 Incls:
Incl 1 - Cpy Memo fr Gen. Giles
Incl 2 - Memo for Chief, A.S. (in dup) w/1 Incl (in dup)

D. G. LINGLE
Colonel, Air Corps
Chairman, Aviation Petroleum Products Allocation Committee

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150 Grade Fuel Oil

BMG:nc 3373

AC/AS - Materiel, Maintenance & Distribution

10 Feb 1944

Chief of the Air Staff

1

1. Your attention is invited to message B 139, dated 10 February from General Eisenhower for General Marshall and General Arnold reference 150 grade fuel for U.K. General Arnold's comment on this message is:

"Not to interfere with 100 octane production. HHA"

2. Apparently the subject of 150 grade fuel will be before us from this date on. It is, therefore, directed that your people make a complete study of this subject and follow through with adequate tests. At the conclusion of the study and tests, submit a plan as to the course of action we should take in this country to supply 150 grade fuel to the combat zones and for training flights in the States.

3. It is directed that a reply be submitted within the next two or three days outlining the action you are taking.

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

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DOD ltrs
8 Jan. & 20 June 1974
By: ALN/CC Ltr. Date 10/18/76

TO: Chief of Air Staff

DATE 12 February 1944

FROM: AC/AS, Materiel, Maintenance and Distribution
Materiel Division

Comment No. 2
Lt Col C D Casser/ers/3350

1. The requirement for 1,100 tons of xylidine mentioned above, to be followed by a further 1,500 tons, will be delivered as follows:

a. The first 1,000 drums (170 tons) will arrive at New York for shipment on or before 10 March 1944.

b. The balance will be delivered at New York at the rate of approximately 1,500 drums (250 tons) per week thereafter.

The Supreme Headquarters, Allied Expeditionary Forces, London, England, is being advised of the above arrangements by cable immediately in reply to cable B-139 dated 10 February 1944 from General Eisenhower to General Marshall and General Arnold.

2. The above xylidine requirements can be furnished from the Ordnance Plant, Cactus, Texas, or Standard Oil of Louisiana, Baton Rouge, Louisiana, without any effect on availability of 100 octane fuel. Arrangements are being made with the British Petroleum Commission in Washington, D. C. to handle shipments against Lend-Lease, in order that movements may be expedited.

3. The 4,800 tons ~~of xylidine~~ from Avaro, referred to in paragraph 3 above, is an 85% concentrate of aromatics from the Curacao Refinery under British

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Grade 150 Fuel.

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Chief of Air Staff

12 February 1944

AC/AS. Materiel, Maintenance and Distribution

2
Lt Col C D Gaccer/cre/3380

control. The British Petroleum Commission in Washington, D. C. has advised that this quantity of xylidine will have to be allocated by the British Petroleum Allocation Committee, London, England, as well as moved by the British.

4. R-2800 and V-1650 type engines have completed model tests on fuel containing 6 milliliters of tetraethyl lead and 2% xylidine. The use of this fuel in Allison engines should be approached cautiously, however, since five (5) of these engines have failed on the test stand with this fuel. Tests are being continued to determine whether this type of engine can be cleared on this fuel. In this connection, all service engines have been cleared on fuel containing 6 milliliters of tetraethyl lead.

5. A comprehensive program covering the improvement of current grade 100/150 fuel and the development and testing of grade 150 fuel is currently being completed and will be undertaken at the earliest possible date. The grade 150 fuel referred to will be a nominal grade 104/150 fuel (AN-F-28 fuel containing a total of 2% xylidine and 6.0 milliliters of tetraethyl lead). Laboratory engine tests, controlled flight tests, service flight tests, and laboratory tests of leakproof equipment will be undertaken as soon as arrangements can be completed. This entire program is being given high priority.

O. P. ECHOLS
Major General, U.S.A.
Asst. Chief of Air Staff, M&D

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8 Jan. & 20 June 1974
By [illegible] I.C. Date [illegible]

Grade 150 Aviation Fuel

AC/AS, Materiel, Maintenance and Distribution
General Echols
Chief of the Air Staff

8 Feb 44

1

MAL/ec/3373

1. The following teletype information was received this morning from General Knerr:

"This will refer to cable H-5280, 6 February 1944.
"We believe you should have the following additional information:
"

"1. Considerable pressure is being employed here to effect adoption of Grade 150 aviation fuel by U. S. Tactical Air Force for use in future contemplated tactical operations.

"2. British service tests indicate that there is a twenty (20) percent increase power output in the Merlin 66 Engine operating at twenty-five (25) pounds boost and it is estimated that this gives the Spitfire an increase of twenty-nine (29) miles per hour in speed and one thousand (1000) feet per minute in rate of climb. No accurate data is available here regarding the effect of using this fuel on American types of aircraft but some flights have been made on P-47's which indicate there is an increase of twenty (20) percent power output at altitudes less than 20,000 feet.

"3. The British estimate that in using the available United Kingdom production plus the importation of 1,100 tons of Xylidines from the U. S. A. and 4,800 tons of Avare from the Caribbean they can produce by June this year 179,000 tons of Grade 150. This is regarded as sufficient for USAAF and RAF Tactical requirements for Spitfires and P-47's.

"4. The British further estimate that there will be very little loss in potential output of Grade 150 since such loss is made up by using six (6) CCS. Tetraethyl lead plus Xylidines.

"5. The Air Ministry at high level feels that it is important to make use of Grade 150 fuel and it is expected that they will ask General Spaatz to support the program especially as regards the importation of 1,100 tons of Xylidines.

"6. This appears to be a means of bringing the Spitfire up to the P-47 performance with water injection boost."

2. To the foregoing I replied:

"Will have the Materiel Command go into the gasoline situation from a performance standpoint and from a production standpoint. You will be advised within the next few days to the action we propose to take.

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Grade 150 Fuel (cont'd)

3. It is directed that you take the necessary action to comply with the foregoing.

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

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8 FEB 1944
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Mr. Donald M. Nelson
Chairman, War Production Board
Washington, D. C.

Dear Mr. Nelson:

Reference is made to your letter of 11 January 1944 inclosing an Interim Report on Aviation Fuel Specifications by Mr. H. LeRoy Whitney for comments.

This report gives a very good synopsis of results accomplished by means of existing and coordinated fuel test programs. It reveals, in general, the progress that is being made to maintain the highest possible quality of aviation fuel during a time when ever-increasing demands have taxed production and distribution facilities to the utmost.

The specific problems stated under "Conclusions" are being given due consideration and will be adjusted to fit conditions just as soon as available fuel supplied will permit.

It is recognized that the technical requirements of aviation fuels which affect quality must be balanced against necessary operational requirements. These require continued adjustments among the Services and other interested Departments and Agencies, and very careful analysis, due to the effects they may have upon tactical operations. Therefore, the establishment of a Policy Committee, as recommended, whereby authority to render decisions so vital to aircraft performance and operations is vested in one individual representing the Army Air Forces, is not considered advisable and is not recommended.

Sincerely,

Signed [redacted]

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

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DOD Dir. 5 200.9 & 30 June 1954
Per Ltr. J.C. Date 12/18/74
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PETROLEUM ADMINISTRATION FOR WAR

Washington 25, D. C.

Mr. Ralph K. Davies,
Deputy Petroleum Administrator,
Petroleum Administration for War,
Washington 25, D. C.

Re: Interim Report on Aviation Gasoline
as of December 10, 1943

Dear Mr. Davies:

The Petroleum Administration's report to the War Production Board on the status of the aviation gasoline program was scheduled to be issued on December 10, 1943. While the basic data necessary for the report are currently available and are in use by our Refining Division, by the Aviation Petroleum Branch of the Air Forces, and by various other agencies of the Armed Services, the issuance of the report has been delayed from day to day, pending final decision as to certain temporary variations in fuel specifications which will contribute to the alleviation of the current shortage.

There are other features of the program, not directly affected by such decisions, which can be reported upon with definiteness at this time. In order to release this information without further delay to those entitled to have it, it appears desirable to issue an interim report of the situation as of December 10, 1943. The same data amplified and extended to cover intervening developments will be included in the next formal report.

Production

Following are listed in barrels per day actual production and forecast production of Grade 100/130 and 98/130 gasolines (AN-F-28 Amendment 2 and AN-F-27) for the current period, computed as of December 10, 1943. The corresponding figures from the October 10 report are shown in parenthesis.

| | September | October | November | December |
|---|---|---|---|---|
| Total U.S.A. | 207,001* | 218,678* | 220,597 | 230,769 |
| Canada | 1,380* | 1,360* | 1,279 | 1,279 |
| Foreign | 31,987 | 34,734 | 39,767 | 44,940 |
| | 240,368 | 254,772 | 261,643 | 276,988 |
| (October 10 figures) | (258,251) | (253,968) | (270,645) | (295,11[illegible]) |

*Actual - other figures are estimates.

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Forecast Production

Later in this report we shall show a production forecast as of December 10 on the same specifications and premises as those used in the October 10 report. The reduction in production forecast must be appraised from that table rather than from the one immediately following. However, in order to present most prominently the true situation as we now see it, duly corrected for changes in fuel specifications currently planned to be used, the following forecast compares current requirement figures with apparent availability of fuel of the most desirable specification presently attainable - i.e. 100 octane gasoline of Grade 130 containing 4.6 cc of tetraethyl lead and no C-S.

| Month | Requirements Barrels/Day | Production AN-F-28 Alone 4.6cc TEL/Gal. | Surplus (Deficiency Against Requirements on Basis of AN-F-28 Alone) |
|---|---|---|---|
| January | 411,221 | 318,551 | (92,670) |
| February | 431,223 | 347,547 | (83,676) |
| March | 451,183 | 378,057 | (73,126) |
| April | 471,346 | 420,160 | (51,186) |
| May | 492,375 | 471,678 | (20,697) |
| June | 512,531 | 504,649 | (7,882) |
| July | 526,517 | 521,489 | (5,028) |
| August | 540,337 | 533,742 | (6,595) |
| September | 554,558 | 545,335 | (9,223) |
| October | 565,278 | 564,194 | (1,084) |
| November | 575,821 | 587,299 | 11,478 |
| December | 585,531 | 597,785 | 12,254 |

In the forthcoming formal report the final figure, i. e. 597,785 barrels per day, will be the same as shown above, but since it now appears improbable that three* of the plants in the 1944 construction program will be completed in time to operate at full capacity in 1944, the figure of 597,785 barrels per day production is one fully attainable only in the first quarter of 1945.

The serious deficiency in barrels of fuel available during the next few months as indicated above will be offset in part by the use of 91 and 87 octane gasoline as such to the extent feasible and by the use of part of the available stocks in various temporary blends for specific purposes. Intense work is now in progress by the Services and by our Office to select and define proper solutions to the short term situation. The solution of that problem is the main factor which has delayed and will continue to delay our formal report. The situation as to the availability of lower grades of aviation gasoline (to be used as such where possible or to be blended into special grades) is considerably improved since our October 10 report and is summarized in the two paragraphs following.

| *Serial Number | Urgency Number | Company |
|---|---|---|
| 92,375 | P 547H | Tide Water - Bayonee |
| 94,976 | P 548H | Tide Water - Avon |
| 86,970 | P 549H | Standard of California (Defense Plant) |



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Grade 91/96 Gasoline

Additional sources of production of Grade 91/96 have been developed with the result that current estimates show substantial increases, averaging more than 25,000 barrels per calendar day over the October 10 estimates and about 57,000 barrels per day over the August 10 estimates during the period from December 1943 through June 1944. While serving to reduce the indicated deficiencies relative to requirements during the period by more than 50%, the presently forecasted production is still short of indicated requirements of Grade 91/96 by about 15,000 barrels per day during this period December 1943 through March 1944. A surplus will be available thereafter. Continued efforts are being made to eliminate this remaining deficiency with good prospects of early accomplishment.

Grade 87 Gasoline.

Production of Grade 87 gasoline is substantially in balance with present estimates of requirements and can be increased if necessary.

Comparison of Production Forecasts of October 10 and December 10

The October forecast was predicated on the intended composite production of 100 octane gasoline (Grade 130, 4.6cc TEL, no C-S) and 98 octane gasoline (Grade 130, 4.0cc TEL, containing C-S). The extent to which the production forecast has changed by delays in plant completions, technological improvements, and a few small "quick projects" is revealed by the comparison of the two forecasts on the same basis, as shown below:

| Month | October 10 Estimate Barrels/Day | December 10 Estimate Barrels/Day | Revised Estimate Over or (Under) October 10 Estimates |
|---|---|---|---|
| January, 1944 | 351,434 | 325,845 | ( 25,589) |
| February | 409,123 | 366,411 | ( 42,712) |
| March | 473,951 | 399,957 | ( 73,994) |
| April | 497,539 | 445,710 | ( 51,829) |
| May | 511,612 | 500,878 | ( 10,734) |
| June | 525,135 | 533,849 | 8,714 |
| July | 542,656 | 550,689 | 8,033 |
| August | 532,885 | 562,942 | 30,057 |
| September | 552,292 | 574,535 | 22,243 |
| October | 573,749 | 593,394 | 19,645 |
| November | 589,871 | 616,499 | 26,628 |
| December | 602,664 | 627,116 | 24,452 |

Working Stocks

The possibility of improving the short term supply picture by reducing working stocks - both at refineries and at military storage terminals - deserves the most serious consideration.



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Relationship Between Authorized Capacity, Official Requirements, and Forecast Production of Grade 100/130 Gasoline.

The War Production Board has authorized a capacity of 540,000 B/D. The last requirements figures "available for planning purposes" given us in August 1943 call for 585,531 B/D in December 1944. The present forecast figure of 597,785 B/D of Grade 100/130 gasoline - not to be fully realized until the first quarter of 1945 for reasons previously mentioned - is considerably over the presently authorized capacity and approximates the best requirement figures available for December 1944. The excess production if realized can be absorbed by quality improvement or by eliminating some of the present emergency operations which are wasteful of crude oil, transportation, or dollars. Until some new light is thrown on the situation, we shall proceed with all features of the program.

One further complication is a recent requirement for the installation of a new foreign refinery to make a certain specified quantity of 100 octane gasoline "within the program." Since production cannot be attained until 1945 and since the 1945 requirements figures need further clarification, it is our intention to proceed rapidly with that plant as well - taking such corrective actions as may be necessary at a later date when the situation is better clarified.

Status of the 1943 Construction Program

We rate a new 100 octane plant as "completed" from the standpoint of construction when all the parts thereof have been appropriately tested for leaks, etc., and the equipment is ready to turn over to refinery operators for "warming up" operations. There have been some further delays in plant completions due to insufficient manpower, a handful of critical components as to which deliveries have been delayed, unsatisfactory workmanship as revealed during final testing of plants prior to warm-up operations, and final corrections of equipment to be used for new processes in cases in which the desirability of such correction has been indicated by experience with other similar units recently placed in operation.

Nevertheless, new 100 octane production units at 16 different refineries have been completed since our October 10 report. When in full production (note later paragraph on "Initial Operations"), these plants will have an aggregate production capacity of about 37,000 barrels per day of the basic product (Grade 100/130 gasoline). This compares with completion during the preceding two month period of eight plants having an aggregate capacity of 22,500 barrels per day.

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These plants are:

| | | Rated Capacity of the New Facility Barrels per Calendar Day |
|---|---|---|
| Wilshire | Norwalk, Cal. | 1,000 |
| Gulf | Port Arthur, Tex. | 4,500 |
| Socony-Vacuum | Buffalo, N. Y. | 900 |
| Texas | Port Arthur, Tex. | 2,900x |
| Phillips | Kansas City, Kans. | 2,000 |
| Pure | Nederland, Texas | 2,000x |
| Shell | Wilmington, Calif. | 3,500x |
| Southport | Texas City, Tex. | 1,000x |
| General | Torrance, Calif. | 1,000x |
| Standard of Louisiana | Beton Rouge, La. | 1,000xx |
| Standard of Indiana | Whiting, Ind. | 7,000x |
| Sinclair | Sinclair, Wyo. | 500x |
| Lago | Aruba, D. W. I. | 4,800 |
| Magnolia | Beaumont, Tex. | 500xxx |
| Root | El Dorado, Ark. | 200x |
| Standard of New Jersey | Beltimore, Md. | 4,200 |
| | Total | 37,000 |

x Capacity of completed portions only of total facilities under construction.
xx This is the volume of C-S to be produced. Equivalent Grade 130 volume depends upon ultimate use of C-S.
xxx Toluene plant diverted to 100 octane program.

Status of the 1944 Construction Program

An impression exists that lateness in placing orders for components will seriously delay the 1944 construction program. Our October 10 report contained figures which showed a low rate of purchase of components. The figures cited were accurate but they represented a situation which prevailed only a few months after priorities were granted.

Purchase orders for the main projects as of December 1 are tabulated below. It will be noted that all but the last three projects are well-purchased and we are now scheduling production from the last three plants for the first quarter of 1945 as previously mentioned.

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1944 PROGRAM - PERCENT PURCHASED

| Builder's Serial No. | Company | Location | Urgency Number | Total $ Value | % Purch. Dec. 1 |
|---|---|---|---|---|---|
| 59052 | Tide Water | Avon | P-392H | 1,250,000 | 99.5 |
| 85218 | Std. La. | Baton Rouge | P-418H | 1,430,000 | 100 |
| 87680 | Std. Ind. | Whiting | P-496H | 913,000 | 99 |
| 91677 | Asiatic | Curacao | P-514H | 2,110,000 | 100 |
| 57926 | Shell | Wilmington | P-519H | 3,250,000 | 96 |
| 59618 | Phillips | Borger | P-520H | 3,104,000 | 99 |
| 81397 | Bahrein | Bahrein | P-418aH | 18,430,000 | 98* |
| 78609 | General | Torrance | P-522H | 3,957,300 | 96 |
| 88398 | Phillips | Borger | P-526H | 2,762,600 | 97 |
| 89689 | Shell | Wood River | P-529H | 3,100,000 | 92 |
| 77005 | Texas | Wilmington | P-531H | 15,895,000 | 90 |
| 92082 | Anglo-Iranian | Abadan | P-534H | 15,800,000 | 95 |
| 91259 | Std. Ind. | Wood River | P-535H | 3,762,000 | 96 |
| 85178 | Richfield | Wilmington | P-536H | 14,324,000 | 97 |
| 88115 | Union | Wilmington | P-539H | 9,730,000 | 88 |
| 92607 | Socony | Paulsboro | P-540H | 4,598,000 | 87.5 |
| 94975 | Abercrombie | Sweeny | P-541H | 1,251,000 | 67 |
| 93942 | National | Coffeyville | P-542H | 570,000 | 85.2 |
| 101583 | Humble | Baytown | P-544H | 2,550,000 | 60* |
| 93697 | Pan American | Texas City | P-545H | 2,060,500 | 88 |
| 91596 | Sun | Marcus Hook | P-546H | 3,173,000 | 65 |
| 92375 | Tide Water | Bayonne | P-547H | 2,100,000 | 6 |
| 94976 | Tide Water | Avon | P-548H | 9,500,000 | 25 |
| 86970 | Std. Calif. | Richmond | P-549H | 13,650,000 | 30 |
| | | | Total | $139,270,400 | |

*Estimated

Initial Operation of New Facilities - Effect of Delay in Reaching Full Production on Forecasts

Now that a number of the new facilities have been completed from the standpoint of construction and are coming "on stream" with or without unusual difficulties in initial operation, all agencies are interested in the prospects for immediate top production from these units and in the practical effect of such difficulties as do develop on the barrels of fuel forecast to be produced each day.

In this connection a brief description of our production forecasting method will be of interest:

1. First of all, and obviously, delays in physical completion of new facilities are controlling over all other factors and such safety factors as are used apply only to dates subsequent to plant completion.



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2. Our forecasts of gasoline to be produced from new facilities when completed have contained and do contain certain corrective factors based on the best experience of competent technologists, as follows:

(a) No production has been assumed for the first thirty days following the estimated date of physical plant completion;

(b) One-half production has been assumed for the second thirty days;

(c) Full production has been assumed thereafter.

3. Our estimates of "full production" for individual plants yet to be completed have sometimes varied from month to month due to technological changes.

4. Our estimates of "full production" for all plants - either operating or scheduled to operate - do not assume 100% operation every day. On the contrary, the assumedly proper factor for "down time" for repairs and maintenance is used in each case.

5. No general corrective factor has been applied to care for fires, sabotage, acts of God, failures of transportation, etc.

Recent Experiences in Initial Operation of New Facilities

Some of the new units have reached full production more rapidly than forecast. On the other hand, some units which started more rapidly than forecast have developed difficulties which require shut-downs of longer duration than can be absorbed in the normal "down time" factor. Unless the total repair down time for these units is a number of days in excess of the apparent gain from premature full production, these units, over the months, will still produce about as much gasoline as was forecast. It is only in the case of units which do not reach full production in the normal time allotted and still "limp along" afterward that a net loss under forecast production is suffered.

In recent weeks we have had more trouble than we have liked with respect to the attainment of full capacity in some new units, but as yet we have seen nothing to warrant drastic revision of production forecasts nor any reason for believing that any one of the various new processes employed cannot be operated at full rated capacity.

Sincerely yours,

Bruce K. Brown.

Bruce K. Brown,
Assistant Deputy Petroleum Administrator.



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Canol Project:

Consists of drilling wells at Norman Wells, building refinery there and piping the refined product to Fairbanks and Whitehorse.

Colonel Graham is an Assistant to General Somervell. He was Dean of Ky. School of Engineering.

General Cabeer is the Fiscal Officer of the War Department.

General Russell of OPD.

"Reserve in the Pool" has reference to the amount of oil in the ground at Norman Wells.

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SECRET

Col Harper

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

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DOD ltrs.
8 Jan. & 20 June 1974
By ALN/CC LC. Date 10/18/76

No 3

14 December 1943

MEMORANDUM FOR GENERAL ARNOLD.

Subject: Canol Project.

1. The Truman Committee first held executive session and then had public hearings. Secretary Ickes, Harold Smith of the Bureau of the Budget, Whitney of WBP, Colonel Graham, Judge Patterson, General Pyran and General Carter appeared. Several of the above mentioned also appeared at executive session, as did General Streett, General Russell and two representatives of the Imperial Oil Limited, (Canada).

2. The inception of the project was defined on the basis of the military necessity arising out of the extreme hazardous situation on the West Coast in the late winter and early spring of 1942. On October 26, the joint Chief of Staff approved a recommendation of the joint Production Survey Committee that the project be completed as a present military necessity and that consideration be given to further developments of the oil fields.

3. Production of 20,000 barrels per day in the field is probably assured at the present time with a very large reserve in the pool.

4. The committee is very critical of the project on the ground that it was decided upon hastily, will furnish only a trickle of oil and will cost an extremely large amount. The project was designed to handle 3,000 barrels of crude (pipeline and refinery will take only that amount).

4. The committee says that 3,000 barrels is too small an amount to be useful and the additional production in the field will not be possible because the pipeline will not carry it and the refinery will not handle it. The refinery will put out about 500 barrels of 100 octane per day on the basis of 3,000 barrels of crude and will furnish about sufficient motor fuel to handle the needs of the highway in the vicinity of Whitehorse. It was brought out that a great quantity of refined products could have been carried to Alaska thru the operation of one or two tankers working part of the time.

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5. General Somervell will probably appear before the committee beginning next week.

6. The final cost of this project will be $134,000,000.

7. The refinery will not be working at full capacity before April of 1944.

8. The longest length of pipeline runs from Fairbanks to Whitehorse, a total of 605 miles. The next longest stretch is from Norman Wells to Fairbanks, a distance of 577 miles.

Charles H. Dewester Jr.

CHARLES H. DEWESTER,
Colonel, Air Corps.

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5 Jan. & 26 June 1974
By AHN/CC LC Date 10/18/76

14 December 1943

MEMORANDUM FOR GENERAL ARNOLD.

Subject: Canol Project.

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CHARLES M. DENNYSTER,
Colonel, Air Corps.

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By: [illegible] LC. Date: 10/18/74

THE JOINT CHIEFS OF STAFF
WASHINGTON

Hold for Ben arrived
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11 December 1943.

Honorable Harry S. Truman,

United States Senate.

Dear Senator Truman:

In accordance with your request for information concerning the Canol Project which was transmitted by Brigadier General Frank E. Lowe, the following information is furnished.

The Canol Project first came to the official attention of the Joint Chiefs of Staff on 2 October 1943 when the Joint Production Survey Committee was requested to inquire into the need for the Canol Project. The Joint Production Survey Committee was established on 21 September 1943 as an agency charged with advising the Joint Chiefs of Staff on matters pertaining to the balancing of production against requirements in accordance with the strategic situation.

The Joint Production Survey Committee therefore undertook to ascertain, with the collaboration of the Army-Navy Petroleum Board, whether or not the Canol Project is necessary for our war effort. In their report to the Joint Chiefs of Staff, dated 23 October 1943, the Joint Production Survey Committee concluded that the completion and operation of the project are necessary to the war effort and recommended that the project be completed and operated as soon as practicable, and that consideration be given to exploitations and developments leading to a full recovery of the predicted reserves.

On 26 October 1943 the Joint Chiefs of Staff, in plenary session, considered the report of the Joint Production Survey Committee and approved their recommendations.

This information is transmitted for your personal information only, and taken as it is from secret sources, it is necessary that it be treated accordingly.

Sincerely,

For the Joint Chiefs of Staff:

(SIGNED)

F. J. HORNE,
Vice Admiral, U.S. Navy,
Vice Chief of Naval Operations.

Copies to:
Adm. Horne
Gen. McNarney
Adm. Leahy
Gen. Marshall
Adm. King
Gen. Arnold
Secy, JPSC

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By AHN/CC 10/18/86

AFDBS-5

14 December 1943

MEMORANDUM FOR SECRETARY, AERONAUTICAL BOARD:

Subject : Case, "Availability of Aviation Gasoline".

1. The attached case: "Availability of Aviation Gasoline" is submitted for consideration and action by the Aeronautical Board to replace case 185: "World-wide Use of Xylidine Fuels", submitted by memorandum from this office 1 December 1943.

2. It is desired that a meeting of the Aeronautical Board be called at 1000 o'clock, 21 December 1943, for consideration of this case.

H. H. Arnold

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

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DOD ltrs
8 Jan. & 20 June 1974
By AL/CC LC Date 10/18/76

13 December 1943

MEMORANDUM FOR THE AERONAUTICAL BOARD:

Subject: Availability of Aviation Gasoline

1. The world-wide requirements for the 130 grade aviation gasoline exceed the supply, and overseas' stocks are being depleted below desired levels.

2. The Army Air Forces have tested xylidine as a component of aviation gasoline and have found grade 98/130 fuel containing 1% xylidine satisfactory. Approximately 749,000 barrels of this fuel have been consumed by the Army Air Forces, representing an estimated 629,000 engine hours.

3. The Army Air Forces have given approval for world-wide use of xylidine fuel AN-F-27 grade 98/130. The Navy Department has given approval for United States use only. The British have stated that 100/130 is required for certain operations.

4. The xylidine production plants are starting large scale production in December 1943 and can attain the presently authorized production of 4,000 barrels per day soon thereafter. On the basis of present restriction on xylidine fuel to use in continental United States, this xylidine production must be promptly curtailed or abandoned in part.

5. The following possibilities for increasing the available supplies of aviation gasoline are presented for consideration by the Aeronautical Board:

Case 1: Domestic use of a new grade of gasoline with a rating of approximately 94/114, containing 3% xylidine and 6cc of TEL per U. S. gallon, as a replacement of the present 91/96 grade and part of the present 100/130 grade now required for United States operations. The ultimate gain in the total gasoline of 94/114 grade plus 130 grade over the total of 91/96 grade plus 130 grade is estimated by PAW as 35,230 B/D. The initial gain, averaging 12,054 B/D, could be attained in February 1944 and the maximum attained in April 1944. However, it must be pointed out that actually the same gain could be obtained in 91/96 plus 130 by some blending procedure without the use of xylidine and additional TEL. Therefore, the effect of xylidine and additional TEL in this case is actually for quality improvement only in raising the rating of 91/96 to 94/114.

Case 2: World-wide use of grade 98/130 with 1% xylidine and 4.6cc of TEL per U. S. gallon. An estimated gain in 130 grade gasoline of 12,400 B/D could be attained in January 1944 and the maximum gain of 49,600 B/D attained

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in May 1944.

Case 3: World-wide use of grade 99/130 with 4.6cc TEL per U. S. gallon but with no xylidine. An estimated initial gain in 130 grade gasoline of 9,389 B/D could be attained in January 1944 and the maximum of 17,700 B/D attained in February 1944. Adoption of case 3 permits adoption of case 1 also.

Case 4: World-wide use of grade 99/138 containing 1% xylidine and 4.6cc TEL per U. S. gallon. An estimated initial gain of 9,159 B/D could be attained in February 1944 and the maximum of 10,031 B/D attained in March 1944. This grade produced in United States controlled refineries is not considered economical and would be limiting on production as compared with production of grade 99/130 or 99/130 C-8.

Case 5: Adoption of grade 99/130 containing 1% xylidine and 4.6cc TEL per U. S. gallon. An estimated initial gain in 130 grade gasoline of 6,200 B/D could be attained in January 1944 and the maximum of 24,800 B/D attained in May 1944.

6. It is recommended that Case 1 be adopted.

H H Arnold

E3P

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

9 Incls:
Incl 1 - Summary comparison of gains by month for above cases
Incl 2 - Analysis by PAW, estimating effect of adoption of above cases on production
Incl 3 - Supplementary information on Case 1
Incl 4 - Supplementary information on Case 2
Incl 5 - Resolution of Fuels & Lubricants Sub-Committee of NACA, 3 Dec 1943
Incl 6 - Letter from NACA 11 Dec 1943
Incl 7 - Letter from Navy Dept 27 Oct 1943
Incl 8 - Letter from British Air Commission 1 December 1943
Incl 9 - Summary of tests of aviation gasoline containing 1% xylidine



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PRODUCTION GAIN OVER TOTAL OF 91/96 and 100/130

| Month | Case 1 (94/114 C-S) | Case 2 (98/130 C-S) | Case 3 (99/130) | Case 4 (99/138 C-S) | Case 5 (99/130 C-S) |
|---|---|---|---|---|---|
| Jan. | (696) | 12,400 | 9,389 | (5,498) | 6,200 |
| Feb. | 12,054 | 31,000 | 17,700 | 9,159 | 15,500 |
| Mar. | 23,770 | 37,200 | 17,700 | 10,031 | 18,600 |
| Apr. | 35,230 | 43,400 | 17,700 | 9,786 | 21,700 |
| May | 35,230 | 49,600 | 17,700 | 8,981 | 24,800 |
| June | 35,230 | 49,600 | 17,700 | 6,730 | 24,800 |
| July | 35,230 | 49,600 | 17,700 | 5,677 | 24,800 |
| Aug. | 35,230 | 49,600 | 17,700 | 5,365 | 24,800 |
| Sept. | 35,230 | 49,600 | 17,700 | 4,443 | 24,800 |
| Oct. | 35,230 | 49,600 | 17,700 | 3,220 | 24,800 |
| Nov. | 35,230 | 49,600 | 17,700 | 1,702 | 24,800 |
| Dec. | 35,230 | 49,600 | 17,700 | 1,198 | 24,800 |

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DOD Dir.
By: AGN/CC 10/18/76

PETROLEUM ADMINISTRATION FOR WAR

WASHINGTON 25

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December 11, 1943

File: 308:51

Subject: The Use of CS in the Aviation Gasoline Program

Major General Oliver P. Echols,
Assistant Chief Air Staff (M M & D),
Army Air Forces,
4C880 Pentagon Building,
Arlington, Virginia

DECLASSIFIED
Per Interior Dept. Apr 8, 1975
By: [illegible], LC; Date 8/11/77

Dear General Echols:

In accordance with your request, estimated gains in production of high octane number aviation gasolines in the range of 91/96 and Grade 130 have been calculated for 4 specific cases, three involving the use of CS. In each case the gain in production is determined, by months for the year 1944, over and above the total production of Grades 91/96 and 100/130 both containing 4.6cc TEL per gallon. These cases are:

1. The production of Grade 94/114 aviation gasoline to replace total Grade 91/96 requirements within the Continental Limits of the United States, and 75% of the total requirements for Grade 100/130 within the United States. So-called Grade 94/114 contains a total of 6.0cc TEL per U. S. gallon and 3% CS. The maximum gain that could be obtained by this procedure is 35,230 barrels per day.

2. World-wide use of Grade 98/130 with 1% CS and 4.6cc TEL per U. S. gallon. The maximum net gain in this case is 49,600 barrels per day.

3. World-wide use of Grade 99/130 with 4.6cc TEL per U. S. gallon and no CS. The maximum net gain in this case is 17,700 barrels per day.

4. World-wide use of Grade 99/138 with 4.6cc TEL per gallon and 1% CS. The maximum net gain in this case is about 10,000 barrels per day.

The basic principles involved in making these calculations have been discussed with representatives of the Aviation Petroleum Branch of the Army Air Forces. For purposes of record, these points are being reviewed here.

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In each case where a marginal base stock has had to be brought in, to provide increased blending material, it has been assumed to be equivalent to 87 Octane Number by the 1-C Method and 91% S in M (86 Blending Index Number) by the 3-C Method when containing 4.6cc TEL per gallon. This type of stock was used inasmuch as the 75,000 barrels per day of Grade 91/96 production is insufficient to fulfill requirements until the production of Grade 100/130 is within about 35,000 barrels per day of requirements. It may well be argued that the availability of Grade 91/96 should be considered and this type of stock used when Grade 100/130 production does approach requirements. However, the steps that are being taken at the present time to increase the availability of high octane number grades of fuel will become relatively less important as that time approaches. According to requirement figures available to us, this will be sometime subsequent to June 1. Consequently, figures given after that date may be considered somewhat impractical both from the standpoint of the application of any of these cases, and from the standpoint of the use of a lower quality base stock than may be required.

We would point out that the requirement figures for Grade 100/130 were submitted to us on August 3 and although numerous requests have been made for the new requirement figures, which we have been informed have been prepared, they have not been officially released for our use.

Heretofore when making calculations upon the effect of CS in increasing the availability of high octane number fuels, no consideration has been given to the fact that if CS were not manufactured, 1.3 times its volume of xylene would be available for direct blending into Grade 130 fuel. In developing these data, consideration has been given to this loss of xylenes, and its value has been established in terms of "equivalent" Grade 130 in the manner used to evaluate the "equivalent" value of all other components used in blending Grade 130. The "equivalent" value of a stock is based upon the increase in Grade 100/130 that may be obtained when using it in place of marginal base stock (currently the 87 Octane Number fuel designated above). Its effectiveness in replacing marginal base is calculated both on the basis of 1-C octane number and 3-C rating, and the "equivalent" value assigned is proportioned equally between 1-C and 3-C effectiveness. Although it does appear that the lean mixture rating of components will limit production during the next few months, the excess of high rich rating components does not justify changing the relative weight given to rich and lean. As a matter of fact, if the production of 10,000 barrels per day of aromatic components was lost, rich rating would become limiting. This represents the amount of toluene which the Ordnance Department has indicated, verbally, will be released to aviation gasoline in coming months plus the amount of xylenes which would be available in event they were not required for the manufacture of CS.

The basic production upon which gains realized in the various cases are established is given below. This assumes a constant availability of 75,000 barrels per day of Grade 91/96 with 4.6cc of lead. This production figure is now in the process of being revised, and present indications are that it will probably be increased by some 10,000 to 15,000 barrels. Six thousand barrels per day of 91/96 are set aside to protect export requirements, therefore only 69,000 barrels per day are considered available for use within the Continental Limits of the United States. The production of Grade 100/130 with 4.6cc TEL per U. S. gallon is based upon estimates revised as of December 8. In view of the above discussion, it should be realized that this fuel will rate, on the average, somewhat above the required S plus 1.25, probably in

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the range of S plus 1.5 during the early months of 1944, decreasing to S plus 1.35 in the late months.

BASIC PRODUCTION (U.S. Only)

| Month | Grade 91/96 With 4.6cc TEL | Grade 100/130 With 4.6cc TEL | Total Grades 91/96 and 100/130 |
|---|---|---|---|
| January, 1944 | 69,000 | 266,767 | 335,767 |
| February | 69,000 | 290,347 | 359,347 |
| March | 69,000 | 317,548 | 386,548 |
| April | 69,000 | 359,651 | 428,651 |
| May | 69,000 | 409,219 | 478,219 |
| June | 69,000 | 439,240 | 508,240 |
| July | 69,000 | 453,280 | 522,280 |
| August | 69,000 | 457,435 | 526,435 |
| September | 69,000 | 469,726 | 538,726 |
| October | 69,000 | 486,085 | 555,085 |
| November | 69,000 | 506,280 | 575,280 |
| December | 69,000 | 516,697 | 585,697 |

•6,000 B/D of Export Requirements Protected.

CASE ONE

Production of Grade 94/114 Containing 6.0cc TEL per U.S. Gallon and 3% of CS To The Extent of Total Continental Grade 91/96 Requirements Plus 75% of Grade 100/130 Requirements.

This case requires the installation of CS blending facilities at 26 refineries producing only Grade 91/96 in addition to those now being installed in plants producing both this grade and Grade 100/130. Completion of permanent facilities in the former cannot be anticipated much before 4 months. For this reason, Grade 94/114 does not reach maximum allowable as limited by the availability of CS until April. During the interim it will be essential to handle 3 grades of fuel. It will be noted that the combination of the availability of CS blending facilities and CS itself prevent the production of Grade 94/114 from exceeding the sum of total U. S. requirements for Grade 91/96 and 75% of total U. S. requirements for Grade 100/130.

| Month | Grade 91/96 4.6ccTEL | Grade 94/114 | Grade 100/130 | Total Grades 91/96 - 94/114 100/130 | Gain Over Basic Total | Factor Limiting CS Blending |
|---|---|---|---|---|---|---|
| Jan. | 54,935 | 14,500 | 265,636 | 335,071 | (696) | Blending |
| Feb. | 37,980 | 52,000 | 281,441 | 371,401 | 12,054 | Facilities |
| Mar. | 34,080 | 72,000 | 311,672 | 410,318 | 23,770 | " |
| Apr. | - | 133,333 | 330,548 | 463,881 | 35,230 | CS |
| May | - | 133,333 | 380,116 | 513,449 | 35,230 | " |
| June | - | 133,333 | 410,137 | 543,470 | 35,230 | " |
| July | - | 133,333 | 424,177 | 557,510 | 35,230 | " |

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| Month | Grade 91/96 4.6ccTEL | Grade 96/114 | Grade 100/130 | Total Grades 91/96 - 96/114 100/130 | Gain Over Basic Total | Factor Limiting CS Blending |
|---|---|---|---|---|---|---|
| Aug. | - | 133,333 | 428,330 | 561,663 | 35,230 | CS |
| Sept. | - | 133,333 | 440,625 | 573,956 | 35,230 | " |
| Oct. | - | 133,333 | 456,982 | 590,315 | 35,230 | " |
| Nov. | - | 133,333 | 477,177 | 610,510 | 35,230 | " |
| Dec. | - | 133,333 | 487,594 | 620,927 | 35,230 | " |

CASE TWO

World-wide Use of Grade 98/130 With 4.6cc TEL Per U. S. Gallon

This case shows a gain over basic production of 12,400 barrels per day in January, increasing to 49,600 barrels per day in May, production of Grade 98/130 being limited by the availability of CS blending facilities during the initial months.

| Month | Grade 91/96 4.6ccTEL | Grade 98/130 4.6ccTEL | Grade 100/130 | Total Grades 91/96 - 98/130 100/130 | Gain Over Basic Total | Factor Limiting CS Blending |
|---|---|---|---|---|---|---|
| Jan. | 69,000 | 100,000 | 179,167 | 348,167 | 12,400 | Blending Fac. |
| Feb. | 69,000 | 250,000 | 71,347 | 390,347 | 31,000 | " " |
| Mar. | 69,000 | 300,000 | 54,748 | 423,748 | 37,200 | " " |
| Apr. | 69,000 | 350,000 | 53,057 | 472,057 | 43,400 | " " |
| May | 69,000 | 400,000 | 58,819 | 527,819 | 49,600 | CS |
| June | 69,000 | 400,000 | 88,840 | 557,840 | 49,600 | " |
| July | 69,000 | 400,000 | 102,880 | 571,880 | 49,600 | " |
| Aug. | 69,000 | 400,000 | 106,833 | 576,033 | 49,600 | " |
| Sept. | 69,000 | 400,000 | 119,126 | 588,326 | 49,600 | " |
| Oct. | 69,000 | 400,000 | 135,485 | 604,685 | 49,600 | " |
| Nov. | 69,000 | 400,000 | 155,680 | 624,880 | 49,600 | " |
| Dec. | 69,000 | 400,000 | 166,097 | 635,297 | 49,600 | " |

CASE THREE

World-wide Use of Grade 99/130 With 4.6cc TEL Per U. S. Gallon and No CS.

This case shows a gain in production over the base case of 9,589 barrels during the month of January, and 17,700 in subsequent months. The full effect of excess aromatics was not taken into account until February inasmuch as all facilities may not be turned over to the aviation gasoline program until that time. As the production rate of Grade 99/130 increases, the availability of high rich rating components (specifically toluene and xylene) are not assumed to increase. Therefore the 1-C octane number will increase from a level of 99.2 in the month of February to approximately 99.6 in the month of December.

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| Month | Grade 91/96 4.6ccTEL | Grade 99/130 4.6ccTEL | Total Grades 91/96 - 99/130 | Gain Over Basic Total |
|---|---|---|---|---|
| Jan. | 69,000 | 276,156 | 345,156 | 9,389 |
| Feb. | 69,000 | 308,047 | 377,047 | 17,700 |
| Mar. | 69,000 | 335,248 | 404,248 | 17,700 |
| Apr. | 69,000 | 377,361 | 446,361 | 17,700 |
| May | 69,000 | 426,819 | 496,819 | 17,700 |
| June | 69,000 | 456,940 | 525,940 | 17,700 |
| July | 69,000 | 470,980 | 539,980 | 17,700 |
| Aug. | 69,000 | 475,133 | 544,133 | 17,700 |
| Sept. | 69,000 | 487,426 | 556,426 | 17,700 |
| Oct. | 69,000 | 503,789 | 572,789 | 17,700 |
| Nov. | 69,000 | 523,980 | 592,980 | 17,700 |
| Dec. | 69,000 | 534,697 | 603,697 | 17,700 |

## CASE FOUR

### World-wide Use of Grade 99/138 Containing 1% CS.

This case shows a maximum gain in production over the basic case for the month of March which amounts to slightly over 10,000 barrels per day.

It will be noted that the gain in production varies in magnitude from month to month. Inasmuch as CS has a 1-C blending octane number of about 100, it does not in any way affect the lean rating and serves only to increase the rich rating. Therefore, if 1% CS is added to Grade 100/130 fuel its effectiveness is to change only the rich rating, increasing it to a 138 performance number. In order to increase production, a marginal base stock must be added. If this is done to the Grade 100/138 containing the CS, its effect will be to decrease the rich performance number below 138 as it decreases the 1-C rating toward 99. Consequently, a gain may only be obtained when there is present in Grade 100/130 excess aromatics which have the effect of maintaining the rich performance number above the 130 level. As explained previously, such is the case in the figures on basic production. Further, as explained above, the excess aromatic content is made up of toluene and xylene. Xylene content will, of course, decrease as more CS is produced and as more total Grade 100/130 is produced the excess toluene goes down in proportion. Consequently, in the ultimate case of December, 1944, there is only sufficient excess toluene available to maintain a gain of only 1200 barrels per day.

| Month | Grade 91/96 4.6ccTEL | Grade 99/138 4.6ccTEL & CS | Grade 100/130 4.6ccTEL | Total Grades 91/96 - 99/138 100/130 | Gain Over Basic Total | Factor Limiting CS Blending | |
|---|---|---|---|---|---|---|---|
| Jan. | 69,000 | 100,000 | 161,289 | 330,289 | (5,498) | Blend. | Fac. |
| Feb. | 69,000 | 250,000 | 49,506 | 368,506 | 9,159 | " | " |
| Mar. | 69,000 | 300,000 | 27,579 | 396,579 | 10,051 | " | " |
| Apr. | 69,000 | 350,000 | 19,437 | 438,437 | 9,786 | " | " |

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| Month | Grade 91/96 4.6ccTEL | Grade 99/130 4.6ccTEL & CS | Grade 100/130 4.6ccTEL | Total Grades 91/96 - 99/130 100/130 | Gain Over Basic Total | Factor Limiting CS Blending |
|---|---|---|---|---|---|---|
| May | 69,000 | 400,000 | 18,200 | 487,200 | 8,681 | CS |
| June | 69,000 | 400,000 | 45,970 | 514,970 | 6,730 | " |
| July | 69,000 | 400,000 | 58,967 | 527,967 | 5,077 | " |
| Aug. | 69,000 | 400,000 | 62,798 | 531,798 | 5,395 | " |
| Sept. | 69,000 | 400,000 | 74,169 | 543,169 | 4,445 | " |
| Oct. | 69,000 | 400,000 | 89,305 | 558,305 | 3,230 | " |
| Nov. | 69,000 | 400,000 | 107,982 | 576,982 | 1,702 | " |
| Dec. | 69,000 | 400,000 | 117,835 | 586,835 | 1,198 | " |

It was suggested that an additional case be prepared to present the production of Grade 99/130 containing 1% CS. It should be apparent that the increment in total production that could be obtained in this case would be one-half of that obtained in Case Two. However, the average rich mixture rating of the Grade 99/130 CS would be equivalent to a minimum performance number of 134.

There is attached a chart showing world-wide production of Grade 130 aviation gasoline against requirements for the last 6 months of 1945 and the year 1944. It is designed mainly to show the effect of changing specifications upon production. You will note there is included Grade 100/130 with both 4.0 and 4.6cc TEL per gallon, and combined production of Grade 100/130 and 99/130, the former containing 4.6cc TEL per gallon, and the latter, 4.0cc TEL per gallon.

Sincerely yours,

/s/ E. D. CUMMINS
E. D. Cumming,
Director of Refining.

cc: Colonel D. G. Lingle
Lt. Comdr. G. G. Lamb
Commanding General,
AAF Materiel Command
Att: Power Plants Laboratory,
Department 57

Attachment.

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5 Jan. & 20 June 1974
By AS-N/CC LC. Date 10/14/76

Supplementary Information

Case 1

Due to the present critical situation in the supply of AN-F-26 grade 100/130 fuel, and because proposals to use AN-F-27 fuel for world-wide use have recently been found to be open to question on a performance basis and, furthermore, since AN-F-27 fuel in its present state is not considered suitable by either the Navy or the British for world-wide use, it is proposed that a new grade of fuel of approximately 94/114 be designated for use in all aircraft engines in the continental United States having fuel requirements above the 87 octane level. This fuel would supersede the present AN-F-26 grade 91/96 fuel, as well as the present A N-F-27 grade 98/130, and would be obtained by the addition of 1% xylidine and 1.4 ml. TEL per gallon in the present 91/96 fuel. The final blend would, therefore, contain 6.0 ml. TEL per U. S. gallon and 3% xylidine by volume. Up to the present time, there have been no aircraft engine operations or testing of this specific grade of fuel; however, some operational experience has been obtained on fuels containing a total of 6.0 ml. TEL per gallon. Operational experience by the Army Air Forces has not indicated any serious service difficulties from the use of this lead concentration.

By the above proposal, 94/114 fuel would be used exclusively in the continental United States for all operations up to maximum availability except, possibly, by land based sea patrol activities, aircraft departing for foreign theaters and certain phases of engine testing. These exceptions would, however, be suitably evaluated by an extensive series of service flight tests, controlled flight tests, and laboratory engine tests by the Army Air Forces. Further tests to be undertaken would be to investigate all aspects of the effects of 94/114 fuel on leak-proof equipment, carburetor diaphragms, and stability of this fuel in aqua systems.

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By Aud/cc 10/18/78

Supplementary Information

Case 2

Following extensive laboratory and engine tests, a flight test was conducted by the AAF School of Applied Tactics, Orlando, Florida, between 23 May and 23 June 1943, involving simulated tactical operations and various types of fighter and bomber aircraft. The conclusion was as follows: "During the time that the test aircraft were operating on the xylidine fuel no unusual conditions were found and satisfactory aircraft operation was experienced at all time."

Specification AN-F-27 was adopted 10 July 1943 covering xylidine fuel grade 98/130 (G-8). In August, September, and October approximately 749,000 barrels of this fuel were consumed at AAF stations (estimated 629,000 engine hours). Eight stations operating exclusively on xylidine fuel were especially checked. No operating difficulty traceable to xylidine has been reported from any AAF station.

Studies and tests by AAF Materiel Command and NACA indicate that aqua storage systems are satisfactory for xylidine fuels. The Coordinating Research Council Additives Committee concluded that there does not appear to be any serious problem regarding stability of xylidine fuel for worldwide use. The present tentative approved inhibitors cannot be given final approval without further investigation, as ring sticking difficulties were encountered in tests.

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5 Jan. & 20 June 1974
By: [illegible] LC, Date: 10/18/76

RESOLUTION OF SUBCOMMITTEE OF
NATIONAL ADVISORY COMMITTEE FOR AERONAUTICS
3 December 1943

1. The previous assumption that Grade 98/130 C-S fuel (AN-F-27) is equal in cruising performance to Grade 100/130, without C-S, appears now to be open to considerable question.

2. For the same 1 C octane level there is no net gain in quantity of Grade 130 fuel by the use of C-S.

3. The Committee expressed no opinion as to whether the military services can accept a lower 1 C octane than 100 for combat service.

The following suggestions are offered for consideration:

a. The utilization of xylidine in combination with additional tetraethyl lead for producing a superior fuel, such as 110/150 Grade.

b. The utilization of xylidine in a 91 Grade fuel of improved rich-mixture performance for use in the continental United States.

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132

MANUSCRIPT DIVISION

CLASSIFIED ITEMS REMOVED

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

Series: Decimal

Folder Title: 463.7 262

Item(s) and Security Classification:

1. Letter, Littell for G.W. Lewis to D.G. Lingle; 12/11/43, 2p. C.
   Originating Agency: CAB

PK 163 — 1994 10.25.78

Reviewer — Date

85-57 (rev 4/90

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DOD ltrs
8 Jan. & 20 June 1974
By [illegible] SC; Date 10/18/76

NAVY DEPARTMENT
BUREAU OF AERONAUTICS
Washington 25, D. C.

Aer-E-4-SBS
JJ761

27 Oct 1943

From: The Chief of the Bureau of Aeronautics,
To: Assistant Chief Air Staff, MMAD
Headquarters, Army Air Forces, Washington, D. C.

SUBJECT: Aviation Fuel, Grade 130, Specification AN-F-27.

Reference: (a) Asst. C/AS, MMAD, ltr. of 22 Oct. 1943.

1. In reply to reference (a), the Navy is willing to approve the unrestricted use of AN-F-27 fuel for continental United States use without delay. The delivery of such fuel to engine manufacturers, however, should be avoided.

2. The use of AN-F-27 fuel for offshore delivery is not approved at this time, however, for the following reasons:

(a) Without further changes in the existing AN-F-27 specification the realizeable gain by the use of this fuel is 840,000 barrels per month, whereas the restriction to continental use permits a gain of approximately 150,000 barrels, or approximately one-fifth of the total possible increase.

(b) Present test data from the National Advisory Committee for Aeronautics, Aeronautical Engine Laboratory, Allison, Pratt & Whitney Aircraft, and fuel companies under contract to the Army Air Forces and the Navy, indicate AN-F-27 fuel to be markedly temperature sensitive. Any increase in carburetor air temperature, mixture temperature, or cylinder temperature will materially reduce available power for normal rated or cruise conditions. Such a result would impair long range high power cruise conditions to a serious degree in patrol airplane operations. British results are similar. It should be noted further that AN-F-28 fuel is rated 100-130, whereas AN-F-27 is 98-130.

(c) Accelerated desert storage tests, made at the request of Army Air [illegible] and Bureau of Aeronautics, show marked deterioration of AN-F-27 fuel, with gum formation beyond presently acceptable limits. Water solubility tests strongly indicate trouble may be expected on overwater storage on carriers. Mixture of AN-F-27 and AN-F-28 fuels may be expected to give trouble.

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SUBJECT: Aviation Fuel, Grade 130, Specification AN-F-27.

(d) The British Ministry of Aircraft Production have indicated to the Bureau that, while they will approve the use of AN-F-27 fuel for use in Great Britian where this fuel can be definitely segregated, they do not intend, at present, to approve its use for Africa, Australia, or other overseas areas.

(e) Current tests indicate the possibility of fuel improvement in other ways before fuel shortages may be expected to become so critical that curtailment of military operations becomes inevitable. There is a considerable backlog of fuel in storage, particularly in the European area.

(f) Requirements for fuel for consumption within the continental limits are greater than the supply of this fuel at present and will continue so for some months and there is no present need for accepting the hazard of the use of this fuel in combat areas.

3. The Bureau is continuing its tests of AN-F-27 and other fuels at the highest priority and any changes in the situation outlined in paragraph 2 above will be communicated to the Army Air Forces immediately. Furthermore, if an adherence to this policy can be demonstrated to result in curtailment of combat operations, further consideration will be given to the use of AN-F-27 fuel for offshore shipment.

/s/ RALPH DAVISON
RALPH DAVISON
Rear Admiral, U.S.N.
Assistant Chief of Bureau

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BRITISH AIR COMMISSION
1785 Massachusetts Ave.
Washington, D. C.

S14-72/168/TBR

December 1st, 1943.

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DOD ltrs.
8 Jan. & 20 June 1974
By: [illegible], LC; Date 3/9/77

DECLASSIFIED
JCS Memo
2 Jan. 1975
By: [illegible], LC; Date 3/9/77

War Department
Headquarters of the Army Air Forces
Washington, D. C.

Attention: D. G. Lingle
Colonel, Air Corps
Chief, Aviation Petroleum Branch

Subject: Use of Xylidine in Aviation Gasoline.

Confirming telephone conversation with Lieut. Colonel Plummer and further to my letter of November 24th, Reference S14-72/168/TBR, I quote below from a cable received this morning from the Ministry of Aircraft Production. I should be glad to discuss this with you at your convenience.

"We agree that stability problem is now sufficiently covered to allow acceptance of fuel containing 1% C-S by R.A.F. We are hopeful that AN-F-27 plus 5.5 CCS, and having a minimum 1-C octane number of 99 will be acceptable. However, it must be stressed that our final acceptance depends on the outcome of further main engine tests at Bristol now being arranged. In view of above and particularly of the present increased interest in 150 grade, we feel that a shut-down in C-S production is to be avoided."

/s/ T.B. RENDEL
T. B. Rendel

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DOD Dir. 5 Apr. & 30 June 1954
By Alwin NCI Date 10/15/75

11 December 1943

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TESTS OF AVIATION FUELS CONTAINING 2% XYLIDINE

Conclusions

1. Flight Service Tests of Xylidine Fuel

   a. Special flight tests on xylidine fuel composed of 80% 100/130 plus 10% 91 plus 2% xylidine (AAF School of Applied Testing) — Satisfactory Operation experienced at all times - all combat types - 3885 engine hours total.

   b. Blending use of approximately 740,000 bbls. of xylidine fuel AN-F-27 - estimated 820,000 engine hours (AAF) — Satisfactory Operation. No operating difficulties reported traceable to xylidine.

   c. Special flight tests on xylidine fuel AN-F-27 - (Navy Department) — Last verbal report to AAF - Satisfactory Operation.

2. Flight Engineering Tests on Xylidine Fuels (AAF) — 98/130 C-6 (A N-F-27) and 100/130 (AN-F-28) may be used interchangeable in current AAF military aircraft under current operating conditions.

3. Engine Endurance Tests (AAF) — Fuels containing 2% xylidine satisfactory.

4. Corrosion — No corrosion due to xylidine revealed by inspections of engines used in endurance tests and flight operation.

5. Laboratory Full-Scale Single Cylinder Anti-Knock tests. (AAF - NACA - other organizations) — Xylidine is an effective anti-knock additive. 98/130 C-6 (AN-F-27 equal to 100/130 AN-F-28 except under extreme cruising conditions not employed by AAF. Open to question for certain cruising conditions in resolution NACA, Fuels and Lubricants Subcommittee 3 December 1943.)

6. Storage Stability of xylidine fuels (Coordinating Research Council Additives Subcommittee - AAF - gasoline manufacturers.

   a. Lead precipitation — 2% xylidine in fuel is adequate inhibitor against lead precipitation.

   b. Gum — Report of Additives Committee CRC 28 November 1943 - After 42 months of accelerated tests including desert storage tests under most severe conditions

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|---|---|---|
| 6. | Sediment | contained "gum formation should not present any serious problem". |
| | a. Color | Change in color from green to greenish brown may occur with prolonged storage. |
| 7. | Suitability of Aqua Storage Systems (NACA - AAF) | Satisfactory for xylidine fuels. |
| 8. | Lubricating Oil | |
| | a. Effect of xylidine on corrosiveness of engine oil (NACA) | Negligible. |
| | b. Effect of xylidine on load carrying capacity of engine oil. (NACA) | No significant effect. |
| | c. Effect of xylidine on stability of engine oil. (NACA) | Improved by small amounts of xylidine. |
| | d. Effect of 3% xylidine in fuel and .5% in oil on ring wear piston deposits and ring sticking. (NACA) | No measurable effect on ring wear and piston deposits. Possible indication that ring sticking tendency be increased at very low temperatures. |
| | e. Effect of xylidine on frictional characteristics of engine oil. (Bureau of Standards) | No significant effect. |
| 9. | Effect of Xylidine on Water Tolerance of Gasoline. | No appreciable effect. Conforms to AN Specifications for all grades of aviation fuels. |
| 10. | Low Temperature Solubility (freezing point) of Xylidine in Aviation Gasoline. (NACA - gasoline manufacturers) | 1% xylidine fuel meet Army-Navy Specification. (-76°F) |
| 11. | Volatility and Distribution Among Cylinders. (NACA - AAF) | There is a theoretical possibility of poorer distribution of xylidine fuels at low air temperature compared with 100/130. Flight tests to date not conclusive. |

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| 12. Reactions between TEL fluid and xylidine in Gasoline. (Ethyl Corporation) | Little if any reaction in concentration of less than 10% xylidine in the fuel. |
| 13. Toxicity and Health Hazards of Gasoline Containing 2% xylidine (U.S. Institute of Public Health) | No greater hazard than gasoline containing TEL. Existing instructions for handling leaded fuel adequate for 2% xylidine fuel. |
| 14. Effects of fuel containing 2% xylidine on fuel tank linings and fuel hose. | No detrimental effects on fuel tank linings and fuel line hose that will withstand aromatic fuels. |

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

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DOD ltrs.
8 Jan. & 30 June 1974
By [illegible] LC, Date 10/18/76

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

AFRAD/E
12 December 1943

File
NC

MEMORANDUM FOR GENERAL GILES:

Subject: Increased fuel for P-47.

1. Two methods of increasing the fuel capacity of the P-47 have been developed by our engineers and are to be tested at Eglin Field in the near future:

a. Wing stubs, to be inserted next to the fuselage, incorporating an additional tankage of 110 gallons.

b. Increased capacity in main tank, obtained by a redesign of the fuselage to raise the floor of the cockpit and relocate certain equipment.

2. The method developed by the Fifth Air Force will be investigated for comparison with the above methods.

3. The effect of these changes on the performance of the airplane cannot be determined until the tests have been run, but it is expected that there will be an adverse effect on climb and maneuverability. It is doubtful if the Eighth Air Force will accept this loss in performance and since the bulk of our P-47 production goes to that theater, we will probably not incorporate these changes in the production line.

4. Tests on oil consumption and the necessity for increasing the oil capacity with the increase in fuel capacity will be conducted at Eglin in connection with this program.

5. In view of the above, it is recommended that we defer our request for comments from the Eighth Air Force until we are able to quote performance figures.

William T. McKee
WILLIAM T. MCKEE
Colonel, Air Corps
Deputy Asst Chief of Air Staff
Operations, Commitments and Requirements

Air AS 463.7 (290)

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

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Air AS 463.7 (290)

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DOD Dir.
Date: 10/18/76

One Hundred Octane Gas Situation.

Deputy Chief of Air Staff. 10 Dec. 1943.

Assistant Chief of Air Staff, Training. 1

FLC:ala/72554

Attached is Memorandum prepared for your signature with reference to One Hundred Octane Gas Situation for the month of November 1943.

1 Incl.
Memo. same date.

ROBERT W. HARPER,
Brigadier General, U. S. Army,
Assistant Chief of Air Staff, Training.

AAS 463.7

289

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12/13/43

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DOD Dir.
8 Jan. & 30 June 1974
By [illegible] S.C. Date 10/15/76

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AFACT-5

10 December, 1943.

MEMORANDUM FOR: Under Secretary of War.

SUBJECT: One Hundred Octane Gas Situation.

In reply to your memorandum of 29 May 1943 for Mr. Madigan, there is listed below a table showing the effects of the shortage of one hundred octane gasoline upon the Training Program of the Air Forces and Commands for the month of November 1943, together with a forecast for December:

One Hundred Octane Gas: Situation For Month of November:

| Air Forces and Commands | No. Flying Hours Lost | No. of Trainees Lost | No. Crews (OTU + RTU Lost) | No. Missions Incompleted |
|---|---|---|---|---|
| 1st Air Force | None | None | None | None |
| 2nd Air Force | 56 | 3 | .3 | 21 |
| 3rd Air Force | 17,042 | 130 | 160 | 9264 |
| 4th Air Force | None | None | None | None |
| Training Command | None | None | - | * |
| Troop Carrier Command | None | None | | None |
| Air Transport Command | None | None | None | None |

*Training Command reports that some training curtailed as follows: Certain high altitude missions, maximum gross load take-offs, and ten-hour cross country flights. However, it is believed that if One Hundred Octane Gas is unavailable and Ninety-one Octane could be substituted in lieu thereof, the existing situation might be well overcome.

December Outlook

1st Air Force - Favorable
2nd Air Force - Favorable
3rd Air Force - Favorable
4th Air Force - Favorable

Training Command - Slightly more favorable.
Troop Carrier Command - Unfavorable**
Air Transport Command - Favorable

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**Troop Carrier Command requested total allotment of 1,802,934 gallons of One Hundred and Thirty Octane Gas, and were actually allotted 1,700,000.

For the Commanding General, Army Air Forces:

Signed

N. E. Hall,
Brigadier General, U. S. Army,
Deputy Chief of Air Staff.

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13 DEC 1944
AMD

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DOD ltrs.
8 Jan. & 30 June 1974
By AMC/CC LC Date 10/18/76

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AFACT-4

8 November 1943

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Gasoline

I. Discussion

1. The diary entry of 1 November 1943, relating to gasoline for training, dealt primarily with the shortage for Troop Carrier.

2. On 2 November 1943 this office discussed the need for additional gasoline with the Assistant Chief of Air Staff, Aviation Petroleum Branch (Colonel Lingle). It was agreed at this meeting that Troop Carrier would conduct its training at full scale for the first part of November and submit a new estimate of requirements on 15 November. Colonel Lingle indicated that if this did not exceed a total, for the month, of 1,200,000 gallons of 130 grade and 2,600,000 gallons of 91 Octane the requirements would be met.

3. The necessary information is being obtained and will be furnished the Petroleum Branch. This office will follow the matter closely.

II. Action recommended
None at this time.

ROBERT W. HARPER
Brigadier General, U. S. Army
Assistant Chief of Air Staff, Training

AFACT

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8 Jan. & 26 June 1974
By [illegible] LC Date 10/12/76

100 Octane Gas Situation

Deputy Chief of Air Staff

AC/AS, Training

DECLASSIFIED

10 Nov. 1943

1

[illegible]/[illegible]

Attached is Memorandum prepared for your signature with reference to 100 Octane Gas Situation.

1 Encl.
Memo.

ROBERT W. HARPER,
Brigadier General, U.S. Army,
Assistant Chief of Air Staff,
Training.

463.7 (286)

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8 Jan. & 20 June 1974
By: [illegible] LC. Date 10/18/76

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8 November 1943

MEMORANDUM FOR: General H. H. Arnold

SUBJECT: Revised Estimates for 100 Octane Fuel

1. Suggested draft of reply to Admiral Horne's letter of 29 October is attached.

2. Revised estimates for 100 octane fuel which are attached are based upon information obtained from O. C. and R and Statistical Control for the current 273 Group Program.

3. It will be noted that there is only a slight reduction in Army Air Forces requirements from those submitted in the interim report dated 23 July 1943 covering Army Air Forces requirements from July through December, 1944.

D. G. LINGLE
Colonel, Air Corps
Chief, Aviation Petroleum Branch

3 Incls:
Incl No. 1 - Draft of reply
Incl No. 2 - Revised Estimates
Incl No. 3 - Estimates included in Interim Report

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8 Jan. & 20 June 1974
By: [illegible] LC. Date 3/9/77

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DOD ltrs.
6 Jan. & 20 June 1974
By: AS/CC LC. Date: 10/18/76

Allotments of Aviation Fuel - Domestic Stations

AC/AS, Plans
Attn: General Jamison
Deputy Chief of Air Staff

22 Oct 43

3

ESP/eva/6371

General Giles wants Ad Hoc to get going on a reserve in United States — Cut British, if necessary.

Dispatched
22 OCT 1943
AGS

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

Incl n/c

AS 463.7

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a 10/22/42

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DOD ltr.
8 Jan. & 20 June 1974
By AWC LC Date 10/18/76

(AFAGT-5)
[illegible]
From [illegible]

20 October 1943

MEMORANDUM FOR: Under Secretary of War

SUBJECT: 100 Octane Gas Situation

In reply to your memorandum of 20 May for Mr. Hodgson, there is listed below a table showing the effects of the shortage of 100 octane gasoline upon the training program of the Air Forces and Commands for the month of September, together with a forecast for the month of October:

100 OCTANE GAS — SITUATION FOR MONTH OF SEPT.

| Air Forces and Commands | No. Flying Hours Lost | No. of Trainees Lost | No. Crews (OTU + RTU Lost) | No. Missions Incomplete |
|---|---|---|---|---|
| 1st Air Force | None | None | None | None |
| 2nd Air Force | [illegible] | 65 | 6.5 | [illegible] |
| 3rd Air Force | None | None | None | None |
| 4th Air Force | None | None | None | None |
| Flying Training Command | None | None | None | None |
| Troop Carrier Command | [illegible] | None | None | None |
| Air Transport Command | None | None | None | None |

October Outlook

1st Air Force - Unfavorable
2nd Air Force - Unfavorable
3rd Air Force - Unfavorable
4th Air Force - Favorable

Flying Training Command - Unfavorable
Troop Carrier Command - Unfavorable
Air Transport Command - Favorable

Unfavorable for October, due to curtailed allotment.

For the Commanding General, Army Air Forces:

Col M A Libby
for [illegible]
Brigadier General, U.S. Army,
Deputy Chief of Air Staff.

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10/20/43

Dispatched
20 OCT 1943
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Air As 463.7 (283)

AAG 463.7

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8 Jan. & 20 June 197[illegible]
By [illegible] Lc. Dt. 10/18/76

30 September 1943

MEMORANDUM FOR Mr. Robert P. Patterson,
The Under Secretary of War.

In an attempt to "buck up" the petroleum industry and get production of more aviation gasoline, it is suggested that a letter be written to Mr. Ickes, similar to the draft attached, for your signature and for the signature of Mr. Forrestal.

For the Commanding General, Army Air Forces:

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

Incls:
#1- Draft of ltr to Mr. Ickes.
#2- Cy ltr to Mr. Davies frm Mr. Patterson, 9-13-43.
#3- Cy ltr to Mr. Patterson frm Mr. Davies, 9-25-43.

File
JSK
10/3/43

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3 OCT 1943
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DOD Rts.
8 Jan. & 30 June 1974
By: [illegible] LC Date: 10/18/76

100 Octane Gas Situation

Deputy Chief of the Air Staff

Assistant Chief of Air Staff, Training.

27 Sept. 1943

1

WDMtsmh 72554

Attached is memorandum prepared for your signature with reference to 100 Octane Gas Situation.

ROBERT W. HARPER,
Brigadier General, U.S. Army,
Assistant Chief of Air Staff,
Training.

1 Att.

TO: Air Adjutant General

DATE 2 October 43

FROM: Deputy Chief of the Air Staff

COMMENT NO. 2
JRB/ee/73691

For dispatch.

J. R. BRENER
Major, Air Corps
Asst Secretary, Air Staff

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DOD Dir.
By [illegible] 10/18/76

30 AUG 1943

Air Vice-Marshal F. MacCosse Foster
Director of Administration and Finance
Royal Air Force Delegation
Box 772 Benjamin Franklin Station
Washington, D. C.

Dear Foster:

I have your letter of the 26th and assume that you have been informed of the adjustments made by the Munitions Assignment Committee (Air) 27 August, by increasing the allocations of Grade 130 gasoline, for September lifting to the U.K., to 1,500,000 bbls.

Very drastic measures are being taken to conserve Grade 130 gasoline and the current allocations to the Army Air Forces will require all flying activities of the Air Forces and Commands in the U.S. to operate on about 50% Grade 130 and 50% Grade 91/96 if training schedules are met.

Due to the unavoidable loss of production in the Houston Area, and the drastic reductions in recommended allocations for the month of August, reductions in working stocks of Grade 130 in the U.S. were reduced to a dangerously low level of less than 300,000 bbls.

The desirability of building up reserves in the U.K. is appreciated and every effort will be made to build them up as rapidly as possible. However, the highest possible standards of training must be maintained. It is hoped, considering the current circumstances and in view of the U.K. stock position, that the allocations for September, by the Munitions Assignment Committee (Air) will be acceptable.

Sincerely yours,

Signed

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

Dispatched
30 AUG 1943
AAG

8-28-43
DGL:bv 79738

DBS-5

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DOD Ltr
8 Jan. & 20 June 1974
By: [illegible] LC Date 10/15/76

TO: General Giles

Date 28 Aug. 1943

FROM: Colonel D. G. Lingle

Comment No. 2

In accordance with request contained in Comment No. 1, attached is a draft of reply to Air Vice-Marshal F. MacNeece Foster's letter dated 26 August, for the signature of General Giles.

D. G. LINGLE,
Colonel, Air Corps,
Chief, Aviation Petroleum Branch.

Attach:
Ltr to Gen Giles
frm Air Vice-Marshal
Foster, 8-26-43, w/draft
of reply.

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8 Jan. & 20 Jan.
By: [illegible] Date: 10/18/76

100 Octane Gas Situation

21 Aug. 1943

Deputy Chief of the Air Staff

1

Assistant Chief of Air Staff, Training

PRN:amh

Attached is memorandum prepared for your signature with reference to 100 Octane Gas Situation.

ROBERT W. HARPER,
Brigadier General, U. S. Army,
Assistant Chief of Air Staff,
Training.

1 Att.

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8 Jan. & 20 Jan.
By AHC Date 10/18/76

Use of 91/96 Fuel

General Giles

13 Aug 1943

AC/AS, Operations, Commitments & Requirements

Col. Gross:ctp/3020 2

1. The Comment No. 1 from Colonel Lingle gives the information I believe you are most interested in getting. I believe the situation is being well handled. However, we must vigorously expedite the Xylidine program, which is now very actively underway, and continue to use 91/96. We can expect great opposition to that program to be exerted by the Ethyl Corporation of America, for 100 Octane fuel made by blending Xylidine with lower grade fuels will probably put the Ethyl Corporation of America out of business; but it will give us a very appreciable surplus over estimated world-wide consumption requirements, and thus put us on the safe side rather than on the short side, as we now find ourselves.

2. Comment No. 1, it should be noted, makes no reference to the acute shortage existing now, nor to that to be anticipated until November. In November, as a result of the use of Xylidine, we apparently "get out of the woods". However, in the meanwhile, strict economy on the use of 100 Octane must continue.

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

1 Incl:
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Concur:
Requirements Div. _____

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MEMORANDUM FOR: Chief of Air Staff.

SUBJECT: Xylidine.

1. Reference memorandum to Chief of Air Staff, same subject, dated 29 October 1943 and subsequent request for further information on present status of project on production and use of xylidine.

2. Materiel Command has approved world wide unrestricted use of xylidine blended fuel (AN-F-27), as stated in General Branshaw's memorandum of 20 October 1943 (Attachment 1).

3. Navy has approved only for continental United States use. Their objections to world wide use are presented in the memorandum dated 27 October 1943 from Bureau of Aeronautics (Attachment 2). It will be noted that beside certain technical points, reasoning is based on satisfactory gasoline supply position.

4. British have made no commitment. Last communication dated 10 November 1943, stated that test work (started June 1943) was not yet complete. (Attachment 3).

5. Production of xylidine and of xylidine blend gasoline, AN-F-27, to date is as follows:

| | Xylidine Produced | Xylidine Blended in AN-F-27 | AN-F-27 Gasoline Produced |
|---|---|---|---|
| August | 69 bbl/day | 47 bbl/day | 4,700 bbl/day |
| September | 118 | 82 | 8,200 |
| October | 174 | 115 | 11,500 |
| | Total to November 1 - | | 749,000 bbls |

Foregoing amounts of AN-F-27 gasoline have been used in special engine and flight tests and distributed to Army Air Forces fields for routine operations.

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Subject: Xylidine.

6. Full amount of estimated xylidine production can be blended into 130 Grade fuel to provide increased quantities of 98/130 grade (AN-F-27) only if world wide acceptance is made. Unrestricted acceptance by Army Air Forces does not allow use of full quantity because present practice provides joint stocks in world wide storage and common grade of aviation fuel for Army Air Forces, Navy and British. With xylidine usage confined to Continental United States blending is limited to about 500 barrels per day of xylidine which might ultimately be increased to 1,500 barrels per day. (This amount is determined by availability of Grade 130 gasoline for Continental United States consumption and by practical limitation on blending, storing, and distributing for United States use only).

7. Current estimates of xylidine production capacity and blending are as follows:

| | Xylidine Production Capacity | Xylidine Blended in Gasoline (Basis World Wide Acceptance) | Xylidine Blended in Gasoline (Basis Continental United States use only) |
|---|---|---|---|
| | 200 bbl/day | 200 bbl/day | 200 bbl/day |
| November | 1,000 | 500 | 350 |
| December | 2,500 | 2,000 | 350 |
| January 1944 | 4,000 | 2,000 | 350 |
| February | 4,000 | 4,000 | 500 |
| March | 4,000 | 4,000 | 500 |
| April | | | |

8. Original interest in xylidine included two broad possibilities.

a. To improve quality from Grade 130 to Grade 140.

b. To increase supplies of gasoline equivalent to Grade 130.

In view of the existing supply situation, work to date has been primarily directed at the latter objective.

9. Possible increased production of Grade 130 gasoline by use of xylidine must be presented on two different basis. When Specification AN-F-27 for xylidine blend was written, regular Grade 130 (Specification AN-F-28) permitted use of only 4.0 cc T.E.L./gal., since use of higher quantities of T.E.L. in combat grade gasoline was considered impractical.



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Subject: Xylidine.

Since then AN-F-28, Grade 130 has been revised to permit the use of 4.6 cc T.E.L. which has increased production by 65 - 7%. Original estimates of gain in production by use of xylidine were based on use of 4.0 cc T.E.L. in both AN-F-27 and AN-F-28 and to obtain this full increase over present production, it would be necessary to increase T.E.L. content of AN-F-27 from 4.0 cc to 4.6 cc/gal.

Possible Gain in Volume by Use of Xylidine

| Bbl/day Xylidine Used | Bbl/day AN-F-27 Made | Basic Same T.E.L. Content in AN-F-27 and AN-F-28 | Basic 4.6 cc T.E.L. in AN-F-28 and 4.0 cc in AN-F-27 |
|---|---|---|---|
| 500 - 1,500 | 50,000 - 150,000 | 7,500 - 22,500 | 3,700 - 11,100 |
| 4,000 | 400,000 | 60,000 | 30,000 |

10. It can be noted from Attachments 1 - 3 that some question has arisen as to stability of gasoline containing xylidine. Preliminary and service tests by Material Command, National Advisory Committee for Aeronautics and other agencies indicated satisfactory stability. Actual desert storage test results (equivalent to one years desert storage in drums) which have recently become available indicated slight increase in gum content and a color change from the original green to a greenish brown. However, the Material Command, Army Air Forces in the attached letter, has concluded that "these deviations do not endanger the operations of the Army Air Forces engines". Improvements in stability are expected promptly from work actively in progress.

11. The general situation in regard to future supplies and requirements may be summarized as follows:

a. Based on Petroleum Administration for War's October forecast of completion of plant facilities, on use of AN-F-27 in Continental United States only and on continued use of 4.6 cc's T.E.L. in AN-F-28, the total production of AN-F-27 and AN-F-28 will equal Grade 130 allocation requirements in about March 1944.

b. Based on world-wide use of AN-F-27, xylidine blend (4.0 cc's T.E.L.) and upon Petroleum Administration for War's estimate of completion of basic facilities, total production of AN-F-27 and AN-F-28 will equal grade 130 allocation requirements in about February 1944.

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Subject: Xylidine.

c. As production approaches allocation requirements, it will be possible either:

(1) to divert current United States operation of aircraft requiring Grade 130 but now operating on 91 octane back to 130 Grade, or

(2) to start increasing reserves in operational theatres.

d. When production exceeds requirements for allocation, it will become possible to restore Grade 130 to all aircraft which require it and to increase reserves in operation theatres simultaneously.

e. When it is desired to increase quality of combat grade gasoline, a sacrifice in quantity of production will be incurred, the magnitude of which will depend on the degree of quality increases.

12. The advantages for world wide use of AN-F-27, xylidine blend, must be considered in the light of the urgency for:

a. Returning to Grade 130 gasoline all aircraft requiring it but now operating in the United States on 91 octane.

b. Moving up the date at which building up of operational theatre reserves is begun.

c. Increasing the rate of building up operational theatre reserves.

d. Increasing combat fuel quality.

13. Allocation requirements referred to in foregoing are requirements for consumption only, with no provision for building reserves. Until decision is reached on Case Munitions Board Washington (Air) Case 158, date and amount of desired build-up of operational theatre reserves is not known.

14. The prompt world wide use of AN-F-27, xylidine blend, will speed up all of the foregoing actions or possibilities. It should be further noted that all present production estimates are based on Petroleum Administration' for War's October 1943 estimates of completion of facilities, but that no such estimates made by Petroleum Administration for War within the last year have been realized. World wide use of AN-F-27, xylidine blend, would provide a safety factory against further delays in completion of basic facilities.

File
a 15 May 44

Incls - 3
ltr fr Gen. Branshaw
ltr fr Navy
ltr fr British

Sgnd
Col Lingle

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DOD Dir.
By AirFoe Lt.C. Date 10/18/76

ARMY AIR FORCES
HEADQUARTERS OF THE MATERIEL COMMAND

Wright Field, Dayton, Ohio
29 October 1945

Subject: Xylidine Blended Fuels.

To: Commanding General, Army Air Forces,
Asst. Chief of Air Staff,
Materiel, Maintenance and Distribution
Washington, D. C.

1. Mr. M. J. Madigan, Special Assistant to the Under Secretary of War, telephoned to obtain the recommendations of this Command concerning Xylidine blended fuels for aeronautical use. This letter will confirm the recommendations transmitted to Brigadier General B. E. Meyers by telephone on 19 October 1945.

2. Based upon flight tests of Xylidine blended fuels in various combat airplanes over a period of four to five months in the southern part of the United States in which more than 1,000,000 gallons of these special fuels have been used, it is the opinion of the Materiel Command that Xylidine blended fuel conforming to Specification AN-F-27 dated 18 October 1945 is reasonably safe for unlimited operation. Some of the "production" Xylidine blends have not been as good as some of the "experimental" blends tried out in the early stages of our investigation. Their gum content has been somewhat higher and their color stability has not been all that is desired. However, so far as can be determined from extensive tests to date, these deviations do not endanger the operations of Army Air Force engines. There is a possibility that over long periods of operation between overhauls, for example Air Transport Command operations, the slightly excessive gum content may cause some ring sticking, but this is not normally dangerous if detected in a reasonable time. Ring sticking should not be a problem in combat engines, for these engines seldom operate the 400 to 500 or more hours between overhauls. The color stabilization problem will not affect the usability of the fuel except from an identification standpoint. Furthermore tests are being conducted with new inhibitors developed for the purpose of stabilizing the proper color, and this development stands a good chance of having an early success.

3. Our Engineering Division plans to continue its test program on these fuels. However, if these blended fuels are necessary to expand our military operations, it is the recommendation of this Command that Xylidine blended fuels to Specification AN-F-27 dated 18 October 1945 be utilized in the quantities necessary. We believe they are safe for unlimited operations.

4. It is understood that neither the Bureau of Aeronautics nor the British have committed themselves to the use of these fuels. Further it is



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AGAS/[illegible]
20 October 1943.



understood that Colonel Lingle is running certain service tests with Xylidine blends in the Eighth Air Force. It is recommended that you transmit our recommendations to the Under Secretary of War with reference to this matter, and coordinate them with other interested agencies.

/s/ CHAS. E. BRANSHAW
CHAS. E. BRANSHAW
Major General, U.S.A.,
Commanding

cc - Gen. Carroll
Gen. Frank, ASC
Col. Lingle

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DOD ltrs
8 Jan. & 20 June 1975
By [illegible] LC. Date 10/18/76

NAVY DEPARTMENT
BUREAU OF AERONAUTICS
Washington 25, D. C.

Aer-E-4-5BS
JJ701

27 Oct 1942

From: The Chief of the Bureau of Aeronautics.
To : Assistant Chief Air Staff, M&D
Headquarters, Army Air Forces, Washington, D. C.

SUBJECT: Aviation Fuel, Grade 130, Specification AN-F-27.

Reference: (a) Asst. C/AS, M&D, ltr. of 22 Oct. 1942.

1. In reply to reference (a), the Navy is willing to approve the unrestricted use of AN-F-27 fuel for continental United States use without delay. The delivery of such fuel to engine manufacturers, however, should be avoided.

2. The use of AN-F-27 fuel for offshore delivery is not approved at this time, however, for the following reasons:

(a) Without further changes in the existing AN-F-27 specification the realizeable gain by the use of this fuel is 840,000 barrels per month, whereas the restriction to continental use permits a gain of approximately 150,000 barrels, or approximately one-fifth of the total possible increase.

(b) Present test data from the National Advisory Committee for Aeronautics, Aeronautical Engine Laboratory, Allison, Pratt & Whitney Aircraft, and fuel companies under contract to the Army Air Forces and the Navy, indicate AN-F-27 fuel to be markedly temperature sensitive. Any increase in carburetor air temperature, mixture temperature, or cylinder temperature will materially reduce available power for normal rated or cruise conditions. Such a result would impair long range high power cruise conditions to a serious degree in patrol airplane operations. British results are similar. It should be noted further that AN-F-28 fuel is rated 100-130, whereas AN-F-27 is 98-130.

(c) Accelerated desert storage tests, made at the request of Army Air Forces and Bureau of Aeronautics, show marked deterioration of AN-F-27 fuel, with gum formation beyond presently acceptable limits. Water solubility tests strongly indicate trouble may be expected on overwater storage on carriers. Mixtures of AN-F-27 and AN-F-28 fuels may be expected to give trouble.

(d) The British Ministry of Aircraft Production have indicated to the bureau that, while they will approve the use of AN-F-27 fuel for use in Great Britian where this fuel

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SUBJECT: Aviation Fuel, Grade 130, Specification AN-F-27.

can be definitely segregated, they do not intend, at present, to approve its use for Africa, Australia, or other overseas areas.

(c) Current tests indicate the possibility of fuel improvement in other ways before fuel shortages may be expected to become so critical that curtailment of military operations becomes inevitable. There is a considerable backlog of fuel in storage, particularly in the European area.

(d) Requirements for fuel for consumption within the continental limits are greater than the supply of this fuel at present and will continue so for some months and there is no present need for accepting the hazard of the use of this fuel in combat areas.

3. The Bureau is continuing its tests of AN-F-27 and other fuels at the highest priority and any changes in the situation outlined in paragraph 2 above will be communicated to the Army Air Forces immediately. Furthermore, if an adherence to this policy can be demonstrated to result in a curtailment of combat operations, further consideration will be given to the use of AN-F-27 fuel for offshore shipment.

/s/ RALPH DAVISON
RALPH DAVISON
Rear Admiral, U.S.N.
Assistant Chief of Bureau

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BRITISH AIR COMMISSION
1785 Massachusetts Avenue
Washington, D. C.

Telephone Hobart 8000

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JCS Memo
3 Jan. 1975
By alrc; Date 4-30-76

Please Quote

Reference No 816-72/8560/TBR

November 10th, 1943.

War Department,
Headquarters of the Army Air Forces,
Washington, D.C.

Attention: D. G. Lingle,
Colonel, Air Corps,
Aviation Petroleum Branch.

Subject: Use of Xylidine in Aviation Gasoline

With reference to your letter of October 16th regarding the above subject, it is regretted that no reply has been received to our cables to the United Kingdom asking for a decision as to the unrestricted use of CS blends as previously discussed.

The main points still outstanding are as follows:

(a) If it is accepted that C.S. fuels that are co-mingled are definitely unstable when blended with AN-F-28 fuels then some segregation of stocks will have to be planned particularly if co-mingling for considerable periods is contemplated.

(b) The weak mixture knock rating of 98 LC may be too low for satisfactory use under severe weak mixture cruising conditions such as occur in the Hercules engines in Stirling aircraft. Up until recently indications have been that the LC method is unnecessarily severe in this respect, but later data has tended to indicate a 98 LC octane number may in fact be too low and we feel this point should be fully cleared up by tests in England before a decision for unrestricted use be given.

The importance of arriving at a decision at the earliest possible date is fully appreciated and Dr. Ridler who has now returned to the United Kingdom is fully aware of all the points to be considered and it is hoped that information will be received from the United Kingdom in the near future.

/s/ T. B. RENDEL
T. B. Rendel

CC Lieut Cmdr. Lamb
Mr. W. W. White
Mr. C. S. Snodgrass
Mr. Stanley Leigh

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DOD Ltr.
8 Jan. & 20 June 1974
By [illegible] LC Date 10/19/76

MEMORANDUM FOR GENERAL H. H. ARNOLD

Subject: High Octane Gasoline Position

1. In compliance with your instructions, there follows a brief statement on the present situation concerning 100 Octane gasoline:

a. Estimated production versus estimated requirements for Grade 130 aviation gasoline shows that production will not meet requirements until the first of next year and then with no margin of safety. The following table, which was prepared for General Echols by Colonel Lingle, bears out this statement. The critical period is the next six months; the shortages are greatest during the next three months.

| | Production Estimate as of June 1943 by Petroleum Administrator | United Nations World Wide Requirements | Short | Over |
|---|---|---|---|---|
| | | BARRELS PER DAY | | |
| 1943 | | | | |
| June | 204,643 | 272,842 | 68,199 | |
| July | 211,252 | 296,974 | 85,722 | |
| August | 222,673 | 315,339 | 92,666 | |
| September | 255,895 | 333,198 | 77,303 | |
| October | 295,381 | 351,003 | 55,622 | |
| November | 321,095 | 359,680 | 38,585 | |
| December | 362,027 | 389,248 | 27,221 | |
| 1944 | | | | |
| January | 404,907 | 414,905 | 9,998 | |
| February | 428,240 | 424,724 | | 3,516 |
| March | 433,662 | 434,541 | 879 | |
| April | 436,901 | 440,392 | 3,491 | |
| May | 443,918 | 441,168 | | 2,750 |
| June | 455,154 | 441,806 | | 13,348 |

b. In order to correct this situation as much as possible at this late date, the following action should be taken:

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SUBJECT: High Octane Gasoline Position (Continued)

(1) Make maximum use of 91 Octane gasoline. Instructions have already been issued in this regard to CTU'S and RTU'S and strict enforcement is necessary. Extension of use of 91 Octane in training activities in Hawaii and the Caribbean should be carefully considered also. Most of our training in this country can use 91 gas on B-17, P-47, P-38 and other types when operating with low manifold pressures.

(2) Use Xylidine Blended Fuel as extensively as production of Xylidine permits. This fuel has been tested at Wright Field with satisfactory results and is now being tested at Orlando. The first two weeks of test at Orlando indicate that the fuel is a suitable substitute for 100 Octane gasoline. The blend consists of 1% Xylidine, 19% 91 Octane and 80% 100 Octane (Grade 130) and produces a fuel equivalent to 130 Grade. This is equivalent to something more than a 20% increase in the supply of 100 Octane, as it permits the use of some of the productive capacity of 91 Octane plants, as well as "stretching" the 100 Octane supply. If used world wide, the shortages indicated in the table above would be made up early in November this year rather than at the first of 1944. Production of Xylidine is just now getting underway.

(3) Pressure should be brought to bear to expedite the completion of 100 Octane gasoline plants. The synthetic rubber program has interferred in obtaining machinery for these.

2. Shortages in 100 Octane gasoline appear to have been caused by the following:

a. Estimates of requirements made by Joint Committees and Boards in the past have lagged behind estimates of airplane production. In other words, estimates were always too low, with the result that decision to provide increased productive capacity was always late (see attached memorandum which contains a chronological record of various estimates submitted since June, 1940, and action taken in relation thereto).

b. The rubber program has been given precedence over the 100 Octane gasoline program, thus retarding completion of refineries.

c. In general, the Petroleum Administrator for War has overestimated future productive capacity.

File
8/11/43

BARNEY M. GILES
Major General, U. S. A.
Assistant Chief of Air Staff
Operations, Commitments and Requirements

1 Incl:
#1 - Memo dtd 4/30/43
Requirements for Aviation Gasoline

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DOD Ltr.
8 Jan. & 30 June 1974
By [illegible] LC. Date 10/18/76

AFACT-5
WDM:als

2 August, 1943.

MEMORANDUM FOR: Under Secretary of War.

Subject: 100 Octane Gas Situation.

In reply to your memorandum of 29 May for Mr. Madigan, there is listed below a table showing the effects of the shortage of 100 octane gasoline upon the training program of the Air Forces and Commands for the month of June, together with a forecast for July:

100 OCTANE GAS: SITUATION FOR MONTH OF JUNE

| Air Forces and Commands | No. Flying Hours Lost | No. of Trainees Lost | No. Crews (OTU + RTU Lost) | No. Missions Incompleted |
|---|---|---|---|---|
| 1st Air Force | None | None | None | None |
| 2nd Air Force | 1166 | 65 | 6 | 364 |
| 3rd Air Force | 3406 | 10* | 74 | 1449 |
| 4th Air Force | None | None | None | None |
| Flying Training Command | 7641 | 72 | — | — |
| Troop Carrier Command | 382 | — | — | 65 |
| Air Transport Command | 20 | — | 1 | — |
| Anti-Submarine Command | None | None | None | None |

July Outlook:

| | |
|---|---|
| 1st Air Force | Favorable |
| 2nd Air Force | Definitely unfavorable |
| 3rd Air Force | Favorable |
| 4th Air Force | Favorable |
| Flying Training Com. | Favorable |
| Troop Carrier Com. | Unfavorable (No improvement expected) |
| Air Transport Com. | Favorable |
| Anti-Submarine Com. | Favorable |

*Fighter crews.

For the Commanding General, Army Air Forces:

Signed

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

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4 AUG 1943
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THE AERONAUTICAL BOARD

WASHINGTON

SECRETARY
Room 4040
Navy Department Building

A.B.No. 530
(Case No. 175)
[redacted]

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8 Jan. & 20 June 1974
By: LC; Date:

12 June 1943

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DOD ltrs.
8 Jan. & 20 June 1974
By: LC; Date: 8/4/77

From: Secretary Aeronautical Board
To: Chief of Air Staff.

SUBJECT: Report on Long Range Requirements and Theater Requirements for Aviation Fuels and Lubricating Oils. Ratio of Lubricating Oil to Aviation Gasoline.

Reference: (a) Aeronautical Board confidential memorandum A.B.No. 530 (Case No. 164) dated 26 October 1942.

A copy of reference (a) was furnished you in October last. By direction of the Aeronautical Board I enclose herewith a copy of the Board's action of 11 June 1943, amending paragraph 2-(d) thereof to establish a factor of 3 per cent of aviation gasoline requirements, or gasoline production, depending upon which is the higher, as the basis for estimating future aviation lubricating oil requirements, to supersede the 5 per cent factor previously established.

JUN 14 '43 AM

Jarvis Butler
JARVIS BUTLER.

RECEIVED
Air Adjutant General

Copies 9 and 10 enclosed.

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SECRETARY
Room 4E
Navy Department Building
LDB

A.B.No. 530
(Case No. 175)
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THE AERONAUTICAL BOARD
WASHINGTON

11 June, 1943

DECLASSIFIED
DOD ltrs.
8 Jan & 20 June 1974
By: J.C. Date 8/9/77

MEMORANDUM:

SUBJECT: Report on Long Range Requirements and Theater Requirements for Aviation Fuels and Lubricating Oils. Ratio of Lubricating Oil to Aviation Gasoline.

Reference: (a) Aeronautical Board confidential memorandum A.B.No. 530 (Case No. 164) dated 26 October, 1942.

The Aeronautical Board has reviewed the requirements for aviation engine lubricating oil for the purpose of revising the relative ratio of aviation oil to gasoline requirements as established by reference (a). Analysis of the latest available data indicates that a ratio of 3% of the total estimated requirements for aviation gasoline is adequate to cover the relative requirements for aviation engine lubricating oil.

2. Accordingly, the Aeronautical Board has agreed upon modification of paragraph 2 (d) of reference (a), establishing a ratio of 5%, to read as follows:

"(d) That aviation lubricating oils to meet the recommended program for aviation fuel be planned upon the basis of 3% of aviation gasoline requirements, or gasoline production, depending upon which is the higher."

Jarvis Butler

JARVIS BUTLER
Secretary.

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SECRETARY
NAVY DEPARTMENT BUILDING

LIB

A.B.No. 530
(Case No. 175)
CONFIDENTIAL

# THE AERONAUTICAL BOARD

WASHINGTON

11 June, 1943

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By LC; Date 8-19-77

MEMORANDUM:

SUBJECT: Report on Long Range Requirements and Theater Requirements for Aviation Fuels and Lubricating Oils. Ratio of Lubricating Oil to Aviation Gasoline.

Reference: (a) Aeronautical Board confidential memorandum A.B.No. 530 (Case No. 164) dated 26 October, 1942.

The Aeronautical Board has reviewed the requirements for aviation engine lubricating oil for the purpose of revising the relative ratio of aviation oil to gasoline requirements as established by reference (a). Analysis of the latest available data indicates that a ratio of 3% of the total estimated requirements for aviation gasoline is adequate to cover the relative requirements for aviation engine lubricating oil.

2. Accordingly, the Aeronautical Board has agreed upon modification of paragraph 2 (d) of reference (a), establishing a ratio of 5%, to read as follows:

"(d) That aviation lubricating oils to meet the recommended program for aviation fuel be planned upon the basis of 3% of aviation gasoline requirements, or gasoline production, depending upon which is the higher."

Jarvis Butler

JARVIS BUTLER
Secretary.

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June 10, 1943.

MEMORANDUM FOR THE UNDER SECRETARY OF WAR:
ATTENTION: E. R. Haig, Secretary to
Mr. Madigan.

SUBJECT: 100 Octane Gasoline Situation.

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DOD ltrs.
8 Jan. & 26 June 1974
ILC; Date 4/6/97

In compliance with your request of May 31, 1943, addressed to Brigadier General William E. Hall, Deputy Chief of the Air Staff, the attached data requested by the Under Secretary of War in his memorandum for Mr. Madigan dated May 29, 1943, is furnished.

Dispatched
10 JUN 1943
AAG

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

Atts: Memo for Mr. Madigan
fm. Mr. Patterson, 5/29/43;
w/Table - 100 Octane Gas.
Situation.

File
cc 10 June 43

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DOD Dir.
By [illegible] Date 3/11/77

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

[illegible]

JAN 27 [illegible]

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Subject: Crude Oil as a Weapon.

4. It is not considered feasible to attempt to take cargo airplanes in any quantity over Europe. The protected degree of the defense consisting of constructed search light and balance environment, heavy and cotton, specially-equipped night fighters would make the loss prohibitive. It could be compared very closely to attempting to send large numbers of freighters and tankers without protection through a hostile mined area that was thoroughly infested and swarming with enemy submarines.

5. There are many technical problems involved in discharging heavy loads from cargo planes in the air, particularly at higher altitudes. They are too numerous to include in this discussion, yet are of an importance to warrant significant bearing on any decision to use cargo planes for these purposes.

6. It is interesting to note, however, that petroleum products are coming to the front in the incendiary field. One of our most promising incendiary bombs, on which the development has just recently been completed, is a concentrated, gelled petroleum residue. It shows possibilities of being superior to any metal incendiaries that are available.

7. Your interest in forwarding the plan is appreciated.

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

Dispatched
JAN 27 1943
AAG

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c. 1/29/43

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8 Jan & 20 June 1974
By: JBS/cc LC, Date 3/9/77

Crude Oil as a Weapon

Director of Bombardment 1/20/43

Director of Military Requirements 5

MCL/bpr/5132

1. For appropriate attention to comment No. 4.

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

Incl. m/c

TO: Military Requirements DATE 1/21/43

FROM: Bombardment COMMENT NO. 6
20/jem/5692

Inclosed is suggested memorandum reply to General Gross, which it is hoped will meet the requirements of being both forceful and persuasive.

E. L. EUBANK
Brig. Gen., U.S.A.

2 Incls:
1-m/c
2-Reply to Gen. Gross

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DOD Ltr.
8 Jan. & 20 June 1974
By [illegible] I.C. Date 3/9/77
SS/CC

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

JAN 27 1943

MEMORANDUM FOR: Major General C. P. Gross,
Chief of Transportation,
[illegible] Pentagon Building.

SUBJECT: Crude Oil as a Weapon.

1. The subject of the use of crude oil as a destructive weapon has received careful consideration, previously in general planning of incendiary munitions and incendiary tactics, and again in terms of the plan submitted.

2. The conclusion that was drawn from this study can be summarized briefly in the statement that weight for weight of load carried, the effectiveness of incendiary bombs over crude oil is so much greater that it is beyond comparison.

a. An incendiary bomb essentially is a very condensed and concentrated form of inflammable material contained in a case of minimum weight required to obtain necessary penetration. It contains its own ignition system, and is in a shape such that it can be placed through precision bombing methods in patterns permitting maximum effectiveness. Considering the concentrated form of the incendiary mixture and the efficient design of the case or non-inflammable part, more B.T.U.'s or heat-producing capacity can be delivered to a given area for the same airplane load carried by using incendiary bombs.

3. It is definitely accepted that if an adequate quantity of effective incendiaries could be placed within a given area, the entire area would be devastated including fire proof structures. Present conservative estimates are that approximately 10 tons of incendiaries per square mile would be ample to accomplish this in a typical German city. It is confidently believed that when precision bombing methods can be applied to the placing of incendiaries correctly in adequate quantities in patterns and locations exactly as planned, that results will be obtained far beyond what has been achieved through mass dumping of incendiaries in area raids to date, or through the proposed plan of mass dumping of crude oil.

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TO: General Arnold DATE 1/16/43

FROM: Director of Military Requirements COMMENT NO. 3
MRO/br 3020

1. The plan proposed is considered quite impracticable. See Director of Bombardment's comments in item 2 above.

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

Incl. n/c
TO: Director of Military Requirements DATE 1-19-43

FROM: Deputy Chief of the Air Staff. COMMENT NO. 4
MAL/mdg/5265

1. General Hanley desires that the arguments advanced in Item #2 be incorporated in a formal reply by memorandum to Major General C. P. Gross, Chief of Transportation.

2. General Hanley wishes the presentation of our side of this picture to be forceful and persuasive. He feels that the keynote should be the statement contained in Paragraph 2, Item 2, that "Weight for weight of load carried, the effectiveness of incendiary bombs over crude oil is so much greater than it is beyond comparison."

JAN 19 1943
AAG

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1/20/43

Incl. n/c

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

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DOD ltrs.
8 Jan. & 30 June 1974
By: [illegible] Date: 10/18/76

9 May 1946

SUBJECT: Air Force Armament

TO: Commanding General, Army Air Forces

1. Introduction

1. This is the first war in which aircraft armament equipment has been used in large quantities. Previously, the problem of obtaining the airplane, the problem of flying the airplane, and the safety precautions involved in the flying, were such that they were the primary considerations; although guns were used in these airplanes and bombs were dropped, the quantities were comparatively small. In this war, the power of the Air Forces to destroy targets on the ground has been shown and is being shown now to our Armies as they advance into Germany; those who were skeptical previously are losing some of their skepticism. This damage to the target is the result of the use of armament equipment. If it is realized that combat airplanes have as their primary mission the damage and destruction of targets on land, on sea, and in the air, and that this destruction can be accomplished by Air Forces only by the proper use of aircraft armament equipment, then the importance of having an adequate armament organization is obvious.

2. It is now recognized that the Air Forces accomplished their primary effects in war through firepower. This firepower may be in bombs, machine guns, or rockets. After all other factors are equalized, that side which has the most accurate and most effective firepower should ultimately be able to overcome the other side with the least expenditure of human lives. For Air Forces, this means more and better aircraft armament.

3. The Air Forces in this theater were probably better equipped with armament than any other Air Forces. Nevertheless, the equipment alone was not sufficient to defeat a clever and strong enemy. New methods for using old equipment had to be found and new equipment had to be developed. We tried to find new methods and new equipment during the last three years, but without the help which a large and strong armament organization could have furnished. We now have the airplane; we also have the crews; but we have not accomplished all that we could accomplish with a stronger armament organization.

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8 Jan. & 30 June 1974
By ALN/CC LG Date 10/18/76

Air Force Armament

Chief of Air Staff

30 May 1945

4

ACAS/M&S

Gen Phillips/EE/lm/2865

1. This office concurs in the desirability of consolidating aircraft armament, ordnance and chemical warfare activities into one strong organization. However, a complete reorganization from top to bottom along those lines at this time is not considered advisable.

2. Within Headquarters AAF the Materiel and Air Services Divisions of ACAS/M&S are charged with responsibility for staff supervision over development, procurement, supply, and maintenance of aircraft armament as well as for other aircraft equipment such as communication, photographic, etc. The present organization does not lend itself to incorporating general officers to head up sub-divisions such as armament within the Materiel and Air Services Division. At the same time, it is considered desirable to have high ranking officers from components of the Army Service Forces such as Ordnance, Chemical Warfare, Quartermaster Corps, and Corps of Engineers as representatives for their respective services in Headquarters Army Air Forces.

3. As far as modifying the training program for armament officers, ordnance officers, and chemical warfare officers within this country to meet revised training requirements for a combined air armament organization, it is believed the number of additional personnel to be trained during the remainder of the war is so limited that little would be gained in this respect in the prosecution of the present war.

4. In summary, it is believed that the war effort can be best pursued by avoiding a drastic reorganization in Headquarters AAF at this time. Theater commanders already have authority to combine armament, ordnance and chemical warfare activities into one organization within their respective commands, if they so desire.

(Signed) JOHN G. MOORE
Colonel, Air Corps

JOHN G. MOORE,
Colonel, Air Corps,
Acting Deputy AC/AS,
Materiel & Services

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II. Definition

4. The term "Armament" includes Air Corps functions relating to aircraft equipment such as bomb hoisting gear, bomb racks and shackles, bomb and rocket release mechanisms, bomb sights and other bomb aiming equipment, aircraft cannon, gun and camera mounts and accessories, gun turrets, gun sights, rocket launchers, and aircraft armor, plus all Ordnance and Chemical Warfare functions.

III. Difficulties with present organization

5. In 1943, when our operations were still not too heavy, we had two serious accidents involving explosions of bombs in airplanes on the ground. After the first accident, we found that Armament personnel did not know as much as they should know about bombs and fuses, and Ordnance personnel did not know as much as they should about airplane bomb racks, bomb rack controls, and bomb hoists. An instructional program was initiated for the purpose of acquainting all Armament personnel and Ordnance personnel with information concerning the construction of bomb racks and bombs and fuses. Before this program could be completed, the second serious accident occurred, as a result of which the Eighth Bomber Command adopted a program whereby no newly arrived bombardment group could become operational until all of its Armament personnel had been taught about the construction of bombs and fuses and all of its Ordnance personnel had been taught about the construction of bomb racks. This instruction took place after the units had arrived in the combat theater.

6. When the Eighth Air Force first arrived in this theater, abortives were experienced. Many of these abortives were charged to aircraft guns which did not fire satisfactorily. In those days, Ordnance men were not permitted to enter airplanes nor to question the gunners who had had the difficulty with the guns. The Armament men told the Ordnance men that their functions stopped at the airplane. Only Armament men were permitted to go into the airplane. As a result of this, the reduction of gun troubles was delayed, because the specialized knowledge of both the Ordnance and Armament personnel could not be fully coordinated and utilized.

7. Many machine gun stoppages occurred in the past, which were not due to the design and operation of the gun, but to its adjustment and maintenance. In the case of the Eighth Fighter Command, consolidation of Ordnance and Armament personnel was effected in 1943, with appreciable saving in personnel and an increase in efficiency which was reflected in the comparatively high standard of gunnery achieved by the Eighth Fighter Command. In other fighter commands in this theater, a similar consolidation has been effected with similar beneficial results.

8. At present, bombardment groups and squadrons (according to the Tables of Organization) have a group or squadron Ordnance officer and



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a group or squadron Armament officer. At combat stations there may also be a service group Chemical officer. The duties of these officers are coordinated by the group and squadron commanders. These commanders are already burdened with administrative and tactical problems which prevents them giving sufficient time to the diverse details connected with the overlapping armament functions. At many stations, the Commanding Officer has placed Chemical personnel under the Ordnance Officer to reduce this overlapping.

9. Recently a directive was published by SOLIC to the effect that a stock of poison gas bombs should be brought from England to France. The movement was accomplished, but much coordination was required in order to keep the Ordnance and Chemical personnel from tangling with each other. Planning for the movement was made a Chemical Warfare job, but the actual movement was an Ordnance job, supervised by Chemical Warfare safety personnel. When the bombs arrived in France, they were stored in an Ordnance depot, but a Chemical Warfare officer was placed in charge. In addition, there was some confusion as to which gas bombs were Chemical and which were Ordnance, and this has not yet been straightened out.

10. The same type of aircraft equipment, such as bomb racks and shackles, and the same fuses are used for Ordnance and Chemical bombs. To have two agencies maintaining and disseminating information regarding this equipment is a duplication of staff effort, which multiplies as it goes on down the line. At combat stations there develops two separate piles of fuses and bombs, one for Chemical munitions and one for Ordnance munitions.

11. Another point should be noted from the station standpoint. If the policy had been adhered to, that Ordnance personnel would handle high explosive bombs alone and Chemical personnel would handle incendiary bombs alone, in many cases the Ordnance personnel would have been overworked, while the Chemical personnel had comparatively little to do. Where stations have used many incendiary bombs, the Chemical personnel may have been overworked, while Ordnance personnel had little to do. The station commanders in many cases hit a happy medium by pooling their personnel, and working combined teams in order to accomplish the job efficiently.

12. Many Air Force commanders are confused at present as to the dividing line between Armament, Ordnance, and Chemical matters. These commanders don't understand why the Ordnance officer is responsible for guns but the Armament officer is responsible for gun mounts and turrets. These commanding officers don't understand why a high explosive bomb is Ordnance and an incendiary bomb is Chemical, while a poison gas bomb is Ordnance. They are not to be blamed for not understanding these confusing dividing lines.

13. There may be a reason for dividing these three activities in the factories of the United States, and there may be a reason for procuring





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them through separate organizations. But when they arrive at the combat station, it should be possible for the Commanding Officer to turn them over to one person, who is responsible for preparing the weapons for the airplane. According to current Tables of Organization, he must have at least three people, or people wearing three kinds of insignia, present, in order to bomb up an airplane. There must be men wearing Air Corps insignia who know how to adjust the bomb racks and men wearing Ordnance insignia, who know how to prepare and deliver high explosive bombs to the aircraft; when both high explosive and incendiary bombs are carried simultaneously, it is necessary to have present, as well, a Chemical officer who is responsible for incendiary bombs. All of these things lead to confusion, as a result of which the Commanding Officers have cut the Gordian Knot by placing one officer in charge in many cases.

14. At the present time, at many combat stations and higher headquarters, there are Ordnance personnel, Armament personnel, and Chemical Warfare personnel, all involved in the Armament job. The activities of the personnel of these three branches are separately run by officers of the branches concerned. Their duties are all concerned with the same types of equipment, and in carrying out these duties, they necessarily overlap each other and sometimes conflict.

15. During the normal preparation of an airplane for a combat operation, Ordnance personnel, Armament personnel, and Chemical Warfare personnel may be concerned with various phases of the maintenance and supply of aircraft armament equipment, bombs, and other ammunition. Instead of three separate groups of personnel working independently on bombs and other ammunition, it is preferable to have one group of personnel, headed by a single individual, responsible for delivering the bombs and ammunition, making necessary armament equipment and ammunition inspections, and loading the aircraft. Similarly, the present inter-related functions of Ordnance and Armament on aircraft guns, gun mounts, and turrets, in respect to supply, installation, adjustments, and maintenance, should be consolidated. A consolidation of personnel and centralization of responsibility reduced accidents, saves time and manpower, and improves accuracy in shooting and bombing.

16. Because of the divided authority on armament problems, it is found that in higher headquarters, under existing Tables of Organization, there is a section which deals with incendiary bombs and bulk poison gases, another section which deals with all bombs except incendiary bombs, supply of guns, spare parts, and cleaning and preserving materials, while a third section deals with gun sights, turrets, racks, shackles, etc. This divides armament problems so that it may become difficult to determine who is responsible for establishing policies concerning supply, maintenance, and development of armament equipment.



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17. The Ordnance or Chemical personnel deliver the munitions to the aircraft. Air Corps Armament personnel then hang the bombs in the airplane and Ordnance or Chemical personnel fuze the bombs. After the aircraft is airborne, the bombardier pulls the safety pins and has responsibility for aiming the bombs. If the bomb does not damage the target, any one of a number of things may have contributed as a cause, namely, the munitions may have been defective, the bombing tables may have been inaccurate, the bomb rack or bomb shackle equipment may have been defective, the intervalometer may not have functioned properly, the bomb sight may have been improperly adjusted, skymarkers may not have functioned properly, etc. To make three separate agencies responsible for the various steps incident to this method of dropping bombs on the enemy, normally results in no one agency ever arriving at true sources of trouble because their responsibilities do not extend through all the phases that may have contributed to the error. Placing the responsibility in one head should result in the attainment of greater bombing effectiveness and accuracy.

18. The need for a strong armament organization is also illustrated by the many conflicting and overlapping agencies which are now trying to improve the Armament situation. For example, there is OSRD, Advisory Specialist Group, Operational Research Sections, Strategic Bombing Survey, Bombing Evaluation Boards, as well as many similar organizations in the British government, British Army and RAF, all of which are becoming more and more interested in the use of aircraft armament, and all of which are independently submitting recommendations on the subject. Some of these recommendations are acted upon without sufficient study, as a result of which the activities of our Air Forces may be directed along tangents.

19. Because of the absence of a strong Armament organization within the Air Forces, there have been attached to the Air Forces a collection of individuals who feel that they have found the secret weapon which will win the war; for example, there are rockets, guided missiles, proximity fuses, aphrodites, dicneys, glide bombs, fire bombs, etc. All these are presented to commanders in the fields by salesmen. Because the commanders do not yet have strong Armament organizations, they are frequently persuaded by these salesmen to expend considerable effort in so-called operational tests, as a result of which time and effort are expended by combat organizations to test these ideas. The presence of a strong Armament organization, capable of evaluating such new ideas, would help commanders immeasurably.

20. The relative merit of various types of air weapons -- high explosives, incendiaries, fire bombs, rockets, etc. -- usually becomes the subject of arguments for representatives or agencies responsible for the development and use of these munitions. Hence, Ordnance is anxious to see high explosive bombs used to the maximum extent, while Chemical Warfare is anxious to see chemical munitions used extensively. Depending on the approach and salesmanship of the various agencies, these munitions may be





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operationally used to a greater extent, regardless of their effectiveness, since effectiveness has become the subject of so much argument. By placing all munitions under one head, a less biased opinion should be made available to Air Force commanders on the type weapons to be used to obtain desired results.

IV. Attempts at Improvement

21. All items which might be classified as weapons in the U.S. Navy are furnished by the Bureau of Ordnance for the Navy. In the RAF, all items which might be classified as weapons are furnished through Armament organizations. In the U.S. Air Forces, armament equipment is furnished through AMC at Wright Field, Chief of Ordnance, and Chief of Chemical Warfare Service.

22. Experience in the European Theater has been such as to make consolidations of Armament, Ordnance, and Chemical Warfare desirable in all U.S. Air Forces in the Theater. Accordingly, in each headquarters, depending on the personalities of the individuals concerned, consolidations have taken place. In some cases, Ordnance and Chemical personnel have been consolidated; in other cases, Armament and Ordnance have been consolidated; in others, Armament, Ordnance, and Chemical have been consolidated. In many cases, it has been found desirable by the Commanding Officer to have the Armament Officer give instructions to the Ordnance and Chemical officers. In some cases, he used the Ordnance officer as the buy man, and he gave instructions to Armament and Chemical. In some cases, all Chemical personnel were made available to the Ordnance officer because he had many bombs to handle and Chemical people were not quite so busy.

23. In Russia, a consolidated setup was used by the U.S. Air Forces, whereby one officer controlled all Ordnance, Chemical, and Armament activities for the Commanding Officer. Much saving in personnel and more efficient service resulted.

24. In Washington there is a Brigadier General in charge of Ordnance activities with a fair sized staff. There is a Brigadier General in charge of Chemical Warfare activities, with a fair sized staff. There is a Lt. Colonel with about three officer assistants and one civilian technician in charge of Armament activities. The result of this situation is that matters pertaining to aircraft armament equipment are referred to the Ordnance or Chemical officers frequently because the small Armament Section cannot do justice to armament problems.

25. In operations in this theater, where an entire Group generally operates from one station under the Group commander, it is desirable for him to have a special staff officer who is responsible to him for all armament activities at the station. He would coordinate the activities of the



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personnel responsible for storing, handling, delivering, loading, and fusing of bombs and for proper maintenance of guns, gun installations, ammunition boxes, feeds, chutes, gun sights, bomb sights, turrets, racks, shackles, and all other Armament problems. In this way, the Group Commander would have a single individual, to whom he would look for advice on Armament problems and to whom he could give instructions and hold responsible to insure that all Armament equipment is maintained in the highest state of efficiency. Such responsibility in many cases in this Theater has been placed in one individual by the group commander.

26. There now exists in Headquarters USSTAF a Directorate of Armament, under the Deputy Commanding General for Administration, which is responsible for matters pertaining to Armament, Ordnance, and Chemical problems. This Directorate has been able to improve coordination in and increase the efficiency of the use of armament equipment pertaining to aiming of bombs, aiming of guns, selection of bombs, fuses, and ammunition, maintenance of armament equipment, as well as distribution of information pertaining to the improvement, use, development, supply, and maintenance of armament equipment.

27. The recent surprising number of Air Force evaluation boards, missions, etc., which have been sent to all combat theaters, represent a manifestation of the importance of armament problems. The work of these boards and missions is largely one of assessing the value of the use of aircraft armament. When these boards and missions need help, they go to the nearest armament officer first. When their work is completed, the armament officer will have the main interest in their report. He will probably be required to analyze the report and recommend action on the basis of their conclusions and recommendations.

28. The success of our Armies in this theater, as well as the future of the Air Forces in the U.S., depends on the ability of the Air Forces to use their firepower to weaken the enemy. Only by proper use of aircraft armament can this be accomplished. The non-recognition of the necessity for concentrating on every method for increasing the effective use of armament may be held against the Air Forces when history is written.

V. Arguments against a consolidation

29. Reorganization in time of war merely causes confusion and it is better to travel along with any workable organization than to have too many reorganizations. As against this argument, it is possible to cite the many reorganizations which have occurred in the Air Forces since the war began, as well as the current reorganization of service units into the Service Groups Special.

30. By having Ordnance and Chemical personnel within the Air Forces, the Air Forces are furnished with specialized personnel who know their fields



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well and who are therefore qualified and capable of helping the Air Forces efficiently. As against this argument, in this study there is no intention of eliminating specialized mechanics, specialized chemical men, or specialized high explosive or weapons men. The intention is merely to place all of these people who have related duties in one organization in order to obtain increased efficiency at a lower cost through fixing authority in one person and providing him with the proper authority.

31. Both the Chief of Ordnance and the Chief of Chemical Warfare Service, as well as the Air Ordnance Officer and Air Chemical Officer, would probably object to the proposed consolidation because it would mean a weakening of their respective powers. This objection need not be given too much weight in a growing and changing organization such as the U.S. Air Forces. It is probable that the principal objectors to the change will be the Air Chemical and Air Ordnance officers, because of the effect on their own offices and personal careers. It is suggested that the Air Chemical Officer and the Air Ordnance Officer be made Deputy for Chemical and Ordnance respectively under the Air Armament Officer, and in this manner the Ordnance and Chemical channels to the Chief of Ordnance and the Chief of Chemical Warfare Services will remain open.

32. Individuals now in the Ordnance Department or the Chemical Warfare Service but on duty with Air Force organizations may object to the consolidation because of their 'esprit de corps'. It is believed that wartime experience has shown that Ordnance and Chemical men and Armament men can, under proper supervision, work with each other and for each other. In some cases, Chemical men have issued instructions to Ordnance and Armament men. In other cases, Ordnance men have instructed Chemical and Armament men, and in some cases, Air Corps Armament men have issued instructions to Ordnance and Chemical personnel successfully.

VI. Conclusions

33. In the Air Forces operating in the European Theater of Operations, it has been found necessary to consolidate the activities of the Armament, Ordnance, and Chemical Officers, both at combat stations and in Headquarters.

34. The U.S. Air Forces have developed to a point where experience in war indicates clearly a need for a strong Armament organization in all echelons from Headquarters Army Air Forces down to the combat and service squadron.

35. This Armament organization should assume the responsibilities now separately taken on by the Air Force Armament personnel, Air Force Ordnance personnel, and Air Force Chemical personnel.





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56. The consolidation of these three groups of personnel and their responsibilities will lead immediately to a saving in personnel and equipment, a strengthening in the organization of the Air Forces. It will also result in increased damage to the enemy with decreased cost to our Air Forces measured in terms of airplanes and lives of combat crews.

VII. Recommendations

57. That the Air Ordnance Officer and the Air Chemical Officer and necessary Air Corps Armament personnel be consolidated into an Air Armament organization.

58. That in all echelons of the Army Air Forces where Air Corps Armament or Ordnance or Chemical duties are being accomplished, the personnel concerned be consolidated in an Armament organization.

59. That necessary changes in organization of the AAF be accomplished to place the above recommendations into effect.

[redacted] J. [redacted]
Major General, U.S. Army
Deputy Commanding General for Administration
USSTAF

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8 Jan. & 20 June 1974
By: AMACC LC; Date 10/18/76

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Air Force Armament

Chief of Air Staff

30 May 1945

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ACAS/M&S

Gen Phillips/EE/lm/2865

1. This office concurs in the desirability of consolidating aircraft armament, ordnance and chemical warfare activities into one strong organization. However, a complete reorganization from top to bottom along these lines at this time is not considered advisable.

2. Within Headquarters AAF the Materiel and Air Services Divisions of ACAS/M&S are charged with responsibility for staff supervision over development, procurement, supply, and maintenance of aircraft armament as well as for other aircraft equipment such as communication, photographic, etc. The present organization does not lend itself to incorporating general officers to head up sub-divisions such as armament within the Materiel and Air Services Division. At the same time, it is considered desirable to have high ranking officers from components of the Army Service Forces such as Ordnance, Chemical Warfare, Quartermaster Corps, and Corps of Engineers as representatives for their respective services in Headquarters Army Air Forces.

3. As far as modifying the training program for armament officers, ordnance officers, and chemical warfare officers within this country to meet revised training requirements for a combined air armament organization, it is believed the number of additional personnel to be trained during the remainder of the war is so limited that little would be gained in this respect in the prosecution of the present war.

4. In summary, it is believed that the war effort can be best pursued by avoiding a drastic reorganization in Headquarters AAF at this time. Theater commanders already have authority to combine armament, ordnance and chemical warfare activities into one organization within their respective commands, if they so desire.

(Signed) JOHN G. MOORE
Colonel, Air Corps
JOHN G. MOORE,
Colonel, Air Corps,
Acting Deputy AC/AS,
Materiel & Services

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DOD ltrs
8 Jan. & 20 June 1974
By AWJ/CC LC Date 10/18/76

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Air Force Armament

IN TURN AC/AS, Operations, Commitments
AC/AS, Material & Services

21 May 45

Chief of the Air Staff

PWT/eva/5265 1

For comment and return to Chief of Air Staff.

1 Incl
Ltr to CG, AAF frm
Gen. Knerr dtd 9 May
above subj.

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

SAS 470 (S1)

DISPATCHED
21 MAY 45
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DOD dir. 5 200.9 & 10 June 1974
By Arotte LC. Date 12/12/76

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THE JOINT CHIEFS OF STAFF
WASHINGTON 25, D. C.

DECLASSIFIED
JCS Memo
2 Jan. 1975
By LC; Date 10/17/77

JOINT MUNITIONS ALLOCATION COMMITTEE

1 May 1944

MEMORANDUM FOR THE JOINT CHIEFS OF STAFF:

Subject: Assignment of War Materials from British Production.

1. In accordance with directive CCS 18/1, the Munitions Assignments Board, Washington, has considered as assignable all U. S. production of materials of war.

2. On the other hand, the London Munitions Assignments Board has considered as assignable only that portion of British production of materials of war in which the representatives of the U. S. have expressed a bidding interest.

3. It is recommended that the Joint Chiefs of Staff instruct the Executive, U. S. Staff, London Munitions Assignments Board, to request that all war materials of British production and captured enemy equipment included in the following categories be placed before the London Munitions Assignments for Pooled assignment.

a. All items of British production against which U. S. Forces have requirements or in which U. S. Forces may express an interest. Items procured by U. S. purchasing agents either for cash or under reverse Land Lease may be excluded.

b. All items of British production and captured enemy equipment which are proposed for transfer to other than the armed forces of the British Empire.

4. It is further recommended that the Joint Chiefs of Staff instruct the Executive, U. S. Staff, London Munitions Assignments Board, to request cumulative monthly reports showing the allocation by theater of complete items of military equipment received under Land Lease from the United States.

5. It is further recommended that the Joint Chiefs of Staff authorize the Joint Munitions Allocation Committee to implement paragraphs 3 and 4.

File
A 5 1-10-44

J. H. HUNTER,
Admiral, United States Navy (Ret),
Chairman,
Joint Munitions Allocation Committee.

Copy to: Gen. Giles

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DOD ltrs
9 Jan. & 26 June 1974
By AWL/cc LC Date 10/18/76

9 MAY 1944

SECRET
By Authority of
The Commanding General
Army Air Forces
AFAEP
GOJ:mec
9 May 71127 FEG
Date wtn: 8 May 44

MEMORANDUM FOR MAJOR GENERAL GEORGE V. STRONG:

Subject: Preliminary Draft Text, Regulation of Trade in, and Manufacture of, Arms, Ammunition and Implements of War.

1. It is understood that your office is preparing a proposed revision of subject document to be presented for consideration of the Joint Chiefs of Staff and that the following quoted Article 19 will be included in the proposed revision:

"The provisions of this Convention shall not apply to any shipments by a High Contracting Party of articles appearing herein for the supply of its armed forces, stationed or serving, outside of its territorial jurisdiction under authority of the Council of the International Organization or of any international agreement.

"The Provisiions of this Convention shall not apply to any shipment by a High Contracting Party of articles appearing herein for the maintenance or repair of any public armed vessel of such High Contracting Party in waters outside of its territorial jurisdiction.

"The provisions of this Convention shall not apply to any shipments of articles appearing herein for servicing aircraft on regularly scheduled or duly authorized international aerial flights which do not involve transfer of title or ownership of materiel from the government or one of its agencies, or a corporation, company, or national of one High Contracting Party to the government, one of its agencies, or a corporation, company, or national of another High Contracting Party, or a non-member of the International Organization."

2. My understanding of the above article is that it will permit the Army Air Forces to ship material from the United States for use of its own forces without the necessity of obtaining an export license.

3. I agree that this is desirable and concur in the provisions of Article 19.

Barney M. Giles,
Major General, U. S. Army,
Chief of the Air Staff.

For and in the absence of:
H. H. ARNOLD,
General, U. S. A.,
Commanding General, Army AirForces.

Dispatched
9 [illegible] 1944

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Air AS 470 46

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

SECRET

P

FOR VICTORY BUY

ATTENTION:

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

AFDMA-1

DECLASSIFIED
DOD ltrs.
8 Jan. & 20 June 1974
By AGD/K LC Date 10/18/76

11 MAR 1944

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF

SUBJECT: Aircraft Armament

1. The following monthly report is submitted at the request of Brigadier General Perrin to advise action taken as of 9 March 1944 with regard to the development projects designed to increase the fire power and effectiveness of defensive armament in bombardment airplanes:

a. TURRET:

(1) Eglin Field test of the General Electric P-61 type four-gun turret installed in the upper forward position in the B-29 has been completed. Target scores obtained in aerial firing trials have been slightly less than those obtained with the two-gun turret. The B-29 used for test with this four-gun turret is still at Eglin Field for trials on new feed boosters and one thousand round ammunition cans installed in the rear upper and lower turrets. When these trials are completed, this airplane will return to Marietta for installation of a four-gun turret in the upper rear position and subsequent tests at Eglin Field. It is now planned to start installing the four-gun turret in the upper forward position in approximately the 350th B-29 airplane.

(2) The various 20 mm turret projects are being held up because of delay by Ordnance Department in finalizing the design of the T-31 gun and failure to supply sample guns for use in the various prototype turrets.

(3) To hasten determination of effect of side location of solenoid on T-31 gun in General Electric dual 20 mm upper and lower remotely controlled turrets, General Electric has been authorized to obtain information direct from Watervelict Arsenal as it becomes available. In view of the indefinite delivery of T-31 guns, General Electric will be supplied with T-26 guns when firing tests are imminent.

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Memo. for the Chief of The Air Staff
Subject: Aircraft Armament

(4) Design work on Sperry dual 20 mm turret is being delayed due to magnitude of engineering and model shop work at Sperry and Briggs in connection with standard production B-32 turrets. To alleviate this situation, priority of the Sperry upper 20 mm turret is being reduced in view of the fact that the Emerson and Martin dual 20 mm upper turrets have progressed much farther. To hasten determination of possibilities of utilizing current Sperry 20 mm designs for caliber .60 guns, the Armament Laboratory has completed layout drawings of same. Results indicate that gun muzzles would extend 63 inches beyond the 47 inch turret diameter thus presenting serious feeding and aerodynamic problems.

(5) For Emerson dual 20 mm upper turret project substitution of T-31 gun requires fabrication of new saddle casting with clearances for side type solenoid. However, 2 T-26 guns are being delivered to Emerson for initial firing tests using the old saddle casting and Westinghouse electric drive. This assembly is expected to be completed 1 April. When final design of T-31 gun is available, Emerson will substitute new saddle casting and Vickers hydraulic drive with Fairchild stabilized control in place of Westinghouse drive.

(6) The Vickers drive unit for the Martin upper dual 20 mm is now at Fairchild plant for incorporation of control which will be used in conjunction with Fairchild gyro gunsight. Pending availability of T-31 guns, 2 T-26 guns have been delivered to Martin for preliminary firing test on the prototype turret.

(7) A Sperry prototype A-18 four-gun stabilized upper turret has been installed in a B-24 airplane and the first aerial mission at Wright Field is scheduled for 11 March. This airplane will go to Eglin Field the end of this month for trials of the type A-18 turret.

(8) Installation of the Sperry type A-17 dual caliber .50 nose turret in the B-17F test bed airplane should be completed by 20 March.

(9) Emerson has initiated design study on pressurized four-gun caliber .50 stabilized locally controlled turret for possible nose and tail use in B-29 and other large aircraft. It is expected that tentative drawings will be available about 20 March.

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(10) Emerson has completed mock-ups of single and dual caliber .50 nose barbettes for the B-29. These mounts are essentially balls of 26 inch and 28 inch diameter supported from an upper bearing and faired in at rear. This fairing is used to collect ejected cases and links. B-29 pressurization is not affected by use of these mounts and sufficient space is left for installation and use of bombsight in normal manner. A more complete mock-up is being made at Boeing.

b. DEVELOPMENT OF SIGHTING DEVICES TO OBTAIN INCREASED ACCURACY AT GREATER RANGES:

(1) The Fairchild prototype S-3 gyro stabilized gunsight has been completed. Ground firing trials are expected to begin about 15 March at Mitchell Field range, Long Island, New York.

(2) Flight tests of a Bausch-Lomb two-power monocular installed on Sperry type K-3 sight have been delayed pending completion of repair work in airplane assigned to project. The optical system of Bausch-Lomb two-power binocular to be tested in competition with the monocular has been examined and found to be satisfactory. Test installation will be made on K-3 and K-4 sights and subsequently on other sights if the magnification proves to be advantageous.

(3) Results of tests of AGS in Emerson tail turret at Eglin Field appear promising. Emerson is now making improved installation in 15 additional turrets incorporating provisions for the Fairchild type S-3 gyro sight in place of non-compensating sight now used. Emerson is also making installation of ARO equipment in five (5) each Sperry type A-2B and Sperry type A-13 lower ball turrets.

(4) A XP-61 airplane with special fire control equipment is being fitted with production AGL equipment at MIT Radiation Laboratory.

c. GUNS:

(1) .60 caliber. The Ordnance Department report that three (3) .60 caliber guns are now being proof-fired at Purdue University and Aberdeen Proving Ground. The nature of these tests is to determine parts which give way under excessive firing and to determine the reason for the

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(1) (continued)

varying cyclic rates noted in individual weapons. The Ordnance Department has advised that one (1) caliber .60 gun will be made available to the Armament Laboratory, Wright Field, approximately 1 April.

(2) Development of the sear release for the T-31 gun is progressing and one type of side operating assembly has passed a 3000 round trial. While this is, of course, not considered acceptable, it is nevertheless believed that the basic design is fairly well established and by a continued process of refinement, the minimum of 5000 round acceptance life can be reached without too much delay.

O P Echols

O. P. ECHOLS
Maj. General, U. S. A.
Asst. Chief of Air Staff
Materiel, Maintenance & Distribution

File
CF 2.3 Mar-4



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

(9)

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DOD Dir.
8 Jan. & 30 June 1974
By: [illegible] LC. Date: 10/18/76

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

29 January 1944

MEMORANDUM FOR CHIEF OF AIR STAFF:

Subject: P-63A Performance Data

Page 304

1. Pursuant to request of General Perrin on Comment Sheet dated 23 January 1944 covering cable G-3082 dated 23 January 1944 from 13th Air Force, Guadalcanal, there is transmitted herewith the P-63 performance data as requested.

copy attached

2. The attached data has been transmitted to 13th Air Force in cable number 1576 dated 27 January 1944.

O P Echols
O. P. ECHOLS
Maj. General, U. S. A.
Asst. Chief of Air Staff
Materiel, Maintenance & Distribution

1 Incl.
P-63A Data Report (in dup)

Orig w/ [illegible] by Gen Perrin

Air Adj 470 (37)

File ci 5 Feb 44

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

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Air Adj 470 (37)

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P-63A Data

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DOD Dir
8 Jan & 20 June 1974
By [illegible] LC, Date 10/18/76

1. Armament (including bombs):

   a. Guns - 1 ea. 37 mm with 30 rounds
      2 ea. 50 Cal with 250 rounds per gun wing guns
      2 ea. 50 Cal. with 200 rounds per gun in nose

   b. Bombs - 2 Wing bomb racks and 1 belly bomb rack which can support each of 100 pound bombs up to 500 pound bombs.

2. Fuel Capacities:

   a. Internal - 136 gal.

   b. External - 1 ea. 64 gal. (bullet sealing, form fitting and droppable for belly landings).
      2 ea. 75 gal. wing tanks (expendable).

3. Performance Data:

   a. Rate of climb (War Emergency Power - wing guns on)
      Sea Level - 3910' per minute
      20,000' - 3050' per minute

   b. Rate of Climb (War Emergency Power - wing guns off)
      Sea Level - 4270' per minute
      20,000' - 3330' per minute

   c. High Speed (War Emergency Power - wing guns on)
      Sea Level - 342 m.p.h.
      24,100'(Critical Altitude) - 413 m.p.h.

   d. High Speed (War Emergency Power - wing guns off)
      Sea Level - 348 m.p.h.
      24,100'(Critical Altitude) - 421.5 m.p.h.

   e. Time to Climb
      35,000' - 13.25 minutes at gross weight of 8168 pounds

   f. Absolute Ceiling
      42,600' at gross weight of 8168 pounds

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4. Fuel Consumptions
   a. Long range minimum cruise - 45 gal. per hour
   b. Cruise at 300 m.p.h. at 25,000' - 90 gal. per hour
   c. Maximum Continuous power - 105 gal. per hour.
   d. Military Power (15 mins.) - 144 Gal. per hour
   e. War Emergency Power (5 mins.) - 180 gal. per hour

5. Radii of action

   a. 166 miles - 136 gals. internal fuel with all armament, ammunition, take off weight of 8310 pounds and including 15 mins. of combat.

   b. 347 miles - Same conditions as (a) excepting 64 gal. blister tank addition and with take off weight of 8874 pounds.

   c. 600 miles - Same conditions as (a) and (b) excepting addition of 2 each 75 gallon droppable wing tanks, and initial gross weight of 9864 pounds.

Note: Combat radii of action and fuel consumptions are calculated as accurately as possible but other performance based on actual test.

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DOD ltrs
8 Jan. & 26 June 1974
By: [illegible] Date: 10/14/76

AFMAG WDG:JB 5791

Air AG 470 (25)

AAF 470 2d Ind. (AFMAG)

WD HQ ARMY AIR FORCES, Washington, D.C. 10 September 1943
TO: Commanding Officer, Westover Field, Mass.

For compliance with paragraph 4 of basic communication.

For the Commanding General:

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

File
Cc 11 Sept 43

Dispatched
11 SEP 1943
AAG

| OFFICE SYMBOL | 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| SIGNATURE OF RESPONSIBLE OFFICER | | | | | | |
| INTERNAL OFFICE COORDINATION | [illegible] | | | Air AG | 470 (25) | |

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SECRET (Ltr. 47[illegible] 10 Jul 1943)OB-S-F-M, 11 Jul 1[illegible] Copy 4050

SUBJECT: Protection of Arms and Ammunition.

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1st Ind. WHS/PAR/ge

HEADQUARTERS 373RD FIGHTER GROUP, Westover Field, Mass., 1 Sept. 1943.

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

Basic communication received and contents complied with.

WILLIAM H. SCHWARTZ, JR.
Lt. Col., Air Corps,
Commanding.

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CONFERENCE ON AIRCRAFT ARMAMENTS
7 August 1943.

Attending: General Arnold, General Giles, General Perrin, General Chidlaw, General Gardner, General Wolff, and General Barnes.

Conclusions

1. The group agreed that it is best not to build the German gun.

2. The group agreed to carry on turret development and stabilization and to mount ~~twenty millimeter~~ guns.

3. The group agreed on the urgency of development and perfection of "sight" devices.

4. It was agreed that a test should be made at Eglin establishing a comparison between the .50 caliber and the 20 mm. using the new ammunition. (Check on destructive qualities.)

5. It was agreed that long range pursuit ships should be given extremely high priority not only in time of production but in numbers.

6. It was agreed to try the 20 mm. first on two turrets on the B-29 (lower and upper turrets, rear). The 37 mm. will not be further considered for installation on the B-24 and the B-17.

7. It was agreed that the plan to use B-38 (escort) planes as bombers will be washed out completely. General Perrin is to write a memorandum to General Arnold containing this recommendation. The B-38 project is to be dropped entirely.

8. It was agreed to have a test made on the B-41 at the Tactical School, and in General Eaker's theater. General Gardner will let General Perrin know when the ship is ready to go.

9. It was agreed to carry on through with the high cyclic rate of fire for the .50 caliber.

10. It was agreed to go ahead and start using "rockets" and to have a service test made on them by Generals Chennault, Bissell and Kenney. Generals Chennault, Bissell and Kenney will advise how and where they can be used.

11. General Giles will arrange a demonstration of the use of "rockets" and invite some of the high ranking officers to Eglin to witness the demonstration. Judge Patterson, Mr. Lovett and others will be included in the invitation.

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DECLASSIFIED DOD Ltr 8 Jan. & 30 June 1974 Arnold L.C. Date 10/10/76

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AAF 470 2nd Ind. (AFMAG)

WD, Headquarters Army Air Forces, Washington 25, D. C., 12 August 1943.

TO: The Adjutant General, Washington, 25, D. C.

Signed

E. A. BRADUNAS
Captain, A. G. D.
Assistant Air Adjutant General.

Dispatched
12 AUG 1943
AAG

HEADQUARTERS—ARMY AIR FORCES — COORDINATION

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HEADQUARTERS ARMY CONFIDENTIAL

ROUTING AND RECORD SHEET

DECLASSIFIED

| TALLY NO. | |
|---|---|
| FILE NO. | |

DECLASSIFIED DOD Dir. 5 Jan. & 30 June 1974 By [illegible] Date 10/18/76

SUBJECT: Test of the Fire Control System of the B-29

TO: Assistant Chief of Air Staff, Materiel, Maintenance and Distribution
Chief of the Requirements Division
Chief of the Air Staff

DATE April 27, 1943

COMMENT NO. 1
HWB/lj/3487

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

For your information:

General Giles has directed the Commanding General of the Proving Ground Command to run tests for determination of the effect of 50 caliber fire on the fire control system being tested for the B-29. The control mechanism will be fired into and a report will be submitted to this office indicating the effect on the system.

AWB
for

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

470.22

Blandy

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5/4/43

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

| TALLY NO. | |
|---|---|
| FILE NO. | A-4/599 |

SUBJECT: Status of Aircraft Munitions, All Theaters.

DECLASSIFIED
DOD Dir. 5 Jan. & 20 June 1974
By ALW/E LC Date 10/18/76

TO: The Deputy Chief of the Air Staff

DATE: Jan. 29, 1943

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

COMMENT NO. 4
RCC/hmh/71173

Revision of the Status of Aircraft, All Theaters of January 1, 1943 is attached in accordance with directive in comment 1 above.

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

Incl.
1. w/d
2. Tables,(9 pages)- Status of Aircraft Munitions, All Theaters.

To Air Adjutant General
From Deputy Chief of Air Staff

Jan. 30, 1943
Comment No. 5
RHH/hmh/7369

1. Chart removed
2. File

R. H. Harper
Maj A. C.

File a 1/30/43

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HEADQUARTERS ARMY ~~CONFIDENTIAL~~

ROUTING AND RECORD SHEET

| TALLY NO. | |
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| FILE NO. | |

DECLASSIFIED DOD Dir. 5 & 20 June 1974 By [illegible] NARS, Date 10/8/76

SUBJECT: Test of the Fire Control System of the B-29

TO: Assistant Chief of Air Staff, Materiel, Maintenance and Distribution
~~xxxxxx~~ Chief of the Requirements Division
Chief of the Air Staff ✓

DATE April 27, 1943

COMMENT NO. 1
HWB/lj/3487

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

For your information:

General Giles has directed the Commanding General of the Proving Ground Command to run tests for determination of the effect of 50 caliber fire on the fire control system being tested for the B-29. The control mechanism will be fired into and a report will be submitted to this office indicating the effect on the system.

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

470.22

Blandy

file GK 3/4/43

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

| TALLY NO. | |
|---|---|
| FILE NO. | A-4/599 |

SUBJECT: Status of Aircraft Munitions, All Theaters.

DECLASSIFIED
DOD DIR 5 Jan. & 30 June 1974 By Acct 4 LC Date 10/18/76

TO: The Deputy Chief of the Air Staff

DATE Jan. 29, 1943

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

COMMENT NO. 4
RCC/hmh/71173

Revision of the Status of Aircraft, All Theaters of January 1, 1943 is attached in accordance with directive in comment 1 above.

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

Incl.
1. w/d
2. Tables,(9 pages)- Status of Aircraft Munitions, All Theaters.

To Air Adjutant General
From Deputy Chief of Air Staff

Jan. 30, 1943
Comment No. 5
RHH/hmh/73(4)

1. Chart removed
2. File

R. H. Harper
Maj A.C.

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PAGE 2

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HEADQUARTERS ARMY AIR FORCES

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ROUTING AND RECORD SHEET

| TALLY NO. | 321 |
|---|---|
| FILE NO. | A-4 599 |

DECLASSIFIED

SUBJECT: Status of Aircraft Munitions, All Theatres

TO: A-4

DATE 1/7/43

FROM: Deputy Chief of the Air Staff

COMMENT NO. 1

JRB:hjb 5246

DECLASSIFIED DOD Ins. 8 Jan & 20 June 1974 By Asst. Sec. Dept. 10/18/76

1. General Hanley requested that the attached tables showing "Status of Aircraft Munitions, All Theatres" be sent to you for revision and return to him.

J. R. Brewer
J. R. BREWER
Major, A. C.

1 (8) Incl.
Memo, "Status of Aircraft Munitions, All Theatres," dtd. 9/2/42
Tables (7) as indicated above.

Date 1-9-43

To: The Director of Base Services, -9.

Comment No. 2
RCC/hmh/71173

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

1. For revision as requested in preceding.

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

Incls. n/c

TO: Assistant Chief of Air Staff, A-4

DATE

FROM: Director of Base Services-9

COMMENT NO. 3

CGL:ejm (72345)

Revision as of January 1, 1943 attached.

1 Incl:
Memo. & tables 1 thru 7 - n/c
Tables 8 thru 16 - Added.

for L. P. WHITTEN,
Brig. Gen., U.S.A.

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DECLASSIFIED
DOD Dir.
6 Jan. & 20 June 1974
By [illegible] 10/18/76

AIRCRAFT WPB BRANCH

DECLASSIFIED

# Aircraft, Engine, Propeller and Glider Production

AIRCRAFT ACCEPTANCES: classified by manufacturer & type, customer & type Page 1
AIRCRAFT ACCEPTANCES: classified by type, model & customer ---------- Page 2
ENGINE SHIPMENTS: classified by manufacturer, model & customer ---------- Page 3
PROPELLER SHIPMENTS: classified by manufacturer, type, model & customer ---- Page 4
PRODUCTION "TROUBLES" AND RELATED PRODUCTION INDICES ----- Page 5
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470 (12) B

#4
ASSIGNED TO Lt. Col. E. P. Curtis

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REPORT 15
July 1942
PRODUCTION ANALYSIS UNIT

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WAR PRODUCTION BOARD

WASHINGTON, D. C.

August 19, 1942

AIRCRAFT, ENGINE, PROPELLER & ALLIED PRODUCTION

1) Total scheduled aircraft acceptances increased 11% in number, from 3704 in June to 4109 in July. Tactical types accepted increased 11%, from 2870 (81% of the total) in June to 2750 (67% of the total) in July; compared to a 7% increase from May to June. Tactical acceptances were 98% of schedule (S-K) for the month. Trainer types accepted increased 10%, from 1254 in June to 1359 in July (97% of schedule). (Details pp. 1, 2) The only important set-back in the constantly increasing production of the various types was again in the B-24 heavy bomber group, of which only 158 were accepted -- a loss of 29% from the 207 accepted in June, compared to a 41% loss in the preceding month. This is attributed to engineering difficulties with fuel tanks in one model, and to engineering changes and V.F.E. deficiencies in another.

2) Production in the absolute terms of airframe weight (including spares) increased 10%, from 23.1 million pounds in June to 25.5 million pounds in July. Spares delivered in July numbered 634 equivalent aircraft, 15% of the 4109 aircraft accepted. Spares delivered in June numbered 606 equivalent units, representing 16% of the total acceptances in that month. (For details see page 1)

3) The "Pool" of accepted but undelivered aircraft increased 4%, from 914 at the end of June to 953 on July 31. By August 16 the pool had dropped to 847, a decline of 11% in the first half of the present month.

4) Aircraft production "troubles", summarized on page 5 and reported in detail elsewhere, changed significantly during July. Material shortages again head the list, 29 airframe manufacturers (prime contractors only) so reporting in July, 4 more than in the preceding month. Sixteen companies reported serious hold-ups due to engineering changes in July, compared to 6 in June. Nineteen companies reported critical shortages in the instrument-accessory-fittings category, compared to 16 in June. On the other hand, only 4 companies reported serious production delays due to O.F.E. shortages, compared to 14 in June. No company reported engine shortages in July; in June 4 companies reported engine troubles of one kind or another.

5) July engine shipments by Program companies numbered 12822 (including 953 for Ordnance), an increase of 2% above the 12630 (including 882 for Ordnance) shipped in June. This was 1% below the estimated capacity (Schedule 9-J) for the month. With the exception of Wright R-975s, and Ranger V-770s, shipments of all the important engines were remarkably close to their scheduled July capacities. The loss in the case of Ranger was due to heavy shipments of spare parts. Chevrolet shipments increased 77% from June to July; Studebaker shipments increased 55% in the same period. Equivalent engine spare parts delivered in July numbered 1417 units (11% of the complete engines shipped), compared to 930 equivalent units (7% of complete engines shipped) in June. Engine HP. shipped in July was 14.3 million HP., a 10% increase above the 13.0 million HP. shipped in June. (See page 3 for details)

6) Propeller shipments of the 5 Program companies in production numbered 9622 (6% above estimated July capacity) compared to 9525 in June. Aeroproducts shipped only 47 propellers in July, compared to 360 in June; this was due to a change from 10'4" to 11'7" blades required for the new P-38E. (Details on page 4)

7) Sliders accepted in July numbered 29 (9% of scheduled production) compared to 4 in June. (Details on page 7)

8) Productive employees in Program aircraft plants increased 7%, from 328,000 in June to 351,000 in July; in engine plants the increase was 3%, from 104,600 to 107,800; in propeller plants the increase was 8%, from 14300 to 15400. To meet planned production peaks the 69 Program companies (25 are scheduled to go into production from Sept. '42 to Sept. '43) will require 116% more productive workers than those presently employed; the 20 Program engine plants (4 are yet to get into production) will likewise require 116% more productive employees; the Program propeller manufacturers will require 106% more. (See page 5 for details)

9) Female productive workers in aircraft plants in production increased 28% from 33866 in June to 43432 in July when they represented 13% of the total productive workers in these plants, compared to a like ratio of 11% in June. (For details see page 6)

10) Average working hours of productive employees in aircraft plants at 47.1 hrs./wk. in July was unchanged from June. In engine plants average time worked was 49.2 hrs./wk. in July, compared to 49.1 hrs./wk. in June. In propeller plants average working time decreased from 50.7 hrs./wk. in June to 48.7 hrs./wk. in July. (Details, page 6)

11) Sub-contracting (on a dollar basis) averaged 25% in aircraft plants in July; this will be increased ultimately to an average of about 32%. In engine plants sub-contracting averaged 40%, only 1% below the ultimate presently planned. The propeller companies sub-contracted an average of 54% of their July production, planning to increase this to 56% ultimately.

12) The drop in recent months in the index of equivalent time of full plant operation was arrested in July when the average for all aircraft manufacturers in production was 86.6 hrs./wk. This compares to 86.3 hrs./wk. in June and to 87.2 hrs./wk. in May. On the other hand the same index for engine plants dropped .4 hrs./wk. to 106.2 hrs./wk. in July.

13) The efficiency of labor in aircraft plants, as measured by the average man-hrs. of productive labor expended in producing 1 pound of airframe, improved from 3.2 man hrs./pound in June to 3.1 man hrs./pound in July. In engine plants labor efficiency, as measured by average man-hours required to produce 1 HP., improved from 3.0 man hrs./HP. in June to 2.8 man hrs./HP. in July.

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T. P. Wright
Deputy Director of
Aircraft Production

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— 975 —

AIRCRAFT ACCIDENTS*

classified by type, model & customer



JULY 1948

| TYPE | POWER PLANT MANUFACTURER | MODEL DESIGNATION | Accidents chargeable to Army | Navy | Nat. Air Col | Brit-ish | Other For. | Comm'l | TOTAL | Accidents U.S. July | Aug. | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4 ENG. BOMBER (Jet-Pulsed) | Boeing(Seattle) | B-52 | — | — | — | — | — | — | — | — | 1 | 20 (1/48) |
| | Boeing(Seattle) | B-47 (Tortoise) | — | — | 108 | — | — | — | 108 | 109 | 120 | 229 (9/48) |
| | Consolidated(F.W.) | B-36 (Liberator) | 3 | — | — | — | — | — | 3 | 2 | — | 175 (7/48) |
| | Consolidated(S.D.) | B-58 | — | — | — | — | — | — | — | — | 1 | — |
| | Consolidated(S.D.) | B-61 | — | — | 108 | — | — | — | 108 | 105 | 104 | 209 (8/48) |
| | Consolidated(S.D.) | PB2Y | — | 3 | — | — | — | — | 3 | 4 | 7 | 10 (6/48) |
| | Douglas(L.B.) | A-42 | — | — | — | — | — | — | — | 1 | 1 | 55 (10/47) |
| | Douglas(Tulsa) | B-66 | — | — | — | — | — | — | — | 1 | 1 | 155 (7/48) |
| | Martin(Baltimore) | PB2M | — | — | — | — | — | — | — | — | — | — |
| | Martin(Baltimore) | P4M | 1 | — | — | — | — | — | 1 | — | — | 104 (7/48) |
| | Total, 4 Engine Bomber | | 4 | 3 | 216 | — | — | — | 223 | 220 | 234 | — |
| 2 ENG. MEDIUM BOMBER (Jet-Pulsed) | Boeing(Seattle) | B2D | — | — | — | — | — | — | — | 1 | — | — |
| | Consolidated(F.W.) | PB2Y-5 (Catalina) | — | — | 61 | — | — | — | 61 | 60 | 60 | 75 (10/47) |
| | Lockheed(Burbank) | A-29 | — | — | — | — | — | — | — | — | 1 | 102 (4/48) |
| | Martin(Baltimore) | PBM-5 | — | 3 | — | — | — | — | 3 | 8 | 12 | 20 (1/48) |
| | Martin(Baltimore) | A-22(Maryland) | 78 | — | — | — | — | — | 78 | 116 | 120 | 159 (7/48) |
| | Martin(Omaha) | B-26 | — | — | — | — | — | — | — | — | 1 | 155 (7/48) |
| | North American(Inglo.) | B-25,26-50 | 155 | — | — | — | — | — | 155 | 155 | 155 | 155 (7/48) |
| | North American(Inglo.) | B-45 | — | 1 | — | — | — | — | 1 | 1 | — | — |
| | North American(F.F.) | B-45 | 32 | — | — | — | — | — | 32 | 59 | 60 | 109 (10/47) |
| | Total, 2 Engine Medium Bomber | | 265 | 3 | 61 | — | — | — | 329 | 350 | 350 | 304 (7/48) |
| 2 ENG. LIGHT BOMBER | Douglas(L.B.) | A-20A | 91 | — | — | — | — | — | 91 | 163 | 163 | 163 |
| | Douglas(L.B.) | A-20G (Havoc) | — | — | — | — | — | — | — | 1 | 91 | 102 (5/48) |
| | Douglas(L.B.) | A-26 | — | — | — | — | — | — | — | — | — | 110 (2/48) |
| | Lockheed(Burbank) | A-29 (Hudson) A14-25,A-28 | — | — | 91 | — | — | — | 91 | 89 | 89 | 103 (9/48) |
| | Martin(Baltimore) | A-30 (Baltimore) A37 | — | — | — | — | — | — | — | 89 | 89 | 89 (9/48) |
| | Total, 2 Engine Light Bomber | | 91 | — | 91 | — | — | — | 182 | 342 | 342 | — |
| 1 ENG. ENGIN | Brewster (I.-Cirig) | 340, 339A | — | — | — | 1 | — | — | 1 | — | 1 | 97 (1/48) |
| | Curtiss (Columbus) | SB2C | — | — | — | — | — | — | — | 6 | 12 | 230 (7/48) |
| | Douglas (L.B.) | SBD, A-24 | 1 | 28 | — | — | — | — | 79 | 79 | 80 | 109 (2/48) |
| | Grumman (Bethpage) | TBF-1 | — | — | — | — | — | — | — | 79 | 80 | 110 (2/48) |
| | North American(Inglo.) | A-36 | — | — | — | — | — | — | — | — | 12 | 126 (10/48) |
| | Republic(Farmingdale) | P-47D, A-31 (Vengeance) | — | — | — | 60 | — | — | 60 | 59 | 60 | 60 |
| | Vultee(Downey) | A-31,P-66,A-31 | — | 1 | — | — | — | — | 1 | — | — | — |
| | Vultee(Nashville) | A-35,P-78 | — | — | — | 73 | — | — | 73 | 100 | 100 | 100 (6/48) |
| | Total, 1 Engine Bomber | | 1 | 29 | — | 134 | — | — | 364 | 387 | 390 | — |
| 2 ENG. FIGHT-B | Douglas(L.B.) | P-70 | 17 | — | — | — | — | — | 17 | 22 | 4 | — |
| | Lockheed(Burbank) | P-38(Lightning),F-5A | 30 | — | — | 120 | — | — | 170 | 220 | 300 | 320 (5/48) |
| | Northrop(Hawthorne) | P-61 | — | — | — | — | — | — | — | 1 | 1 | 30 (6/48) |
| | Total, 2 Engine Fighter | | 47 | — | — | 120 | — | — | 187 | 243 | 305 | — |
| 1 ENG. FIGHTER | Bell(Buffalo) | P-39 (Airacobra),F-45B | 78 | — | 113 | — | — | — | 191 | 200 | 200 | 440 (3/48) |
| | Curtiss(Buffalo) | P-40, 87-A | 135 | — | 188 | — | — | — | 435 | 391 | 400 | 439 (10/48) |
| | Grumman(Bethpage) | F-6F | — | — | — | — | — | — | — | 1 | 1 | 300 (10/48) |
| | Grumman(Bethpage) | F6F (Hellcat), G-36 | — | 84 | 36 | — | — | — | 300 | 115 | 140 | 116 (9/48) |
| | North American(Inglo.) | P-51 (Mustang), GA-73 | — | — | 66 | 39 | — | — | 78 | 61 | 78 | 130 (4/48) |
| | Republic(Farmingdale) | P-47(Thunderbolt) | 30 | — | — | — | — | — | 30 | 60 | 80 | 200 (6/48) |
| | Vought-Sikorsky(Stamf) | F-4U | — | 1 | — | — | — | — | 1 | 1 | 30 | 201 (5/48) |
| | Total, 1 Engine Fighter | | 243 | 85 | 303 | 39 | — | — | 815 | 834 | 889 | — |
| NAVAL RECONNAISSANCE | Curtiss(Columbus) | SO3C | — | 3 | — | — | — | — | 3 | 28 | 60 | 70 (10/48) |
| | Naval Aircraft (Naval) | OS2N | — | 94 | — | — | — | — | 94 | 30 | 30 | 30 |
| | Vought-Sikorsky(Stamf) | OS2U | — | 134 | — | — | — | — | 134 | 140 | 180 | — |
| | Total, Naval Reconnaissance | | — | 231 | — | — | — | — | 231 | 140 | 180 | — |
| 4 ENG. TRANSPORT | Douglas(L.B.) | C-54A | 1 | — | — | — | — | — | 1 | 1 | 1 | 14 (7/48) |
| | Total, 4 Engine Transport | | 1 | — | — | — | — | — | 1 | 1 | 1 | — |
| 2 ENG. TRANSPORT | Canso(Victoria) | C-78 | 4 | — | — | — | — | — | 4 | 12 | 25 | 100 (11/47) |
| | Curtiss(Buffalo) | C-46 | 4 | — | — | — | — | — | 4 | 3 | 5 | 73 (3/48) |
| | Douglas(L.B.) | C-47,A4D-1 | 94 | 2 | 28 | — | — | — | 124 | 104 | 125 | 200 (11/47) |
| | Douglas(L.B.) | DC-3, C-53 | 4 | 1 | 28 | — | — | — | 33 | 31 | 29 | 31 (10/48) |
| | Grumman(Bethpage) | J2F | — | 3 | 1 | — | — | — | 4 | 4 | 4 | 4 |
| | Grumman(Bethpage) | J4F | — | 3 | — | — | — | — | 4 | 4 | 4 | 4 |
| | Lockheed(Burbank) | 18 (Lodestar)C-29,60,A-30 | 11 | — | 5 | — | — | — | 16 | 15 | 29 | 30 (6/48) |
| | Total, 2 Engine Transport | | 117 | 10 | 62 | — | — | — | 189 | 173 | 208 | — |
| CONVERTIPLANE (Jet, Listen) | Aerovox(Middletown) | L-38,6 | 130 | — | 3 | — | — | — | 133 | 100 | 100 | — |
| | Bell(Wichita) | XH-5 | — | 7 | 3 | — | — | — | 10 | 11 | 12 | 12 |
| | Fairchild(Hagerstown) | G-61 (F-6A) | — | — | 88 | — | — | — | 88 | 38 | 17 | 40 (10/48) |
| | Gyrodyne | XH-1 | — | 12 | — | — | — | — | 12 | 14 | 7 | 18 (1/48) |
| | Interstate (E.I.) | L-6 | 1 | — | — | — | — | — | 1 | — | — | 82 (10/48) |
| | Piper(Lock Haven) | L-18 | 118 | — | — | — | — | — | 118 | 126 | 230 | — |
| | Taylorcraft(Allegany) | L-2B | 90 | — | — | — | — | — | 90 | 95 | — | 100 (3/48) |
| | Total(Piper) | L-4 | — | — | — | — | — | — | — | 1 | 1 | 30 (10/48) |
| | Total, Communication | | 341 | 19 | 94 | — | — | — | 454 | 377 | 366 | — |
| SPECIAL AIRCRAFT (Various) | Naval Aircraft(Philo.) | XSN-1 | — | — | — | — | — | — | — | 4 | 10 | 30 (10/48) |
| | Total, Special Aircraft (Various) | | — | — | — | — | — | — | — | 4 | 10 | — |
| 2 ENG. ADVANCED TRAINER | Beech(Wichita) | AT-7, SNB-3 | 6 | 3 | — | — | — | — | 9 | 16 | 20 | 40 (9/48) |
| | Beech(Wichita) | AT-10 | 80 | — | — | — | — | — | 80 | 77 | 100 | 100 |
| | Beech(Wichita) | AT-11, G-38B | 70 | — | — | — | — | — | 70 | 75 | 75 | 120 (4/48) |
| | Boeing(Wichita) | AT-15 | — | — | — | — | — | — | — | — | 1 | 30 (4/48) |
| | Canso(Victoria) | AT-17 (Crane) T-50, G-78 | 61 | — | 61 | — | — | — | 122 | 100 | 100 | 120 (4/48) |
| | Curtiss(St.Louis) | AT-9 | — | — | — | — | — | — | — | 10 | 15 | 40 (9/48) |
| | Fairchild(Hagers.Burl) | AT-13,14 | — | — | — | — | — | — | — | 3 | — | 40 (4/48) |
| | Total, 2 Eng. Adv. Trainer | | 217 | 3 | 61 | — | — | — | 281 | 275 | 309 | — |
| 1 ENG. ADVANCED TRAINER | Curtiss(St.Louis) | SNC | — | 41 | 9 | — | — | — | 50 | 45 | 45 | — |
| | Ryan(Montreal) | AT-16 | — | — | 67 | — | — | — | 67 | 35 | 60 | 80 (3/48) |
| | North American(Inglo) | AT-6, SNJ-3 | 45 | 138 | 58 | — | — | — | 241 | 201 | 200 | 200 (2/48) |
| | Total, 1 Eng. Adv. Trainer | | 45 | 179 | 134 | — | — | — | 358 | 281 | 305 | — |
| BASIC TRAINER | Fleetwings (Bristol) | BT-12 | — | — | — | — | — | — | — | — | 1 | 30 (1/48) |
| | Vultee(Downey) | BT-13, SNV-1 | 191 | 130 | — | — | — | — | 321 | 138 | 300 | 400 (3/48) |
| | Total, Basic Trainer | | 191 | 130 | — | — | — | — | 321 | 138 | 301 | — |
| PRIMARY TRAINER | Aerovox(Middletown) | PT-23 | — | — | — | — | — | — | — | — | 1 | 30 (3/48) |
| | Boeing(Wichita) | PT-17,27,N2S | 111 | 33 | 3 | — | — | — | 171 | 166 | 180 | 270 (12/48) |
| | Fairchild(Hagers.) | PT-19,S-62,PT-26 | 150 | — | 35 | — | — | — | 150 | 150 | 150 | 150 |
| | Howard(Chicago) | GH-1 | — | — | — | — | — | — | — | — | 1 | 30 (3/48) |
| | Spau (S.B.) | PT-20 | 18 | — | — | — | — | — | 18 | 8 | — | — |
| | Spau (S.B.) | PT-26 | — | — | — | — | — | — | — | 8 | 1 | — |
| | Stearman (Tulsa) | PT-1 | 39 | — | — | — | — | — | 39 | 18 | — | — |
| | Total(Yon Kern) | N2S | 1 | — | — | — | — | — | 1 | — | — | 30 (9/48) |
| | Total, Primary Trainer | | 319 | 33 | 38 | — | — | — | 389 | 349 | 333 | — |
| SPECIAL AIRCRAFT (Various) | Culver(Wichita) | PQ-8 | 14 | — | — | — | — | — | 14 | 14 | — | — |
| | Culver(Wichita) | PQ-9 | — | — | — | — | — | — | — | 1 | — | 30 (9/48) |
| | Fletcher(Pasadena) | OQ-1 | — | — | — | — | — | — | — | 2 | — | — |
| | Fletcher(Pasadena) | PQ-11A | — | — | — | — | — | — | — | 2 | 2 | 30 (11/48) |
| | Ryan(Montreal) | PQ-15B | — | — | — | — | — | — | — | — | 1 | 8 (9/48) |
| | Total, Special Aircraft (Various) | | 14 | — | — | — | — | — | 14 | 19 | 31 | — |
| TOTAL — (Incl. Gliders) | | | 1791 | 779 | 1,313 | 365 | — | — | 4309 | 4406 | 4688 | — |

* Excluding less-than-12-place commercial (non-scheduled) aeroplanes.
DATA: Material Command, Army Air Forces

RELEASED

Production Analysis Unit
August 12, 1948

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# ENGINE SHIPMENTS

classified by manufacturer, model & customer

JULY 1942

| PROGRAM (MILITARY) MANUFACTURER | MODEL | Army | Navy | Def. Aid | Brit-ish | Other For. | Comm'l *** | TOTAL AIRCRAFT | Ord-nance | GRAND TOTAL | 9-J CAPACITY July | 9-J CAPACITY Aug. | 9-J CAPACITY Peak | GRAND TOTAL Dealer's Stocks | GRAND TOTAL Complete Engines | HP. MINUTES Total (000) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Pratt & Whitney | R-2800 (1 stage) | 149 | 1 | 68 | 148 | — | — | 366 | — | 366 | 415 | 600 | 600 | 0 | 0 | 760.0 |
| | R-2800 (2 stage) | 34 | 95 | — | — | — | — | 129 | — | 129 | 115 | 250 | 250 | 10 | 10 | 265.6 |
| | R-2000 | 314 | 130 | 252 | — | 28 | 34 | 758 | — | 758 | 645 | 825 | 825 | 57 | 57 | 818.8 |
| | R-1830 (1 stage) | — | 150 | 138 | — | 1 | 2 | 290 | — | 290 | 190 | 650 | 650 | 27 | 27 | 265.8 |
| | R-1830 (2 stage) | 1 | 242 | 138 | — | — | 3 | 384 | — | 384 | 260 | 880 | 900 | 30 | 30 | 355.8 |
| | **R-1340 | 1 | 1 | — | — | — | — | 2 | — | 2 | — | — | — | — | — | — |
| | **R-985 | 367 | 114 | 330 | 184 | 89 | 43 | 1127 | — | 1127 | 870 | 2535 | 900 | 331 | 94 | 2502.2 |
| | Total, Pratt & Whitney | 1576 | 1696 | 930 | 184 | 89 | 43 | 4976 | — | 4976 | — | — | — | — | — | — |
| Wright | R-1750 | 6 | — | — | — | — | — | 6 | — | 6 | 88 | 94 | 625 | 0 | 0 | 13.2 |
| | R-2600-4 | 153 | — | 286 | 163 | — | — | 600 | — | 600 | 615 | 615 | 650 | 16 | 5 | 995.6 |
| | R-2600-8 | 321 | 354 | 351 | — | — | — | 1026 | — | 1026 | 1050 | 1200 | 1200 | 204 | 28 | 1191.8 |
| | R-1820, G-100 | 63 | 64 | 12 | 115 | 10 | 34 | 298 | — | 298 | 174 | 184 | 195 | 5 | 1 | 198.0 |
| | R-1820, G-200 | 495 | 12 | 67 | — | — | — | 574 | 3 | 577 | 735 | 735 | 850 | 35 | 6 | 682.0 |
| | **R-975 | 60 | — | 30 | — | 8 | — | 98 | — | 98 | 135 | 135 | — | 25 | 0 | 94.3 |
| | Total, Wright | 1098 | 434 | 756 | 278 | 83 | 87 | 2512 | 3 | 2515 | 2799 | 2963 | — | 284 | 109 | 4335.3 |
| Allison | V-710 3 & 7 | 1265 | — | — | — | — | — | 1265 | — | 1265 | 1250 | 1250 | 1500 | 251 | 225 | 1090 |
| Buick | R-1830 (1 stage) | 34 | 715 | — | — | — | — | 749 | — | 749 | 650 | 700 | 1000 | 188 | 20 | 1180 |
| Chevrolet | R-1830 (2 stage) | 34 | 204 | — | — | — | — | 238 | — | 238 | 650 | 650 | 1000 | 0 | 0 | 1180 |
| Continental (Mank.) | **R-670 | 113 | 220 | 140 | — | — | 11 | 484 | 990 | 1474 | 13039 | 1383 | — | 2 | 0 | 880 |
| Continental (Mank.) | **O-170 | — | — | — | — | — | 1 | 1 | — | 1 | 1137 | 113 | — | 0 | 0 | 65 |
| Ford | R-2800 (1 stage) | 570 | — | — | — | — | — | 570 | — | 570 | 650 | 725 | 1400 | 92 | 2 | 1287.0 |
| Franklin | **R-779-1-BB | 33 | 388 | — | 240 | — | — | 661 | — | 661 | 650 | 650 | 1100 | 2 | 1 | 95.1 |
| Franklin | **R-915-1-BB | 7 | — | — | — | — | — | 7 | — | 7 | 111 | 175 | 700 | 15 | 9 | 85.3 |
| Lycoming | **R-680 | 171 | — | — | — | — | — | 171 | — | 171 | 650 | 675 | 700 | 79 | 11 | 278.8 |
| Lycoming | **O-435 | 385 | — | — | — | — | — | 385 | — | 385 | 650 | 675 | 700 | 79 | 11 | 138.9 |
| Menasco | **R-760, R-975 | — | — | — | — | — | 2 | 2 | — | 2 | 27 | 2 | — | 0 | 0 | 0.3 |
| Naval Aircraft | T-1650 | 228 | — | — | 577 | — | — | 801 | — | 801 | 650 | 700 | 1400 | 199 | 8 | 1288.0 |
| Packard | T-770 | 204 | 34 | — | — | — | 7 | 94 | — | 94 | 650 | 700 | 1400 | 47 | 8 | 95.5 |
| Ranger | **V-770 | — | 34 | 39 | — | — | — | 73 | — | 73 | 870 | 870 | 900 | 138 | 30 | 99.7 |
| Ranger | **V-540 | 204 | — | — | — | — | — | 204 | — | 204 | 870 | 870 | 900 | 79 | 30 | |
| Studebaker | R-1820, G-200 | 600 | — | — | — | — | — | 600 | — | 600 | 600 | 800 | 2000 | 92 | 15 | 830.3 |
| Studebaker | R-500 | — | — | 37 | — | — | 3 | 40 | — | 40 | 507 | 50 | — | 0 | 0 | 5.6 |
| | TOTAL MANUFACTURERS | 6188 | 1764 | 2581 | 1147 | 98 | 93 | 11469 | 993 | 12462 | 13043 | 13769 | — | 1417 | 116 | — 10339.7 |
| | Total, Radial Types | 4564 | 954 | 1794 | 937 | 43 | 64 | 8250 | 3 + | 8253 | 8304 | 8178 | — | 1265 | 106 | — 1277.3 |
| | Total, Trainer Types | 1624 | 954 | 787 | 890 | 9 | 25 | 3619 | 990 | 4609 | 4739 | 5591 | — | 152 | 6 | — 1567.8 |
| | TOTAL MANUFACTURERS | 6188 | 1764 | 2581 | 1147 | 98 | 93 | 11469 | 993 | 12462 | 13043 | 13769 | — | 1417 | 116 | — 10339.7 |

** Types intended primarily for use in Trainers
+ Capacity for this engine, not shown in Report 9-J, is taken to be the same as shipments
SOURCE: Material Command, Army Air Forces

*** Including less-than-300 HP. (non-aeronautical) engines

Production Analysis Unit
August 14, 1942

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# PROPELLER SHIPMENTS

classified by manufacturer, type, model & customer

JULY 1942

| Program Manufacturer | Type | Model | Army | Navy | Def. Aid | British | Other For. | Comm'l. | Total | 10-J Requirements July | 10-J Requirements Aug. | 10-J Capacity July | 10-J Capacity Aug. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Aeroproducts | Controllable 3 Blade, Steel | AP-532-8 | — | — | — | — | — | — | — | 1 | — | 1 | — |
| | | AP-532-8A | 47 | — | — | — | — | — | 47 | — | — | 193 | 230 |
| | TOTAL-Aeroproducts | | 47 | — | — | — | — | — | 47 | 1 | — | 194 | 230 |
| Canadian Prop. Ltd. | Controllable 2 Blade, Dural | 12D40 | — | — | 125 | — | — | — | 125 | — | 60 | 125 | 200 |
| | TOTAL-Canadian Propellers Ltd. | | — | — | 125 | — | — | — | 125 | — | 60 | 125 | 200 |
| Curtiss-Wright | Controllable 3 Blade, Steel | C-5315-8 | — | 188 | — | — | — | — | 188 | 119 | 182 | 140 | 150 |
| | | C-533-8 | — | 58 | — | — | — | — | 58 | 47 | 61 | 47 | 61 |
| | | C-532-8 | 1 | — | — | — | 1 | — | 2 | 34 | 36 | — | — |
| | | Total | 1 | 186 | — | — | 1 | — | 188 | 200 | 279 | 187 | 211 |
| | Controllable 3 Blade Hollow Shaft, Steel | C-5315-8S | 223 | — | — | — | — | — | 223 | 180 | 173 | 227 | 250 |
| | | Total | 223 | — | — | — | — | — | 223 | 180 | 173 | 227 | 250 |
| | Controllable 4 Blade, Steel | C-542-8 | — | — | — | — | — | — | — | 2 | 2 | 2 | 3 |
| | | C-542-8 | 85 | — | — | — | — | — | 85 | 148 | 166 | 170 | 200 |
| | | C-543-8 | 535 | — | — | — | — | — | 535 | 352 | 370 | 398 | 400 |
| | | Total | 620 | — | — | — | — | — | 620 | 502 | 538 | 570 | 603 |
| | Controllable 3 Blade, Dural | C-532-D | 555 | — | 387 | 74 | — | — | 1016 | 968 | 980 | 1110 | 960 |
| | | C-533-D | — | — | — | — | — | — | — | — | 4 | — | 90 |
| | | C-535-D | — | 121 | — | 78 | — | — | 199 | 198 | 365 | 240 | 300 |
| | | Total | 555 | 121 | 387 | 152 | — | — | 1215 | 1166 | 1349 | 1350 | 1350 |
| | TOTAL-Curtiss-Wright | | 1399 | 307 | 387 | 152 | 2 | — | 2247 | 2188 | 2443 | 2334 | 2414 |
| Hamilton Standard | Hydromatic 3 Blade, Dural | 23D60 | — | — | — | — | — | 2 | 2 | 1 | 4 | 8 | 8 |
| | | 23F60 | 5 | — | — | — | — | — | 5 | — | 4 | 35 | 35 |
| | | 23HX | — | 81 | — | — | — | — | 81 | — | — | — | — |
| | | 23H50 | 1336 | 1001 | — | 152 | 52 | 110 | 2651 | 4756 | 4750 | 2650 | 2650 |
| | | 23D50 | 18 | — | — | — | — | 3 | 21 | 184 | 253 | 100 | 200 |
| | | Total | 1359 | 1082 | — | 152 | 52 | 121 | 2766 | 4942 | 5577 | 2793 | 2893 |
| | Controllable 4 Blade, Dural | 24D50 | — | — | — | — | — | — | — | 2 | 4 | 2 | 4 |
| | | Total | — | — | — | — | — | — | — | 2 | 4 | 2 | 4 |
| | Controllable 3 Blade, Dural | 23D0 | — | 33 | — | — | 7 | — | 40 | — | — | — | — |
| | | 23D0 | — | 146 | — | — | 2 | — | 148 | 22 | 14 | 22 | 14 |
| | | Total | — | 179 | — | — | 9 | — | 188 | 22 | 18 | 22 | 18 |
| | Controllable 2 Blade, Dural | 23D0 | 834 | — | — | 128 | — | 2 | 964 | 671 | 727 | 550 | 550 |
| | | 23D0 | 428 | 538 | 4 | — | — | — | 970 | 1083 | 1057 | 900 | 900 |
| | | 12D40 | 217 | 317 | 202 | — | — | — | 736 | 611 | 631 | 700 | 700 |
| | | Total | 1503 | 855 | 206 | 128 | — | 2 | 2694 | 2365 | 2415 | 2150 | 2150 |
| | TOTAL-Hamilton Standard | | 2862 | 2116 | 206 | 280 | 61 | 123 | 5648 | 7341 | 7414 | 4967 | 5065 |
| Nash-Kelvinator | Hydromatic 3 Blade, Dural | 23D50(23EX) | — | — | 1555 | — | — | — | 1555 | 742 | 1065 | 1500 | 2000 |
| | TOTAL-Nash-Kelvinator | | — | — | 1555 | — | — | — | 1555 | 742 | 1065 | 1500 | 2000 |
| | Aeroproducts<br>Canadian Prop. Ltd.<br>Curtiss-Wright<br>Hamilton Standard<br>Nash-Kelvinator — GRAND TOTAL | | 4308 | 2423 | 2273 | 432 | 63 | 123 | 9622 | 10272 | 10982 | 9120 | 9909 |
| | Total, Steel Blade Propellers | | 891 | 186 | — | — | 2 | — | 1079 | 1083 | 1190 | 1178 | 1294 |
| | Total, Dural Blade Propellers | | 3417 | 2237 | 2273 | 432 | 61 | 123 | 8543 | 9189 | 9792 | 7942 | 8615 |
| | GRAND TOTAL - All Types | | 4308 | 2423 | 2273 | 432 | 63 | 123 | 9622 | 10272 | 10982 | 9120 | 9909 |

SOURCE: Material Command, Army Air Forces

Production Analysis Unit
August 15, 1942

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PRODUCTION "TROUBLES" AND RELATED PRODUCTION INDICES

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# PRODUCTIVE LABOR AND PLANT OPERATION INDICES

JULY 1942

| PRODUCTIVE EMPLOYMENT | | | | | | | | | | INDICES OF PRODUCTIVE PLANT OPERATION | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PRIMARY MANUFACTURERS | DISTRIBUTION BY SHIFT: FIRST SHIFT NUMBER | FIRST SHIFT PERCENT | SECOND SHIFT NUMBER | SECOND SHIFT PERCENT | THIRD SHIFT NUMBER | THIRD SHIFT PERCENT | TOTAL | FEMALE NUMBER | FEMALE PERCENT | AVERAGE MAN-HRS PER WEEK | EQUIVALENT TIME OF FULL PLANT* OPERATION(MAN-/WK) | PRODUCTIVE LABOR CONSUMPTION (man-hrs/$^{19}$42 /mh) | MAN HRS/POUNDS AIRFRAME WGT.** |
| **AIRCRAFT** | | | | | | | | | | | | | |
| Aeronca(Middletown) | 947 | 76 | 191 | 15 | 13 | 1 | 951 | 172 | 18 | 45.0 | 60.6 | 1.7 | 1.7 |
| Beech(Wichita) | 4468 | 57 | 3336 | 43 | 34 | 0 | 7811 | 1405 | 18 | 48.9 | 62.6 | 2.1 | 2.1 |
| Bell(Buffalo) | 4113 | 68 | 1886 | 32 | 1588 | 19 | 8589 | 593 | 12 | 48.4 | 54.6 | 1.4 | 1.8 |
| Boeing(Seattle) | 10321 | 82 | 2161 | 18 | 1521 | 17 | 21003 | 4356 | 21 | 46.4 | 80.6 | 1.8 | 2.1 |
| Boeing(Wichita) #1 | 1849 | 85 | 341 | 15 | 317 | 18 | 1907 | 211 | 11 | 45.0 | 84.7 | 1.5 | 1.7 |
| Brewster(Newark) | 3441 | 89 | 3343 | 91 | 0 | 0 | 10784 | 337 | 3 | 52.6 | 96.8 | 2.1 | -- |
| Cessna(Wichita) | 983 | 65 | 535 | 35 | 302 | 16 | 2185 | 465 | 21 | 49.5 | 98.0 | 1.8 | 0.9 |
| Consolidated(F.W.) | 3686 | 98 | 1215 | 32 | 85 | 1 | 3880 | 384 | 10 | 45.0 | 97.0 | 0.3 | -- |
| Consolidated(S.D.) | 14358 | 98 | 11757 | 82 | 2581 | 9 | 28676 | 6689 | 23 | 46.5 | 97.0 | 1.9 | 2.5 |
| Culver(Wichita) | 138 | 81 | 15 | 10 | 12 | 9 | 165 | 14 | 10 | 41.0 | 98.3 | 0.3 | 1.7 |
| Curtiss(Buffalo) | 9487 | 96 | 4084 | 34 | 1338 | 17 | 19909 | 1865 | 10 | 45.1 | 93.1 | 2.2 | 2.2 |
| Curtiss(Columbus) | 4069 | 57 | 2149 | 30 | 983 | 13 | 7197 | 1206 | 16 | 47.5 | 95.0 | 1.3 | -- |
| Curtiss(St.Louis) | 3173 | 90 | 1784 | 50 | 958 | 14 | 5831 | 311 | 5 | 46.1 | 98.7 | 1.5 | -- |
| Douglas(L.A.) | 3050 | 45 | 2516 | 37 | 1469 | 23 | 7035 | 837 | 11 | 46.5 | 113.3 | 1.3 | 1.5 |
| Douglas(S.M.) | 9937 | 90 | 1088 | 10 | 2350 | 11 | 12969 | 2489 | 18 | 47.8 | 96.0 | 1.9 | 2.4 |
| Douglas(S.M.) | 6661 | 46 | 6146 | 33 | 3971 | 21 | 16776 | 2597 | 13 | 46.9 | 97.8 | 2.6 | 5.5 |
| Douglas(Tulsa) | 1379 | 65 | 580 | 26 | 189 | 9 | 2132 | 166 | 6 | 47.7 | 73.7 | 0.3 | -- |
| Fairchild(Eggerv.) | 2889 | 74 | 1578 | 38 | 438 | 16 | 5839 | 741 | 15 | 48.0 | 88.8 | 2.1 | 3.6 |
| Fleet(Fort Erie) | 888 | 67 | 437 | 33 | 0 | 0 | 1325 | 178 | 13 | 48.4 | 87.1 | 2.8 | -- |
| Fleetwings(Bristol) | 1776 | 79 | 470 | 21 | 4 | -- | 2250 | 302 | 13 | 39.2 | 89.9 | 1.7 | -- |
| Fletcher(Pasadena) | 141 | 100 | 0 | 0 | 0 | 0 | 141 | 9 | 6 | 48.0 | 98.0 | 0.8 | -- |
| Ford(Willow Run) | 2387 | 48 | 2532 | 52 | 1117 | 16 | 7032 | 955 | 8 | 48.0 | 98.6 | 0.8 | -- |
| Grumman(Bethpage) | 10795 | 88 | 2946 | 12 | 0 | 0 | 13141 | 1691 | 6 | 46.7 | 98.7 | 1.7 | 5.2 |
| Howard(Chicago) | 809 | 83 | 165 | 17 | 0 | 0 | 974 | 1 | -- | 47.6 | 97.4 | 0.7 | 4.0 |
| Interstate(E.E.) | 114 | 91 | 11 | 9 | 0 | 0 | 125 | 3 | 2 | 52.1 | 97.1 | 0.2 | -- |
| Lockheed(Burbank) | 12599 | 93 | 3690 | 28 | 3272 | 10 | 19561 | 2150 | 9 | 46.0 | 97.0 | 2.4 | 2.6 |
| Martin(Baltimore) | 17064 | 94 | 10551 | 59 | 1659 | 22 | 29274 | 4494 | 13 | 44.3 | 91.0 | 1.9 | 3.9 |
| Martin(Omaha) | 1908 | 95 | 1047 | 52 | 389 | 21 | 3760 | 396 | 8 | 48.5 | 98.2 | 0.8 | -- |
| Naval Aircraft(Phila) | 1187 | 58 | 478 | 24 | 358 | 18 | 1965 | 587 | 30 | 48.0 | 85.5 | 1.2 | 1.7 |
| Noorduyn(Montreal) | 3378 | 70 | 1439 | 30 | 0 | 0 | 4437 | 394 | 21 | 55.5 | 79.4 | 3.0 | 3.4 |
| North Amer.(Dallas) | 4613 | 60 | 3075 | 40 | 0 | 0 | 7688 | 1121 | 15 | 41.1 | 66.5 | 1.0 | 0.3 |
| North Amer.(Inglewood) | 7838 | 57 | 5898 | 43 | 0 | 0 | 13736 | 1001 | 6 | 52.4 | 98.0 | 2.6 | 2.0 |
| North Amer. (E.E.) | 3625 | 98 | 1610 | 42 | 2 | -- | 4237 | 530 | 8 | 43.6 | 79.0 | 1.5 | 3.6 |
| Northrop(Nor.) | 2960 | 63 | 1888 | 32 | 1473 | 25 | 5939 | 612 | 7 | 48.0 | 108.7 | 1.9 | 2.8 |
| Piper(Lock Haven) | 886 | 68 | 392 | 32 | 140 | 12 | 1204 | 237 | 20 | 40.0 | 98.5 | 1.0 | 1.3 |
| Republic(Farmingdale) | 4397 | 62 | 2814 | 38 | 0 | 0 | 7415 | 70 | 1 | 56.9 | 91.8 | 2.5 | 6.3 |
| Ryan(San Diego) | 944 | 89 | 109 | 9 | 10 | 1 | 1363 | 97 | 7 | 49.0 | 70.7 | 1.4 | 5.1 |
| Spartan(Tulsa) | 276 | 72 | 108 | 28 | 0 | 0 | 384 | 0 | 0 | 45.5 | 63.3 | 1.0 | 0.6 |
| Taylorcraft(Alliance) | 243 | 84 | 47 | 16 | 0 | 0 | 290 | 69 | 24 | 44.0 | 97.5 | 1.1 | 1.0 |
| Timm(Van Nuys) | 390 | 94 | 22 | 27 | 14 | 19 | 1026 | 52 | 5 | 46.7 | 81.3 | 1.1 | -- |
| Vega(Burbank) | 7017 | 79 | 1767 | 37 | 1062 | 8 | 12846 | 1760 | 14 | 46.2 | 89.5 | 1.7 | 2.1 |
| Vought-Sik.(Stratf.) | 3197 | 99 | 1436 | 31 | 0 | 0 | 4633 | 772 | 17 | 49.6 | 73.5 | 2.0 | 5.4 |
| Vultee(Downey) | 2698 | 64 | 1475 | 35 | 42 | 1 | 4215 | 317 | 8 | 46.4 | 98.4 | 1.1 | 1.1 |
| Vultee(Nash.) | 1589 | 81 | 1185 | 33 | 389 | 4 | 3589 | 773 | 22 | 46.0 | 97.1 | 1.0 | 2.5 |
| Vultee(Wayne) | 610 | 73 | 200 | 25 | 3 | -- | 813 | 160 | 20 | 48.5 | 96.6 | 0.9 | -- |
| Vunc(Troy) | 607 | 76 | 187 | 24 | 0 | 0 | 794 | 51 | 6 | 55.4 | 78.5 | 1.1 | 6.3 |
| TOTAL AIRCRAFT MFRS. | 182994 | 94% | 114687 | 39% | 30946 | 12% | 336627 | 45432 | 13% | 47.1 | 86.6 | 1.7 | 3.1 |
| **ENGINES** | | | | | | | | | | | | | *** |
| Allison(Indpls.) | 3768 | 38% | 3827 | 38% | 2539 | 30% | 9938 | 307 | 3% | 44.6 | 117.7 | 1.9 | 2.8 |
| Buick(Melrose Park) | 3677 | 88 | 1521 | 37 | 960 | 12 | 6358 | 197 | 3 | 48.0 | 82.1 | 1.0 | 1.2 |
| Chevrole(Tonawanda) | 3949 | 46 | 3173 | 37 | 1504 | 21 | 8626 | 851 | 9 | 47.8 | 104.6 | 1.0 | 1.5 |
| Continental(Musk.) | 1169 | 42 | 914 | 33 | 719 | 25 | 2802 | 0 | 0 | 55.6 | 133.8 | 1.2 | 2.6 |
| Ford(Dearborn) | 2776 | 37 | 2422 | 33 | 2252 | 30 | 7450 | 0 | 0 | 48.0 | 128.8 | 1.8 | 1.8 |
| Jacobs #1(Pottstown) | 569 | 48 | 398 | 34 | 197 | 17 | 1164 | 0 | 0 | 48.0 | 116.6 | 2.3 | 2.4 |
| Kinner(Glendale) | 140 | 85 | 9 | 5 | 0 | 0 | 164 | 0 | 0 | 49.7 | 76.9 | 1.1 | 2.5 |
| Lycoming(Williamsport) | 1030 | 57 | 696 | 38 | 84 | 15 | 1790 | 39 | 2 | 45.4 | 78.9 | 1.3 | 5.2 |
| Naval Aircraft(Phila) | 165 | 43 | 88 | 24 | 84 | 23 | 337 | 162 | 48 | 47.0 | 96.0 | 0.5 | -- |
| Packard(Detroit) | 5394 | 46 | 5345 | 46 | 493 | 4 | 11184 | 492 | 4 | 57.0 | 119.8 | 1.5 | 4.1 |
| Pratt & Whitney(Kurt.) | 9358 | 42 | 6817 | 31 | 9899 | 27 | 22074 | 1565 | 7 | 44.8 | 105.6 | 1.8 | 2.9 |
| Ranger(Farmingdale) | 849 | 46 | 986 | 51 | 432 | 23 | 1865 | 42 | 2 | 48.0 | 105.4 | 1.0 | 9.7 |
| Studebaker(So.Bend) | 2940 | 66 | 1500 | 34 | 0 | 0 | 4440 | 290 | 6 | 70.0 | 105.7 | 0.8 | 3.0 |
| Warner(Detroit) | 207 | 79 | 60 | 21 | 0 | 0 | 267 | 0 | 0 | 57.5 | 74.1 | 2.0 | 4.8 |
| Wright(Cin.) | 5711 | 47 | 3842 | 31 | 2647 | 22 | 12200 | 1700 | 14 | 49.0 | 104.7 | 1.3 | 3.0 |
| Wright(Paterson) | 6129 | 45 | 6045 | 27 | 3912 | 28 | 16086 | 550 | 3 | 47.7 | 96.5 | 1.6 | 2.6 |
| TOTAL ENGINE MFRS. | 49817 | 46% | 35877 | 33% | 22502 | 21% | 107796 | 5535 | 5% | 49.2 | 106.2 | 1.4 | 2.8 |
| **PROPELLERS** | | | | | | | | | | | | | |
| Aeroproducts(Dayton) | 516 | 49% | 334 | 32% | 833 | 29% | 1067 | 67 | 6% | 49.0 | 103.2 | 1.2 | -- |
| Canadian Prop.Ltd.(Mont) | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| Curtiss-Wright(Cald.) | 3595 | 46 | 2885 | 36 | 1388 | 18 | 7869 | 541 | 7 | 51.2 | 111.3 | 1.4 | -- |
| Hamilton Standard(Hart) | 1521 | 36 | 1504 | 36 | 1177 | 28 | 4202 | 329 | 8 | 45.5 | 109.9 | 1.5 | -- |
| Hamb-Reivnstor(Leaming) | 1308 | 63 | 709 | 37 | 462 | 18 | 2857 | 0 | 0 | 46.5 | 103.3 | 0.7 | -- |
| TOTAL PROPELLER MFRS. | 6046 | 43% | 5939 | 33% | 3680 | 24% | 15395 | 937 | 6% | 48.7 | 110.5 | 1.2 | -- |

* Based on the premise that the plant is operated at capacity by the first shift.
** Adjusted for sub-contracting
*** Man-hours per Lb. delivered
SOURCE: Material Command, Army Air Forces

Production Analysis Unit
August 18, 1942

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## GLIDER ACCEPTANCES



( classified by manufacturer & type )

JULY 1942

| PROGRAM MANUFACTURERS | PARTIAL: 30 Place | 25 Place | 15 Place | 12 Place | 9&6 Place | TOTAL PART. | TOTAL TRAIN. | TOTAL ALL TYPES | S-E SCHEDULE: July | Aug. | Peak |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Aeronca (Middletown) | — | — | — | — | — | — | 9 | 9 | 180 | 160 | 160 (8/42) |
| ABA (Willow Grove) | — | — | — | — | — | — | — | — | — | 16 | 80 (1/43) |
| Babcock (Leland) | — | — | — | — | — | — | — | — | — | 5 | 30 (1/43) |
| Boeing (San Fernando) | — | — | — | — | — | — | — | — | 4 | 2 | — |
| Bristol (W. Haven) | — | — | — | — | — | — | — | — | 2 | — | 32 (1/43) |
| Cessna (Hutchinson) | — | — | — | — | — | — | — | — | — | 500 | 500 (8/42) |
| Ford (Iron Mountain) | — | — | — | — | — | — | — | — | — | 10 | 130 (2/43) |
| Frankfort (Joliet) | — | — | — | — | — | — | 9 | 9 | 5 | 8 | 10 (12/42) |
| General (Lowell) | — | — | — | — | — | — | — | — | 1 | 2 | 50 (1/43) |
| Gibson (Greenville) | — | — | — | — | — | — | — | — | — | 8 | 50 (11/42) |
| Jointer (Ridgefield) | — | — | — | — | — | — | — | — | — | 1 | 15 (11/42) |
| Laister-Kauffman (St.L) | — | — | — | — | — | — | 4 | 4 | 2 | 5 | 64 (3/43) |
| Northwestern (St.P.) | — | — | — | — | — | — | — | — | — | 1 | 25 (12/42) |
| Piper (Lock Haven) | — | — | — | — | — | — | — | — | 50 | 200 | 200 (8/42) |
| Porterfield (Ft.Smith) | — | — | — | — | — | — | — | — | — | 5 | 15 (11/42) |
| Pratt-Read (Deep River) | — | — | — | — | — | — | 1 | 1 | 10 | 25 | 130 (1/43) |
| Reserve (K.C.) | — | — | — | — | — | — | — | — | 1 | 3 | 137 (4/43) |
| Robertson (Robertson) | — | — | — | — | — | — | — | — | 1 | 8 | 30 (1/43) |
| St. Louis (St.L.) | — | — | — | — | — | — | — | — | — | 1 | — |
| Schweizer (Elmira) | — | — | — | — | — | — | 4 | 4 | 9 | 9 | 18 (11/42) |
| Taylorcraft (Alliance) | — | — | — | — | — | — | — | — | 40 | 120 | 120 (8/42) |
| Timm (Van Nuys) | — | — | — | — | — | — | — | — | 5 | 25 | 100 (12/42) |
| Waco (Troy) | — | — | 2 | — | — | 2 | — | 2 | 2 | — | 40 (9/42) |
| TOTAL GLIDER MFRS. | — | — | 2 | — | — | 2 | 27 | 29 | 312 | 1116 | — |

## NON-SCHEDULED AIRCRAFT AND ENGINE PRODUCTION

JULY 1942

**AIRCRAFT**

| MANUFACTURERS | NUMBER |
|---|---|
| Culver (Wichita) | 2* |
| Noordmyr (Montreal) | 2 |
| Taylorcraft (Alliance) | 18* |
| Waco (Troy) | 13* |
| TOTAL (4 MFRS.) | 35 |

**ENGINES**

| MANUFACTURERS | NUMBER |
|---|---|
| Aircooled (Syracuse) | 40 |
| Continental (Musk.) | 29** |
| Lycoming (Williamsport) | 35** |
| TOTAL (3 MFRS.) | 104 |

* Less-than-12-place commercial aircraft produced by Program Mfrs.
** Less than 100 HP. commercial engines produced by Program Mfrs.

SOURCE: Materiel Command, Army Air Forces

Production Analysis Unit
August 14, 1942

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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DOD ltrs
8 Jan. & 20 June 1974
By: BLM/CC LC. Date: 10/18/76

File No. _____

Tally No. AAF _____

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

SUBJECT: Magnesium.

| NO. | FROM | TO | DATE | COMMENTS |
|---|---|---|---|---|
| 1 | General Arnold | General Echols | 1942 4/18 | For comment. Does this show any improvement in the magnesium situation? H. H. A. |
| Incl: Memo. for Gen. Arnold, 4/15/42, frm Lt. Sennott, USNR, /w/ report prepared for chrmn. of Army & Navy Mun. Bd., 3/28/42, by Maj. Boyd. | | | | |
| 2 | AFAMC-10 | General Arnold | 1942 4/18 | 1. With respect to magnesium ingot production, we have definitely entered the very critical period in which aircraft requirements will be jeopardized if substantial quantities of magnesium are diverted to the production of incendiary bombs, export to the United Kingdom, etc.<br>2. The May allocation of metal for aircraft will be met but any allocation of magnesium for June or July for incendiary bombs requiring 1,200,000 lbs/mo cannot be met without a corresponding cut in the allocation of the metal to aircraft.<br>3. The loss in production due to the failure of the Permanente electrothermic process at Palo Alto, California, will be partically met by production from the Ford ferro silicon plant, Dearborn, Michigan, and the Permanente ferrosilicon plant at Latham, California.<br>4. It is believed the production rates indicated in Table 2 are very optimistic with respect to the months of July, August and September, 1942. Undoubtedly there will be a substantial increase in magnesium production by October, 1942.<br>5. The Chemical Warfare Service has indicated that it will require approximately 75,000,000 lbs. of magnesium to meet 1942 incendiary bomb requirements, - the greater protion of which, of necessity, will have to be provided from production in the last three months of the year when magnesium in sufficient quantities will be available.<br>O. P. E.<br>Commanding General, Materiel Command |
| 3. | General Arnold | AAG | 4/20/42 | |

Gen'l Sufficient magnesium for aircraft program - all resolves around bomb program BLM

Noted

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(Do not use reverse side)

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WF42-7-42-2M

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(3)

Gen Echols for comment.

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DOD Dir.
5 Jan. & 30 June 1974
By: [illegible] LC, Date: 10/18/76

JOINT AIRCRAFT COMMITTEE
WASHINGTON, D. C.

April 15, 1942

MEMORANDUM TO: Lieutenant General Henry H. Arnold, U.S.Army
Rear Admiral John H. Towers, U. S. Navy
Major General O. P. Echols, U.S.Army
Captain Ralph E. Davison, U. S. Navy
Mr. C. R. Fairey, British Air Commission
Air Marshal D. C. S. Evill, R.A.F. Delegation
Mr. Merrill C. Meigs, War Production Board
Mr. T. P. Wright, War Production Board

SUBJECT: Magnesium

1. Mr. F. Eberstadt, Chairman, Army and Navy Munitions Board, has forwarded the interim report recently prepared by the Magnesium Committee of the War Production Board and Army and Navy Munitions Board to the Joint Aircraft Committee for the information of the members. A copy of the report is submitted herewith.

2. It is not contemplated that this report will be considered in the meeting of the Committee (unless one of the members should so desire), and the copies are therefore submitted separately from the regular weekly Agendas.

J. H. Sennott
J. H. SENNOTT
Lieut. (jg) USNR
Assistant Recorder
Joint Aircraft Committee

1 Incl.
Report

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By NARA, D.C. Date 12/20/76

ARMY AND NAVY MUNITIONS BOARD
WASHINGTON, D. C.

DECLASSIFIED

March 28, 1942.

MEMORANDUM FOR MR. F. EBERSTADT, CHAIRMAN,
Army and Navy Munitions Board.

Subject: Preliminary Estimates of Magnesium Requirements and Production, 1942 and 1943.

1. The Joint Magnesium Committee of the WPB and the ANMB present herewith tentative estimates of magnesium ingot requirements and supplies in 1942 and 1943. The purpose has been to obtain preliminary data needed to make a decision on the priority rating to be assigned to the new magnesium ingot expansion program as approved by the War Production Board, February 10, 1942. The original program called for 400 million pounds annual rated capacity: the new program calls for an additional 325 million pounds, of which 266 million pounds represent projects already under way. The Aluminum and Magnesium Branch, WPB, March 13, 1942, has requested approval by the ANMB of a blanket A-1-b rating, with provision for A-1-a ratings where necessary, as well as for the automatic freezing of deliveries permitted under A-1-b ratings. The Priorities Committee, ANMB, believe, however, that current estimates of magnesium requirements fail to justify the new expansion program and that a project rating for only a small segment of it should be considered at this time.

Statistics of Requirements and Production

2. Presented in table 1 below are statistics summarizing the estimated production of, and demand for magnesium ingot in 1942 and 1943. Requirements are stated on a conservative and maximum basis: they take into consideration the acceleration of the Munitions Program, as well as the substitution after 1942 of magnesium for other metals where desirable to save weight, and where reasonably possible from an engineering and production standpoint. The estimates of production, shown in detail in table 2, assume favorable deliveries of materials and equipment for the new facilities.

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Table 1.- Summary of Magnesium Ingot Production and Requirements, 1942 and 1943

(Millions of pounds)

| Production: | 1942 | 1943 |
|---|---|---|
| Original program (rated capacity 400 million pounds) | 126 | 330 |
| New projects under way (rated capacity 266 million pounds) | 33 | 224 |
| Production from recovered scrap | 11 | 55 |
| Total | 170 | 609 |

| Requirements: | 1942 Conservative | 1942 Maximum | 1943 Conservative | 1943 Maximum |
|---|---|---|---|---|
| Aircraft- | | | | |
| Magnesium products | 70 | 84 | 150 | 180 |
| Alloying with aluminum | 13 | 15 | 29 | 29 |
| | 83 | 99 | 179 | 209 |
| Incendiary Bombs- | | | | |
| Army Air Forces | 0 | 16 | 90 | 125 |
| Navy | 0 | 10 | 19 | 19 |
| Great Britain | 24 | 29 | 24 | 29 |
| | 24 | 55 | 133 | 173 |
| Army Ordnance - powder | 7 | 7 | 10 | 10 |
| Signal Corps | 0 | 0 | 5 | 15 |
| Navy (other than aircraft and bombs) | 4 | 5 | 5 | 10 |
| Great Britain - ingot | 18 | 68 | 18 | 91 |
| Canada - ingot | 1 | 2 | 2 | 3 |
| Other foreign requirements | - | - | - | - |
| Alloying with aluminum (other than aircraft) | 5 | 7 | 7 | 9 |
| Total requirements | 142 | 243 | 364 | 540 |
| Allowance for contingencies affecting production -15% | 21 | 36 | 55 | 81 |
| | 163 | 279 | 419 | 621 |

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FOR USE BY JOINT PRODUCTION COMMITTEE ONLY

COMPTROLLER

Table 2

PRELIMINARY ESTIMATES OF PRIMARY METAL PRODUCTION - PRELIMINARY ESTIMATES
MAGNESIUM PRODUCTION, 1942 AND 1943
(Units 1,000 pounds)

| COMPANY | LOCATION | PROCESS | RATED ANNUAL CAPACITY | EXPECTED ANNUAL CAPACITY | NOTES | 1942 JAN. | FEB. | MARCH | APRIL | MAY | JUNE | JULY | AUG. | SEPT. | OCT. | NOV. | DEC. | TOTAL 1942 | JAN. | FEB. | MARCH | APRIL | MAY | JUNE | JULY | AUG. | SEPT. | OCT. | NOV. | DEC. | TOTAL 1943 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGINAL PROGRAMS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dow | Midland | Dow Cell | 18,000 | 25,000 | 2 | 1,500 | 1,500 | 1,666 | 1,666 | 1,666 | 1,666 | 1,666 | 1,666 | 1,666 | 1,666 | 1,666 | 1,666 | 19,998 | 1,666 | 1,666 | 1,666 | 1,666 | 1,666 | 1,666 | 1,666 | 1,666 | 1,666 | 1,666 | 1,666 | 1,666 | 19,998 |
| Dow | Pittsburg | " " | 36,000 | 50,000 | 2 | 3,283 | 3,283 | 3,333 | 3,333 | 3,333 | 3,333 | 3,333 | 3,333 | 3,333 | 3,333 | 3,333 | 3,333 | 39,996 | 3,333 | 3,333 | 3,333 | 3,333 | 3,333 | 3,333 | 3,333 | 3,333 | 3,333 | 3,333 | 3,333 | 3,333 | 39,996 |
| Dow | Velasco | " " | 72,000 | 75,000 | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Diamond | Painesville | " " | 36,000 | 36,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| International | Austin | " " | 25,000 | 25,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Basic Magnesium | Las Vegas | A.E.C. Cell | 112,000 | 85,000 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dominion | Lake Charles | Nitric Cell | 18,000 | 18,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Permanente | Permanente | Hansgirg | 12,000 | — | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL, ORIGINAL PROGRAM | | | 360,000 | 336,000 | | 4,783 | 4,783 | 4,999 | 4,999 | 4,999 | 4,999 | 5,000 | 5,000 | 4,999 | 4,999 | 4,999 | 4,999 | 59,988 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 60,000 |
| ADDITIONAL PROJECTS NOW UNDER WAY | | | | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ford | Dearborn | Pidgeon | 18,000 | 18,000 | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Permanente | Lathrop | " | 20,000 | 18,000 | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A. E. Litz | Canton | " | 18,000 | 9,000 | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dow | Southeast | " | 20,000 | 18,000 | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| National Lead | Northeast | " | 20,000 | 18,000 | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Union Carbide | Northwest | " | 18,000 | 18,000 | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dow | Midland | Dow Cell | 72,000 | 72,000 | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Diamond | Painesville | Dow Cell | 36,000 | 36,000 | 12 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL, ADDITIONAL PROJECTS | | | 252,000 | 219,000 | | | | | | 500 | 1,000 | 2,500 | 3,500 | 3,500 | 3,500 | 4,700 | 5,833 | 33,533 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 120,000 |
| TOTAL PRIMARY PRODUCTION (EXISTING PROGRAM PLUS ADDITIONAL PROJECTS) | | | 360,000 | 555,000 | | 4,783 | 4,783 | 4,999 | 4,999 | 5,499 | 5,999 | 7,499 | 8,499 | 13,499 | 18,499 | 19,699 | 20,832 | 159,532 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 180,000 |
| PRODUCTION FROM RECOVERED SCRAP | | | | | 13 | 300 | 300 | 332 | 332 | 332 | 332 | 665 | 665 | 795 | 890 | 1,030 | 1,203 | 7,203 | 1,203 | 1,203 | 1,203 | 1,203 | 1,203 | 1,203 | 1,203 | 1,203 | 1,203 | 1,203 | 1,203 | 1,203 | 14,400 |
| TOTAL, ALL PRODUCTION | | | | | | 5,083 | 5,083 | 5,331 | 5,331 | 5,831 | 6,331 | 8,164 | 9,164 | 14,294 | 19,389 | 20,729 | 22,035 | 166,735 | 16,203 | 16,203 | 16,203 | 16,203 | 16,203 | 16,203 | 16,203 | 16,203 | 16,203 | 16,203 | 16,203 | 16,203 | 194,400 |

NOTES:

1. ALL PROJECTS ON THIS PROGRAM ARE NOW UNDER CONSTRUCTION AND ARE COVERED WITH PRIORITY PROTECTED GRANTING OR-9 ALREADY RATINGS WITH PROTECTED DELIVERY DATES, TOGETHER WITH THE PROVISIONS OF APPLYING A-1-J RATINGS WHERE NECESSARY.
2. PLANT PRODUCING SCRAP RATED ANNUAL CAPACITY.
3. THIS PLANT CAN BE EXPANDED TO PRODUCE IN EXCESS OF RATED CAPACITY AS ABOVE PLANTS ARE NOW BUILT.
4. ONE DIFFICULTY MAY BE ENCOUNTERED IN FEED PREPARATION. HOWEVER, WE ARE CONSIDERING THIS PLANT WORK FOR A MINIMUM OF 25,000,000 INSTEAD OF 112,000,000 POUNDS PER YEAR.
5. EXPERIMENTED AND BEING ENGINEERED. INDICATE FURTHER DEVELOPMENT REQUIRED BEFORE THIS PLANT SHOULD BE INCLUDED IN AN ESTIMATE OF FIRM METAL CAPACITY.
6. MONEY HAS BEEN ADVANCED THESE PROJECTS ARE ENGINEERING IS NOW BEING PUSHED. ALL ESTIMATES HERE BASED ON FAVORABLE DELIVERIES OF MATERIALS AND EQUIPMENT, OR INDICATE PROJECTED.
7. EARLY PRODUCTION POSSIBLE BY UTILIZING AND CONVERTING SOME EXISTING EQUIPMENT.
8. EARLY PRODUCTION POSSIBLE BY UTILIZING AND CONVERTING SOME EXISTING EQUIPMENT. WE HAVE MODIFIED THE COMPANY'S OWN ESTIMATE OF CONSTRUCTION TIME, WHICH CONTEMPLATES FINAL PRODUCTION BY JULY 1, 1942.
9. THESE ESTIMATES APPROXIMATE PROGRESS DEVELOPED FROM AT OR NEAR PLANT SITES, OF DIVISION AND OFFICE, AND ARE DEPENDENT THESE PROJECTS.
10. THIS ESTIMATE BASED ON INFORMATION DEVELOPED FROM [illegible] OF MR. DIVIDENT OF DOW CHEMICAL & CARBON CORPS.
11. THIS ESTIMATE BASED ON INFORMATION DEVELOPED FROM [illegible] OF MR. PRESENT OF THE MAGNESIUM CORPORATION.
12. MR. EVANS OF DIAMOND MAGNESIUM COMPANY ADVISED FROM [illegible] THAT PRESENT CELL ROOM PRODUCTION TOWARDS 1943, FINAL OPERATION TO REVISED UPON COMPLETION OF LABORATORY PLANT. 30% OF THE REQUIRED FEED MAY BE OBTAINED FROM THE PLANT.
13. THE FIGURE USED HERE IS 50% OF THE TOTAL. ALL PRODUCTION FOR THE SECOND PROGRAM WILL BE CONSIDERED AS INCREMENTAL IMPORTANT PORTION OF TOTAL HOWEVER ONE, THIS PROGRAM IS NOT TO BE REVISED UNTIL AFTER RECEIPT OF THE RELATIVELY LONG LEAD MATERIALS IN GOOD PRODUCTION COMPARED WITH ORIGINAL PROGRAMS.

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Chairman & Production Branch
War Production Board

March 25, 1942

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Explanation of Requirements

3. Aircraft.- The requirements in 1942 shown for aircraft magnesium products reflect the current restricted use of the metal, the assumption being made that no large substitution of magnesium for aluminum will be possible until 1943. The conservative estimate for 1942 is based on the "8-I Ultimate Aircraft Program," whereas the maximum estimate is based on the 8-I Ultimate plus 20% (approximately the Presidential Program). In 1943, however, both estimates are for the approximate Presidential Program (8-I Ultimate plus 25%): it was assumed that requirements for the last six months will continue at the June 1943 rate. The conservative estimate is based on existing utilization, whereas the maximum estimate reflects the reasonably possible substitution of magnesium for aluminum, as well as the possible production of 1,000 P-56's, a so-called magnesium plane which requires 6,000 pounds of magnesium in each frame.

4. Incendiary bombs.- The Army Air Force estimate takes into consideration the possible use of four different types of bombs, namely, the Thermate bomb containing no magnesium, the 4-pound magnesium bomb, the 2-pound magnesium bomb, and the new petroleum derivative bomb now under experimentation. Because of recent changes in the strategic situation, the basis of calculating incendiary bomb needs has been shifted, resulting in a material reduction in bomb requirements. Under the War Munitions Program and previous programs, requirements were based on the number of planes delivered to the Air Corps, whereas calculations now are based on the probable number of planes in offensive combat theaters. The new calculation, just approved by the General Staff but not yet signed by the Chief of Staff, reports 8,000,000 4-pound bombs required in calendar year 1942 and 51,000,000 in 1943. The proportion of 2-pound and 4-pound bombs the Air Corps will want is uncertain. Furthermore, it has not been possible to make allowance for possible use of the petroleum derivative bomb, tests of which will be made by CWS in the next few weeks. Although CWS will probably produce 20,000,000 Thermate bombs in 1942, it is likely that all or a large part of these will be discarded as soon as metal is available for the large-scale production of magnesium bombs.

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5. In 1942 the conservative estimate shown in table 1 assumes that incendiar, bomb requirements will be met by the current production of the Thermate bomb, whereas the maximum estimate assumes that the bomb load will be composed entirely of 2-pound magnesium bombs.(The 4-pound bomb requires approximately 1-1/3 pounds of magnesium and the 2-pound bomb approximately 1 pound of magnesium.) In 1943, the conservative estimate assumes that two-thirds of the total weight of incendiary bomb requirements will consist of 2-pound bombs and one-third of 4-pound bombs. The maximum estimate for 1943 was based upon the bomb load requirement consisting entirely of 2-pound bombs, arbitrarily increased 25 percent.

6. Navy requirements, as reported to the Commodities Division, OUSW, March 26, 1942, call for 7,350,000 4-pound magnesium bombs in 1942, and 14,000,000 in 1943. The requirement for British bombs, to be procured by the CWS, is that presented to the WPB in March by Mr. P. W. Rolleston of the British Air Commission and includes 20 percent allowance for shipping losses.

7. Army ordnance powder.- Ordnance Department requirements for magnesium are almost exclusively for powder. The requirements shown in table 1 based on the War Munitions Program, were calculated to be 7 million pounds in 1942 and 24 million pounds in 1943. For the purpose of conservative and maximum estimating, the figure for 1943 was arbitrarily given a range of 15-30 million pounds.

8. Signal Corps.- Present use of magnesium in Signal Corps equipment is negligible. In 1943, however, it is estimated that magnesium may be substituted for one-fourth to one-half of all aluminum contained in aircraft signal equipment, based upon the War Munitions Program.

9. Navy.- Estimates presented for the Navy in 1942 represent requirements for use other than in aircraft and incendiary bombs, as estimated by the Commodities Division, OUSW, March 26, 1942. The conservative estimate for 1943 is shown at the same level as in 1942: the maximum estimate represents an arbitrary doubling of that figure because substantially broader use of magnesium in ships is possible.

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10. British requirements.- The estimates of British requirements are for ingot only, and do not include incendiary bombs to be produced in this country; they are as presented to the Aluminum and Magnesium Branch, WPB, by Mr. Rolleston of the British Air Commission, March 1942. The maximum figures shown for the two years represent what the British would like to have. A 20 percent allowance for shipping losses is included.

11. Canadian requirements.- These represent rough estimates of Canadian requirements, as reported by the Aluminum and Magnesium Branch, WPB. Canada is now building magnesium ingot facilities which may reduce the requirements stated in 1943.

12. Other foreign requirements.- No reliable data are available from which the magnitude of these requirements might be estimated, but the Committee believes that they may be substantial, inasmuch as other United Nations, principally Russia, are likely to make effective and extensive use of magnesium, if it is available.

13. Alloying with aluminum.- Magnesium requirements for this purpose represent approximately 1.1 percent of the aluminum needed for use other than in aircraft, as stated in the Aluminum Report of the Joint Aluminum Committee, February 24, 1942.

14. Allowance for contingencies affecting production.- Although the stating of requirements on a maximum basis provides for the acceleration of the munitions program and for broader use of magnesium, no allowance has been made for contingencies adversely affecting production. The Committee believes that approximately 15 percent should be added to estimated requirements as a safety factor to cover such contingencies as damage by enemy action to British and American plants, and unforeseen interruptions to plant operations because of storm, fire, labor troubles, etc.

## Conclusions

15. The Priorities Committee, AMMB, has stated that the new magnesium expansion program parallels the programs for aluminum, steel, synthetic rubber, and other raw materials, the combined effect

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of which may have considerable impact upon the end production of munitions which these programs are designed to accelerate. The Joint Magnesium Committee is in no position to render judgment on this question, nor on the appropriate position of the magnesium program in relation to the expansion programs for other materials: but solely from the viewpoint of magnesium requirements and production, the following conclusions are reached:

(a) Assuming favorable deliveries of materials and equipment on immediate priorities, the supply of magnesium in 1942, estimated at 170 million pounds, will slightly exceed the estimate of conservative requirements, but will be far less than maximum requirements, including the 15 percent allowance for contingencies. (See table 1). Clearly, in 1942, the earliest possible completion of new plants now under construction is necessary even if only conservative requirements are to be met.

(b) Estimated production in 1943, amounting to 609 million pounds, will greatly exceed the conservative estimate of requirements totaling 419 million pounds. The output of plants constructed under the original 400 million pound program, however, will be insufficient to meet this need. Moreover, maximum requirements of 621 million pounds will slightly exceed the prospective production of all plants now under way. Maximum requirements for 1943, reflecting as they do the acceleration of the munitions program and the substitution of magnesium for other critical metals, can be met only by the rapid completion of new facilities now being constructed under the new expansion program.

For the Joint Magnesium Committee:

JAMES BOYD,
Major, Corps of Engineers,
Chairman.

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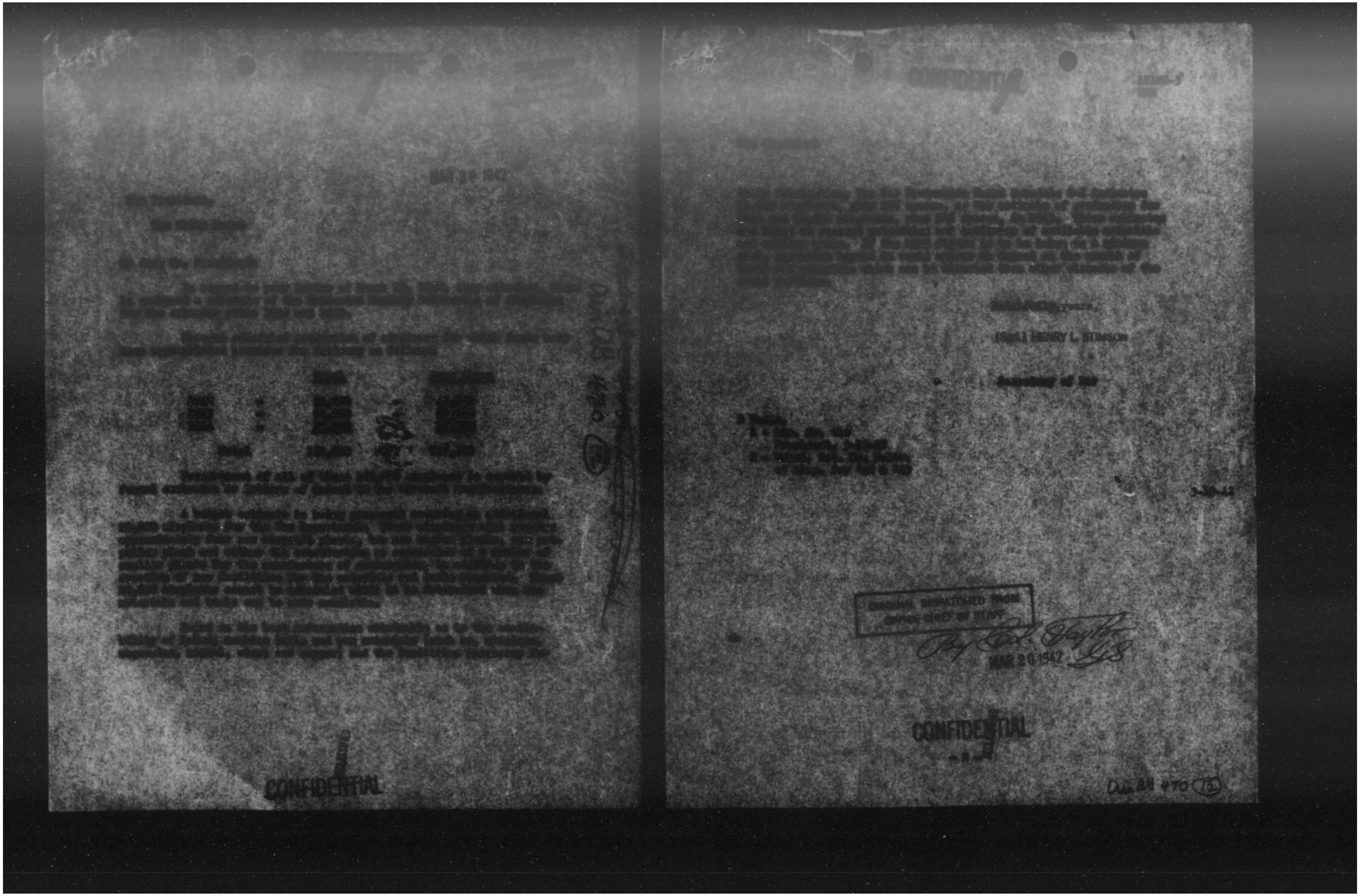


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DOD ltr.
6 Jan. & 20 June 1974
By AWJCC LC. Date 10/18/76

The President,

The White House

My dear Mr. President:

In regard to your letter of March 13, 1942, copy attached, there is enclosed a schedule of the Estimated Monthly Deliveries of Airplanes for the calendar years 1942 and 1943.

Present scheduled production of airplanes for which funds have been appropriated provides for delivery as follows:

| | | Total | | Army Share |
|---|---|---|---|---|
| 1942 | - | 51,000 | - | 42,000 |
| 1943 | - | 84,000 | - | 66,000 |
| 1944 | - | 27,000 | - | 22,000 |
| Total | | 162,000 | | 129,000 |

Procurement of all of these 162,000 airplanes is covered by formal contracts or letters of intent to the aircraft manufacturers.

A budget estimate is being processed covering an additional 23,000 airplanes for the War Department. These airplanes will require approximately four new aircraft plants, two new engine plants, one propeller plant and either the construction or conversion of a number of smaller plants for the manufacture of accessories, in addition to the erection of new facilities for the materials and tools required. These 23,000 airplanes cannot be scheduled until it is determined when the materials and tools can be made available.

Based on the best information obtainable as to the availability of labor, machine tools and raw materials (such as, aluminum, magnesium, nickel, steel and copper) and the facilities necessary for

470 (12)

TO MAIL & RECORD
Date
EXECUTIVE
ADMINISTRATIVE
B & G
CIVILIAN PERS.
FISCAL
INSPECTION
INTELLIGENCE
LEGAL
MATERIEL
MEDICAL
MILITARY PERS.
PLANS
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The President

their fabrication, the War Production Board Schedule U-I indicates [illegible] airplanes, plus [illegible] spares, as the estimate of production for 1942 and [illegible] airplanes, plus [illegible] spares, in 1943. These estimates are based on present priorities and estimates of available materials and machine tools. If the 1942 figure is to be taken as a minimum goal, expansion beyond it would appear to depend on the amount of tools and materials which can be diverted from other elements of the Armed Services.

Faithfully,

Secretary of War

2 Encls.
1 - Ltr. fr. the President, 3-[illegible]-42
2 - Sched. Est. Ho. Deliv. of Airp. for '42 & '43

Hq. Army A
MAR 19 1942
AAG Received

Dispatched to Sec. YS
MAR 19 1942
AAG

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Noted by Gen. Harmon
Chief of the Air Staff
W.W.D.

Orig. initialled by Gen. Arnold - W.W.D.

TO MAIL & RECORD
Date 3-19-42
EXECUTIVE
ADMINISTRATIVE
B & G
CIVILIAN PERS.
FISCAL
INSPECTION
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PLANS
TRAIN. & OPER.
W. COM. AERO BD.

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COPY

THE WHITE HOUSE
WASHINGTON

March 13, 1942

Dear Harry:

I should like to see the schedule of production and proposed deliveries based on my letter to you of January 3, by months. What I am anxious to get is the estimated monthly delivery of these airplanes.

Incidentally, are there adequate funds to let contracts for all of these items and how many of each item have actually been contracted for?

Very sincerely yours,

/S/ FRANKLIN D. ROOSEVELT

The Honorable
The Secretary of War.

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MATERIEL COMMAND ESTIMATED DELIVERIES, 1942
(All Customers)

| | Combat | Training | Total |
|---|---|---|---|
| Jan. | 1710 | 1504 | 3214 |
| Feb. | 1892 | 1219 | 3111 |
| Mar. | 1993 | 1342 | 3335 |
| Apr. | 2195 | 1408 | 3603 |
| May | 2369 | 1416 | 3785 |
| June | 2584 | 1484 | 4068 |
| July | 2672 | 1465 | 4137 |
| Aug. | 2968 | 1509 | 4477 |
| Sept. | 3324 | 1509 | 4833 |
| Oct. | 3707 | 1513 | 5220 |
| Nov. | 3909 | 1537 | 5446 |
| Dec. | 4043 | 1748 | 5791 |
| Total | 33366 | 17654 | 51020 |



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MATERIEL COMMAND ESTIMATED DELIVERIES, 1943
(All Customers)

| | Combat | Training | Total |
|---|---|---|---|
| Jan. | 3983 | 2234 | 6217 |
| Feb. | 4155 | 2150 | 6305 |
| Mar. | 4586 | 1979 | 6565 |
| Apr. | 4696 | 1940 | 6636 |
| May | 4922 | 1964 | 6886 |
| June | 5158 | 1907 | 7065 |
| July | 5377 | 1889 | 7266 |
| Aug. | 5490 | 1877 | 7367 |
| Sept. | 5693 | 1879 | 7572 |
| Oct. | 5703 | 1895 | 7598 |
| Nov. | 5526 | 1874 | 7400 |
| Dec. | 5142 | 1797 | 6939 |
| Total | 60,431 | 23,385 | 83,816 |



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Hon. Harry L. Hopkins

The White House

My dear Mr. Hopkins

In regard to the President's letter of March 13, 1942, copy attached, there is enclosed a schedule of the Estimated Monthly Deliveries of Airplanes for the calendar years 1942 and 1943.

Present scheduled production of airplanes for which funds have been appropriated provides for delivery as follows:

| | | Total | | Over Hours |
|---|---|---|---|---|
| 1942 | - | [illegible] | - | 42,000 |
| 1943 | - | [illegible] | - | [illegible] |
| 1944 | - | [illegible] | - | [illegible] |
| Total | | 162,000 | - | [illegible] |

Procurement of all of these 162,000 airplanes is covered [illegible] formal contracts or letters of intent to the aircraft manufacturers.

A budget estimate is being processed covering an additional 23,000 airplanes for the War Department. These airplanes will require approximately four new aircraft plants, two new engine plants, one [illegible] roller plant and either the construction or conversion of a number of smaller plants for the manufacture of accessories, in addition to the erection of new facilities for the materials and tools required. These 23,000 airplanes cannot be scheduled until it is determined when the materials and tools can be made available.

Based on the best information obtainable as to the availability of labor, machine tools and raw materials (such as, aluminum, magnesium, nickel, steel and copper) and the facilities necessary for

Not Used

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| TO MAIL & RECORD ROOM |
| EXECUTIVE |
| ADMINISTRATIVE |
| S & G |
| CIVILIAN PERS. |
| FISCAL |
| INSPECTION |
| INTELLIGENCE |
| LEGAL |
| MATERIEL |
| MEDICAL |
| MILITARY PERS. |
| PLANS |
| TRAIN & OPER. |
| W. CON. AERO BD. |

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Hon. Harry L. Hopkins

their fabrication, the War Production Board Schedule S-I indicates 51,000 airplanes, plus 20% spares, as the estimate of production for 1942 and 64,000 airplanes, plus 20% spares, in 1943. These estimates are based on present priorities and estimates of available materials and machine tools. If the 1942 figure is to be taken as a minimum goal, expansion beyond it would appear to depend on the amount of tools and materials which can be diverted from other elements of the Armed Services.

Sincerely yours,

Secretary of War.

2 Encls.
1 - Ltr. fr. the President, 3-13-42
2 - Sched. Est. Mo. Deliv. of Airp. for '42 & '43

AFAMC-3

| |
|---|
| TO MAIL & RECORD ROOM |
| EXECUTIVE |
| ADMINISTRATIVE |
| S & G |
| CIVILIAN PERS. |
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| PLANS |
| TRAIN & OPER. |
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AAF/A-4
EOL/
wrtn 3/5/42

2nd Ind.

Subject: Navy Aircraft Armament Requirements

War Department, Headquarters, Army Air Forces, Washington, D.C.
MAR 7 1942
To: Joint Aircraft Committee

1. Forwarded for consideration.

FOR THE CHIEF OF THE ARMY AIR FORCES

Incl.
Memo. 12/15/41

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

mja

Dispatched
MAR 7 1942
AAG

Hq. Army A
MAR 6 1942
AAG Receive

| 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 | |
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AAF-39

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[redacted]

WAR DEPARTMENT
OFFICE OF THE CHIEF OF ORDNANCE
Washington

DECLASSIFIED
DOD ltrs
8 Jan & 30 June 1974
By AOU/cc LC. Date 10/18/76

January 26, 1942

MEMORANDUM TO: The Under Secretary of War

Subject: Navy Aircraft Armament Requirements

1. This office has been computing aircraft armament for Army, Navy and Defense Aid Planes. On the advice of the British Air Commission procurement has been based on buying 10% more guns than are required in the airplane. This has been found by their experience because of the short life of plane to be ample coverage.

2. It has just come to the attention of this office by memorandum from the Navy Department dated December 15, 1941, subject: "Aircraft Machine gun Requirements", that the Navy is increasing their requirement of armament to 50% spares.

3. The present armament schedules for airplanes are based on the 10% spare figure and should issues be made to the Navy on the new basis (50% spares) the production schedule will be upset and Army and Defense Aidplanes will not be completely armed when delivered at factory.

4. This applies particularly to Caliber .30 M2 Aircraft Machine Guns. If it is intended that this enormous distribution factor is to be authorized for the Navy Planes it is requested that the application of such factor be withheld until plans for expansion of the Caliber.30 Aircraft Machine Gun facilities may be made to take care of the large increase forNavy Planes.

C. M. WESSON,
MajorGeneral, Chief of Ordnance

1 Incl.
Memo -Dec. 15, 1941

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1st Ind.

Production Branch, Office of the Under Secretary, February 9, 1942.
To: Headquarters, Army Air Forces.

1. It is understood that the Joint Aircraft Committee considers common methods of computing aircraft armament requirements and is also concerned in the allocation of aircraft armament between the Army and Navy.

2. This office offers no comment on the percentage of spares. It is considered however, that actual planes should be armed, and that spares be considered after intial equipment. It is understood that this basis of allocation is agreeable to the Navy.

3. It appears that Navy requirements are calculated for certain planes which may appear in the Army and Defense Aid plane schedules. Consequently, duplication in armament requirements will occur.

4. It is recommended that the question of basis for armament requirements be referred to the Joint Aircraft Committee. Since computation of aircraft armament for 8-I schedules are nearing completion now in the Ordnance Office, and the data is desired as a basis for procurement programs by both WPB and Army Ordnance, there is need for an early decision.

By direction of the Under Secretary of War

/s/ T.J. Hayes

T. J. HAYES
Brig. General, U.S. Army
Director, Production Branch

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MEMORANDUM

15 December, 1941

From: "pr6d" (Aircraft Machine Guns)

To: PL

Via: "Pr5"
"Pr"

Subject: Aircraft Machine Gun Requirements.

1. Listed below are revised Navy aircraft machine gun requirements to include the airplanes of Titles I-VI, 1941 Titles II and V, 1942, PBY-5A's previously scheduled for delivery to Army, PB2Y-3, PBY-5, PB4Y-1, P4F-4, SO3C, SNC-1, and TBF's previously scheduled for Defense Aid, and 426 PBY-5A's, 500 SBD-3's 500 SBD-4's and 300 OS2U-3's just ordered by the Bureau of Aeronautics but for which no appropriation yet exists.

2. The figures shown include 50 per cent spares and are set up one month ahead of scheduled airplane deliveries.

3. The figures shown are markedly increased over those previously considered by the Joint Board in recommending gun allocations for Army Navy, and Defense Aid.

4. It is therefore strongly recommended that these new requirements be made the subject of Joint Board study to insure the earliest possible change in the presently established allocations.

| | .50 Caliber BAM Gun, Basic, M2. | | |
|---|---|---|---|
| December, 1941 | 660 | January, 1943 | 3397 |
| January, 1942 | 668 | February, 1943 | 3750 |
| February, 1942 | 806 | March, 1943 | 3921 |
| March 1942 | 1066 | April, 1943 | 3220 |
| April, 1942 | 1395 | May, 1943 | 2441 |
| May 1942 | 1688 | June, 1943 | 1419 |
| June, 1942 | 2107 | July, 1943 | 1311 |
| July, 1942 | 2511 | August, 1943 | 1209 |
| August, 1942 | 2715 | Sept., 1943 | 729 |
| Sept., 1942 | 2982 | October, 1943 | 705 |
| Oct. 1942 | 3225 | Nov., 1943 | 96 |
| Nov. 1942 | 3411 | | |
| Dec., 1942 | 3024 | | |

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.30 Caliber BAR gun, M2, Flexible

| | | | |
|---|---|---|---|
| December, 1941 | 361 | January, 1943 | 466 |
| January, 1942 | 399 | February, 1943 | 467 |
| February, 1942 | 482 | March, 1943 | 466 |
| March, 1942 | 661 | April, 1943 | 444 |
| April, 1942 | 662 | May, 1943 | 452 |
| May, 1942 | 657 | June, 1943 | 331 |
| June, 1942 | 634 | July, 1943 | 329 |
| July, 1942 | 578 | August, 1943 | 151 |
| August, 1942 | 526 | September, 1943 | 127 |
| Sept., 1942 | 597 | October, 1943 | 126 |
| Oct. 1942 | 699 | November, 1943 | 48 |
| Nov., 1942 | 570 | | |
| Dec., 1942 | 569 | | |

*.30 Caliber BAR gun, M2, fixed

| | | | |
|---|---|---|---|
| February, 1942 | 350 | January, 1943 | 277 |
| March, 1942 | 429 | February, 1943 | 278 |
| April, 1942 | 506 | March, 1943 | 277 |
| May, 1942 | 506 | April 1943 | 278 |
| June, 1942 | 508 | May, 1943 | 277 |
| July, 1942 | 489 | June, 1943 | 150 |
| August 1942 | 438 | July, 1943 | 150 |
| Sept, 1942 | 407 | | |
| October, 1942 | 513 | | |
| Nov., 1942 | 388 | | |
| December, 1942 | 380 | | |

*Stocks on hand will meet requirements to February, 1943.

/s/ B.W. Wright
B.W. WRIGHT
Lieutenant Commander, U.S.N.

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DOD Rts.
9 Jan. & 10 June 1974
By AWI/CC LC Date 10/18/76

CONFIDENTIAL

AAF/A-4
DPG/emd
Written February 28, 1942.

Subject: Requirements of Arms and Ammunition for Signal Units, Arm.

5th Ind.

War Department, Headquarters Army Air Forces, Washington, D. C.,
To: The Chief Signal Officer.

MAR 3 1942

1. Action has been taken to amend present Air Corps Tables of Organization and include in new Air Corps Tables of Organization, carbine, cal. .30, M1 on the basis of one per individual.

2. Carbine, cal. .30 M1, on the basis of one per individual, has been included in proposed revision to the Table of Basic Allowances, Air Corps, No. 1.

3. It is recommended that individuals, below field grade, of Signal Corps organizations on duty with the Air Forces be armed with the carbine, cal. .30 M1.

470 (6)

FOR THE CHIEF OF THE ARMY AIR FORCES

Sgd. Wm. W. Dick

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

Hq. Army Air Forces
MAR 2 1942
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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 | Statistics | |
| | WJF | RCR | | | | [illegible] TSR | | | | | |

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CONFIDENTIAL

air AG 470 (6)

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CONFIDENTIAL

DECLASSIFIED
DOD DIR
8 Jan. & 25 June 1954
By [illegible] Date 10/18/96

HEADQUARTERS 4TH INTERCEPTOR COMMAND

( K )

4 IC K 471 (1-26-42) January 26, 1942.

SUBJECT: Requirements of Arms and Ammunition for Signal Units, Avn.

TO : Commanding General, 4th Air Force, 180 New Montgomery Street, San Francisco, California.

1. Listed below are the requirements of arms and ammunition for the Signal Units, Aviation, assigned to the 4th Interceptor Command. These are in addition to the weapons listed in the Tentative T/BA. no. 11-3, dated October 1, 1941.

2. These figures were derived as follows:

a Reporting platoons and intelligence platoons are stationed in secluded areas, and are responsible for the protection of extremely valuable equipment. In each of these plattons there are four or six basic privates who could be utilized for guard purposes. They should be armed with sub-machine guns.

b All other units of the tactical organizations will normally be located in the vicinity of other military establishments, and in addition have less valuable equipment to guard. No increase in sub-machine guns is deemed necessary.

c It is the opinion of this headquarters that all individuals of the tactical units, including medical personnel, should be armed. A pistol should be provided for each officer and enlisted man of the first three grades. All other men except those in "a" above and vehicle drivers, who are armed with sub-machine guns, should be equipped with carbines.

d. Since signal companies, plotting frontier, are usually established in centers of population, and assistance can be expected from civil authorities and other military units, side arms should be provided only for officers and enlisted men of the first three grades. However the sixteen watchmen authorized in each signal company, plotting, frontier should be equiped with a sub-machine gun in order to properly perform their duties.



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3. Requirements.

| Units. | Pistol | BAR | Carbines | Cal..45 Rds | Cal..30 BR Rds. |
|---|---|---|---|---|---|
| 58th Sig.Reg't.HW. | 140 | 46 | 965 | 97,600 | 115,800 |
| 55th Sig.Bn.AW.Reg. | 101 | 84 | 756 | 172,040 | 90,720 |
| 68th Sig.Co.Plot.F. | 40 | 16 | | 33,600 | |
| 806th Sig.Co.Plot.F. & 2 Filter Sec. | 50 | 16 | | 34,000 | |
| 654th Sig.Co.Report.F. & 2 Rept. Plat. | 28 | 36 | 211 | 73,120 | 25,320 |
| 656th Sig.Co.Report.F. & 2 Rept.Plat. | 24 | 30 | 178 | 69,960 | 21,360 |
| Totals:- | 383 | 228 | 2,110 | 471,320 | 253,200 |

4. Reporting platoons are already established in lonely areas, but the personnel stationed at them have scarcely any weapons whatsoever to guard the extremely valuable equipment thereat. It is urgently requested that steps be taken immediately to arm these platoons.

For the Commanding General:

/s/

ERNEST S. HOOK,
Lt. Col., Air Corps,
Executive.

471 (1-26-42) 1st Ind. ( J-2a)

HEADQUARTERS 4TH AIR FORCE, San Francisco, California, January 29, 1942.
To: Commanding General, Western Defense Command and Fourth Army, Presidio of San Francisco, California.

1. This headquarters definitely concurs in recommendations contained in basic communication. The extremely high classification of the equipment operated by the organizations concerned is not consistent with the security provided by T/BA.

2. Urgently recommend that immediate authority be granted to draw credit and controlled items of ordnance equipment over and above authorized T/BA allowance and that T/BA for organizations listed in basic communication be revised to include the added armament as recommended.

For the Commanding General:

/s/

G. H. McMANUS, Jr.,
Lieut. Col., A. G. D.,
Adjutant General.

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IMMEDIATE ACTION

DECLASSIFIED

DECLASSIFIED
DOD ltr
8 Jan & 20 June 1974
By ALWCC Date 10/18/76

BASIS: Conf Ltr Fr HQ 4th IC to CG 4th AF file 471 (1-26-42) subj: Requirements of Arms and Ammunition for Signal Units, Avn., dated 1/26/42.

470 (6-8) 2nd Ind.

HQ. WESTERN DEFENSE COMMAND & FOURTH ARMY, Presidio of San Francisco, California, February 4, 1942. TO: Commanding General, Field Forces, GHQ, Army War College, Washington, D. C.

1. This headquarters concurs in principle in the recommendations contained in the basic communication. The organization of the signal units, aviation, assigned the Fourth Interceptor Command should be modified to permit the signal units to protect their own installations. At the present time all radio "B" stations are now being guarded by troops furnished from ground units of the field forces.

2. In view of the many changes of air corps organizations, there is not sufficient data at this headquarters to warrant specific recommendations.

3. This headquarters further recommends that all non-flying personnel of the air corps be armed and trained in use of small arms for their own protection.

J. L. DEWITT,
Lt. General, U.S. Army,
Commanding

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DECLASSIFIED
DOD ltr
8 Jan & 20 June 1974
By ALWCC Date 10/18/76

470/2(C) - B
(1-26-42) 3rd Ind.

GENERAL HEADQUARTERS, U. S. ARMY, Army War College, Washington, D. C., February 19, 1942 - TO: The Adjutant General, Washington, D. C.

1. It is understood that the proposed Tables of Allowances, Number 11-3, are being sent to all Interceptor Commands for comment and further revision.

2. It is recommended that all non-flying personnel of the Air Corps below field grade be armed with a rifle or carbine instead of a pistol.

3. In view of the changes contemplated in air corps organization and the revision of Tables of Allowances, there is not sufficient data to make further specific recommendation.

For the COMMANDING GENERAL:

/s/

J. R. BRYDEN
Major, A.G.D.,
Assistant Adjutant General.

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DOD Dir.
By [illegible] NC, Date 10/15/76

SUBJECT: Requirements of Arms and Ammunition for Signal Units, Avn.

AG 470 (1-26-42)MSC 4th Ind. RPH/reh-1705.

War Department, A.G.O., February 24, 1942. - To: Chief of the Army Air Forces.

For remark.

By order of the Secretary of War:

D. H. Van Sickle
Adjutant General.

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AAG/1050
Air AG 470 (6)

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DECLASSIFIED
DOD Dir. 5200.9 June 1974
By [illegible] NARS, Date 10/10/12

(AAF AG)
AE 12-3

January 17, 1942

Subject: President's Airplane Program 1942-43.

To: Chief of Air Corps.

1. There is forwarded herewith for your guidance a copy of the President's letter to the Secretary of War in which the airplane production objective for the United States aircraft industry is established for the Calendar Years 1942 and 1943.

2. To insure the attainment of that objective it is directed that the Air Corps procure and secure delivery of the following numbers of airplanes:

| | 1942 | 1943 |
|---|---|---|
| Heavy Bomber 4 eng. | [redacted] | [redacted] |
| Medium Bomber 2 eng. | [redacted] | [redacted] |
| Total long range bombers | [redacted] | [redacted] |
| Reserved for Navy | [redacted] | [redacted] |
| Program Total Long Range Bombers | [redacted] | [redacted] |
| Light Bomber 2 eng. | [redacted] | [redacted] |
| Light Bomber (D) 1 eng. | 1700 | [redacted] |
| Total Short Range Bombers | [redacted] | [redacted] |
| Reserved for Navy | [redacted] | [redacted] |
| Program Total Short Range Bombers | [redacted] | [redacted] |
| Pursuit 2 and 1 eng. | [redacted] | [redacted] |
| Reserved for Navy | [redacted] | [redacted] |
| Program Total Pursuit | [redacted] | [redacted] |
| Transports 4 eng. | [redacted] | [redacted] |
| Transports 2 eng. | [redacted] | [redacted] |
| Transports 1 eng. | [redacted] | [redacted] |
| Observation, Liaison | [redacted] | [redacted] |
| Total Observation and Transport | [redacted] | [redacted] |
| Reserved for Navy | [redacted] | [redacted] |
| Program Total Obs. & Transport | [redacted] | [redacted] |
| Grand Total Tactical types | [redacted] | [redacted] |

(H) 9LH

Dispatched
JAN 20 1942
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HEADQUARTERS, ARMY AIR FORCES — COORDINATION

| Chief of Staff | Sec. | A-1 | A-2 | A-3 | A-4 | A-WPD | [illegible] | [illegible] | Sec. |
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JBC/jd

b. Of the heavy bombers to be procured, the maximum number possible must be of the B29 ship radius types (B-29, B-29A, B-29B).

c. Deviation from the procurement objective outlined above will not be made unless concurrence is secured from the Air War Plans Division, Air Staff.

By command of Lieutenant General ARNOLD.

JOHN E. CONLEY,
Lt. Col., A.G.D.,
Assistant Air Adjutant General.

1 incl:
Ltr.fr.President 1/2/42
to Sec/War.

Copies furnished:
Asst/Sec/War
A-4
Gen.Arnold
A-1
A-2
A-3
S/S
AWPD
Bdg.
Stat.

| 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 | |
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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

~~SECRET~~

DECLASSIFIED DOD Dir. 5 Jan. & 30 June 1979 By Authority of JCS Memo 16 Oct 79

File No.

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

Tally No. AAF

SUBJECT: Directive to Chief of Air Corps re: President's Airplane Program 1942-43.

| NO. | FROM | TO | DATE | COMMENTS |
|---|---|---|---|---|
| 1. | AAF A-4 | AAG | 1942 1/11 | AAF/A-4 AWPD-H.B. 202/mja |

1. It is requested that a directive reading substantially as follows be addressed to the Chief of the Air Corps:

"1. There is forwarded herewith for your guidance a copy of the President's letter to the Secretary of War in which the airplane production objective for the United States aircraft industry is established for the Calendar Years 1942 and 1943.

2. To insure the attainment of that objective it is directed that the Air Corps procure and secure delivery of the following numbers of airplanes:

| | 1942 | 1943 |
|---|---|---|
| Heavy Bomber 4 eng. | 3300 | 9500 |
| Medium Bomber 2 eng. | 6900 | 18500 |
| Total long range bombers | 10200 | 28000 |
| Reserved for Navy | 1100 | 2000 |
| Program Total Long Range Bombers | 11300 | 30000 |
| Light Bomber 2 eng. | 6000 | 6000 |
| Light Bomber (D) 1 eng. | 1700 | 5000 |
| Total Short Range Bombers | 7700 | 11000 |
| Reserved for Navy | 3300 | 6000 |
| Program Total Short Range Bombers | 11000 | 17000 |
| Pursuit 2 and 1 eng. | 13500 | 33000 |
| Reserved for Navy | 2500 | 5000 |
| Program Total Pursuit | 16000 | 38000 |
| Transports 4 eng. | 70 | 1000 |
| " 2 eng. | 1850 | 5700 |
| " 1 eng. | 780 | 2000 |
| Observation, Liaison | 2200 | 3800 |
| Total Observation & Transport | 4900 | 12500 |
| Reserved for Navy | 1800 | 3500 |
| Program Total Obs. & Transport | 6700 | 16000 |
| Total Army | 36300 | 83500 |
| Total Navy | 8700 | 16500 |
| Grand Total Tactical types | 45000 | 100000 |

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

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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: Directive to Chief of Air Corps re: President's Airplane Program 1942-43.

| NO. | FROM | TO | DATE | COMMENTS |
|---|---|---|---|---|
| 1 continued | | | | 3. Of the heavy bombers to be secured, the maximum number possible must be of the 2000 mile radius types (B-29, B-32, B-33).<br><br>4. Deviation from the procurement objective outlined above will not be made unless concurrence is secured from the Air War Plans Division, Air Staff."<br><br>T.J. Head<br>T.J.H., Jr.<br>C/A-4 |
| | Hq. Army Air Forces<br>JAN 17 1942<br>AAG Received | | | Incl.: Memo C/Ord, C/AC, 1/5/42 fr. Under SW<br>Directive No. 4-13 fr. President<br>Dir. Memo for A-4 fr. Sec./AS, 1/7/42 |

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DOD Ltr.
8 Jan. & 10 June 1971
By [illegible] Date 10/18/76

Directive to Chief of Air Corps re: President's Airplane Program 1942-43.

AAF/A-4
EGL/mjn

1. AAF A-4 AAF AAG 1942 1/11

1. It is requested that a directive reading substantially as follows be addressed to the Chief of the Air Corps:

"1. There is forwarded herewith for your guidance a copy of the President's letter to the Secretary of War in which the airplane production objective for the United States aircraft industry is established for the Calendar Years 1942 and 1943.

2. To insure the attainment of that objective it is directed that the Air Corps procure and secure delivery of the following numbers of airplanes:

| | 1942 | 1943 |
|---|---|---|
| Heavy Bomber 4 eng. | 3300 | 9500 |
| Medium Bomber 2 eng. | [illegible] | 10500 |
| Total long range bombers | 10200 | 28000 |
| Reserved for Navy | 1100 | 2000 |
| Program Total Long Range Bombers | 11300 | 30000 |
| Light Bomber 2 eng. | 6000 | 6000 |
| Light Bomber (B) 1 eng. | 1700 | 5000 |
| Total Short Range Bombers | 7700 | 11000 |
| Reserved for Navy | 3300 | 6000 |
| Program Total Short Range Bombers | 11000 | 17000 |
| Pursuit 2 and 1 eng. | 13500 | 38000 |
| Reserved for Navy | 2000 | 2000 |
| Program Total Pursuit | 15000 | 35000 |
| Transports 4 eng. | 70 | 1000 |
| " 2 eng. | 1850 | 5700 |
| " 1 eng. | 780 | 2000 |
| Observation, Liaison | 2200 | 3800 |
| Total Observation & Transport | 4900 | 12500 |
| Reserved for Navy | 1800 | 2500 |
| Program Total Obs. & Transport | [illegible] | [illegible] |
| Total Army | 36300 | 83500 |
| Total Navy | 8700 | 16500 |
| Grand Total Tactical types | 45000 | 100000 |

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Directive No. 4-13

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

DECLASSIFIED
DOD ltrs.
6 Jan. & 10 June 1974
By AAW/CC LC Date: 10/18/76

January 7, 1942.

DIRECTIVE MEMO FOR: A-4

SUBJECT: The President's Directive on Production.

1. For necessary action in your division, and transmittal to Chief of the Air Corps for compliance.

By direction of the Chief of the Air Staff:

C. E. Duncan,
Lieut. Colonel, Air Corps,
Secretary of the Air Staff.

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Directive to Chief of Air Corps re: President's Airplane Program 1942-43.

AAF/A-4
MEL/mjh

1. AAF A-4 AAF 1942 1/11

1. It is requested that a directive reading substantially as follows be addressed to the Chief of the Air Corps:

"1. There is forwarded herewith for your guidance a copy of the President's letter to the Secretary of War in which the airplane production objective for the United States aircraft industry is established for the Calendar Years 1942 and 1943.

2. To insure the attainment of that objective it is directed that the Air Corps procure and ensure delivery of the following numbers of airplanes:

| | 1942 | 1943 |
|---|---|---|
| Heavy Bomber 4 eng. | 3200 | 9600 |
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| Light Bomber 2 eng. | 6000 | 6000 |
| Light Bomber (B) 1 eng. | 1700 | 5000 |
| Total Short Range Bombers | 7700 | 11000 |
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| Program Total Short Range Bombers | 11000 | 17000 |
| Pursuit 2 and 1 eng. | 12800 | 28000 |
| Reserved for Navy | 2200 | 5000 |
| Program Total Pursuit | 15000 | 33000 |
| Transports 4 eng. | 70 | 1000 |
| " 2 eng. | 1250 | 6700 |
| " 1 eng. | 780 | 2000 |
| Observation, Liaison | 2900 | 3800 |
| Total Observation & Transport | 4900 | 12500 |
| Reserved for Navy | 1800 | 3500 |
| Program Total Obs. & Transport | 6700 | 16000 |
| Total Army | 38000 | 83500 |
| Total Navy | 8700 | 14500 |
| Grand Total Tactical types | 46700 | 100000 |

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Directive No. 4-13

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

DECLASSIFIED
DOD ltrs.
8 Jan. & 30 June 1974
By AGW/CC LC Date: 10/18/76

January 7, 1942.

DIRECTIVE MEMO FOR: A-4

SUBJECT: The President's Directive on Production.

1. For necessary action in your division, and transmittal to Chief of the Air Corps for compliance.

By direction of the Chief of the Air Staff:

C. E. Duncan,
Lieut. Colonel, Air Corps,
Secretary of the Air Staff.

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Directive to Chief of Air Corps re: President's Airplane Program 1942-43.

AAF/A-4
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1 continued

3. Of the heavy bombers to be secured, the maximum number possible must be of the 2000 mile radius types (B-29, B-32, B-33).

4. Deviation from the procurement objective outlined above will not be made unless concurrence is secured from the Air War Plans Division, Air Staff."

Hq. Army Air Force
JAN 17 1942
AAG Received

Incl.: Memo C/Ord, C/AC, 1/5/42 fr. Under SW
Directive No. 4-13 fr. President
Dir. Memo for A-4 fr. Sec./AS, 1/7/42

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

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Air AAS 4-70 (4)

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2945

WAR DEPARTMENT
OFFICE OF THE UNDER SECRETARY
WASHINGTON, D. C.

DECLASSIFIED
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DOD ltrs.
8 Jan. & 20 June 1974
By: [illegible] LC. Date 10/18/76

January 5th, 1942.

MEMORANDUM TO CHIEF OF ORDNANCE
CHIEF OF AIR CORPS.

Attached is a copy of a letter from the President to the Secretary of War, dated January 3rd.

New and increased objectives are stated for production of aircraft and of a number of ordnance items.

Prompt measures will be taken by you to attain the objectives stated by the President.

Robert P. Patterson,
Under Secretary of War.

Copy to the Chief of the
Production Branch,

Copy to the Chief of the
Planning Branch.

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A 1/7 (11-a)
x N-911

air ref. 470 (4)

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S PAGE IS DECLASSIFIED IAW EO 1

WAR DEPARTMENT
Office, Chief of the Army Air Forces.

Date _____

MEMORANDUM FOR:

Gen. Arnold:

The memo for the Chief of the Bureau of Aeronautics has been coordinated in joint conference of:

Lt. Com. G. W. Anderson NAVY
Lt. Col. O A Anderson AIR FORCE

E S L
LANGMEAD.

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

X-57-2, A.C.

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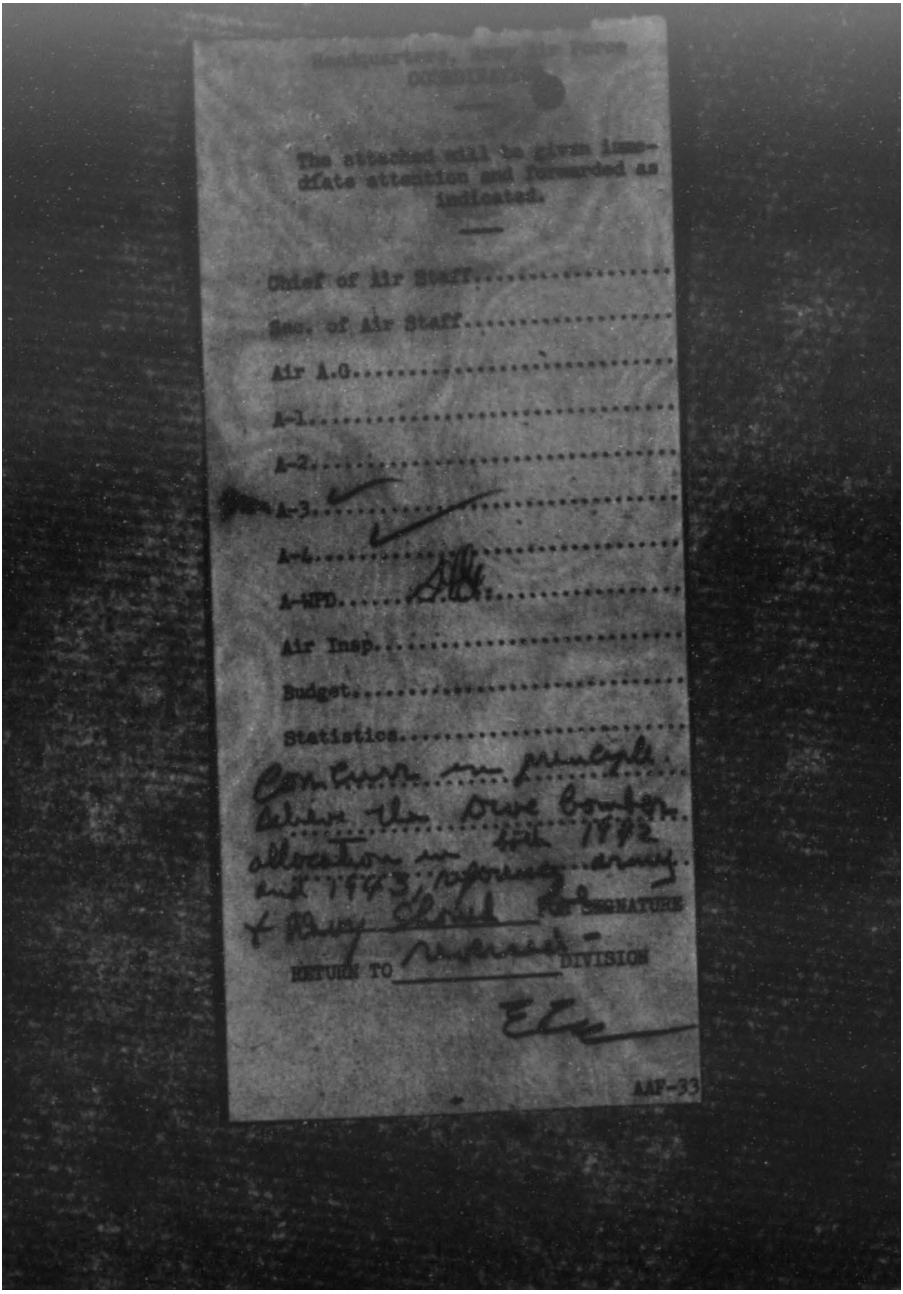

Headquarters, Army Air Force
COORDINATION

The attached will be given immediate attention and forwarded as indicated.

Chief of Air Staff.....

Sec. of Air Staff.....

Air A.G.....

A-1.....

A-2.....

A-3.....

A-4.....

A-WPD.....

Air Insp.....

Budget.....

Statistics.....

Concur in principle. Achieve the Dive bomber allocation in both 1942 and 1943, referring army + Navy should

FOR SIGNATURE

RETURN TO reversed DIVISION

AAF-33

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MANUSCRIPT DIVISION

# CLASSIFIED ITEMS REMOVED

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

Series: Decimal

Folder Title: 470 (4)

Item(s) and Security Classification:

1. Letter, FDR to Sec. of War, 1/3/42, 3p. S.
   Originating Agency: White House

PK /LB — 1994 — 10-25-94

Reviewer — Date

85-57 (rev 4/90

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DOD Ltr
5 Jan. & 30 June 1974
By: AAG/CC LC Exp. 12/18/76

January 17, 1942

MEMORANDUM FOR CHIEF OF BUREAU OF AERONAUTICS:

Subject: Proposed Division of Navy and Army Responsibility for Aircraft Production.

1. There is attached hereto for your consideration and for discussion a draft of a proposal for dividing between the Navy and the Army the responsibility for technical supervision and the procurement responsibility incident to the President's aircraft production program.

2. It is suggested that personnel of the Plans Division of the Bureau of Aeronautics meet with personnel of the Air Staff of the Army Air Forces to compose any differences of opinion which may now exist on this matter.

3. The tabulation of anticipated requirements by the Navy for Heavy Bombers and Medium Bombers should not be interpreted as meaning that there has been any change in the basic agreements regarding the operation of these types by the Army and the Navy.

470 (4)

H. H. ARNOLD,
Lieutenant General, U.S.A.,
Deputy Chief of Staff for Air.

INCL:
"Exhibit A"

Copy for A A G Files

Dispatched
JAN 18 1942
AAG

as rewritten by
Gen. Arnold 1/17/42.

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Air AG 470 (4)

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000 ltrs
8 Jan. & 20 June 1946
10/15/46

PROPOSED DIVISION OF ARMY-NAVY PRODUCTION COGNIZANCE FOR
PRESIDENT'S AIRCRAFT PROGRAM

| | 1942 | | | 1943 | | |
|---|---|---|---|---|---|---|
| | Navy | Army | Total | Navy | Army | Total |
| Heavy Bomber 4 eng. | (200)* | 2500 | 2500 | (200)* | 9500 | 9500 |
| Patrol Bomber 4 eng. | 100 | - | 100 | 500 | - | 500 |
| Medium Bomber 2 eng. | (400)* | 6900 | 6900 | (500)* | 18500 | 18500 |
| Patrol Bomber 2 eng. | 1000 | (100)** | 1000 | 1500 | (200)* | 1500 |
| Total Long Range Bombers | 1100 | 10200 | 11300 | 2000 | 28000 | 30000 |
| Light Bomber 3 eng. | - | 6000 | 6000 | - | 6000 | 6000 |
| Light Bomber (D&T-1 eng. | 2500 | (300)** 1700 | 5000 | 6000 | (500)** 5000 | 11000 |
| Total Short Range Bombers | 2500 | 7700 | 11000 | 6000 | 11000 | 17000 |
| Pursuit 2 and 1 eng. | - | 12500 | 12500 | - | 32000 | 32000 |
| Fighter 1 eng. | 2500 | - | 2500 | 6000 | - | 6000 |
| Total Purs. & Fighter | 2000 | 12500 | 16000 | 6000 | 32000 | 38000 |
| Transport 4 eng. | 30 | 70 | 100 | (50)* 150 | 1000 | 1150 |
| Transport 2 eng. | (330)* | 1850 | 1850 | (500)* | 5700 | 5700 |
| Transport 1 eng. | 270 | 780 | 1050 | 350 | 2000 | 2350 |
| Total Transport | 300 | 2700 | 3000 | 500 | 8700 | 9200 |
| Observation Scout | 1500 | - | 1500 | 2000 | - | 2000 |
| Observation Liaison | - | 2200 | 2200 | - | 3800 | 3800 |
| Total Obs. & Liaison | 1500 | 2200 | 3700 | 2000 | 3800 | 5800 |
| Total Transport & Obs. | 1800 | 4900 | 6700 | 2500 | 12500 | 15000 |
| Grand Total tactical types | 8700 | 36300 | 45000 | 16500 | 83500 | 100000 |

* Navy requirements of these airplanes to be supplied by allocation from production under Army cognizance.

** Army requirements of these airplanes to be supplied by allocation from production under Navy cognizance.

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written 1/12/42

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DOD ltrs
8 Jan. & 20 June 1974
By ALM/CC NC Date 10/18/76

MEMORANDUM FOR CHIEF OF BUREAU OF AERONAUTICS

Subject: Proposed Division of Navy and Army Responsibility for Aircraft Production.

1. There is attached hereto for your consideration and for discussion a draft of a proposal for dividing between the Navy and the Army the responsibility for technical supervision and the procurement responsibility incident to the President's aircraft production program.

2. It is suggested that personnel of the Plans Division of the Bureau of Aeronautics meet with personnel of the Air Staff of the Army Air Forces to compose any differences of opinion which may now exist on this matter.

Incl.
"Exhibit A"

Returned to Gen Arnold 1/17/42

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

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ECL/mja
WRTN 1/12/42

SECRET

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DOD ltrs
8 Jan. & 30 June 1974
By: AAF/CC LC. Date: 10/18/76

JAN 17 1942

MEMORANDUM FOR MR. KNUDSEN:

Subject: Preliminary Estimate-Army Airplane Delivery Objective for Calendar Years 1942 and 1943

1. There is attached hereto as "Exhibit A" a tabulation indicating the procurement objective of the Army Air Forces for Tactical airplanes for the Calendar Years 1942 and 1943, under the directive recently issued by the President. Our studies of the problem have not been completed and it may be necessary later to make minor changes in the distribution between types.

2. Discussions are now in progress with the Navy on the proposed division of Army-Navy responsibility. There may be some minor shifts in the quantities indicated for Army or Navy cognizance.

3. We ask that in planning for the necessary expansion of productive capacity the Office of Production Management Personnel bear in mind these secondary considerations:

a. The Air Force prefers bombers with a 2000 mile radius of action.

b. The Air Force prefers long-range (2000 mile) transports.

We ask that plans be made for the production of all the 2000 mile radius bombers and all the 2000 mile range transports that can be secured under the directive. In expanding plant capacity the structures provided should be large enough to house the largest airplanes now under consideration for production.

4. Training airplane requirements will be presented in separate correspondence.

Dispatched
JAN 18 1942
AAG

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 | |
| | Incl. "Exhibit A" | | | | | | | | | | |
| | | | | | | | | | | | |

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DECLASSIFIED DOD Rep. & DD Form 1575 By A-W/Cc Ltr. Date 11/15/76

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PROPOSED DIVISION OF ARMY-NAVY PRODUCTION COGNIZANCE FOR PRESIDENT'S AIRCRAFT PROGRAM

| | 1942 | | | 1943 | | |
|---|---|---|---|---|---|---|
| | Navy | Army | Total | Navy | Army | Total |
| Heavy Bomber, 4 eng. | (200)* | 3300 | 3300 | (200)* | 9500 | 9500 |
| Patrol Bomber, 4 eng. | 100 | - | 100 | 600 | - | 600 |
| Medium Bomber, 2 eng. | (400)* | 6480 | 6480 | (500)* | 16690 | 16690 |
| Patrol Bomber, 2 eng. | 1420 | (100)** | 1420 | 3210 | (200)** | 3210 |
| Total Long Range Bombers | 1520 | 9780 | 11300 | 3810 | 26190 | 30000 |
| Light Bomber, 2 eng. | - | 5570 (700)** | 5570 | - | 4160 (1000)** | 4160 |
| Light Bomber, D&T 1 eng. | 3730 | 1700 | 5430 | 7840 | 5000 | 12840 |
| Total Short Range Bombers | 3730 | 7270 | 11000 | 7840 | 9160 | 17000 |
| Pursuit 2 and 1 eng. | - | 14350 | 14350 | - | 30600 | 30600 |
| Fighter 1 eng. | 1650 | - | 1650 | 7400 | - | 7400 |
| Total Pursuit & Fighter | 1650 | 14350 | 16000 | 7400 | 30600 | 38000 |
| Transport 4 eng. | 30 | 70 | 100 | (50)* 150 | 1000 | 1150 |
| Transport 2 eng. | (330)* | 1850 | 1850 | (500)* | 5700 | 5700 |
| Transport 1 eng. | 270 | 780 | 1050 | 350 | 2000 | 2350 |
| Total Transport | 300 | 2700 | 3000 | 500 | 8700 | 9200 |
| Observation Scout | 2970 | - | 2970 | 2240 | - | 2240 |
| Observation & Liaison | 300 | 730 | 730 | 2240 | 3560 | 5800 |
| Total Observation & Liaison | 2970 | 730 | 3700 | 2240 | 3560 | 5800 |
| Total Transport & Observation | 3270 | 3430 | 6700 | 2740 | 12260 | 15000 |
| Grand Total Tactical types | 10170 | 34830 | 45000 | 21790 | 78210 | 100000 |

* Indicates Navy desire for allotment of Army type airplanes.

** Indicates Army desire for allotment of Navy type airplanes.

Revised 1/30/42

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TABLE OF DISPOSITIONS

1/16/42

| | Report #8 | President's Program |
|---|---|---|
| 1942 | | |
| Heavy Bomber 4 eng. | 2407 | 3300 |
| Patrol Bomber 4 eng. | 88 | 100 |
| Medium Bomber 2 eng. ) | 6522 | (6900 M.B. 2 eng. |
| Light Bomber 2 eng. ) | | (6000 L.B. 2 eng. |
| Patrol Bomber 2 eng. | 846 | 1000 |
| Light Bomber (D) 1 eng. | 3507 | 8000 |
| Bomber Sub-total | (13370) | (22300) |
| Pursuit 2 eng. | 2155 | |
| Pursuit and Fighter 1 eng. | 8978 | |
| Total Pursuit | 11133 | 16000 |
| Transport 4 eng. | 42 | 100 |
| Transport 2 eng. | 1808 | 1850 |
| Transport 1 eng. | 304 | 1050 |
| Obs. Scout & Liaison 1 eng. | 1757 | 3700 |
| Grand Total All Tactical Types | 28414 | 45000 |
| 1943 | | |
| Heavy Bomber 4 eng. | 7179 | 9500 |
| Patrol Bomber 4 eng. | 360 | 500 |
| Medium Bomber 2 eng. ) | 6978 | (18500 |
| Light Bomber 2 eng. ) | | ( 6000 |
| Patrol Bomber 2 eng. | 1368 | 1500 |
| Light Bomber (D) 1 eng. | 8514 | 11000 |
| Bomber Sub-total | (24399) | (47000) |
| Pursuit 2 eng. | 2166 | |
| Pursuit & Fighter 1 eng. | 15653 | |
| Total Pursuit | 17819 | 38000 |
| Transport 4 eng. | 575 | 1150 |
| Transport 2 eng. | 2718 | 5700 |
| Transport 1 eng. | - | 2350 |
| Obs. Scout & Liaison 1 eng. | 1639 | 5800 |
| Grand Total All Tactical types | 47150 | 100000 |

A-4
E.C.D.

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DOD ltrs
8 Jan. & 30 June 1971
By AFN/CC LC Da 10/18/76

SECRET

AAF/A-4
RCC/coc
Written November 22, 1941.

Subject: Supply of Ordnance Items.

1st Ind.

War Department, Headquarters Army Air Forces, Washington, D. C.,
NOV 28 1941 To: Commanding General, Air Force Combat Command, Bolling Field, D. C..

1. Reference Directive on above A.G. 370.5 (11-17-41)MC-C-M Subject: Movement Orders, Shipment O-146, Paragraph #6 Subject paragraph g.

470 (3)

1 Incl.
Cy of Radiogram
11-8-41

For the Chief of the Army Air Forces:

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

Disclassified
NOV 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 | |
| | [illegible] | | | | | [illegible] | | | | | |
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DOD Dir.
8 Nov. & 30 June 1974
By: AFC/CC LC Date: 10/19/76

HEADQUARTERS AIR FORCE COMBAT COMMAND

BOLLING FIELD, D.C. (K-42)

ACC 400 (11-13-41)

November 13, 1941

Subject: Supply of Ordnance Items.

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

1. Attention is invited to attached copy of radio from the 3rd Air Force (SAF N232K) (Incl. #1).

2. It is requested that War Department action be taken to correct the shortages of items as indicated.

For the Commanding General:

C. W. RUSSELL,
Brigadier General, G.S.C.,
Chief of Staff

1 Incl.
(cy.radio)

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DOD ltr
8 Jan. & 20 June 1974
By ALN/CC LC, Date 10/18/76

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.

640

SUBJECT: Minutes of Ordnance Technical Committee, October 9th and 16th.

470 (2)

| NO. | FROM | TO | DATE | DATA |
|---|---|---|---|---|
| 1. | General Arnold | Colonel Coupland | 10/31 1941 | Read this over and if there is anything of interest in it, give me a brief summary. Return the documents direct to this office as they belong to the General Staff. |
| Incl: | Minutes of | Meetings | No. 43 | and 44 |
| | | | | H. H. A. |
| 2. | Colonel Coupland | General Arnold | 11/6 | 1. The items of interest to the Air Corps contained in the Minutes of the Ordnance Technical Committee herewith have been previously coordinated with Maj. Moore, AC and myself in sub-committee actions and is routine action on standardization of certain items and initiation of development on others. |
| | | | | R.C.C. Coupland Maj. Col. Ord. |
| 3 | Gen Arnold | aaG | | noted |
| | | | | NOV 1 0 1941 Basic returned to OCS. |

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8 Jan. & 20 June 1974
By AEN/CC LC, Date 10/18/76

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.

640

SUBJECT: Minutes of Ordnance Technical Committee, October 9th and 16th.

| NO. | FROM | TO | DATE | DATA |
|---|---|---|---|---|
| 1. | General Arnold | Colonel Coupland | 10/31 1941 | Read this over and if there is anything of interest in it, give me a brief summary. Return the documents direct to this office as they belong to the General Staff. |
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| | | | | H. H. A. |
| 2. | Colonel Coupland | General Arnold | 11/6 | 1. The items of interest to the Air Corps contained in the Minutes of the Ordnance Technical Committee herewith have been previously coordinated with Maj. Moore, AC and myself in sub-committee actions and is routine action on standardization of certain items and initiation of development on others. |
| | | | | R.C.C. |
| 3 | Gen Arnold | AAG | | noted |

NOV 1 0 1941 Basic returned to OCS.

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air AG 470 (2)

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