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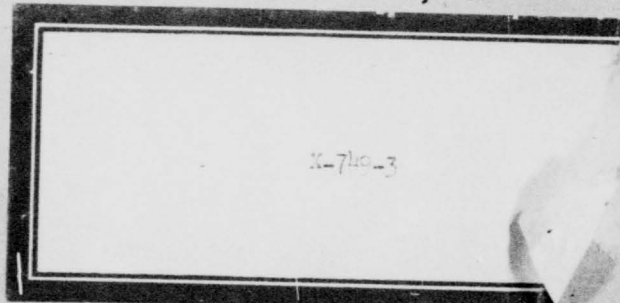
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 by authority of 2Lr AFLE (MCKH) 10 Jun 64
 by E RW date 24 Jun 64

MICROFILMED

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Date 23 March 1944

AIRPLANE MODEL XP-75 TYPE Fighter, Offensive, Long Range

III. CHARACTERISTICS

(1) Weight Empty	11,441	lbs.	(4) Length	41' 6"
(2) Design Gr. Wt.	13,543	lbs.	(5) Span	49' 11/16"
(3) Alt. Gross Wt.	17,217	lbs.	(6) Wing Area	342 sq. ft.
			Design Gr. Wt.	Alt. Gr. Wt.
(7) Wing Loading (#/Sq. Ft.)			39.6	50.4
(8) Power Loading (#/BHP) at MIL. Power (2300 at 5,900, 20,000')				7.5

IV. ARMAMENT

(1) Guns and Cannons:	No.	Cal.	Type or Position	Rds. per Gun
a. Normal	4	.50	M-2 mounted symmetrically about prop shaft. Each bottom gun is tipped to a 45° angle. Each top gun to a 30° angle from vertical.	300
b. Alternate				
Normal Plus	6	.50	Free firing fixed wing guns.	235
(2) Bombs	No.	Size		
a. Normal	None			
b. Alternate	None	Bombs may be carried on ferry fuel tank shackles if desired		

V. CREW One Normal Alternate

VI. ARMOR & FUEL PROTECTION (Describe) Fuel is carried in two fuselage and four center section self-sealing tanks. Fuel lines and oil tank are self-sealing. Pilot is protected from .30 caliber fire within a front cone of 30° and a rear cone of 40°

VII. OTHER ITEMS (Radio, Oxygen, Etc.) Radio sets SCR-274-N and 695-() installed with alternate provisions for SCR-522 and 515. Low pressure demand oxygen system for pilot for seven hours, one landing light, position, recognition and cockpit lights, Pyrotechnic pistol and one man life raft.

VIII. SPECIAL FEATURES This airplane will be constructed by fitting P-40 wings, A-24 empennage and F4U landing gear on newly designed and built fuselage and center section.

Date 23 March 1944

AIRCRAFT MODEL XP-75 TYPE Fighter, offensive, long range

Contract date 11 September 1943 No. On Contract Eight plus static test
 One 9-43, One 10-43
 Contractor Fisher Body Div., G.M.C. Contract Delivery Date Two 12-43, Two 1-44
 Two 2-44
 Contract Number W535-AC-33962 Project No. MX-317 (Confidential)
 Cost \$4,450,702.80 Spec. No. X-92 dated 10-13-43, revised
 3-8-43

I. POWER PLANT

- (1) Number of Engines One (1) (Mfr. & Type Engine Allison V-3420-19
- (2) Supercharger Two stage, automatic control, variable speed
- (3) Propeller Aeroproducts, 6 blade, dual, 12' 7" dia., Model AD7562-X5,
 Blades H-20-156-5M Red. Gear Ratio 2.458:1

(4) Engine Ratings:	B. H. P.	R. P. M. (Eng.)	FT. ALT.	SUPERCHARGER
a. Take Off	2600	3000	Sea Level	Automatic
b. Military	2300	3000	20,000'	"
c. Normal	2100	2600	17,000	"
* d. War Emergency	3000	3000	Sea Level	"

** H. PERFORMANCE

(1) Speed in Level Flight	M. P. H.	ALT. FEET	B. H. P.		
a. High Speed—critical alt.	439	20,000'	2300		
b. High Speed—sea level	389	Sea Level	3000		
(2) Rate of Climb	FT/MIN.	ALT. FEET	B. H. P.		
a. War Emergency Power	3600	Sea Level	3000		
b. Military Power	2250	20,000	2300		
(3) Time to Climb	MIN.	ALT. FEET	B. H. P.		
a. War Emergency Power	7	20,000	3000 to 2300		
b. Military Power					
(4) Range or Endurance	Gr. Wt. lbs.	Miles or Hours	M. P. H. or B. H. P.	Fuel Gals.	Bombs lbs.
a. Design Gr. Wt. no bombs	13,543	---	---	210	0
b. Design Gr. Wt. Max bombs	17,217	XXXXX	XXXXX	XXXX	XX
c. Alt. Gr. Wt. no bombs	17,217	3010	250	638	0
d. Alt. Gr. Wt. XXXXXXX Ext. tanks	18,665	3850	250	858	0
(5) Service Ceiling	FT. ALT.	B. H. P.			
a. With all Engines	37,000	900			
b. With 1/2 Engines					
(6) Take-off & Land Over 50' Obs.	TAKE-OFF	LANDING	WEIGHT		
a. Design Gross Wt.					
b. Alt. Gross Wt.					

* War Emergency Power falls off until it becomes coincident with Military Power at 20,000 feet (Without RAM).

** Estimates are for production P-75, based on Gross Weight of 17217 lbs. which includes all 10 guns and ammunition plus all internal fuel (638 gallons) and oil.

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Research & Eng Div. AAF - AC/AS-4
Aug 14, 1947

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Auth: *JR. A.T.S.C.*
Initials: *C.M.T.*
Date: *22 FEB 1945*

CASE HISTORY

of

THE XP-75 and P-75 AIRPLANE PROJECT

A long range fighter plane for escorting bombardment aircraft deep into enemy territory developed by utilizing components of existing production planes.

Documents in this case history were obtained from the files of Air Technical Service Command, Wright Field, and Headquarters, Army Air Forces, Washington, D.C.

Classified documents are included herein and, therefore, compliance with pertinent sections of AR 380-5 is necessary.

Compiled by
Historical Office
Air Technical Service Command
Wright Field
November 1944

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C. BERRY BERRY, MFR
187 Paul, 10-1-1988

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SUMMARY OF THE P-75 AIRPLANE PROJECT

In September 1942 representatives of the General Motors Corporation of Detroit, Michigan, came to Wright Field with a hurriedly drafted proposal to build a pursuit airplane which would embody major structural essentials from airplanes already in production. Mr. Don R. Berlin, Aeronautical Engineer of General Motors was the leading figure in the presentation of the proposal to Army Air Forces personnel at Wright Field and in Washington. Mr. Berlin, previous to having been employed by General Motors, had served as Chief Engineer of the Curtiss-Wright Corporation Plant at Buffalo, New York. While with Curtiss-Wright Corporation, he had been identified with the design and development of the P-40. Major General W. E. Echols, Commanding General, Materiel Command, Washington, approved the project 26 September 1942 and on 7 October Fisher Body Division of General Motors (hereinafter referred to as Fisher) submitted a formal proposal to build two experimental airplanes.

The proposed airplane was to be built around the V-3400 engine which was in the process of development and production by the Allison Division of General Motors. The airplane tentatively was to be a composite of: (2) V-3400 or V-341 wings; V-3400 wing root, sliding cabin, and instrument panel; V-3400 landing gear; V-3400 or V-341 tail surfaces, and a counter-rotating propeller built by Aeroproducs Division of General Motors. Only the fuselage was to be designed and produced by Fisher. The distinctive claim made for this airplane, later designated the X-75, was that by utilizing major subassemblies already in production, Fisher could schedule flight tests to take place approximately six months after the signing of the contract. The military characteristics of the X-75 were set forth by Colonel W. E. Cross, Office, Director Military Requirements, Washington, as follows: High speed--440 miles per hour at 20,000 feet, rate of climb at sea level--3,600 feet per minute, service ceiling--33,000 feet, wing loading--75 pounds per square foot, power loading--1.0 pounds per horsepower, armament--four to six .50 caliber guns.

General Echols was especially anxious to secure a pursuit ship with a superior rate of climb; the high horsepower of the double Allison engine taken with the limited weight of the airplane promised to give the results desired. He specifically instructed Brigadier General F. C. Carroll, Chief, Experimental Engineering Section, Wright Field, 7 November 1942 to watch the weight of the X-75.

Wright Field issued a letter of intent (AC-33960) to Fisher, 10 October 1942, accepting the contractor's proposal as set forth in his letter 7 October. This was approved by Contract Section 16 November. The delivery of the first airplane was scheduled for 10 April and the second for 10 June 1943. The amount involved, \$428,271.48 including 5% fee, was small when compared with the costs to the Army Air Forces of producing other experimental airplanes. The contract was to be on a cost-plus-a-fixed-fee basis.

*The numbers placed in parentheses in the margin refer to the documents found in the document file attached.

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Fisher had made sufficient progress on the XP-75 by the first of March 1943 to justify the visit of the mock-up inspection committee from Wright field. This committee submitted, on 8 March, an extensive list of modifications and conditions intended to improve the utility and serviceability of the airplane. A second inspection was made 18 May to cover the engine compartment, instruments and equipment in the cockpit, and the radio installation which had not been ready at the time of the first inspection of the mock-up committee. The committee recommended that copies of both reports be given Fisher, and that they be filed as revisions to the specifications of the airplane.

The mock-up committee made no comment in its reports as to whether the project was on schedule. Major General B.M. Giles, Assistant Chief of Air Staff, Operations, Commitments and Requirements, commented on March, however, that he understood the XP-75 was not progressing in a satisfactory manner. He mentioned specifically the difficulties caused by the attempt to use assemblies from aircraft already in existence. He requested an opinion as to whether a completely new design should be developed based on the new -3420 Allison engine. This comment was transmitted to General Carroll, who replied that the project definitely was behind the original optimistic schedule, and that actual deliveries of the prototype ships would be five months behind schedule. He gave three explanations for the delay: (a) difficulty in handling required government-furnished equipment, (b) incompetent personnel at General Motors who requisitioned large amounts of incorrect and unnecessary government-furnished equipment components, and (c) original excessively optimistic estimates made by Mr. Berlin. General Carroll said that his Division had no knowledge of particular engineering or construction difficulties. He recommended against abandoning the project. Brigadier General B.W. Chidlaw, Chief, Materiel Division, Washington, on 7 April supported this recommendation to continue the XP-75 project. Colonel Gross, Assistant Chief of Air Staff, Operations, Commitments and Requirements, Requirements Division, concurred in the recommendation but stated that every effort should be made to expedite delivery of the first airplanes before the time indicated by General Carroll.

A new factor entered the XP-75 picture in the summer of 1943. Increasing pressure had been brought to bear on the Materiel Command to produce a well armed fighter with sufficient range to escort heavy bombers on missions deep into Germany. General Carroll stated 2 July that the XP-75 as modified appeared to have a good chance of accomplishing that mission. Its original conception, because of its low power-loading factor, had been as a fighter with superior climbing characteristics. A conference was held 6 July, in General Schol's office, attended by Army Air Forces personnel and by Messrs. Berlin and S.W. Fisher representing the contractor, to discuss the subject of P-75 convoy fighters. It was decided to add internal wing tanks for range extension, to increase the experimental contract from two to eight airplanes, and to place an order immediately for 2,500 P-75's which would enable Fisher to start ordering materials to establish sub-contractors, and to build an organization. Mr. Fisher stated that deliveries

(21,28) on these production airplanes could be expected in May 1944 and a peak rate of 250 per month could be attained in approximately five months. General H. H. Arnold, Commanding General, Army Air Forces, penned the following statement on the report of this conference: "The entire production of P-75s depends upon performance of 1st article. If it does not meet our requirements all orders may be cancelled--everyone must understand this."

(26) The letter of intent (AO-41011) for 2,400 model P-75 airplanes was written 8 July 1943, accepted by Fisher 9 July, approved by General Nichols 13 July, and by the Under Secretary of War 16 July. The total estimated price was \$525,000,000; the unit price of the airplane was given as \$218,750, not including engine and other government-furnished equipment. On 17 February 1944 Fisher submitted a new proposal superseding those which had been made earlier. The total contract value was reduced to \$488,967,750, but deliveries were set back significantly, the first airplane was to be delivered in July 1944, instead of May, and the peak rate of 250 a month would not be attained until June 1945, instead of October 1944. This proposal was accepted and an authority for purchase was written (64) (65) 22 February incorporating the changes.

(27) A second letter of intent replacing the original letter to provide for eight airplanes in the experimental contract instead of two was written 9 July, accepted by Fisher 12 July, and approved 26 July by the Materiel Command. The estimated total cost was given as \$1,471,200, exclusive of a fixed fee of 4%. The formal contract, which superseded both letter contracts, was approved 1 October; the estimated cost for the eight experimental airplanes by that time had increased to \$2,836,771.00. The fixed fee was not raised in the same proportion; it was put at \$75,158.40, or 2.65%. (42) Five months later, Fisher requested an increase in the estimated cost bringing it to \$3,450,702.80, but requested no increase in the fixed fee. (58) Engineering Division requested compliance with the contractor's request; a change order incorporating the increase was written 28 March 1944. (59) (72) On 19 May Fisher submitted a proposal to convert this experimental contract to a fixed price contract at the figure \$2,476,633.94. The contractor stated that actual booked expenditures on the contract through 31 March amounted to \$5,022,960, and that \$7,000,000 more would be required to complete the project. The fixed price proposal, Fisher represented, would (87) reduce Government liability by more than \$1,500,000. Engineering Division recommended the acceptance of this proposal 15 May. The reason given was that the earlier cost estimate had not taken into account a number of changes that had been deemed necessary. The fixed price contract was to (88) be for airplanes which included all changes in accordance with XP-75 specifications as revised 15 May.

(28) The P-75 production program made necessary the adjustment of arrangements to build B-29's at Fisher's Cleveland plant #2, which had been specially constructed for that purpose. General Arnold requested, 9 July, that this matter be worked out and reported to him promptly. The Materiel

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(31) Command reported 25 July that the Martin plant at Omaha, Nebraska, had
 (33) agreed to a partial cancellation of the B-26 program to permit the trans-
 (35) fer of B-26 production from Fisher, Cleveland. The plan was for Martin,
 Omaha, to do final assembly and to have B-26 subassemblies supplied by
 the lease subcontractors that had served Martin, Omaha, on its B-26 pro-
 gram. General Arnold issued a Directive to this effect 4 August. Wright
 Field issued a CII covering the various aspects of the transfer 7 August.
 The contractor requested permission to use the Defense Plant Corporation
 facilities for B-26 production; the lease agreement restricted the use of
 the facility to work for the government on B-26 and B-24 bombers, except
 on payment of 12% per annum rent, as against 21% year rent. Colonel E. J.
 (37) Rawlings, Chief, Resources Control Branch, Wright Field, cleared this re-
 (3,43) quest with the Defense Plant Corporation.

(3,33) Engineering Division followed closely the progress on the XP-75 pro-
 ject; as of 5 August, it was reported the status of each major subassembly
 to General Nichols. Definite dates were given for the release of drawings,
 for fabrication of parts, and for the shipment of parts. In the case of
 the new -2400 double Allison engine, however, of which only fourteen had
 been produced up to that time, Historical Command report 30-3914, the state-
 ment was made that it "should be available in ample time for installation."

(45) The first flight had been scheduled, in the revised experimental con-
 (48) tract, to be made in or before 4 October 1943. Engineering Division
 reported, 20 August, that the contractor had set 15 October as date of
 first flight. It was actually made 17 November. The contractor's pilot
 reported that longitudinal stability appeared satisfactory but that stability
 in yaw was questionable, possibly indicating a need for larger tail surface
 area, otherwise the airplane was very satisfactory, except for minor diffi-
 culties with equipment. In the fourth flight, 24 November, engine diffi-
 culty developed. Colonel E. J. Warburton, Flight Section, Wright Field, re-
 ported 10 January 1944 that stability and control forces on the XP-75 were
 unsuitable for a fighter. He said that the airplane did not give the im-
 pression of being particularly fast, but that excessive carburetor heat,
 which could be remedied, might be the explanation. Rate of climb was not
 good due to engine limitation. The airplane as a whole was very easy to
 (58) fly, so that pilots should have no trouble transitioning.

(63) Fisher engineers worked to accomplish the various design improvements
 that were ordered. These efforts resulted in many minor and a number of
 major modifications, including reversed tail surfaces, extension of the
 nose to adjust the center of gravity, extension of the ailerons to the wing
 (53,65) tips, the introduction of a booster control installation to improve aileron
 (7) operation, the addition of dive recovery flaps, and the improvement of
 engine cooling. Some of these changes seriously impaired the value of the
 original plan to utilize production of ready-built components. Extensive
 (85) delays in reworking of production tooling resulted.

Engineering Division kept a close watch on the performance prospects and records of the XP-75, since unless it was definitely superior to existing fighters (P-38, P-47 and P-51) the particular point of its development was lost. (The range extension program as applied to these other fighters had been carried forward vigorously in September and October 1943; during the winter months which followed they were able to accompany heavy bombers deep into Germany.) On 5 November 1943 Wright Field transmitted amended performance data on the XP-75 to Washington. (44) (51,55,57) The progress of providing for additional fuel capacity was noted. In December 1943 Fisher informed Brigadier General O.R. Cook, Chief, Production Division, Wright Field, that they were behind as to engineering because there had been so much sickness, and that as a consequence, the first one hundred airplanes would not have all the design changes as requested. Don Berlin advised General Chidlaw, 24 February, that a speed of 410 miles per hour at 20,000 feet had been obtained; on 8 April a high speed of 415 miles per hour at 24,600 feet was obtained, at 2040 horsepower. (52) (67) At 2300 horsepower, a speed of 434 miles per hour was expected. (76) By 26 July the third XP-75 had obtained a speed of 420 miles per hour at 22,000 feet and approximately 2200 brake horsepower; the rate of climb attained on this airplane was approximately 3,000 feet per minute, as compared with the original projection of 5,600 feet per minute. (114)

On 25 November 1943 General Echols issued a memorandum to the Materiel Division setting forth that the P-75 engines must be ready, that type tests must be completed in time, that the engine must give 3000 horsepower as promised, and that a large amount of flight testing must be conducted at an early date. Major General Charles E. Branshaw, Commanding General, Materiel Command, Wright Field, reported to General Chidlaw, 29 December, that production engines would be available in ample time, that type test of the new production engine was scheduled to commence in January, and that every effort would be made to establish a 3000 horsepower emergency rating, by water injection, if necessary. In subsequent reports the Materiel Command advised General Echols of progress along those and other (46) (54) (60,63,75,76,84) lines.

General Chidlaw advised General Echols, 6 April, of the results of flight tests by Materiel Command officers of the second XP-75, in which were incorporated all changes resulting from flight experience. The report was satisfactory as to many of the points that previously had caused difficulty, but several deficiencies were noted: (a) longitudinal stability was unsatisfactory; (b) the ailerons were completely unsatisfactory; (c) engine cooling appeared to be inadequate; (d) the propeller had been throwing considerable oil; (e) the speed of the airplane was mediocre as compared to other late model fighters. The fifth XP-75 was lost 8 April in an accident at Cleveland in which it was believed that the Fisher civilian pilot had engaged in maneuvers beyond established restricted limits. (75) (77)

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(93) Progress on the first production airplane, upon the performance of which, according to General Arnold's order of July 1943, the status of the contract was to depend, was reported 15 May 1944 by Lieutenant Colonel C.B. Mitchell, Chief, Fighter Branch, Production Engineering Section, Wright Field. The report called attention to the fact that the reasons for producing the airplane had been lost in redesign, that design engineering was behind schedule, and that flight tests had indicated unsatisfactory performance. This report, concurred in by Colonel S.T. Price, Chief, Production Engineering Section, was forwarded to Washington with the comment that the project engineers took a dim view of the likelihood of the P-75 or its engine making a tactical or technical success. General Nichols made marginal notations on this report which indicated criticism of the way Wright Field had handled the P-75 project. Colonel J.S. Phillips, Chief, Materiel Division, advised the Development Engineering Branch, Washington, 5 June, of General Nichols' dissatisfaction, and mentioned his belief that numerous individuals at Wright Field were opposed to the P-75, and that numerous of their objections were unsound or inapplicable. Colonel Phillips put emphasis on the need for getting the production prototype to Eglin Field without delay; he requested that "one vigorous Wright Field officer and some vigorous Fisher Policy representative" be on hand at those tests.

(80) The status of the P-75 was affected in an important way by an analysis, 8 May 1944, submitted by Major General D.S. Meyers, Deputy Assistant Chief of Air Staff, Materiel, Maintenance and Distribution, in which he observed "A study of Army Air Forces airplane requirements, together with estimated Lend Lease requirements (based on "asked for" figures and not commitments which will probably be less) show that in certain models immediate adjustment of production will be required to prevent abnormal surpluses and waste of productive effort." He listed the P-75 as such an airplane; he recommended that the requirements for the P-75 be reevaluated after tactical availability tests had been conducted at Eglin Field, approximately July 1944. General Meyers stated that within the next two weeks the Army Air Forces would have to defend its budget estimates before Congress, so that it was important to balance production with requirements. In addition, the War Production Board had expressed misgivings as to the availability of manpower in the Cleveland area with which to build up production to a rate of 250 airplanes a month.

(82) The Aircraft Requirements Board, Operations, Commitments and Requirements, concurred 9 May with the recommendation made by General Meyers, and General Arnold gave it his approval. Washington directed the Materiel Command, 13 May, as follows: "Every effort will be made to expedite completion of the first production article of the P-75 and comparative performance tests of this airplane will be made and submitted with those of the P-51 and P-38 in order to adequately evaluate the merit of the P-75."

(85) In April 1944 a former Fisher employee wrote a series of letters to General Arnold, the Truman Committee, the Federal Bureau of Investigation and others, charging Fisher with a "colossal fraud" against the Government in connection with the P-75 contract. The accusation had to do with alleged irregularities in connection with "improper doctoring" of time and

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(78) attendance reports. A thorough investigation failed to substantiate the alleged irregularities, and the charge was dismissed.

A second investigation was initiated 31 May 1944 by the Honorable Albert J. Engel of the House of Representatives, who wrote the Honorable Robert F. Patterson, Under Secretary of War, requesting information as to the Fisher Body plant at Berea (Cleveland), Ohio, which, he had been informed, was supposed to make B-29 bombers but was then making P-75 fighters. The information requested was transmitted by the Materiel Command 10 June: (a) The total cost of the plant and equipment was given as \$42,111,640.54. (b) Construction had been started 7 May 1942 and had been completed 15 May 1943. (c) The plant was engaged in the production of B-29 subassemblies, as well as eight experimental XF-75 airplanes. (d) The plant was scheduled to produce 250 P-75's a month by June 1945.

3,104,106,108)

(92) The formal production contract covering the 2,000 P-75 airplanes was (95) dated 19 April 1944. As amended 12 June 1944, it was in the amount of \$60,633,525. It specified the delivery of the first production article in July 1944, although continuing production difficulties were making a later date more probable. The Materiel Command proposed 25 May that the schedule be set back two months; before the Joint Aircraft Committee approved the change, General Echols requested that it be withdrawn and the original W-10 schedule let stand.

(113) The pressure on the P-75 project increased during the summer 1944. Engineering Division stated 17 July that performance data on the XF-75 airplanes were not coming in as fast as was desired; the principal reason for this failure appeared to be the fact that the engines were not putting out the required horsepower. On 27 July the Materiel Command ordered one (115) of the XF-75's to Allison Division at Indianapolis to be used in investigating this shortcoming. On 12 August Brigadier General V. B. Wolfe, Commanding General, Materiel Command, Wright Field, reviewed the status of the whole project; he concluded that no action should be taken to curtail the program until the Materiel Command and the Proving Ground Command had an opportunity to evaluate fully the performance and tactical utility of (116) the first production article. This was the stand General Echols had taken at the Aircraft Production Board meeting 31 July, when Mr. Wilson (Executive Vice Chairman, War Production Board) had called attention to the critically short manpower situation in Cleveland as it affected the possibility of (117) accomplishing the projected P-75 schedule there. General Echols conceded at this meeting, however, that it was highly possible that the new P-47 (120) model would perform the function for which the P-75 had been developed.

(122) Colonel W. F. McKee, Acting Assistant Chief of Air Staff, Operations, Commitments and Requirements, recommended in a memorandum to General Giles, 30 August, that the P-75 be eliminated. General Echols requested that (123) this action be held in abeyance until tests had been completed at Eglin Field, scheduled for 15 September.

(125) The first production P-75 flew at Cleveland 15 September. Colonel Phillips informed General Nichols of its official performance: High speed-- 400 miles per hour at 32,000 feet and 73% horsepower with a gross weight of 17,800 pounds. Rate of climb at sea level-- 2,400 feet per minute; at 15,000 feet, 1,800 feet per minute. Range-- 2,000 miles, at 71% miles per hour at 25,000 feet, weighing 19,100 pounds. During the tests the engine temperature was 75° above normal allowable. It was then flown to Bellin Field, where it flew seven flights before a landing gear failure put it out of commission for a few days. It was estimated that it would take two or three weeks to run suitability tests. The second P-75 was still in Cleveland.

(126) The Aircraft Requirements Board, Operations, Commitments and Assignments, met 3 October and recommended the limitation of production of P-75 airplanes to not more than thirty airplanes. The reason given was that estimated performance did not compare favorably with performance of P-47F and P-51F, and that preliminary flight tests by the Army Ground Command indicated that actual performance did not come up to estimated performance. This recommendation was approved by General Miles G. Teter. General Nichols advised Mr. Patterson, 5 October, that action had been started to cancel P-75 production at Fisher, and that the proposed termination was being submitted to the Production Executive Committee, War Production Board, for approval. The first production P-75 was destroyed in a crash at Bellin Field 10 October 1944, killing the pilot.

(134) The decision to cancel all but thirty airplanes was made by General Cook on the basis of information supplied him that about that number of airplanes were in process near completion. General Nichols advised General Cook, 6 October, that this number was to be considered approximate only. Fisher requested, by telephone 6 October, that the entire contract be cancelled in order to meet what appeared to be the maximum convenience of General Motors Corporation, but General Cook opposed this suggestion. On 6 October the announcement of cancellation was sent Fisher. An agreement cancelling spare parts, special ground equipment and tools was put through 16 October.

(141) The determination of the exact cut-off point was given careful consideration after the cancellation of all except thirty airplanes had been accomplished. Colonel M. T. Cooper, Chief, Fighter Branch, Aircraft Projects Section, Wright Field, reported 17 October that five production airplanes could be completed and placed in flying condition with very little additional work. Fisher had proposed to complete these five airplanes for a total additional expenditure of \$5,000,000, but Colonel Cooper thought that the desired development work could be completed for not more than 1/10 of that amount. He estimated that approximately \$50,000,000 had been spent on the P-75 contract up to the time of cancellation. The termination conference held at Fisher, Cleveland, 18 October resulted in the decision to cancel the experimental contract with the delivery of the six remaining airplanes as they were, and to cancel the entire 2,500 production P-75's.

- (143) The disposition of the five partially completed airplanes was to be left
 (144) to the Engineering Division under whatever arrangements were deemed desirable. Colonel W.S. Roth, Chief, Aircraft Projects Section, Engineering Division, put forward a request 27 October in keeping with this suggestion. A time limit of 31 January 1945 was set for the completion of work on the five airplanes under consideration. General Cook transmitted this request, omitting the cancellation of the entire P-50 airplanes, to Readjustment Division 25 October. The first decision, which had been destroyed, was not accepted as of before the event. An amended cancellation notice was sent Fisher, 27 October, specifying the cancellation of all but six P-50's.

- (145) The alternative use of the Fisher facility was given heed to attention. The Director, Air Technical Service Command, Wright Field, according to a note by Colonel Phillips, 18 October, planned to move the P-50 nacelles from the Fisher, moving plant to Fisher, Cleveland, and the P-50 outer wings from Hudson to Fisher, Cleveland. On 19 October Colonel Cooper reported that not more than 50% of the total floor area of the plant was occupied by the P-50 assembly and subassembly lines. Procurement Division, Wright Field, informed the contractor, 31 October, that he was not required to retain jigs, tools, dies, and fixtures for the P-50.

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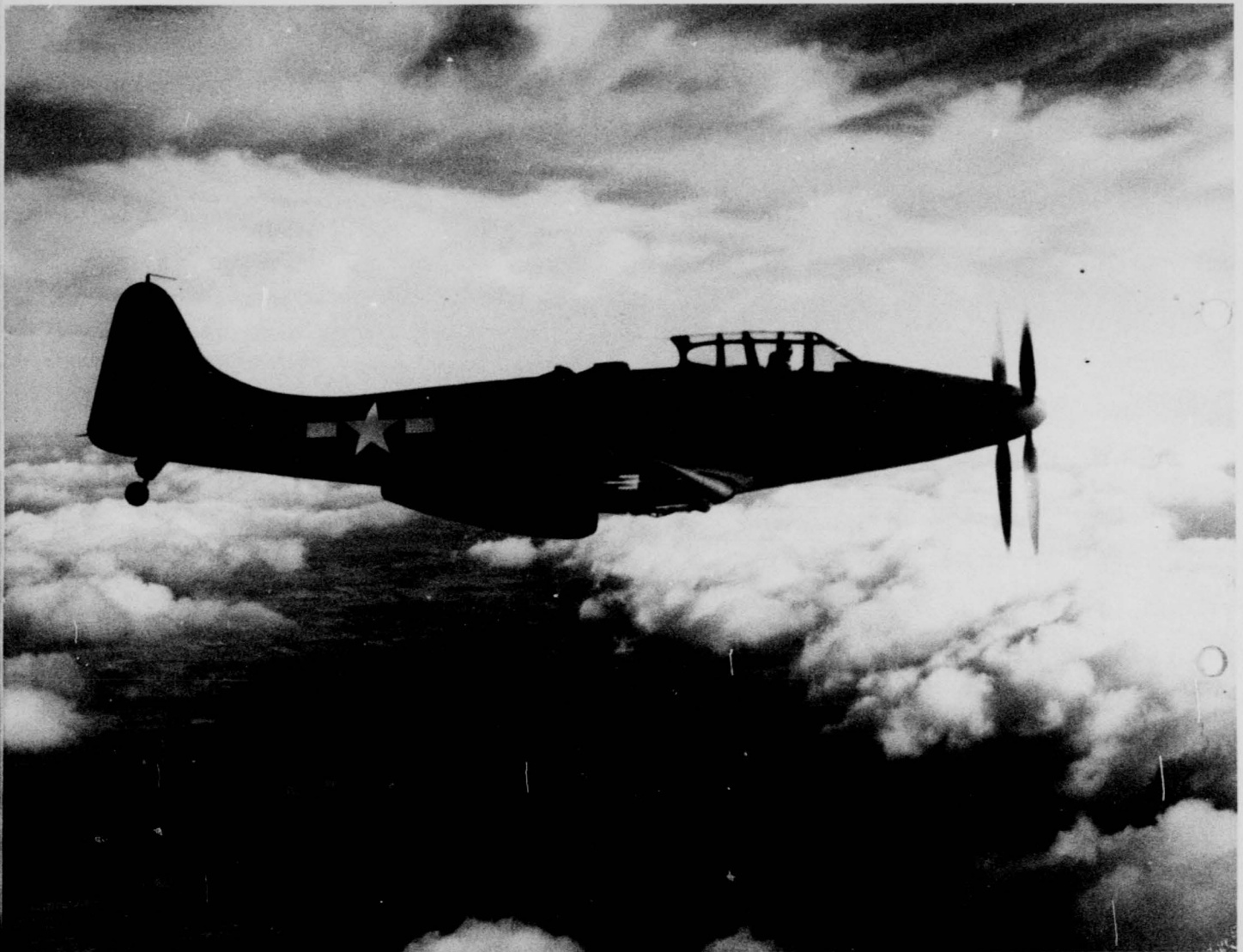
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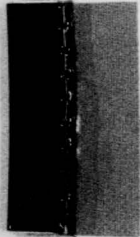
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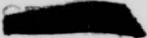
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Auth: DIR. A.T.S.C.
Initials: C.M.T.
Date: 22 FEB 1945

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1. (U) Ltr. 24 Sept. 1942
Fr: Fisher Body Div.,
Gen. Motors Corp.
Detroit, Mich.
To: CG, Mat.Center, WF
(File: Fighter Br., Eng.Div.)

Fisher Body Div., General Motors Corp., Detroit, Mich., (hereinafter referred to as Fisher Body) stated that a conference was held between representatives of Fisher Body and Materiel Center personnel in office of Chief, Tech. Staff, Exp. Eng. Sect., WF, on 10 Sept. 1942 to discuss various considerations used in arriving at the general design features of a proposed type of pursuit airplane. It was suggested that the idea be discussed with Maj. Gen. O.P. Echols, CG, Mat. Command, Washington, and therefore on 11 Sept. 1942, Fisher Body held a conference with Gen. Echols at which time a copy of General Motors Report #A-89, dealing with preliminary estimated performance figures of the airplane, was left with him. On 24 Sept. 1942 Fisher Body suggested that in order to expedite progress of project that authorization be given to conduct wind tunnel tests in Wright Field 5-foot wind tunnel.

A note was attached to this document from Gen. Echols stating: "I discussed with Col. Craigie and suggested he go ahead vigorously." (Col. L.C. Craigie was at that time Assistant to Chief, Technical Staff, Experimental Engineering Section, Mat. Center, Wright Field.)

2. (U) Ltr. 7 Oct. 1942
Fr: Fisher Body Div.,
General Motors Corp.
To: CG, Mat. Center, WF
(File: Fighter Br., Eng.Div.)

On 7 Oct. 1942, Fisher Body submitted a proposal for contract on a cost-plus-a-fixed fee basis for two XP-75 airplanes at a total estimated cost of \$4,288,271.48; total cost of first plane \$285,514.32. Fisher stated that it had been indicated by AAF personnel that it was desired to initiate immediate action on this plane and Fisher proposed the following:

Mock-up - Completion of first mock-up scheduled for 9 Oct. 1942.

Design - One of basic considerations of proposal was the necessity of using everything possible in way of structure, controls and accessories from existing production airplanes in order to reduce design and tooling time for project. Although original conception had been to use P-40E wings, complete with 50 calibre machine gun installations, Fisher now suggested wings from NA P-51, which were of a more recent type. Fisher also stated that it was evident that weight of P-47 landing gear was too excessive and suggested use of A-24; fuselage be a new design; A-24 tail surfaces be used instead of P-47 tail surfaces. Fisher estimated completion of first airplane ready for flight test within six months from date of authorization to proceed with project.

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3. (U) Ltr. of Contract Intent
10 Oct. 1942
Fr: Col. D.C. Swatland,
Contracting Officer,
Mat.Center., WF
To: Fisher Body Div.,
Gen. Motors Corp.
(File: Fighter Br., Eng.Div.)

Letter of Contract Intent W535 ac-33962 written on 10 Oct. 1942 for procurement of two XP-75 airplanes from Fisher Body, to be delivered six months from approval date, at an approximate total cost of \$407,877.60. This Letter of Contract Intent approved by Brig.Gen. A.E. Jones, Chief, Contract Section, WF, on 16 Nov. 1942.

4. (U) TG 12 Oct. 1942
Fr: Col. F.O. Carroll,
Chief, Exp. Eng.Sect., WF
To: AC/S (E), Wash.
(File: Fighter Br., Eng.Div.)

AC/S (E), Mat. Div., Washington, was advised on 12 Oct. 1942 by WF that letter of contract was being prepared for sum of \$428,271.48 to Fisher Body, for fabrication of two XP-75 airplanes. An AA-1 priority had been assigned in order that Fisher Body could meet their delivery date of six months.

5. (U) R&R-1, 21 Oct. 1942
Fr: Maj.Gen. M.S. Fairchild,
Director of Military Requirements, Washington
To: Director of Air Defense,
Washington
(File: MM&D)

Maj. Gen. Fairchild, Director of Mil. Req. informed Air Defense Br. on 21 Oct. 1942 that XP-75 was an airplane built of various parts of airplanes already in production and would require very little tooling for complete assembly. If proven practicable, its early production was visualized. Characteristics of the plane were to be:

High Speed - 440 miles at 20,000 ft.
Rate of climb at sea level - 5600 ft. per min.
Rate of climb at 20,000 ft. - 3850 ft. per min.
Climb to 30,000 ft in 7-1/2 min.
Service ceiling - 38,000 ft.
Wing Loading - 35 lbs. per sq. ft.
Mount from 4 to 6 .50 caliber guns
Wt. - 12,000 lbs.
Power plant - Allison B-3420 engine
Possibility of mounting 37 mm. later.

6. (C) Memo 29 Oct. 1942
Fr: Col. G.P. Saville,
Director of Air Defense,
Washington
To: Maj.Gen. O.P. Echols,
Chief, Mat.Com., Wash.
(File: Fighter Br., Eng.Div.)

Director of Air Defense advised Gen. Echols, CG, Mat. Command, Washington, on 29 Oct. 1942, that it was the belief of that Directorate that every sacrifice possible should be made to obtain performance, especially rate of climb, maneuverability and speed in the design and construction of P-75.

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7. (C) IOM 7 Nov. 1942
 Fr: Maj.Gen. O.P. Echols,
 Chief, Mat.Center., Wash.
 To: Brig.Gen. F.O. Carroll,
 Mat. Center, WF
 (File: Fighter Br., Eng.Div.)
- On 7 Nov. 1942 Gen. Echols forwarded memorandum from Director of Air Defense (Item 6 of this digest) to Gen. F.O. Carroll, Mat.Center, WF. Gen. Echols stated that he had discussed the matter with Col. Saville, Director of Air Defense and had promised to keep initial structure of P-75 light. Gen. Echols directed WF to analyze P-60 and P-75 to determine if there were any unnecessary weights in basic structure or any other weight penalties in airplanes which could be eliminated at this time and thus relieve Air Corps of any difficulties in the future which might be inherent at present time in airplanes in production.
8. (U) APP #334830
 10 Nov. 1942
 (File: Fighter Br., Eng.Div.)
- Preliminary APP #334830 approved by Budget Office, WF, on 10 Nov. 1942 for procurement of two XP-75 airplanes at approximate cost of \$407,877.60, exclusive of fixed fee of 1%.
9. (C) IOM 25 Nov. 1942
 Fr: Brig.Gen. F.O. Carroll
 Chief, Exp.Eng.Sect., WF
 To: CG, Mat.Com., Wash.
 (File: Fighter Br., Eng.Div.)
- Exp.Eng.Sect., WF, informed Gen. Echols that steps had been taken to keep the weight of the XP-75 airplanes at the lowest possible figure. This airplane was developed from standpoint of obtaining as first priority three desirable characteristics: rate of climb, angle of climb and rate of roll.
10. (C) Ltr. 17 Dec. 1942
 Fr: Mr. E.F. Fisher, Vice Pres.
 Fisher Body Div.,
 Gen. Motors Corp.
 To: CG, Mat.Center, WF
 Attn: Chief, Exp.Eng.Sect.
 (File: Fighter Br., Eng.Div.)
- Fisher Body stated that the estimated cost of first XP-75 airplane, \$271,918.40, included engineering and development costs and cost of wind tunnel model for test in WF 5-foot wind tunnel.
11. (U) TG 28 Dec. 1942
 Fr: Fisher Body Div.,
 Gen. Motors Corp.
 To: Mat.Center, WF
 (File: Fighter Br., Eng.Div.)
- Fisher Body notified WF on 28 Dec. 1942 that second XP-75 airplane on contract ac-33962 was estimated for delivery sixty days after delivery of first airplane.
12. (C) APP #217601, 6 Jan. 1943
 (File: Fighter Br., Eng.Div.)
- APP #217601 dated 6 Jan. 1943 rescinded preliminary APP #334830, dated 10 Nov. 1942. APP #217601 authorized a cost-plus-a-fixed fee contract be negotiated with Fisher Body to cover procurement of two XP-75 airplanes installed with Allison Model V-120-B5 liquid cooled engines; one wind tunnel model, and engineering data at a total estimated cost of \$426,271.45. Engines and other articles of Government Furnished Equipment (hereinafter referred to as GFE) designated in contractor's Model Specification to be supplied by

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Government. First plane to be flight tested six months from date of letter of intent and second, sixty days thereafter.

13. (C) Memo Rpt.ENG-M-50-825
8 March 1943
(File: Fighter Br.,Eng.Div.)

Mock-up inspection of XP-75 was held at Fisher Body, Detroit, on 1st, 2nd, and 3rd March 1943. XP-75 plane as mocked-up consisted of wing panels from production P-40E, tail surfaces and tail wheel from production A-24, main landing gears from production Vought-Sikorsky E4U, windshield, sliding canopy and main instrument panel from production P-40E, all mounted on newly designed fuselage and center section. Among the numerous modifications and additions recommended by mock-up committee were the following:

- (a) Initiate development around installation of P-51 wings with four 20 mm. cannons and suitable landing gear.
- (b) Development of improved windshield and canopy.
- (c) Study possibility of utilizing the space provided in P-40E wing panels for self sealing tanks.
- (d) As Lockheed was in production on 150 gal. combat extension tanks, consideration be given for use on XP-75.
- (e) Armored bulkhead be provided for pilot's frontal protection.

It was recommended that Fisher Body Model Specification No. X-92 be revised to include recommendations of Mock-up Committee.

14. (S) R&R-1, 29 March 1943
Fr: Maj.Gen. B.M. Giles,
AC/AS, OC&R, Wash.
To: AC/AS, MM&D, Wash.
(File: MM&D)

Gen. Giles, AC/AS/OC&R, Wash., stated on 29 March 1943 that information had been received that XP-75 project was not progressing very satisfactorily and that certain engineering and construction difficulties had been encountered which would delay production and seriously affect operational ability of the plane. OC&R wished to be informed as to whether MM&D advised continuing this project or whether a new design around the V-3420 engine was desired.

15. (U) TT 3 April 1943
Fr: AC/S (E), Mat.Com., Wash.
To: Chief, Eng.Div., Mat.Center,
WF
(File: Fighter Br.,Eng.Div.)

On 3 April 1943, AC/S (E), Mat.Com., Wash., inquired about progress of XP-75 project, recent performance of plane, and Mat.Center's opinion of continuing the project or abandoning it in favor of completely new design based on V-3420 engine.

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16. (C) TF 6 April 1943
 Fr: Eng.Div., WF
 To: AC/S (E), Mat.Com., Wash.
 (File: Fighter Br., Eng.Div.)
- Eng.Div., WF, advised AC/S (E), Mat.Com., Wash., that project was behind original optimistic schedule; actual delivery dates would probably be Sept. and Nov. 1943; WF had no knowledge of engineering or construction difficulties; delay seemed to be caused by difficulty in handling GPE; requisitioning large amounts of incorrect and unnecessary GPE components by Gen. Motors personnel and original optimistic estimates of Mr. Don Berlin of General Motors. Recommendation made by WF that project continue.
17. (C) R&R-1, 7 April 1943
 Fr: Brig.Gen. B.W. Chidlaw, Chief, Mat.Div., Wash.
 To: AC/AS, OC&R, Wash.
 (File: MM&D)
- On 7 April 1943, Gen. Chidlaw, Chief, Mat.Div., Wash. advised AC/AS, OC&R that Mat.Div. recommended continuation of XP-75 project.
18. (C) R&R-4, 29 April 1943
 Fr: Col. M.E. Gross, AC/AS, OC&R, Req.Div., Wash.
 To: AC/AS, MM&D, Mat.Div., Wash.
 (File: MM&D)
- AC/AS, OC&R, Requirements Div., Wash. concurred in Mat. Div. recommendation that XP-75 project continue, but OC&R stated that every effort should be made to expedite delivery of experimental plane before Sept. or Nov. 1943.
19. (C) Memo Rpt. ENG-M-50-825, Addendum #1
 31 May 1943
 (File: Fighter Br., Eng.Div.)
- As a result of re-mock-up inspection of XP-75 at Fisher Body, Detroit, on 18 May 1943, numerous modifications and additions to the power plant, equipment and radio installation were recommended to improve utility and serviceability of plane and make it more suitable as a prototype for production consideration. It was recommended that Fisher Body Specification No. X-92 should be revised to include these recommendations.
20. (C) IOM 2 July 1943
 Fr: Tech. Staff, Eng.Div., WF
 To: Chief, Aircraft Lab., Eng. Div., WF
 (File: Fighter Br., Eng.Div.)
- Eng.Div., WF, stated that considerable pressure had been put on AC/AS, MM&D, Wash., to produce a fighter aircraft well armed and having a range of approximately 2,000 to 2,500 miles for purpose of accompanying B-17's and B-24's on missions into Germany. Fisher Body Div., General Motors Corp., had submitted data showing how XP-75 plane as modified could accomplish this task. A meeting was to be held in Washington on 5 July to discuss this project with Gen. Echols, Gen. Giles, Gen. Chidlaw and Mr. Don Berlin (Fisher Body).

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21. (C) Conference Rpt.
6 July 1943
Fr: Col. J.W. Sessums,
Chief, Prod.Br.,
Mat.Div., Wash.
(File: MM&D)

A conference was held in Gen. Echols' office on 6 July 1943 and attended by Gen. Echols, AC/AS, MM&D, Gen. Giles, AC/AS, OC&R, Mr. E.F. Fisher and Mr. Don Berlin of Fisher Body, Mat. Div. and Mat.Com. personnel to discuss P-75 fighters and other Program changes. Mat. Com., WF, was directed to conform to the following regarding the P-75 program:

- (a) Include 100 gal. of extra gas in wings.
- (b) Quantity of experimental planes be increased to total of eight in order to facilitate and expedite testing and planning.
- (c) Order be prepared for 2500 planes for purpose of ordering materials, obtaining sub-contractors and establishing organization; assembling to be done at Fisher, Cleveland, Ohio, plant.

Mr. Fisher stated that two or three planes could be expected by May 1944 with production increasing thereafter at fifty a month increments to a peak rate of 250 per month in approximately five months and estimated 1000 articles for year 1944, with provision that no major changes was forced on them until such time as changes could be fed into production without loss of time. It was agreed that Fisher plant (Cleveland) would continue building B-29 jigs to assist Martin until such time as the P-75 program conflicted, and continue with responsibility of furnishing component parts for B-29 but discontinue plans for final assembly of B-29 in Fisher plant (Cleveland).

On 9 July Gen. H.H. Arnold, CG, AAF, showed his concurrence in this plan by the following notation: "The entire production of P-75's depends upon performance of 1st article. If it does not meet our requirements all orders may be cancelled - everyone must understand this."

22. (S) R&R-1, 7 July 1943
Fr: Maj.Gen. G.E. Stratemeyer,
C/AS, Wash.
To: AC/AS, OC&R, Wash.
Attn: Gen. Giles
(File: MM&D)

Gen. Stratemeyer, C/AS, advised Gen. Giles, AC/AS, OC&R, that Gen. Arnold had been informed from U.K. that inside of six months the Messerschmitt and Focke-Wulf fighter aircraft would out perform the P-47 and that Gen. Arnold was very much concerned as to what fighter the Air Corps was planning to use to meet this challenge. Gen. Stratemeyer stated, "We are all thinking about the P-75 and are in hopes that it will be the airplane that we should put into production. If that is true then we should be planning to stop the production of the P-47 and put in the P-75."

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23. (C) TT 7 July 1943
 Fr: Col. J.F. Phillips,
 Chief, Devel. Engr. Br.,
 Mat.Div., Wash.
 To: CG, Mat.Com., WF
 Attn: Col. Roth
 (File: MM&D)
- Mat.Com., WF, was informed that OC&R had established the following fuel requirements for P-75:
- Climb to 25,000 ft. at maximum continuous power.
 - 5 minutes operation at war emergency power.
 - 15 minutes operation at military power.
 - 6 hrs. operation at 210 m.p.h. indicated air-speed at 25,000 ft.
 - Not more than 45% of total fuel be carried in external tanks.
24. (C) Ltr. 7 July 1943
 Fr: Fisher Body Div.
 Gen. Motors Corp.
 To: CG, Mat.Com., WF
 (File: Fighter Br., Eng.Div.)
- In compliance with request from Mat.Com., WF, dated 6 July 1943, which anticipated the extension of contract ac-33962 to cover manufacture of six additional hand-made XP-75 airplanes, Fisher Body submitted a proposal on 7 July 1943 giving an estimated cost of \$1,254,000, plus fixed fee of 4% or \$50,160, to be manufactured in accordance with Gen. Motors Specification No. X-92, which was revised to include additional internal protected fuel cells for long range operation.
25. (U) IOM 7 July 1943
 Fr: Col. E.L. Boatner,
 Asst. Chief, Prod.Div., WF
 To: Chief, Prod.Eng.Sect., WF
 (File: Fighter Br., Eng.Div.)
- Prod.Eng.Sect., WF, was notified by Asst.Chief, Prod. Div., WF, that steps be taken to issue letter of contract to Fisher Body at Cleveland for 2500 P-75 airplanes.
26. (U) Ltr. of Contract Intent
 8 July 1943
 (File: Fighter Br., Prod.Div.)
- Letter of Contract Intent written 8 July 1943 to Fisher Body for 2500 P-75 airplanes, spare parts and engineering data for total estimated cost of \$325,000,000.00. Expenditures for materials and equipment necessary for production were not to exceed \$97,500,000.00 pending negotiations. Approval of this letter of intent recommended by Gen. O.P. Echols, AC/AS, MM&D, Wash., on 15 July 1943 and approved by Special Representative of Under Secy. of War on 16 July 1943.
27. (C) Supp. Ltr. of Contract
 Intent, 9 July 1943
 (File: Fighter Br., Eng.Div.,)
- Supplemental letter of contract intent written on 9 July 1943 and accepted by Fisher Body on 12 July 1943 for six XP-75's, one skeleton airplane, spare parts, and engineering data at total estimated cost of \$1,471,200.00 exclusive of 4% fixed fee. Expenditures for materials and equipment necessary for production was not to exceed \$441,360.00, pending negotiations. Approved by Maj.Gen. Charles E. Branshaw, CG, Mat.Com. WF, on 26 July 1943.
28. (C) TT 9 July 1943
 Fr: Col. J.W. Sessums,
 Chief, Prod.Br., Mat.Div.
 To: CG, Mat.Com., WF
 (File: MM&D)
- Mat.Com., WF, was informed by Mat.Div., Wash., on 9 July 1943, of decisions made in conference held in Gen.Echols' office on 6 July 1943 (Item 21 of this digest).

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29. (C) Memo Rpt. ENG-908
13 July 1943
(File: Fighter Br., Eng.Div.)

At a conference held between Mat. Com. personnel and Fisher Body in Detroit on 10 July 1943, it was concluded that contractor's estimated first flight date for latter part of Sept. 1943 was optimistic but barring any unforeseen difficulties it was possible for this to be met. It was recommended that contractor be given all possible assistance and cooperation by Mat.Com., WF, and that contractor should be allowed to deviate from model specification in any manner which would help to expedite the airplane as long as safety was not violated

30. (C) AFP #361273
15 July 1943
(File: Fighter Br., Eng.Div.)

AFP #361273 dated 15 July 1943 initiated to allow for estimated increase in cost in fabrication of two XP-75 airplanes on letter contract ac-33962, in amount of \$957,194.00.

31. (U) TT 24 July 1943
Fr: Comptroller, Mat.Com., WF
To: AC/AS, MM&D, Wash.
(File: MM&D)

Mat.Com., WF, requested AC/AS, MM&D, Wash., approval to transfer 200 B-29's on contract with Fisher Body, which were on the "G" Program, and 100 B-29's with Fisher, which were on "J" Program, to Martin, Omaha, using same group of major subcontractors. Production schedules of B-29's had been agreed to by Martin.

32. (C) Memo 27 July 1943
Fr: M.A. Tracy, Recorder,
JAC Subcommittee on
Production Programs
To: Recorder, JAC
(File: MM&D)

On 27 July 1943 JAC Sub-committee on Production Program submitted production schedule of P-75 which was recommended by Mat.Com., WF, to Recorder, JAC, with recommendations that production of P-75 at Fisher, Cleveland, be approved and approval of production schedule as submitted be held in abeyance pending further study. Recommendations of Subcommittee approved by JAC on 29 July 1943.

33. (U) TT 4 Aug. 1943
Fr: Col. J.W. Sessums, Jr.
Chief, Prod.Br., Mat.
Div., Wash.
To: CG, Mat.Com., WF
Attn: Tech. Exec.
(File: MM&D)

Approval was given by Mat.Div., Wash., on 4 Aug. 1943 to transfer 200 B-29's on contract with Fisher, Cleveland, and 100 B-29's, listed for Fisher, Cleveland, to Martin, Omaha.

34. (U) Ltr. 5 Aug. 1943
Fr: Col. M.S. Roth,
Chief, Aircraft Projects
Sect., Eng.Div., WF
To: Col. R.C. Wilson,
Devel. Engr. Sect., Mat.
Div., Wash.
(File: MM&D)

Mat.Com., WF, advised Mat.Div., Wash., of the following regarding XP-75 project:

- (a) Mat.Com. pushing project 100%.
- (b) GFE problems well under control.
- (c) Possible to fly airplane last day of Sept. (1943) if Fisher Body put everything into it during intervening time.
- (d) All fabricated parts for center wing panel, former fuselage, tail assembly, outer wing panel assembly

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and landing gear for first XP-75 would be shipped to Cleveland by first of September; engine, propeller and spinner would be available for installation; fabricated parts for aft fuselage were to be in Cleveland by 18 Sept. Col. M.S. Roth, Chief, Airc. Projects Sect., WF, believed it would be first of November before first plane would get in the air.

35. (C) CTI-1400, Add.#2
7 Aug. 1943
(File: MM&D)

CTI-1400, Addendum #2, dated 7 Aug. 1943, officially authorized Prod. Div., WF, to procure 2500 P-75 planes from Fisher, Cleveland; to cancel existing contracts with Fisher, Cleveland, for production of 200 B-29's and to amend "J" Program, F.Y. 1944, by deducting 100 B-29's from Fisher, Cleveland, and adding 300 B-29's at Martin, Omaha. Production of B-29's at Fisher, Cleveland, to be cancelled in order to make these facilities available for production of P-75's.

36. (U) Memo 9 Aug. 1943
Fr: Col. J.F. Phillips,
Chief, Devel. Engr.Br.,
Mat. Div., Wash.
To: AC/AS, MM&D, Wash.
(File: MM&D)

Gen. Echols, AC/AS, MM&D, was advised of status of XP-75 project as shown in Item 34 of this digest. Mat. Com., WF, insisted that first flight date must be prior to 1 Oct. 1943. In order to meet scheduled first flight date No. 1 XP-75 would have a P-40 cockpit. Detailed modifications were to be made on six additional planes with exception of the last one which was to be identical to the production version. This memo was returned from Gen. Echols, AC/AS, MM&D, with the following note: "This P-40 cockpit business looks pretty messy to me, am afraid that a poor prototype might kill the project".

37. (U) Ltr. 11 Aug. 1943
Fr: Fisher Body Div.
Gen. Motors Corp.
To: CG, Mat. Com., WF
Attn: Col. E. W. Rawlings,
Chief, Res.Contr.
Sect., WF
(File: Resources Contr. Sect.)

Fisher Body informed Mat. Com., WF, that they believed it to be to mutual interest of AAF, Defense Plant Corp., and themselves to have Plancon 834 amended to provide for use of these facilities for manufacture of "Aircraft and Aircraft Parts", thus removing restriction limiting use of these facilities to B-25 and B-29 bombers and making possible their use for P-75 planes. Although additional facilities might be needed for P-75, a preliminary survey indicated that sufficient money was provided under Plancon 834 to finance facilities for B-29 program as well as P-75.

38. (S) Ltr. 18 Aug. 1943
Fr: Maj.Gen. O.P. Echols,
AC/AS, MM&D, Wash.
To: CG, Mat. Com., WF
Attn: Tech. Exec.
(File: MM&D)

Mat. Com., WF, was advised on 18 Aug. 1943 that a review of experimental fighter projects had been conducted by Mat. Div., Wash. and Eng. Div., WF, personnel and at this time it was decided to continue the present program of XP-75.

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39. (R) Ltr. 25 Aug. 1943
 Fr: Col. E.W. Rawlings,
 Chief, Res.Contr. Sect.,
 Mat. Com., WF
 To: AC/AS, MM&D, Wash.
 Attn: Resources Div.
 (File: Resources Contr.Sect.)
 Resources Div., AC/AS, MM&D, Wash., was advised by
 Mat.Com., WF, to take up matter of revising lease
 agreement, Plancor 834, with the Defense Plant Corp.,
 in accordance with recommendation of Fisher Body as
 shown in Item 38 of this digest.
40. (C) TT 26 Aug. 1943
 Fr: Col. H.Z. Bogert,
 Chief, Tech. Exec.
 Eng. Div., WF
 To: Devel. Engr. Br.,
 Mat. Div., Wash.
 (File: Fighter Br.,Eng.Div.)
 Mat. Com.,WF, informed Develop. Engr. Br., Mat.Div. on
 26 Aug. 1943 that contractor had indicated that total
 internal protected tankage of 511 gallons would be
 provided in XP-75 and P-75 and also provisions would
 be made for two external fuel tanks. Contractor had
 set 15 Oct. 1943 as date for first flight for first
 airplane.
41. (U) Ltr. 8 Sept. 1943
 Fr: Mr. O.E. Hunt,
 Exec. Vice Pres.,
 Gen. Motors Corp.,
 Detroit, Mich.
 To: Maj. Gen. O.P. Echols,
 AC/AS, MM&D, Wash.
 (File: MM&D)
 Mr. O.E. Hunt, Exec. Vice Pres. of Gen. Motors Corp.,
 Detroit, expressed appreciation to Gen. Echols for
 placing the order for 2500 P-75 airplanes with their
 company.
42. (C) CPFF Contract ac-33962
 11 Sept. 1943
 (File: Fighter Br.,Eng.Div.)
 CPFF Contract ac-33962 entered into with Fisher Body
 on 11 Sept. 1943 for eight XP-75 airplanes, 1 skeleton
 plane, one wind tunnel model, one mock-up model and
 spares at an estimated cost of \$2,836,271.60 and fixed
 fee of \$75,163.10. This contract superseded letters
 of contract dated 10 Oct. 1942 and 9 July 1943.
 CPFF Contract ac-33962 approved by Maj.Gen. Chas.E.
 Branshaw, CG, Mat. Com.,WF, on 1 Oct. 1943.
43. (U) Ltr. 1 Nov. 1943
 Fr: Fisher Body Div.
 Gen. Motors Corp.
 To: Res.Contr. Sect.,
 Mat. Com.,
 Central Proc. Dist.
 Attn: Maj. P.W. Huston
 (File: Facilities Br.,
 Res. Contr. Sect.)
 Fisher Body stated that: (1) they had recommended that
 their Lease Agreement, Plancor 834, with Defense Plant
 Corp. include facilities for B-29 Bomber Program and
 P-75 Program; (2) Plancor 834 was amended on 16 Sept.
 1943 to include P-75; (3) funds needed for their esti-
 mated requirements for facilities for P-75 had been
 obtained from funds provided for B-29 prior to changes
 in that program.

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44. (C) Ltr. 5 Nov. 1943
 Fr: Brig.Gen. F.O. Carroll,
 Chief, Eng.Div., WF
 To: Mat.Div., Wash.
 Attn: Devel. Engr.Br.,
 AC/AS, MM&D
 Col. R.C. Wilson
 (File: MM&D)

On 5 Nov. 1943, Mat. Div., Wash. was informed by WF that the following performance data on XP-75 plane had been submitted by Fisher Body:

	Interceptor	Long Range (Int.Fuel)	Long Range (Alt.Load)
Gross Weight	12,250 lb.	14,957 lb.	16,007 lb.
Take-off	1,020 ft.	1,600 ft.	1,900 ft.
R/C at sea level	5,400 ft.	4,260 ft.	3,880 ft.
R/C at 25,000 ft.	2,800 ft.	2,050 ft.	1,720 ft.
High Speed - Critical (20,000 ft.)	435 mph	430 mph	416 mph
Range at 25,000 ft. at 310 mph	5 mi.	1562 mi.	2058 mi.
Range at economical cruising speed	1165 mi.	2499 mi.	3112 mi.

45. (C) TT 19 Nov. 1943
 Fr: Eng.Div., WF
 To: AC/AS, MM&D, Wash.
 Devel. Engr.Br.
 (File: MM&D)

Mat. Div., Wash., was advised that first flight of XP-75 plane successfully completed on 17 Nov. 1943 by Russell Thaw (Fisher Body test pilot). Longitudinal stability appeared satisfactory but stability in yaw questionable, possibly indicating need for increase in vertical tail area; otherwise, plane very satisfactory except for minor difficulties with functioning of equipment. Minor modifications indicated as necessary by first flight were being made. First and second planes were to have fuselage fuel tank only but third and subsequent planes would have additional fuel in center section.

46. (C) Ltr. 25 Nov. 1943
 Fr: Maj. Gen. O.P. Echols,
 AC/AS, MM&D, Wash.
 To: Mat. Div., Wash.
 (thru Gen. Meyers)
 (File: MM&D)

On 25 Nov. 1943, Gen. O.P. Echols, AC/AS, MM&D, advised Mat. Div., Wash., that the P-75 was one of AAP's highest priority projects and that the following was to be accomplished:

- (a) Engines must be ready for P-75,
- (b) Type test must be completed on time,
- (c) Engine for P-75 must give a 3,000 H.P. War Emergency rating as promised,
- (d) A large amount of standard flight testing must be conducted at an early date. This should be prosecuted vigorously.

2. These airplanes are to be in production, fully service tested - all bugs out of airplanes and engine - and in service in overseas theatres by mid-summer 1944."

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47. (C) Ltr. 26 Nov. 1943
 Fr: Brig.Gen. B.W. Chidlaw,
 Chief, Mat. Div., Wash.
 To: CG, Mat.Com., WF
 Attn: Gen. Branshaw
 (File: MM&D)

Mat.Com., WF, was informed by Gen. Chidlaw, Chief, Mat. Div., Wash., on 26 Nov. 1943 that Gen. Echols' directive of 25 Nov. 1943, [Item 46 of this digest], was to have immediate and aggressive action.

48. (U) TT 29 Nov. 1943
 Fr: Eng. Div., Mat.Com., WF
 To: AC/AS, MM&D, Wash.
 Develop. Engr. Br., Mat. Div.
 (File: MM&D)

XP-75 plane had made four flights totaling approximately 2-1/2 hrs by 29 Nov. 1943. Third flight made on 23 Nov. for purpose of functional check; fourth flight made on 24 Nov. 1943 at which time plane was accompanied by calibrated fighter airplane from WF for purpose of calibrating XP-75 plane and during low speed runs engine loaded up, backfired and stopped. When plane reached cruising speed on this flight, engine appeared to be running rough and flight was terminated; airplane was off flight status for one week, during which time air intake was to be changed from cold side to warm side of prestone radiator duct to prevent further backfiring; landing gear fairings and match angle fairings were to be installed; and calibration flights were to be repeated and low altitude high speed check made.

49. (C) Ltr. 6 Dec. 1943
 Fr: Prod. Eng. Sect.,
 Prod. Div., WF
 To: AC/AS, MM&D, Wash.
 Attn: Mat. Div.
 (File: Central Files)

Mat. Div., Wash., was advised as follows regarding production of P-75 airplanes:

- (a) XP-75 airplane empty weighs - 10,109 lbs.
 Adding four .50 caliber guns in nose, armor plate, fuel (210 gals.) and oil (18 gals.) gross weight adds up to 12,429 lbs.
- (b) Model specification for production airplanes received at WF and only design change recommended was substitution of "free blown" canopy, and contractor had been asked to make study and new lay out of satisfactory cockpit instrument and switch arrangement.
- (c) Built-in fuel capacity increased to 530 gal.; 320 gal. fuselage tank; two 60 gal. front wing tanks; two 45 gal. rear wing tanks; oil capacity increased to 28.5 gals.
- (d) Production airplane to be delivered from factory with all ten guns installed, full "built-in" fuel capacity and shackles installed to carry two 75-gal tanks. Gross wt. at time of delivery would be approximately 15,800 lbs. Number of guns and amount of fuel used to be left to discretion of combat activities.
- (e) Production plane loading conditions and performance at these loading conditions were given.

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50. (C) Memo Rpt. 6 Dec. 1943
 ENG-51-4302-6-8
 (File: Fighter Br., Eng. Div.)

Flutter inspection and ground vibration tests on XP-75 were conducted at Fisher Body, Cleveland, on 9 and 10 Nov. 1943 by Mat. Com. personnel. It was concluded that free rotational play in all elevator tabs should be kept to less than one degree total angular deflection to insure the prevention of flutter; other structural components expected to be free from flutter throughout speed range; metal covered movable control surfaces would increase margins of safety for flutter involving local flexibilities in control surface structure.

51. (C) Memo 17 Dec. 1943
 Fr: Col. R.C. Wilson,
 Chief, Devel. Engr. Br.,
 Mat. Div., Wash.
 To: Brig. Gen. B.W. Chidlaw
 Chief, Mat. Div., Wash.
 (File: MM&D)

On 17 Dec. 1943, Gen. Chidlaw, Chief, Mat. Div., Wash., was informed that the weights of the various versions of XP-75 and P-75 were as follows:

	XP-75 No. 1	XP-75 No. 2	XP-75 No. 3	XP-75 Nos. 7 & 8	*XP-75 Nos. 7 & 8
Wt., empty, lb.	10,302	10,519	11,005	11,098	10,900
Combat wt., lb.	12,933	13,150	15,845	16,208	16,010
Guns, cal. .50	1	4	10	10	10
Ammos., rounds	1200	1200	2610	2610	2610
Int. fuel, gals.	276	276	594	539	539
Ext. fuel, gals.				150	150
Gross wt. w/ext. fuel lb.	12,933	13,150	15,845	17,258	17,060

*With aluminum radiators.

52. (U) Tel. Conv. 23 Dec. 1943
 Mr. E.F. Fisher, Fisher
 Body Div. and Brig. Gen.
 Orval R. Cook, Mat. Com.,
 WF
 (File: Central Files)

During a telephone conversation between Mr. E.F. Fisher, Fisher Body, and Gen. Orval R. Cook, WF, on 23 Dec. 1943, arrangements were made for Mr. Don Berlin and Mr. Fisher to visit WF to discuss possibility of building first 100 P-75's like the experimental models, and to discuss change in fuselage design on production versions. Mr. Fisher stated that this would not delay any planes, but first 100 planes would be little different in fuselage.

53. (C) Memo Rpt. 27 Dec. 1943
 ENG-51-4302-6-10
 (File: Fighter Br., Eng. Div.)

At a conference held on 29 Nov. 1943 between Fisher Body and Mat. Com. personnel, it was decided to locate experimental set of dive-recovery flaps on center section of the wing of XP-75. Although fuel tank center section of P-75 would interfere with operating mechanism if flaps were installed, it was decided to accomplish this experimental installation.

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54. (C) Ltr. 29 Dec. 1943
 Fr: Maj. Gen. Chas. E. Branshaw,
 CG, Mat. Com., WF
 To: Chief, Mat. Div.,
 AC/AS, MM&D, Wash.
 Attn: Brig. Gen. B. W. Chidlaw
 (File: MM&D)

Gen. Chidlaw, Chief, Mat. Div., was advised by Gen. Branshaw, CG, Mat. Com., WF, that following action had been taken on points raised by Gen. Echols in Item 46 of this digest:

- (1) Production engines would be available in ample time and as scheduled by Allison, first five would be available in Feb. and by Aug. [1944] rate of 250 per mo. would be reached.
- (2) Type test of B-10 production engine scheduled to commence at Allison during Jan. and type test would be started at WF as soon as possible.
- (3) B-4 single stage engine installed in 1st airplane had been run at 3,000 h.p. at Allison and effort would be made to establish 3,000 h.p. emergency rating on two stage engine.
- (4) Due to difficulty encountered with overheating on first XP-75 and fact that it had single stage supercharger, contractor had requested that performance figures be taken on 2nd plane and this was being allowed. Performance figures obtained on 1st plane would not be strictly applicable to production planes due to further reasons that canopy and landing gear fairings would be changed, tail wheel made retractable on the production planes, and additional internal gasoline was to be provided on 3rd and subsequent planes.

55. (C) IDM 13 Jan. 1944
 Fr: Col. M. G. Demler,
 Devel. Engr. Br.,
 Mat. Div., Wash.
 To: Col. J. F. Phillips,
 Asst. Chief, Mat. Div.,
 Wash.
 (File: MM&D)

Mr. Berlin of Fisher Body informed Mat. Div., Wash. of status of XP-75 project as of 13 Jan. 1944:

- (1) No. 2 plane to fly by 17 Jan. This plane with two stage engine, modified vertical fin and full recording instrumentation had been delayed due to change of large landing gear knuckle on wing fitting.
- (2) No. 3 plane on propeller vibration tests.
- (3) No. 4 plane ready for 689 inspection beginning 24 Jan.
- (4) During initial phases of P-75 project, Mr. Berlin had been turned down on provisions for automatic pilot installation but believed that newly developed Bendix pilot could be incorporated and study would be made upon request from Wright Field.
- (5) Two 150 gal. external fuel tanks could be accommodated in view of 1000 lb. external bomb rack provisions on each wing.

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56. (U) IOM 14 Jan. 1944
 Fr: Col. M.E. Bradley, Jr.
 Chief, Fighter Br.,
 Prod.Eng.Sect., WF
 To: Chief, Prod.Div., WF
 (File: Fighter Br., Prod.Div.)

Fisher Body submitted the following information on P-75 production:

- (1) Due to lack of engineers, engineering and tooling was definitely behind schedule a month.
- (2) New and tight engineering schedule had been set up within organization.
- (3) More engineers had been added at rate of six or seven per day.
- (4) Due to increased manpower, engineering had caught up and tooling releases accelerated.
- (5) Front fuselage section had been released to production.

Fisher was on schedule, and would be ahead of schedule at time of first production delivery.

57. (C) IOM 18 Jan. 1944
 Fr: Lt.Col. M.P. Cooper,
 Chief, Fighter Br.,
 Eng.Div., WF
 To: Chief, Aircraft Projects
 Sect., Eng.Div., WF
 (File: MM&D)

Eng.Div., WF, had made a check with Materials Lab., WF, and Alighting Gear and Structures Units of Aircraft Lab., WF, concerning possibility of incorporating two 150 gal. external fuel tanks on XP-75. It was found that addition of these tanks and fuel would bring the gross weight to approximately 18,500 lbs. but appeared that with 32 x 8.8 tires and wheels, which were to be used on production P-75's, take-off would be possible although service life of tires and brakes would probably be exceedingly short. It was not considered advisable to attempt operation of XP-75 at this gross weight as this plane had 32 x 8 tires and wheels rated 25% lower than 32 x 8.8. Eng.Div. believed that space was available underneath airplane to mount two 150 gal. tanks but stated that it was unlikely that any larger tanks could be accommodated.

58. (C) Memo Rpt. 20 Jan. 1944
 ENG-47-1704-A
 (File: MM&D)

XP-75 plane, AAF #43-46950, (No. 1) equipped with Allison V-3420-B4 engine and counter rotating propellers was flown by Col. Warbureton and Lt. Col. Estes of Flight Sect., WF, while on visit to Fisher Body. Approximately two hours flying time was obtained on this plane. It was concluded that:

- (1) Stability and control forces on this plane were unsuitable for a fighter. Airplane felt as if it were going to stall or go into a spin when making tight turns. None of the controls particularly inspired confidence in pilot.
- (2) Second airplane was to have some of friction removed from control systems; larger fin was to be installed, and engine to be made to operate without carburetor heat.
- (3) Plane did not give impression of being particularly fast, however loss in power due to carburetor heat accounted for loss in speed; vision excellent;

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plane as whole quite conventional and very easy to fly. It was recommended that stability and control force be improved and that Flight Sect. pilots make intermittent flights to check these improvements.

59. (C) TT 28 Jan. 1944
Fr: Fighter Br., Eng. Div., WF
To: AC/AS, MM&D, Wash.
Attn: Devel. Eng. Br.,
Mat. Div.
(File: Fighter Br., Eng. Div.)

Second XP-75 plane made first flight 27 Jan. 1944 of about ten minutes duration; engine did not work satisfactorily and weather poor. First plane had made 42 flights totaling 32 hours 50 minutes as of 28 Jan. 1944. Third XP-75 had made four flights as of 28 Jan. 1944; high speed run at 20,000 ft. made during second flight and examination after this flight revealed that carburetor heat control had failed and heat was on resulting in some loss of engine power. Pilot had reported that installation of larger vertical tail surface on third plane had corrected directional stability troubles.

60. (C) IDM 3 Feb. 1944
Fr: Brig. Gen. B.W. Chidlaw,
Chief, Mat. Div., Wash.
To: Maj. Gen. O.P. Echols,
AC/AS, MM&D, Wash.
(File: MM&D)

Gen. Echols was advised on progress of XP-75 project as follows:

- (1) 1st plane to go to Allison for engine development as soon as two stage engine installed.
- (2) 2nd and 3rd planes to remain at factory for flight tests by contractor's pilots and AAF tests.
- (3) 4th plane to Wright Field for official performance tests and pilot familiarization.
- (4) 5th, 6th, and 7th planes to Vandalia (Accelerated Service Test Br., Flight Sect., Eng. Div.) for accelerated service tests.
- (5) 8th plane at Cleveland or Wright Field to obtain official performance and final demonstration flights.

This IDM was returned to Mat. Div. with following note from Gen. Echols: "Send this [8th] airplane to Eglin Field for armament and tactical utility tests".

61. (C) Ltr. 5 Feb. 1944
Fr: Col. R.C. Wilson
Chief, Devel. Engr. Br.,
Mat. Div., Wash.
To: CG, Mat. Com., WF
Attn: Eng. Div.
(File: Fighter Br., Eng. Div.)

Mat. Com., WF, was notified that Gen. Echols had directed that 8th XP-75 be sent to Eglin Field for armament and tactical utility tests.

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62. (C) Contr. Chg. Notif. #6
to ac-33962
8 Feb. 1944
(File: Fighter Br., Eng. Div.)

Contract Change Notification dated 8 Feb. 1944 to contract ac-33962 made provision for items to be submitted for static test of full-scale skeleton plane at Mat. Com., WF, as follows:

- (1) Fuselage with wing center section attached.
- (2) An additional complete wing containing the fuselage attachment ribs.
- (3) A nose gear box fitting for fuselage.
- (4) End plates for wing center section.
- (5) Leverage system to be used for fuselage test.
- (6) Dummy engine to be used during wing tests.
- (7) Template for use in forming tension patch bases.
- (8) Report on basic flight criteria prior to testing.
- (9) Stress analysis report prior to tests.

63. (C) IDM 16 Feb. 1944
Fr: Brig. Gen. B.W. Chidlaw,
Chief, Mat. Div., Wash.
To: Maj. Gen. O.P. Echols,
AC/AS, MM&D, Wash.
(File: MM&D)

Gen. Echols was informed of status of project as of 16 Feb. 1944: A conference was held at WF on 7 Feb. 1944 to discuss CG location and stability troubles. It was determined that since production planes would have larger tails installed, directional and longitudinal stability with CG in most rearward position would be satisfactory. Because CG location always shifted to rear due to design changes, contractor decided to move nose section 10 inches forward on production articles, starting with production No. 1 plane. Don Berlin, Fisher Body, stated that there would be no delay due to this change.

64. (U) Ltr. 17 Feb. 1944
Fr: Fisher Body Div.
Gen. Motors Corp.
To: Mat. Com., WF
Attn: Col. D.C. Swatland,
Chief, Proc. Div.
(File: Fighter Br., Prod. Div.)

On 17 Feb. 1944 Fisher Body submitted a proposal of \$258,968,750.00 for 2500 P-75's, spare parts, special tools, engineering and technical data, superseding Fisher proposal dated 1 Dec. 1943.

65. (C) Contr. Chg. Notif. # 7
to contr. ac-33962
18 Feb. 1944
(File: Fighter Br., Eng. Div.)

Contract Change Notification No. 7, dated 18 Feb. 1944, to contract ac-33962, made provision for adding dive-recovery flaps to contractor's Model Specification No. X-92.

66. (U) AFP # 229747
22 Feb. 1944
(File: Fighter Br., Prod. Div.)

AFP # 229747 dated 22 Feb. 1944 requested that a contract be initiated with Fisher Body for 500 AAF Model P-75A-1-0C airplanes at total cost of \$75,621,500.00; 2000 AAF Model P-75A-1-0C at total cost of \$133,342,000; maintenance parts at total cost of \$50,003,250.00; total estimated cost \$258,966,750.00. First airplane to be delivered in July 1944. AFP# 229747 superseded and cancelled AFP# 309539 dated 7 July 1943.

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67. (C) Memo 24 Feb. 1944
 Fr: Brig.Gen. B.W. Chidlaw,
 Chief, Mat.Div., Wash.
 To: Maj.Gen. O.P. Echols,
 AC/AS, MM&D, Wash.
 (File: MM&D)

Gen. Chidlaw informed Gen. Echols that Don Berlin
 (Fisher Body engineer) had telephoned the following
 regarding the XP-75 plane:

- (1) 3rd XP-75 made speed run on 24 Feb. and corrected true air speed of 410 mph at 20,000 ft. was reported. This speed made with unretracted tail wheel and narrow blade prop. Wide blade prop was being shipped from Aeroproducts and Mr. Berlin indicated that with this installed, together with retracted tail wheel and bubble canopy guaranteed high speed of 430 mph would be attained.
- (2) Engines were being changed in 2nd, 4th, 5th and 6th planes because Allison had discovered a design weakness in timing gear bearing; also change in supercharger inlet guide vanes.

68. (U) Ltr. 29 Feb. 1944
 Fr: Col. D.C. Swatland,
 Chief, Proc.Div., WF
 To: Chief, Eng.Div., WF
 (File: Fighter Br., Eng.Div.)

Proc.Div., WF, advised Eng.Div., WF, that contractor on contract ac-33962 had asked for increase of \$1,539,772.40 due to increased labor costs, materials costs, etc. Proc.Div. wished to be advised if Eng. Div. desired to continue with this contract.

69. (C) 1st Ind., 4 March 1944
 Fr: Fighter Br., Eng.Div., WF
 To: Chief, Proc.Div., WF
 (File: Fighter Br., Eng.Div.)

Eng.Div., WF, informed Proc.Div., WF, that they desired to continue with contract ac-33962 and requested that action be taken to comply with contractor's request for additional money after proper investigation by Proc.Div.

70. (R) Ltr. 17 March 1944
 Fr: Col. George Price,
 Chief, Prod.Eng.Sect.,
 Mat.Com., WF
 To: AAF Resident Rep.
 Fisher Body Div.,
 General Motors Corp.,
 Detroit, Mich.
 (File: Central Files)

Fisher Body was informed that in view of changes to be made in production P-75 plane as result of XP-75 flight tests, Mat. Com., WF, deemed it necessary that a static test article for production contract, ac-41011, be provided.

71. (R) Ltr. 22 March 1944
 Fr: Fisher Body Div.,
 Gen. Motors Corp.
 To: Mat.Com., WF
 Attn: Col. D.C. Swatland,
 Chief, Proc.Div.
 (File: Fighter Br., Prod.Div.)

On 22 March 1944 Fisher Body submitted a proposal for one full scale skeleton model P-75 for \$47,275.00, to be used as static test article and proposal that \$1,666,775.00 be contained in P-75 contract to establish value for special hand tools and ground equipment which were to be furnished by contractor. Adjusted total contract value would become \$260,680,800.00.

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72. (U) Chg. Order # 1, 28 Mar. 1944
 contr. ac-33962
 (File: Fighter Br., Eng. Div.)
- Change Order No. 1, dated 28 March 1944, to contract ac-33962, amended Article 2 (for six XP-75's) by increasing total cost in sum of \$1,539,772.40 with no increase in fixed fee. The contractor's original estimates were too low and additional money needed to complete contract. This Change Order accepted by Fisher Body on 10 April 1944.
73. (C) Contr. Chg. Notif. #10
 to contr. ac-33962
 31 March 1944
 (File: Fighter Br., Eng. Div.)
- Contract Change Notification #10, dated 31 March 1944, to contract ac-33962 provided for following to be installed:
- (1) Four .50 caliber synchronized nose guns on 2nd XP-75
 - (2) Four .50 caliber synchronized nose guns and six free-firing .50 caliber wing guns on 3rd, 4th, 5th, 6th, 7th, and 8th XP-75.
 - (3) Type N-6 gun camera, gun chargers for synchronized nose guns, Type N-9 gun sight, and Type B-5 trigger switches on 2nd, 3rd, 4th, 5th, 6th, 7th, and 8th XP-75.
 - (4) Type P-2 generator installed on all airplanes.
74. (U) AFP #381452
 4 April 1944
 (File: Fighter Br., Prod. Div.)
- AFP #381452 dated 4 April 1944 requested that contract ac-41011 be supplemented to cover cost of one static test P-75 at total cost of \$47,275.00, to be delivered on or before 31 Aug. 1944. Due to front fuselage revision and entire empennage change, a static test article was required for production airplane.
75. (C) IDM 6 April 1944
 Fr: Brig. Gen. B.W. Chidlaw,
 Chief, Mat. Div., Wash.
 To: Maj. Gen. O.P. Echols,
 AC/AS, MM&D, Wash.
 (File: MM&D)
- Gen. Echols was informed of status of XP-75 as of 6 April 1944:
- Second XP-75 which incorporated all changes resulting from flight experience with 1st airplane had been flown by Mat. Com. (WF) officers. Landing and take-off characteristics excellent; vision good; lateral stability satisfactory; accelerated rapidly and had superior rate of climb. Following deficiencies were noted:
- (1) Longitudinal stability unsatisfactory and action being taken to install retractable tail wheel in last six XP-75's to correct this defect.
 - (2) Rudder forces somewhat high.
 - (3) Ailerons completely unsatisfactory and changes were being made to include new wing tip and booster control similar to that on P-38. No delay in production was anticipated due to this change.
 - (4) Engine cooling did not appear to be adequate, but additional tests were to be held.

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- [REDACTED]
- (5) Propeller had been throwing oil and Aeroproducts had been informed of necessity of eliminating this condition.
 - (6) Mat.Com.(WF) officers considered speed of this plane mediocre as compared to other late models but it was believed that speed would be increased by retracting tail wheel, installing bubble canopy and general clean up.

76. (C) IDM 8 April 1944
Fr: Col. J.F. Phillips
Asst.Chief, Mat.Div.,
Wash.
To: Maj.Gen. O.P. Echols,
AC/AS, MM&D, Wash.
(File: MM&D)

Gen. Echols was informed of status of XP-75 as of 8 April 1944:

- (1) High speed check made on 3rd XP-75 on 7 April at 415 mph at 24,600 ft. at 2040 h.p. Boost control still giving trouble.
- (2) Decision made by contractor and Mat.Com. to extend ailerons to the wing tips and redesign tip to approximately a rectangular plan form.
- (3) Five planes on flight status: 4th XP-75 to be given firing tests at WF and then sent over Lake Erie for air firing.
- (4) 8th XP-75, which would have all new features, including dive flaps, bubble canopy, new tail installation including retractable tail wheel, K-14 compensating gun sight and automatic pilot, would go to Eglin Field when completed for tactical trials.

77. (C) IDM 17 April 1944
Fr: Brig.Gen. B.W. Chidlaw,
Chief, Mat.Div., Wash.
To: Maj.Gen. O.P. Echols,
AC/AS, MM&D, Wash.
(File: MM&D)

A report of loss of 5th XP-75 at Cleveland on 8 April 1944 was made to Gen. Echols. Investigation of wreckage disclosed that entire tail section was lost due to structural failure; right aileron came off. It was believed that pilot (civilian pilot for Fisher Body) had engaged in maneuvers beyond established restricted limits. This airplane had been restricted to certain speeds and maneuvers due to longitudinal instability and this was being corrected by installation of completely new tail and shifting of CG forward.

78. (C) Investigation Rpt.
21 April 1944
(File: MM&D)

Investigation was conducted by Intelligence Officer, Mat.Com.(WF) between 11 and 16 April 1944 on "colossal fraud" upon the "Government and taxpayers" in connection with XP-75 program at Fisher Plant No. 2, Cleveland, as alleged by Mr. Raymond Kennedy, former employee of Fisher Body. Mr. Kennedy had also alleged that irregularity existed in connection with improper "doctoring" of a certain "time and attendance report". During the investigation, it was further disclosed that Mr. Kennedy had in connection with this and other matters of Fisher facility contacted Gen. Arnold, FBI, Senator H.S. Truman, Chairman, Special Committee investigating

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the National Defense Program, National Labor Relations Board, War Manpower Commission and others. Investigation failed to sustain the allegation that irregularity existed in connection with "improper doctoring" of a certain "time and attendance report" and therefore it was recommended by Mat.Com. Intelligence Officer that no further action be taken in this connection. It was also recommended that the case be considered as closed. The recommendation to close the case was approved by District Intelligence Officer, Mat.Com., Central Proc. District, Detroit.

79. (U) Memo Rpt., 28 April 1944
ENG-51-4302-6-13, Add.#5
(File: Fighter Br., Eng.Div.)

On 6 April 1944 structural tests were conducted on aileron control system of XP-75 and it was concluded that system was structurally satisfactory for 110% of the ultimate load in the maneuvering condition and structurally unsatisfactory for positive low angle of attack condition. It was recommended that aileron control system be structurally modified to meet rigidity requirements as set forth in Handbook of Instructions for Airplane Designers, and revised system be submitted for static test.

80. (S) Memo 8 May 1944
Fr: Maj. Gen. B.E. Meyers,
Dep. AC/AS, MM&D, Wash.
To: C/AS, Wash.
(File: MM&D)

MM&D informed C/AS on 8 May 1944 that within two weeks AAF would be required to defend their budget estimates before Congress and that in order to avoid embarrassment to CG, AAF, production program should be balanced. It was recommended that P-75 for which no AAF requirements existed be reevaluated after tactical availability tests had been conducted at Eglin Field, approximately in July 1944.

81. (S) Memo 9 May 1944
Fr: Col. C.H. Dyson,
Control Officer,
AC/AS, MM&D, Wash.
To: Maj.Gen. B.E. Meyers,
Dep. AC/AS, MM&D, Wash.
(File: MM&D)

Control Officer, AC/AS, MM&D, informed Gen. Meyers, Dep. AC/AS, MM&D, that it was highly important to adjust aircraft program to meet present requirements for following reasons:

- "(a) Excess aircraft inventories will build up rapidly if the presently planned production is maintained.
- (b) Ordnance and Signal Corps items are procured to meet the W-10 schedules which mean that inventories of related materiel will also be excessive.
- (c) Approval of cut-backs at this time will permit a more uniform reduction in airplane production and a more economical conversion of the industry."

W-10 production schedule, Mat.Command's estimate of factory deliveries as of 4 May 1944 and indicated cut-backs for P-75 are shown on chart attached to this document.

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82. (C) IDM 9 May 1944
 Fr: Col. J.W. Sessums, Jr.
 Exec., MM&D, Wash.
 To: Chief, Mat.Div., Wash.
 Attn: Col. J.F. Phillips
 (File: MM&D)

At meeting of Aircraft Production Board on 8 May 1944 it was stated that WPB had inquired as to degree of realism in W-10 Production Schedule for P-75 plane. This schedule questionable due to high living rate at Fisher which was interfering with recruitments at other plants in Cleveland area, and also doubtful if number of employees required could be hired and trained to a degree sufficient to meet schedule. Gen. Meyers stated that W-10 Schedule would be studied by Wright Field and results would be presented at next Board meeting.

83. (C) Memo 10 May 1944
 Fr: Brig.Gen. M.E. Gross,
 Chief, Req. Div.,
 AC/AS, OC&R, Wash.
 To: C/AS, Wash.
 (File: MM&D)

Aircraft Requirements Board met on 9 May 1944 and recommendation was made that performance tests be expedited on P-75 plane; report comparative performance with P-51 and P-38; consideration of eliminating P-75 production be contingent upon comparative performance. This recommendation approved by Lt.Gen. Gilson, C/AS, on 10 May 1944 and also approved by Gen. Arnold, CG, AAF.

84. (C) IDM 13 May 1944
 Fr: Col. J.F. Phillips,
 Asst.Chief, Mat.Div.,
 Wash.
 To: Maj.Gen. O.P. Echols,
 AC/AS, MM&D, Wash.
 (File: MM&D)

Gen. Echols notified of status of XP-75 as of 13 May:

- (1) 1st and 2nd planes making routine flights.
- (2) 3rd plane on ground test of wide blade propeller.
- (3) 4th plane on gun firing tests.
- (4) 6th plane ready for flight tests.
- (5) 7th plane ready for flight test approximately 2 June 1944.
- (6) 8th plane to have new tail on approximately 2 June and would be used shortly thereafter for flight tests.

85. (C) TT 13 May 1944
 Fr: Col. E.G. Barber,
 Production Br.,
 Mat. Div., Wash.
 To: CG, Mat.Com., WF
 (File: MM&D)

Mat.Com., WF, was advised by Mat.Div., Wash., that every effort should be made to expedite completion of first production article of P-75 and comparative tests made and submitted with those of P-51 and P-38 to evaluate merit of P-75.

86. (C) IDM 13 May 1944
 Fr: Col. J.F. Phillips,
 Asst.Chief, Mat.Div.,
 Wash.
 To: Maj.Gen. B.E. Meyers,
 Dep. AC/AS, MM&D, Wash.
 (File: MM&D)

Gen. Meyers, Dep. AC/AS, MM&D, was advised that design changes, as result of flight tests, of P-75 had necessitated additional tooling and, consequently, present W-10 Schedule should be set back two months with production starting in Sept. instead of July, and that this would more nearly bring production in line with labor availability.

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87. (U) Ltr. 15 May 1944
 Fr: E.F. Fisher, Vice Pres.
 Fisher Body Div.
 Gen. Motors Corp.
 To: Mat.Com., WF
 Attn: Col. D.C. Swatland
 Chief, Proc. Div.
 (File: Fighter Br., Eng.Div.)

On 15 May 1944, Fisher Body submitted a proposal to convert contract ac-33962 from Cost-Plus-A-Fixed-Fee to a Fixed Price contract which would "effect substantial and special advantages to the Government principally through a reduction in the liability of the Government under this Contract, estimated to be in excess of \$3,500,000.00. Other expenses usually incident to Cost-Plus-A-Fixed Fee contracting will be eliminated". Fisher Body quoted a fixed price of \$4,476,633.54 for work to be performed on contract ac-33962, additional group of engine mount parts, additional center wing section for static test article, supplementary spare parts, and all changes ordered by Contract Change Notifications numbered from 1 to 6, inclusive. Fisher Body also stated "Actual booked expenditures through March 31, 1944 amounted to \$6,022,960.00 and we estimate that an additional \$2,000,000.00 will be required to complete the project. This develops a total estimate for the program of approximately \$8,000,000.00 of estimated cost on a CPFF contract basis so that the fixed price quoted above represents a potential reduced Government liability under this contract of over \$3,500,000.00."

88. (C) IOM 16 May 1944
 Fr: Brig.Gen. F.O. Carroll,
 Chief, Eng.Div., WF
 To: Chief, Proc.Div., WF
 (File: Fighter Br., Eng.Div.)

In accordance with decision reached on 16 May 1944 at conference between Fisher Body, Proc. Div., WF, and Eng. Div., WF, Proc.Div. was requested to take action to convert CPFF contract ac-33962 to Fixed Fee contract in accord with Fisher's proposal of 15 May. Fixed Fee contract was to be written to call for XP-75's in accordance with Fisher Body Specification No. X-92, revised as of 16 May 1944 which included changes recommended by 689 Inspection, installation of dive recovery flaps and automatic pilot in at least one plane, installation of production outer wing panels including revised ailerons and production tails, including retractable tail wheels on all experimental planes. Eng.Div. also stated that it was understood at this conference that Service Contract would be negotiated with Fisher to cover contractor's cost in flight test work.

89. (C) Contr. Chg. Notif.#11
 to contr. ac-33962
 19 May 1944
 (File: Fighter Br., Eng.Div.)

Contract Change Notification No. 11, dated 19 May 1944, to contract ac-33962, stated that contractor should install: (1) production type tail assemblies including retractable tail wheels on all airplanes on this contract; and (2) production type outer wing panels including increased span ailerons on all airplanes on same contract.

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90. (C) Ltr. 18 May 1944
Fr: Fighter Br., Eng. Div., WF
To: Chief, Proc. Div., WF
(File: Fighter Br., Eng. Div.)

Eng. Div. notified Proc. Div. WF, that it was thought desirable to accept 5th XP-75, Serial No. 44-32163, which crashed and was completely destroyed on 8 April 1944. This crash was thoroughly investigated by Crash Board and findings were as follows:

- (1) Structural failure of tail occurred in flight resulting in uncontrolled descent and crash.
- (2) Tail was structurally sound, but due to longitudinal instability which existed in plane it was possible to impose unduly high air loads on tail.
- (3) Basic cause of accident thought to be longitudinal instability.
- (4) Pilot properly authorized to fly this type plane by Resident Representative and flight also authorized by Resident Representative

91. (C) IDM 20 May 1944
Fr: Col. J.F. Phillips
Mat. Div., Wash.
To: Maj. Gen. B.E. Meyers,
Dep. AC/AS, MM&D, Wash.
(File: MM&D)

Gen. Meyers, Dep. AC/AS, MM&D, was advised on 20 May 1944 that WF had stated that there were no labor problems anticipated on P-75 at Fisher, Cleveland.

92. (U) TT 25 May 1944
Fr: Brig. Gen. Orval R. Cook,
Chief, Prod. Div., WF
To: AC/AS, MM&D, Wash.
Attn: Maj. Gen. B.E. Meyers
(File: Central Files)

Mat. Com., WF, proposed that "P-75 Fisher Schedule be set back 2 months at present rate, starting September instead of July".

93. (R) Ltr. 26 May 1944
Fr: Col. T.A. Sims,
Dep. C/S, Mat. Com., WF
To: AC/AS, MM&D, Wash.
Attn: Col. S.R. Brentnall,
Asst. Chief, Mat. Div.
(File: MM&D)

A status report on P-75 project forwarded to AC/AS, MM&D, Mat. Div., Wash. on 26 May 1944 showed that Project Engineers of Prod. Div., WF, were taking a dim view of likelihood of making tactical or technical success of P-75 plane.

94. (U) Ltr. 31 May 1944
Fr: Congressman Albert J. Engel,
House of Representatives,
Wash.
To: Hon. Robert P. Patterson,
Under Secy. of War, Wash.
(File: MM&D)

Congressman Engel requested the following information on Fisher plant at Berea, Ohio:

- (1) Total cost of plant.
- (2) Date construction of plant started.
- (3) Date construction completed.
- (4) Number of planes produced annually to date.
- (5) Total production and unit cost.

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95. (C) Memo 1 June 1944
 Fr: Col. J.W. Sessums,
 Exec., Office, AC/AS, MM&D,
 Wash.
 To: Recorder, JAC, Wash.
 (File: MM&D)
- Joint Aircraft Committee's approval was requested to set "present W-10 schedule back two months". The new schedule to start in September 1944 instead of July and would result in 115 less P-75's being accepted in 1944 and 385 less in 1945.
96. (C) Memo 2 June 1944
 Fr: Maj.Gen. O.P. Echols,
 AC/AS, MM&D, Wash.
 To: Maj.Gen. B.E. Meyers,
 Dep. AC/AS, MM&D, Wash.
 (File: MM&D)
- Gen. Echols informed Gen. Meyers that he had talked to Mr. Fisher of Fisher Body about the setback of P-75 program and that Mr. Fisher stated that it was his opinion that he would make deliveries scheduled in W-10 and that Mr. Fisher did not deem it necessary to make a change in schedule. WF had informed Mr. Fisher that there was cooling trouble and upon investigating, two months had been estimated to correct this defect and later Don Berlin, Fisher Body engineer, stated that he could make the changes to modify the cooling within the time limit available. Therefore, Gen. Echols advised that no change be made in P-75 schedule, unless WF had positive and definite information that there was a delay.
97. (C) TT 3 June 1944
 Fr: Col. S.R. Brentnall,
 Asst.Chief, Mat.Div.,
 Wash.
 To: CG, Mat.Com., WF
 (File: MM&D)
- WF was notified by Mat. Div., Wash., on 3 June 1944 that original W-10 schedule was to hold for production of P-75 aircraft.
98. (U) Memo 5 June 1944
 Fr: Lt.Col. Miles H. Knowles,
 Judge Advocate Gen.Dept.
 To: Chief, Legislative Services,
 AAF, Attn: Col. Warren S.
 Ege
 (File: MM&D)
- Chief Counsel of Truman Committee requested that Committee be advised as to result of alleged investigation that was made of Fisher Aircraft Division of General Motors as result of complaint by Mr. Raymond Kennedy, former employee of Fisher Body.
99. (R) IDM 5 June 1944
 Fr: Col. J.F. Phillips,
 Chief, Mat.Div., Wash.
 To: Devel. Eng.Br.,
 Mat.Div., Wash.
 (File: MM&D)
- Col. Phillips, Chief, Mat.Div., Wash., advised Devel. Engr. Br., Mat.Div., that Gen. Echols was dissatisfied with progress of XP-75 and that this dissatisfaction was due to:
- (1) Belief that numerous WF individuals were opposed to P-75 and that numerous objections were unsound and inapplicable.
 - (2) Unduly delay in getting performance figures.
 - (3) Water injection and 3,000 h.p. must be gotten out of engines of XP-75.
 - (4) Grave danger of XP-75 being "sold short" when comparative tests are run at Eglin Field.
- Col. Phillips stated that the following must be

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accomplished: (1) Push engineering performance tests; (2) Get 3000 h.p. WER operation approved; (3) Water injection for engine of XP-75; and (4) Insure that prototype or prototypes get to Eglin Field for comparative tests.

100. (U) Contr. ac-41011
7 June 1944
Fisher Body Div.,
Gen. Motors Corp.
Detroit, Mich.
(File: Contract Files)

Fixed-Price Contract ac-41011 entered into on 19 April 1944 with Fisher Body Div., Gen. Motors Corp. for 2500 P-75 planes, spare parts, special tools and ground equipment and data at a total cost of \$258,285,297.50. Approved by Special Representative of Under Secy. of War on 7 June 1944. This contract superseded Letter Contract ac-41011 dated 8 July 1943.

101. (U) IOM 9 June 1944
Fr: Lt. Col. C.H. Mitchell,
Chief, Fighter Br.,
Prod. Eng. Sect., Mat. Com.,
WF
To: Chief, Prod. Div., Mat. Com.,
WF
(File: Fighter Br., Prod. Div.)

Fighter Br., Prod. Eng. Sect., WF, stated on 9 June 1944 that they believed that permanent tooling at Fisher Body would not be complete until middle of July provided no additional design changes were necessary as result of flight tests on new design tail surface to be installed on 8th XP-75. By observation, it was estimated that first production plane would be placed in main assembly jig by first of July but would not be ready to fly until latter part of August. It was opinion of Fighter Br., Prod. Eng. Sect., that only 35 planes would be delivered in 1944 due to assembly production program being behind approximately 2 mos.

102. (U) Ltr. 9 June 1944
Fr: Brig. Gen. Orval R. Cook,
Chief, Prod. Div., WF
To: AC/AS, MM&D, Wash.
Attn: Maj. Gen. B.E. Meyers
(File: MM&D)

Gen. Cook, Chief, Prod. Div., WF, stated that experienced personnel from WF had visited Fisher Plant to review production possibilities and inspect tooling and production plans and were of the opinion that Fisher would not quite meet the W-10 schedule on the P-75, even if no further major changes were necessary. However, they were of the opinion that Fisher would pick up production very rapidly after they once got started. In view of these findings, Gen. Cook recommended that no change be made in current W-10 P-75 schedule.

103. (U) IDM 10 June 1944
Fr: Col. E.G. Barber,
Production Br.,
Mat. Div., Wash.
To: AC/AS, MM&D,
Mat. Div., Wash.
Attn: Lt. Col. A.P. Tappan
(File: MM&D)

Prod. Br., Mat. Div., Wash., stated that for 2500 P-75's on contract ac-41011, to be manufactured by Fisher at Berea, the unit fly-away cost was estimated at \$11,000 (including GPE) subject to price redetermination. This estimate did not include Ordnance, Signal Corps equipment or spares.

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- 104.(U) 1st Ind. 10 June 1944
Fr: Corps of Engineers, Wash.
Troop Facilities Br.,
Mil. Construction Div.
To: CG, AAF, Wash.
Attn: Chief, Mat.Div.
(File: MM&D)
- Corps of Engineers informed Mat.Div., Wash. of the following regarding Fisher Body Bomber Plant at Berea, Ohio:
- (1) Total construction cost of plant (including runways) \$15,705,930.
 - (2) Cost of real estate - \$326,581.
 - (3) Total cost of plant - \$16,032,511.
 - (4) Construction started - 7 May 1942.
 - (5) Estimated completion of plant - 15 June 1944.
- 105.(U) Memo Rpt. 12 June 1944
ISB-M-612
(File: Fighter Br., Prod.Div.)
- On 5 June 1944 personnel from Resources Control Sect., WF, visited Fisher Body to determine contributing factor to delayed production of P-75. 3,000 people were engaged at Fisher at that time on P-75 project, divided equally in three shifts; and sub-assemblies being built in several Fisher plants. The following conclusions were made:
- (1) Contributing factor causing delay to comply with W-10 schedule was engineering - structure of wing changed causing entire new wing. Another factor was redesigning of empennage assembly and if first new designed tail assembly proved satisfactory on 5th XP-75, production would accelerate rapidly. Also necessary to move CG forward 11 inches, which change was made in forward fuselage immediately forward of engine.
 - (2) First P-75 would fly prior to end of July with second plane following 20 days later.
 - (3) Major sub-assemblies and airplane assembly jigs already on conveyor tracks in large quantities, and after production article accepted by inspection, Fisher, if sufficient labor was available, would within short time comply with W-10 schedule.
 - (4) Rate of acceleration depended largely upon functioning of newly designed empennage and acceptance of plane by AAF.
- 106.(U) IDM 12 June 1944
Fr: Resources Div., MM&D,
Wash.
To: Lt.Col. A.P. Tappan,
Mat.Div., MM&D, Wash.
- Res.Div. MM&D, confirmed Corps of Engineers statement (Item 104 of this digest) on cost of construction of Fisher Body plant at Berea and stated that estimated cost of machinery and equipment was \$10,000,000 of which about \$6,000,000 had been installed.
- 107.(U) Amend.#6 to Ltr.Contr.
ac-41011, 12 June 1944
(File: Contract Files)
- Amend.#6 dated 12 June 1944 to Ltr. Contr.ac-41011, for 2500 P-75's, changed total estimated price from \$325,000,000.00 to \$260,633,525.00. Accepted by E.P. Fisher of Fisher Body on 17 June 1944.

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108.(C) R&R-2, 16 June 1944
Fr: AC/AS, MM&D, Wash.
To: Office of Legislative
Services, Wash.
(File: MM&D)

The following information was furnished by AC/AS, MM&D, Wash., to Office of Legislative Services to answer questions of Congressman Albert J. Engel:

- (1) Cost of plant - estimated \$15,705,930 of which \$2,022,400 pertained to cost of airport. Cost of machinery and equipment \$10,000,000 of which about \$6,000,000 worth had been installed.
- (2) Construction of plant started 7 May 1942 and estimated completion on 15 June 1944.
- (3) Sub-assemblies for B-29 program and eight XP-75 of which six had been completed were being produced at this plant. W-10 Production Schedule indicated that production of P-75 would commence with one in July 1944 and increase monthly to 250 in June 1945 at which level production would be sustained through 1945.
- (4) Unit costs for production were not available.
- (5) Additional information given to be used at discretion of Office of Legislative Services:
 - (a) Six XP-75's had been flown as of 16 June; one of which had been lost; none had been accepted.
 - (b) Estimated unit cost \$111,000 of last 2000 production planes and \$151,000 for first 500. Estimated cost excluded ordnance and Signal Corps equipment and spares.

109.(U) IOM 16 June 1944
Fr: Fighter Br., Prod.Div.
Mat.Com., WF
To: Chief, Prod.Div., WF
Attn: Tech. Exec.
(File: Central Files)

Report on P-75 was submitted by Prod.Eng.Sect., WF, to Prod.Div., WF, on 16 June 1944, as follows:

Design Engineering - Estimate of 99% complete would remain constant due to necessity of changes prior to completion of first plane.

Fabricating Tooling Engineering - Estimate of 90% complete remained unchanged.

Assembly or Production Tooling Engineering - Estimated 79% complete on both fabricating and assembly tooling.

Few outstanding critical shortages of purchase parts and raw material.

Satisfactory progress being made in assembly of major sections of plane. Fighter Br., Prod.Eng.Sect., believed that first production plane would not be ready for flight until end of Aug. 1944.

110.(C) Memo 29 June 1944
Fr: Brig.Gen. Donald Wilson,
Dep. C/AS, Wash.
To: Julius H. Amberg, Esq.,
Special Asst. to Secy.
of War, Wash.
(File: MM&D)

Mr. Amberg, Special Asst. to Secy. of War, was informed of the findings of the investigations made by Office of Air Inspector, Mat. Com., and Intelligence Officer of Central Procurement District, Mat.Com.:

- (1) There was no evidence of "doctoring" any payroll reports for illegal or fraudulent purposes. This merely referred to necessity of correcting the

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time and attendance report so as to show 54 hours rather than 48 hours in school attendance; it was contemplated that each employee attending school would spend 48 hrs. in school and 6 hrs. in study and be compensated for 54 hrs.

(2) Cleveland Plant No. 2 had been forced with problem of getting into production on complicated plane (XP-75) and experienced same difficulties found in any aircraft factory during stage of getting into production.

(3) No substantiation that unsafe assemblies for B-29 had been furnished by this plant.

(4) Mr. Kennedy, former Fisher employee, admitted he knew of no evidence of graft on part of any AAF officers or civilian employee and no evidence could be found.

(5) Opening of GFE due to misunderstanding of AAF instructions and opening of equipment done in limited number of instances.

111.(R) Ltr. 1 July 1944
Fr: Fisher Body Div.,
Gen. Motors Corp.
To: CG, Mat.Com., WF
Attn: Prod.Div.
(File: Fighter Br.,Prod.Div.)

Fisher Body stated that upon finding that longitudinal stability had been decreased by rearward displacement of CG on actual airplane with reference to predicted position, an improved vertical tail was designed and installed on an XP model and resulted in satisfactory directional stability; CG of production plane was shifted by extending forward fuselage and increasing internal fuel; horizontal tail surface on production plane redesigned to obtain stability at CG locations considerably aft of limiting values for experimental plane. Results of wind tunnel tests and flight tests on XP models enabled Fisher to give assurance that there would be no deficiency of longitudinal stability on production plane. Fisher had designed and constructed a new aft fuselage section for all experimental models which provided for installation of production tail surfaces on XP-75's in order to assure directional and longitudinal characteristics. This modification to all XP-75's would be completed prior to delivery and Army acceptance.

112.(R) IOM 11 July 1944
Fr: Chief, Tech. Staff,
Eng.Div., WF
To: Chief, Prod.Eng.Sect.,
WF
(File: Fighter Br.,Eng.Div.)

Eng.Div.,WF, requested that third production model of P-75 be assigned to full scale wind tunnel testing at N.A.C.A. Ames Laboratory, Moffett Field, Calif. Tunnel schedule being arranged so that plane should arrive there not later than 1 Sept. 1944. Tests to include drag clean-up, complete stability investigations, and engine cooling investigations followed by correlated flight tests by Ames personnel.

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113. (R) Ltr. 17 July 1944
 Fr: Brig.Gen. F.O. Carroll,
 Chief, Eng. Div., WF
 To: CG; AAF, Wash.
 Attn: AC/AS, MM&D
 Mat. Div.
 (File: M&S)

Eng. Div. (WF) advised Mat. Div. (Wash.) that the principle reason for failure to obtain the performance figures on the XP-75 was the fact that engines did not appear to be putting out required horsepower. Performance checks as of 17 July 1944 indicated high speeds between 370 and 420 mph. Eng. Div. stated "It is the Materiel Command's belief that since we have gone into this project and have invested considerable money in the development of this airplane, we must obtain a good indication of the airplane's actual performance before making any further decisions relative to the desirability of cancelling this project." Suggestion was made that one of production models be sent to Eglin Field for comparative tests with other fighters. Eng. Div. also stated that attempts were being made to put a manual water injection system in one engine to determine its war emergency rating power with water, but this was only a laboratory test since it was not known if such a method could be used on a plane.

114. (C) IOM 26 July 1944
 Fr: Fighter Br., Prod. Div.,
 WF
 To: Chief, Prod. Div., WF
 (File: Fighter Br., Prod.Div.)

A resume of production of P-75 from observation of production line by project officer on 21 July was made to Prod. Div., WF, on 26 July 1944:

- (1) Estimated first production article would not be ready for flight prior to 15 Aug.
- (2) Estimated acceptances for first three mos.:
 Aug. - 1; Sept. - 2; Oct. - 4.
- (3) Flight test of 3rd XP-75, 420 mph at 22,000 ft. was obtained; only figures available in rate-of-climb was 3,000 ft. per min. to 20,000 ft. at 2100 BHP with 13,600 lbs. gross wt.; preliminary range checks on 6th XP-75 indicated possible radius of action of approximately 1250 miles.
- (4) Contractor revising cooling duct.
- (5) Unsatisfactory directional and longitudinal stability conditions to be remedied by increasing area on both horizontal vertical tail surfaces and fuselage nose extension of 11 inches.
- (6) Poor ailerons to be corrected on P-75 with installation of longer span ailerons; hydraulic aileron boost system to be installed. A check on these remedies for determining satisfactory flying characteristics could not be made until flight tests were conducted on first P-75.
- (7) 8th XP-75, with production type tail surfaces was flying, and check was to be made to determine whether tail redesign was satisfactory.

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115. (U) TG 27 July 1944
 Fr: Col. H.Z. Bogert
 Chief, Tech. Div., WF
 Eng. Div., WF
 To: Mr. D. Berlin
 Gen. Motors Corp.
 Detroit, Mich.
 (File: Contract Files)

Gen. Motors Corp. was notified by WF to ferry sixth XP-75 to Allison Div. where flight tests were to be conducted in connection with correction of difficulties with the automatic boost control and carburetor mixture control; causes of power losses at altitude; and causes of recurrence of overheating of center drive shaft bearing.

116. (U) TT 3 Aug. 1944
 Fr: Brig.Gen. P.O. Carroll,
 Chief, Eng. Div., WF
 To: AC/AS, M&S, Wash.
 Attn: Devel. Eng. Br.
 (File: Central Files)

Eng. Div. stated that as a result of a conference attended by Gen. K.B. Wolfe, Col. Sims, Col. Roth, Col. Cooper and XP-75 project officer decision had been reached to send a production instead of an experimental model to Eglin Field for tactical trials due to differences between the experimental and production planes. Principle difference between experimental and production models was nose extension of 11 inches on production models.

117. (C) IDM 4 Aug. 1944
 Fr: Col. J.F. Phillips
 Chief, Mat. Div., Wash.
 To: Mat. Div., Wash.
 Devel. Eng. Br.,
 Production Br.
 (File: M&S)

The question of Fisher Body production was brought up at the Aircraft Production Board meeting of 31 July 1944. Mr. Wilson of the Board questioned the effect which was being put forth to produce P-75's. Gen. Echols answered that recently AAF had added more gas tanks and altered wings of a P-47; tests on this modified plane indicated that it might perform function for which P-75 was developed, thus alter the outlook on P-75. Board agreed that no action would be taken on P-75 for two months pending Gen. Echols' report to the Board at end of that time regarding detailed tests of P-47N.

118. (C) Memo 10 Aug. 1944
 Fr: Col. J.F. Phillips
 Chief, Mat. Div., Wash.
 To: Maj. Gen. O.P. Echols
 AC/AS, M&S, Wash.
 (File: M&S)

Gen. Echols was advised on 10 Aug. 1944 of the status of the various XP-75's. No. 8 XP-75 had made five flights as of that date; unsatisfactory characteristics had been discovered and a dorsal fin had been added as suggested by Mat. Com. (WF). Also the elevator control system had been changed to lessen the large amount of friction.

119. (C) Ltr. 12 Aug. 1944
 Fr: Brig.Gen. K.B. Wolfe
 CG, Mat. Com., WF
 To: CG, AAF, Wash.
 Attn: AC/AS, M&S
 (File: M&S)

A detailed resume of the progress of production P-75 plans, as observed on production line by Mat. Com. project office on 3 Aug. 1944, was forwarded by Gen. K.B. Wolfe, CG, Mat. Com. (WF) on 12 Aug. 1944 to AC/AS, M&S (Wash.). It was stated that estimated deliveries for the balance of 1944 were: August - 1, Sept. - 2, Oct. - 4, Nov. - 9 and Dec. - 20. Fisher had obtained performance of 418 mph at 22,000 ft. at 2200 h.p. at 13,600 lbs. gross weight on experimental plane whereas, Mat. Com. (WF) pilots had obtained

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between 368 and 418 mph. This difference in performance was due to variations in horsepower and engine critical altitude. Fisher and Allison were making efforts to correct engine operation. Gen. Wolfe stated that it was believed that a maximum radius of 1250 miles could be achieved when a number of deficiencies had been corrected; and recommended no action should be taken to curtail the program until Mat. Com. and Proving Ground Command had an opportunity to evaluate performance and tactical utility of production plane.

120. (U) Memo 12 Aug. 1944
 Fr: Col. J.F. Phillips
 Chief, Mat. Div., Wash.
 To: Maj. Gen. O.P. Echols,
 AC/AS, M&S, Wash.
 (File: M&S)

Gen. Echols was advised by Col. Phillips, Chief, Mat. Div. (Wash.) of the status as of 12 Aug. 1944 of possible "switch-over" of P-47 production to P-47N (long range planes); XP-47N had been given engineering performance testing by WF with following results: combat radius of action was 1100 miles at 318 mph at 25,000 ft. with 570 gal. internal fuel and two 300 gal. external tanks; high speed at military power 433 mph; high speed at WER estimated at 463 mph at 33,000 ft. Eglin Field had partially completed one long range flight of P-47N. WF had recommended switch-over of all P-47M's at Republic Farmingdale, to P-47N's.

121. (U) TT 26 Aug. 1944
 Fr: Brig.Gen. F.O. Carroll,
 Chief, Eng. Div., WF
 To: AC/AS, M&S, Wash.
 Attn: Devel. Eng. Br.,
 Mat. Div.
 (File: Contract Files)

AC/AS, M&S (Wash.) was advised that No. 3 XP-75 was destroyed in a crash on 25 Aug. 1944 while the pilot was making speed runs at 23,000 ft. It was assumed that an explosion jarred the plane and started a fire in the engine compartment; pilot lost elevator control and was attempting to make an emergency landing when the fire got out of control. Immediately after the pilot bailed out, the plane appeared to disintegrate in the air due to another explosion.

122. (S) Memo 30 Aug. 1944
 Fr: Col. W.F. McKee
 Actg. AC/AS, OC&R, Wash.
 To: Maj. Gen. B.M. Giles,
 C/AS, Wash.
 (File: M&S)

On 30 Aug. 1944 OC&R (Wash.) furnished P-75 information to Gen. Giles, C/AS, regarding number of planes on order; number delivered and expected delivery; combat radius of action; that a high speed of 427 mph at 25,000 ft. had been obtained, and that as a result of a recent test on P-75 it had been necessary to install another type tail for stability purposes, a new cooling system and a different type engine having greater horsepower. It was also stated that P-75 did not offer the possibilities of the P-47N which had a high speed of 463 mph at 30,000 ft. and a combat radius of action of 1300 miles. OC&R therefore recommended to Gen. Giles that P-75 be eliminated.

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123. (S) Memo 8 Sept. 1944
 Fr: Maj.Gen. O.P. Echols
 AC/AS, M&S, Wash.
 To: C/AS, Wash.
 (File: M&S)

Recommendation was made to C/AS by Gen. Echols that action on the P-75 be held in abeyance until tests had been completed on Eglin Field. Gen. Echols' recommendation was approved on 12 Sept. 1944 by Brig. Gen. Patrick W. Timberlake, Actg. C/AS.

124. (U) Tel. Conv. 12 Sept. 1944
 Col. M.S. Roth, Chief, Airc.
 Proj. Sect., Eng. Div., WF
 and Col. J.F. Phillips, Chief,
 Mat. Div., Wash.
 (File: Fighter Br., Eng. Div.)

During a telephone conversation between Col. Roth, Chief, Airc.Proj.Sect., Eng. Div. (WF) and Col. Phillips, Chief, Mat. Div. (Wash.), Col. Roth stated that Gen. Wolfe, Chief, Eng. & Proc. Div. (WF) had directed that "we would take the airplanes (first P-75) and debug it as much as possible and run our own performance on it here to find out whether it was a suitable airplane prior to the time we send it to Eglin Field". Col. Phillips stated that the "Requirements people" had been given the brush off by Mat. Div. (Wash.) since spring of 1944 regarding production of P-75, and that Gen. Echols didn't want to drop the project until a fair test had been given. There were still the following problems on P-75: carburetion, longitudinal instability, and aftercoolers which were to be put on No. 3 P-75.

125. (U) Tel. Conv. 13 Sept. 1944
 Col. M.S. Roth, Eng. Div., WF
 and Mr. Don Berlin, Fisher Body
 Div., Cleveland, Ohio
 (File: Fighter Br., Eng.Div.)

Mr. Berlin of Fisher Body was informed by Col. Roth of WF that Eng. Div. (WF) had been instructed to send No. 1 P-75 to Eglin Field for testing regardless of information received on performance. Nevertheless, a WF crew was to be sent to Cleveland to run several high speed tests, rate of climb and range tests and then send plane to Eglin. It was also decided after some discussion that scheduled 689 inspection of second P-75 be cancelled and this plane be sent to Eglin.

126. (U) IDM 16 Sept. 1944
 Fr: Col. J.F. Phillips
 Chief, Mat. Div., Wash.
 To: Brig.Gen. O.P. Echols,
 AC/AS, M&S, Wash.
 (File: M&S)

Gen. Echols was advised on 16 Sept. that: (1) first production P-75 had completed a high speed run on 15 Sept. at full combat weight of 17,800 lbs. with all guns and full internal fuel of 640 gal.; (2) at critical altitude of 22,000 ft. it made 405 mph; and (3) 2nd P-75 would be ready for Eglin Field delivery around 1 Oct. 1944.

127. (U) IDM 19 Sept. 1944
 Fr: Col. J.F. Phillips,
 Chief, Mat. Div., Wash.
 To: Maj.Gen. O.P. Echols
 AC/AS, M&S, Wash.
 (File: M&S)

A high speed of 404 mph at 22,000 ft. with gross weight of 17,800 lbs. and a range of 2030 miles at 314 mph at 25,000 ft. and weight of 19,418 lbs. (with 859 gal. of gasoline and 300 gal. external) was performance obtained by WF on first production P-75. This plane left Cleveland, Ohio, on 19 Sept. for Eglin Field.

128. (U) IDM 27 Sept. 1944
 Fr: Col. R.C. Wilson
 Chief, Devel. Eng. Br.,
 Mat. Div., Wash.
 To: Col. J.F. Phillips,
 Chief, Mat. Div., Wash.
 (File: M&S)

Col. Phillips was informed that: (1) first production P-75 had flown a total of seven flights at Eglin Field as of 27 Sept. 1944; (2) estimated two or three weeks to run suitability tests on this plane; and (3) it was estimated that second production plane would fly to Eglin Field around first week of Oct. 1944.

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129. (S) Memo 3 Oct. 1944
 Fr: Brig. Gen. M.E. Gross,
 Chief, Requirements Div.,
 AC/AS, OC&R, Wash.
 To: C/AS, Wash.
 (File: M&S)

At the 3 Oct. 1944 meeting of the Aircraft Requirements Board, the recommendation was made to limit the production of the P-75 to not more than 30 planes and remaining scheduled production be cancelled. Gen. M.E. Gross, OC&R, stated that reason given for such a recommendation was: "Estimated performance of P-75 does not compare favorably with performance of P-47N and P-51H. Preliminary flight tests by Proving Ground Command indicates general failure of P-75 to meet estimated performance. A period of 6 months estimated as required to eliminate present defects of P-75. There appears to be no advantages to be gained by continuing the development and production of this airplane." This recommendation was approved by Lt. Gen. B.M. Giles, C/AS, on 4 Oct. 1944.

130. (U) IOM 4 Oct. 1944
 Fr: Lt.Col. S.W. Bishop,
 Asst. Chief, Fighter Br.,
 Prod. Sect., Proc. Div.
 To: Prod. Sect., Proc. Div.
 (File: Fighter Br., Proc.Div.)

Fighter Br., Proc. Div. (WF), stated that the following deductions had been received from test program of No. 1 production P-75 at Eglin Field: (1) military climb tests unsatisfactory and incomplete because of inadequate cooling system; (2) insufficient power output of engine and malfunction of auxiliary stage at altitude had reduced design performance; and (3) pilots impressed favorably with ground handling, take-off and climb and landing characteristics.

131. (U) TT 4 Oct. 1944
 Fr: Brig.Gen. F.O. Carroll,
 Chief, Eng. Div., WF
 To: AC/AS, M&S, Wash.
 Attn: Devel. Eng. Br.,
 (File: Fighter Br., Eng.Div.)

AC/AS, M&S (Wash.) was advised on 4 Oct. 1944 that No. 1 P-75 was undergoing further performance checks at Eglin Field to determine cause of malfunctioning of automatic boost control. This was to be taken off flight status for a week to have final type vertical and horizontal tail and revised exhaust system installed.

132. (U) IDM 4 Oct. 1944
 Fr: Col. J.F. Phillips
 Chief, Mat. Div., Wash.
 To: Maj. Gen. O.P. Echols,
 AC/AS, M&S, Wash.
 (File: M&S)

Gen. Echols was advised on 4 Oct. 1944 that: (1) Gen. Cook (Chief, Procurement Div., ATSC, WF) had reported that probably 18 to 21 P-75's would be completed but had requested that authorization be given to cut back to not exceed 30 articles; and (2) Director, ATSC, planned to move B-29 nacelles from Fisher-Lansing plant to Fisher-Cleveland and B-29 outer wings from Hudson to Fisher-Cleveland.

133. (C) Memo 5 Oct. 1944
 Fr: Maj.Gen. O.P. Echols,
 AC/AS, M&S, Wash.
 To: Under Secy. of War
 (File: M&S)

UnderSecy. of War was informed on 5 Oct. 1944 that it had been decided by AAF Aircraft Requirements Board meeting of 3 Oct. 1944 that P-75 would be surplus of AAF requirements by time full production could be attained and upon this recommendation action was being taken to cancel production of P-75.

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134. (U) Tel. Conv. 6 Oct. 1944
 Maj.Gen. O.P. Echols, AC/AS,
 M&S, Wash., and Brig.Gen.
 O.R. Cook, Chief, Proc. Div.,
 ATSC, WF
 (File: Fighter Br., Proc.Div.)
- During a telephone conversation of 6 Oct. 1944, Gen. Echols advised Gen. Cook (WF) that: WF was not expected to conform with M&S directive which stated that not more than 30 P-75 planes were accepted as that was considered "an approximate indication of thinking that: all"; even as many as 50 could be completed, tested, engines tested and thus some information realized for the money invested. Gen. Cook estimated that not more than 20 planes need be completed.
135. (U) Tel. Conv. 6 Oct. 1944
 Mr. A.J. Fisher, Fisher Body,
 and Brig.Gen. O.R. Cook,
 Chief, Proc. Div., ATSC, WF
 (File: Fighter Br., Proc. Div.)
- Mr. Fisher and Gen. Cook (WF) decided on 6 Oct. 1944 that WF should send formal termination notice to Fisher and thus Fisher would dismiss employees working on P-75 production on 7 Oct. 1944. It was also agreed that any P-75's produced would have inner coolers installed and tail surfaces corrected so that planes would be flyable and in good condition and that planes would not be taken just because they were joined together.
136. (U) Tel. Conv. 6 Oct. 1944
 Mr. A.J. Fisher, Fisher Body,
 Detroit and Brig.Gen. O.R.
 Cook, Chief, Proc. Div.,
 ATSC, WF
 (File: Fighter Br., Proc. Div.)
- Gen. Cook, (F) and Mr. A.J. Fisher, Fisher Body, conferred by telephone on 6 Oct. 1944 at which time Mr. Fisher stated they had gone over the P-75 cancellation carefully and desired a complete cancellation and suggested that some negotiation be made later for development work on a specified number of planes. Gen. Cook stated that: (1) Govt. desired to realize a little information for the money that had been invested regarding propulsion unit, engine and propeller since this was the first plane to use these; and (2) a wire was being sent to Fisher cancelling all except 30 articles but with understanding that the exact number could be altered later. It was finally decided that WF would consider complete termination of the contract and that some publicity should be given on the termination.
137. (U) TG 6 Oct. 1944
 Fr: Col. E.W. Rawlings,
 Chief, Readjustment Div.,
 ATSC, WF
 To: Gen. Motors Corp.
 Fisher Body Div.,
 Detroit, Mich.
 (File: Contract Files)
- On 6 Oct. 1944 Fisher Body was formally notified by Readjustment Div., ATSC, WF, that Contr. ac-41011 was being partially terminated by cancellation of 2470 P-75 units; termination on spare parts, special ground equipment and tools in quantities to be determined later. All Fisher sub-contractors and vendors were to be notified by Fisher that termination was due to a change in military requirements.
138. (U) TT 11 Oct. 1944
 Fr: Brig.Gen. P.O. Carroll
 Chief, Eng. Div., WF
 To: AC/AS, M&S, Wash.
 Attn: Devel. Eng. Br.
 (File: Fighter Br., Eng.Div.)
- AC/AS, M&S (Wash.) was informed that No. 1 P-75 plane was destroyed in a crash at Eglin Field on 10 Oct. 1944. Preliminary information indicated propeller lost oil and pilot cut engine off and attempted a forced landing in rough country.

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139. (C) CTI-1400, Add. #61
12 Oct. 1944
Fr: Col. T.A. Sims,
Office, Chief of Adm.
ATSC, WF
To: Proc. Div., WF
(File: Fighter Br., Eng.Div.)

CTI-1400, Add. #61, dated 12 Oct. 1944, authorized Proc. Div. (WF) to cancel 2470 P-75's from Fisher, Cleveland.

140. (U) TG 16 Oct. 1944
Fr: Col. E.W. Rawlings,
Chief, Readjustment Div.,
ATSC, WF
To: Gen. Motors Corp.
Fisher Body Div.,
Detroit, Mich.
(File: Termination Sect.
Readjustment Div.)

Fisher Body was formally notified on 16 Oct. 1944 by Readjustment Div., WF, that all spare parts, tools and special ground equipment called for on Contr. ac-41011 were cancelled.

141. (R) IOM 19 Oct. 1944
Fr: Col. M.F. Cooper
Chief, Fighter Br.,
Eng. Div., WF
To: Chief, Airc. Proj. Sect.,
Eng. Div., WF
(File: Fighter Br., Eng.Div.)

Col. M.F. Cooper, Chief, Fighter Br., Eng. Div. (WF) reported on a conference which was held on 18 Oct. 1944 at Fisher Body for the purpose of determining the most economical cut-off point in the P-75 program. It was determined that 5 production planes could be completed and placed in flying condition with very little additional work. Fisher Body proposed to complete these 5 planes and modify and develop them for a total additional expenditure of \$6,000,000; and estimated that one year would be needed to complete the 5. It was opinion of personnel present at conference that no production planes should be completed in accordance with present model specification; if further planes were completed they include intercooler installation and other principle modifications. Conclusion was that P-75 contract be terminated completely; and if further development was desired, the contractor should enter into separate agreement with AAF through Eng. Div. (WF). Col. Cooper did not agree with this method of handling the termination but felt that it would be more desirable to issue Chg. Order to the contract calling for the five planes to be built with modifications in accordance with desires of Eng. Div and in this way there would be some return for the approximate \$50,000,000 which had already been spent, and thus any expenditures on the development program would be necessary only for modifications and test. Col. Cooper recommended that Proc. Div. be requested to withhold disposition of the tooling jigs and fixtures for production of P-75 until after development program was completed and until decision was made regarding production of this modified plane.

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142. (R) Ltr. 19 Oct. 1944
 Fr: AAFRR, Fisher Body Div.,
 Gen. Motors Corp.
 Detroit, Mich.
 To: Chief, Eng. Div., WF
 (File: Fighter Br., Eng.Div.)
- AAFRR at Fisher Body reported on 19 Oct. 1944 that: Fisher had halted all experimental flight testing of XP-75's, pending investigation of crash of No. 1 P-75; and no work, either engineering or assembling, had been performed on production models since partial termination of production contract.
143. (U) IOM 19 Oct. 1944
 Fr: Col. G.E. Price,
 Chief, Prod.Sect., Proc.
 Div., WF
 To: Proc. Div., WF
 Attn: Brig.Gen. O.R. Cook
 (File: Fighter Br., Proc. Div.)
- The following report of results of conference held at Fisher-Cleveland on 18 Oct. 1944 was submitted to Gen. Cook: (1) XP-75 contract for 8 experimental planes be cancelled with 6 existing X-planes accepted and delivered as in their present condition; (2) Contract for 2500 P-75's plus spares and ground handling equipment be cancelled with termination negotiations to be made for the 5 partially completed P-75's and certain spare parts as designated by Eng. Div. (WF). Eng. Div. was to consider these 5 planes for further development work and was to enter into contractual arrangement with Fisher for further modifications. During a telephone conversation between Col. Johnson, of Central Proc. District Office, Gen. Carroll and Gen. K.B. Wolfe of WF it was decided to follow this plan.
144. (R) IOM 24 Oct. 1944
 Fr: Col. M.S. Roth,
 Chief, Airc. Proj. Sect.,
 Eng. Div., WF
 To: Chief, Proc. Div., WF
 Attn: Airc. Termination
 Unit
 (File: Fighter Br., Eng.Div.)
- Eng. Div. (WF) requested Proc. Div. (WF) as was agreed upon in conference of 23 Oct. 1944 which was attended by Proc. Div., Eng. Div., and contractor, to terminate Contr. ac-41011 with allowance for completion of work on planes Nos. 2, 3, 4, 5 and delivery of No. 6 as spare; no further work be done on contract after 31 Jan. 1945; when work was completed on each plane, they be accepted and assigned to Eng. Div. Eng. Div. contemplated negotiating with Fisher for a service contract for a curtailed development program.
145. (U) IOM 25 Oct. 1944
 Fr: Brig. Gen. O.R. Cook,
 Chief, Proc. Div., ATSC, WF
 To: Chief, Readjustment Div., WF
 Attn: Capt. McCloud
 Termination Sect.
 (File: Fighter Br., Proc.Div.)
- Proc. Div. (WF) requested that Readjustment Div. (WF) amend termination authority No. 9091, Contract ac-41011 for P-75 to allow for completion of work on first six planes with no further work to be done after 31 Jan. 1945. A detailed description of modifications to be completed on these planes was given. A separate negotiation was to be made by Eng. Div. with Fisher for curtailed development program on the five planes.
146. (U) TT 27 Oct. 1944
 Fr: Col. G.E. Price,
 Chief, Prod. Sect., Proc.
 Div., ATSC, WF
 To: AAFRR, Fisher Body Div.,
 Gen. Motors Corp.
 Cleveland, Ohio
 (File: Fighter Br., Proc.Div.)
- WF notified AAFRR at Fisher-Cleveland that first production P-75 delivered on contract ac-41011 would be accepted in condition as of before crash which destroyed the plane.

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147. (U) TG 27 Oct. 1944
Fr: Col. E.W. Rawlings,
Chief, Readjustment Div.,
WF
To: Fisher Body Div.,
Gen. Motors Corp.,
Detroit, Mich.
(File: Fighter Br., Proc.Div.)

Fisher Body was formally notified by Readjustment Div., ATSC, WF on 27 Oct. 1944, that termination notice of 6 Oct. 1944 was amended to read: "By cancelling 494 units of Item No. 1 (a), P-75A1GC airplanes". (Thus Fisher was to complete only six production planes for Army).

148. (U) Ltr. 31 Oct. 1944
Fr: Col. G.E. Price,
Chief, Prod. Sect.,
Proc. Div., ATSC, WF
To: Dist. Supv.,
Central Proc. Dist., ATSC,
Detroit, Mich.
(File: Fighter Br., Proc.Div.)

Central Proc. Dist. of ATSC was advised that six planes on contr. ac-41011 would be accepted by AAP for experimental purposes; that all spare parts provisioned under this contract had been cancelled and that Dist. Supv. should inform Fisher and sub-contractors that jigs, tools, dies and fixtures peculiar to P-75A program need not be retained. Contractor was to submit to Resident Property Disposal Office an inventory of all Govt. owned tools, jigs, and fixtures peculiar to manufacture of P-75A.

149. (C) Memo 31 Oct. 1944
Fr: Brig.Gen. E.M. Powers,
Dep. AC/AS, M&S, Wash.
To: Recorder, JAC
(File: M&S)

JAC was requested on 31 Oct. 1944, by Dep. AC/AS, M&S (Wash.) to approve the scheduling of six P-75's at Fisher, Cleveland, to be accepted in Jan. 1945.

150. (C) CTI-1400, Add. # 63
1 Nov. 1944
Fr: Col. T.A. Sims,
Chief of Adm., ATSC, WF
To: Proc. Div., WF
(File: Central Files)

CTI-1400, Add. #63, dated 1 Nov. 1944, authorized Proc. Div. (WF) to cancel 2494 P-75's from Fisher, on Contr. ac-41011. This CTI cancelled and superseded CTI-1400, Add. #61 dated 12 Oct. 1944 and amended CTI-1400, Add. #2, dated 7 Aug. 1943.

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WP-73
4864 600/Model
DB-1
11110

1 JAMES
MONTGOMERY CUMMAN
LIEUTENANT GENERAL
TAG, D. C.

DATE 7/26 E 43

TO:

- Commanding General 1
- Chief of Staff 2
- Asst. Chief of Staff (A) 3
- Administration 2A
- Analysis and Plans 2B
- Budget 2C
- International 2D
- Personnel 2E
- Asst. Chief of Staff (C) 2
- Contracts 4B
- Labor Relations *with* 4C
- Plant Protection
- Asst. Chief of Staff (E) *cool receipt*
- Armament
- Radio *+ suggested*
- Power Plants
- Asst. Chief of Staff (F) *he go*
- Asst. Chief of Staff (R)
- Material Center, Wright *ahead*
- Aeronautical Board *negotiate*

FOR:

- Coordination
- Remarks and Recommendations
- Necessary Action
- Execution and Return
- Notation and File
- Preparation of Reply
- Signature

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O. F. DENNIS
Major Gen., U. S. A.
Commanding General

WP-6-4-45-52

September 24, 1942

To: Commanding General, AAF
 Materiel Center
 Wright Field, Dayton, Ohio

Subject: Proposed Pursuit Airplane Design.

Reference: Conference in Col. Begett's office on September 10, 1942.

Enclosures: (A) General Motors Corporation Report No. A-89, Revised September 18, 1942 (3 copies). *2 copies off file*
 (B) General Motors Drawing No. XP-395 (3 copies). *2 copies off file*

1. At the time of reference conference, General Motors Report No. A-89, dated September 9, 1942, dealing with preliminary estimated performance figures on a proposed type of pursuit airplane was submitted to the Materiel Center. After a general discussion of the various considerations used in arriving at the general design features of the proposed aircraft, it was suggested that the idea be discussed with Maj. Gen. Nichols at the earliest possible date, and, therefore, on Friday, September 11th, the design was discussed with Gen. Nichols and a copy of Report No. A-89 left with him.

2. This report was worked up hurriedly, using an airplane polar curve and propeller efficiency curve, which were conservative, and at the time of the discussions above referred to, it was agreed that a more complete report should be submitted at the earliest possible date, after having made a more accurate weight estimate and obtaining better airplane polar and propeller efficiency curves.

3. These studies have been completed to the point where the airplane is considered as a perfectly logical development and the weight and performance as being possible with the exercise of proper control during the design stages. Three copies of General Motors Report No. A-89, revised September 18, 1942, are submitted herewith as enclosure A, giving estimated performance figures for the airplane as represented in general by General Motors Drawing No. XP-395 - ~~three~~ copies of which are submitted herewith as enclosure B.

4. Performance has been figured for all power conditions for the airplane with a gross weight of 12,203 pounds, and -- in addition -- rate of climb has been calculated for gross weights of 11,500 pounds and 13,000 pounds in order to present the picture of the change in rate of climb with increase

*See Exp-M-51/4305-2
 dated 10/7/42*

*See Fisher
 dated 10-15-42*

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Material Center
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in gross weight with the attending increase in power loading.

5. A great amount of thought has been given to the basic ideas involved in this proposed design, and it is considered that the proposed processes of design, manufacture and assembly are perfectly feasible and, furthermore, that it is possible to realize a gross weight of 12,000 pounds, which in turn makes it possible to realize the climb performance as indicated on Figure 3, page 15, of Report No. A-89. In fact, a value of 12,000 pounds should be set up as the maximum allowable value for the normal gross weight condition and all possible effort expended to insure staying within this limitation.

6. It is desired to point out at this time that the arrangement as indicated on Drawing No. XP-395 can be considered as being no more than representative of the general idea, as it will be impossible to arrive at final decision in regard to the use of various structures and equipment until decision has been made to proceed with such a project and the required structural drawings have been made available.

7. If -- after a thorough inspection and study of the data submitted herewith -- it is considered desirable to proceed with this design, it is suggested that the contractor submit immediately to the Material Center a list of major structural assemblies from various types of aircraft currently in production and that assembly and/or detail drawings be made available immediately for design consideration. It is, furthermore, suggested that in order to expedite to the fullest extent the progress of the project, authorization be given to conduct such wind tunnel tests as may be required in the Wright Field 5-foot wind tunnel, as it is felt that much better cooperation can be obtained on the wind tunnel program by following this procedure.

Yours very truly,

Don R. Berlin
Don R. Berlin
Aeronautical Engineer

REB:DT

*3 copies Drawing XP-395
3 copies Report A-89* } only 1 copy each in A.P.

FISHER BODY DIVISION

GENERAL MOTORS CORPORATION
DETROIT, MICHIGAN

October 7, 1942



To: Commanding General, AAF
Material Center
Wright Field, Dayton, Ohio

Subject: Formal Proposal - Pursuit Airplane with Allison V-3420-B8
Engine (Allison Specification No. 228, dated October 5, 1942)

Reference:

- (a) General Motors letter DBR:DT, dated September 24, 1942
- (b) Conferences at Wright Field on September 25, 1942, in the offices of Colonels Bogart and Kemmer.
- (c) Conference in Washington between Maj. Gen. Echels and O. E. Hunt, E. F. Fisher and Don R. Berlin of General Motors on September 29, 1942.
- (d) Material Center telegram to Don R. Berlin, General Motors, dated October 3, 1942.
- (e) General Motors letter, DRB:LP, dated October 6, 1942, requesting Government Furnished Equipment.
- (f) Material Center letter, MSR:MM:50, dated October 2, 1942.
- (g) General Motors letter, DBR:DT, dated October 6, 1942

1. As a result of informal discussions of the subject matter of this proposal in references (b) and (c), and the estimated performance of the airplane as presented in General Motors Report No. A-89, as submitted with reference (a), we present herewith a formal proposal to design and construct a Pursuit Airplane in general accordance with the ideas as stated in reference (a).

2. In the conferences above referred to, it was indicated by representatives of the Army Air Force that it was desired to initiate immediate action in regard to the proposed airplane. Therefore, we have proceeded with all possible preliminary work on this design and propose the following plan of action for the entire project:

A. MOCK-UP

The immediate construction of a preliminary mock-up to obtain needed information in regard to final arrangement details and to obtain an idea in regard to size and general proportions of the airplane. A wooden mock-up engine was received from the Allison Division on October 2, 1942, and release of the airplane mock-up was started on the same date. Completion of this first mock-up is scheduled for October 9, 1942.

*Official W B as attached to A.F.P.
217601 dated 1/6/43*

Commanding General, F
 Materiel Center
 Wright Field, Dayton, Ohio

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This mock-up is being constructed hurriedly to dimensions obtained from a 1/20 scale general arrangement drawing and will have served its purpose within a period of ten days after completion, whereupon there will be started immediately a final mock-up made accurately to dimensions to represent the final airplane as developed from the preliminary mock-up and layouts being made concurrently.

B. WIND TUNNEL MODEL

Construction of a wind tunnel model of required scale (approximately 1/14) for test in the Wright Field 5-Foot Wind Tunnel. A materials release for this model was made to our shop on October 5, and the model is scheduled for completion on October 31, 1942. This is a very close schedule but it is considered that final arrangement of the airplane can be determined rapidly enough to make this possible.

C. WIND TUNNEL TEST

It is desirable that this model be tested in the Wright Field 5-Foot Tunnel in order that the test procedure can be better controlled and results coordinated more rapidly between the Materiel Center and the Contractor. Inasmuch as it is now contemplated that a proved type of laminar flow wing will be used on this airplane, it is doubtful whether the best possible results can be obtained in this tunnel, due to turbulence, and this thought is concurred in by the Materiel Center, as indicated in reference (d). The values obtained will be conservative as C_D min will be somewhat high and C_L max will be low, although it is desired to point out that the results obtained in the wind tunnel at the California Institute of Technology on a model of the F-51 type airplane, from which this wing is taken, indicated very good results.

D. DESIGN

(1) One of the basic considerations in this proposal is that it is absolutely necessary to use everything possible in the way of structure, controls, and accessories from existing production airplanes in order to reduce design and tooling time for the project as a whole. At the same time, it must be borne in mind that performance should not be sacrificed in the process, and furthermore, that no time can be lost in arriving at decisions in regard to what can or cannot be utilized. It is much more economical to utilize engineering time in finding ways and means of using existing assemblies, sub-assemblies, or parts, than to spend engineering time in original design to be followed by a great amount of tooling time in the factory organization, and it is the intention to follow the former procedure.

(2) In order to evaluate properly the various possibilities in regard to structure, controls and equipment, detailed weight statements are required of various types of Farquair airplanes currently in production, and in addition, a great number of detail and assembly drawings will be required. Weight statements were requested in reference (b)

Commanding General,
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 Wright Field, Dayton, Ohio

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on five Pursuit types and the Materiel Center immediately initiated telegraphic requests for same, but the response to these requests was not as rapid as hoped for.

(3) Even though detailed weight statements and drawing information are not immediately available, certain items can be decided upon as to type, with the possibilities of selection noted, and final decision made when the desired information is available. In line with this suggestion the following is proposed:

(a) WING-OUTER

In the original conception of this airplane it was proposed to use the P-40E wings, complete with the six .50 calibre machine gun installation, but modifying the wings to the extent of removal of all structure relating to the present landing gear and fuel tank installation. The use of these wings might be considered desirable from the standpoint of availability and also because replacements could be assembled in service from spares and/or damaged airplanes of the P-40 type which have had such wide distribution over the battle areas. On the other hand, it is desirable to obtain the ultimate in performance and in line with this consideration it is more desirable to use wings from the North American P-51, which are of more recent design and of the laminar flow type and have approximately the same area and plan form dimensions as the P-40 wings. As soon as detail weight statements are available on both types of aircraft, it will then be possible to determine whether or not there is any advantage of one wing panel over the other from a weight standpoint, and this may be the determining factor. In either event, it is recognized that the aileron area may be on the low side for lateral control at or near the stall, although there is a reasonable chance that they may prove adequate due to the absence of engine torque reaction. If change is required, however, the design problem is a minor one and wing flap area will have to be reduced with increased aileron area. Modifications will be required for removal of the landing gear and fuel tanks, and if synchronized guns are to be used, the gun installation will have to be removed from the wings.

(b) WING-CENTER

The center section wing will be developed from the airfoil sections as used in the outer panel selected, and should be tapered in plan form and thickness. It will be designed to accommodate the landing gear and provide mounting for the engine. It is also desirable that this wing be utilized for carrying the major portion of long range ferrying fuel in integral tanks, which should be purged with CO₂ as emptied. This latter item is desirable but not mandatory.

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 Wright Field, Dayton, Ohio

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(e) LANDING GEAR

A standard 2-wheel type of main landing gear with tail wheel is desired from a weight standpoint. It must be recognized, however, that with this type of landing gear and the use of a War Emergency take-off rating of 3,000 HP, the static thrust will be so high that there will be danger of nose-over if the throttle is opened too rapidly at the start of take-off. The use of a tricycle type of landing gear will eliminate this possibility but presents other problems which are undesirable such as the throwing of mud and gravel into the propellers and the utilization, by the nose wheel, of fuselage space which otherwise can be used for installation of equipment. It is, therefore, proposed to use the conventional type of gear and the final selection of main gear and tail gear will determine the landing gear controls to be used. It has been indicated by representatives of the Materiel Center that the characteristics of the P-47 landing gear are very good, but from the weight information available from the Group Weight Statement, it is evident that the weight of this landing gear is excessive. From the standpoint of weight and simplicity the A-2A landing gear is very attractive and information has been requested in regard to the design factors of this gear to determine whether or not it is usable. This appears to be the only thing which would prevent the use of this landing gear as its geometry is satisfactory.

(d) FUSELAGE

The fuselage will of necessity be of new design, although the contour in the vicinity of the pilot's cockpit will be such as to accommodate the P-40E windshield, sliding cabin and cabin track without change. The after-fairing of the cabin will be transparent to afford the maximum of rearward vision and will be permanently attached to the fuselage. Adequate turnover protection for the pilot will be provided. It is proposed that the rear section of the fuselage, aft of the engine, be detachable and that the extreme tail section be designed to accommodate, without modification, the tail surfaces and tail wheel installation selected.

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(e) TAIL GROUP

The original proposal drawing No. IP-395, submitted with reference (a), indicated the use of F-47 tail surfaces. It is recognized that these surfaces may be inadequate in area. It was proposed in reference (f) that A-24 tail surfaces be used.

(f) POWER PLANT

The engine to be used in this airplane is the Allison V-1430-24, 2-stage engine, in accordance with Allison Specification No. 226. This engine is equipped with an outboard reduction gear box driven by parallel counter-rotating drive shafts from the engine, and the reduction gear box accommodates co-axial counter-rotating propellers. The propellers to be used are of Aeroproducts manufacture, incorporating the type A-30-180 blade design having characteristics in accordance with Aeroproducts Division Engineering Memorandum Report No. 126, dated September 13, 1942, included as Appendix B in General Motors Report No. A-89, submitted with reference (a). Jet type, flame dispersing individual exhaust manifolds should be used and provision be made to obtain either filtered cold air or unfiltered cold or warm air for carburetor. Due to the elimination of all torque effect in the engine propeller unit, it should be possible to provide vibration absorbing mountings for the engine, draft shaft bearing supports, and reduction gear housing.

(g) COOLING SYSTEM

The coolant radiator will be aluminum of either the extruded tube or fin and tube type. The fin and tube type is preferred due to increased cooling efficiency but the extruded tube type is immediately available and will be used unless delivery of the other type can be guaranteed within the time limits imposed.

(h) LUBRICATING SYSTEM

The same comments apply as for the coolant system.

(i) FUEL SYSTEM

It is desirable to use a single fuel tank aft of the pilot and ahead of the engine as this makes possible the use of a minimum amount of weight for gunfire protection in the tank itself and makes possible additional protection of the tank from rear or forward gunfire due to the armor plate which must be

Commanding General,
 Materiel Center
 Wright Field, Dayton, Ohio

Page 6

provided for the protection of the engine and pilot.

(j) FIXED EQUIPMENT

Inasmuch as it is proposed to use the P-40E type of windshield, the use of the P-40E instrument board, complete with electrical switch panel, is indicated. Their use may also require the use of certain other junction boxes, etc., in the immediate vicinity of the instrument board, but these items can only be determined after a complete survey of the P-40E electrical installation. The surface controls, that is, the pilot's stick, torque tube, etc., and rudder pedal installation will be of the P-40E type. Tab controls will be selected to accommodate the type of tab mechanism incorporated in the tail surfaces and ailerons as selected, and selection will be made from other models of everything possible in the way of supports and equipment for other items.

3. Provided the airplane as herein described and as represented by General Motors Drawing XP-438, submitted with reference (g), is considered to have characteristics which make it acceptable for procurement, immediate steps should be taken to expedite the early completion of the experimental model or models. Accordingly, it is proposed to design, manufacture, and conduct all flight tests on one or two airplanes of this type, as the Air Forces may elect. We propose to undertake this work on a cost-plus-a-fixed-fee basis, and for this purpose we estimate a total cost to the Government as follows:

1st Airplane

Estimated Cost	\$ 271,918.40
Fixed Fee (5%)	<u>13,395.92</u>
Total Estimated Cost	\$ 285,314.32

2nd Airplane

Estimated Cost	\$ 135,959.20
Fixed Fee (5%)	<u>6,797.96</u>
Total Estimated Cost	\$ 142,757.16

Combined Cost - 1st and 2nd Airplanes

Estimated Cost	\$ 407,877.60
Fixed Fee (5%)	<u>20,391.88</u>
Total Estimated Cost	\$ 428,271.48

The above estimated costs are based upon the Airplane Percentage Breakdown as shown in the attached Exhibit "A" with the Government furnishing the items indicated on Page 2 of this Exhibit.

Commanding General, AAF
Materiel Center
Wright Field, Dayton, Ohio

Page 7

4. It is estimated that the first airplane can be completed and available for flight test within six months from date of authorization to proceed along the lines indicated herein, but to accomplish this program there can be no delay in decision or action on any item in connection therewith. In anticipation of the acceptance of this program reference (e) is being submitted concurrently with this proposal.

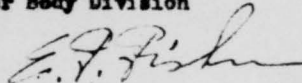
5. In the interests of expediting this project, no investigation is being made of the patent situation and we will take advantage of any present developments in performing this work. Consequently, we make no representation in respect to patent matters involved and ask that the Government indemnify us in full against any patent infringement claims or liabilities arising from the performance of the work contemplated by this project.

If this proposal meets with your approval, we request that pending execution of a formal contract, a letter contract, or similar authority be issued in the amount quoted herein in order to permit us to go forward with this program.

Very truly yours,

GENERAL MOTORS CORPORATION
Fisher Body Division

EF



E. F. FISHER
Vice-President

Airplane Percentage Breakdown

1. Armament	2.58%
2. Cooling System	3.20
3. Controls in Fuselage	7.83
a. Airplane	3.12%
b. Engine	.34
c. Landing Gear	2.44
d. Wheel & Brake Controls	1.83
e. Carburetor	.05
f. Tail Wheel	.05
4. Engine Installations	15.16
5. Equipment	3.65
6. Fuel System	5.06
7. Fuselage Assem. (Cabin & Windshield (2.0))	9.50
8. Landing Gear Assem.	12.30
9. Tail Surface	7.00
10. Wings	31.36
11. Assembly, Major	<u>2.36</u>
TOTAL	<u><u>100.00 %</u></u>

Distribution of Airplane Percentage
Breakdown between Government & Contractor

Using the airplane percentage breakdown as given on Page 1, the following tabulation indicates the percentage distribution of each item as between Contractor and Government furnished equipment.

<u>Item No.</u>	<u>Item</u>	<u>C.F.E.</u>	<u>G.F.E.</u>
1.	Armament	2.58 %	
2.	Cooling System	3.20	
3.	Controls in fuselage		
	a. Airplane	* .12	3.00 %
	b. Engine	.34	
	c. Landing Gear	* .08	2.36
	d. Wheel & Brake Controls	* .03	1.80
	e. Carburetor	.05	
	f. Tail Wheel	.05	
4.	Engine Installation	15.16	
5.	Equipment	2.00	1.65
6.	Fuel System	5.06	
7.	Fuselage Assen. (Cabin & Windshield)	7.50	2.00
8.	Landing Gear Assembly	4.10	8.20
9.	Tail Surface	3.50	3.50
10.	Wings	15.68	15.68
11.	Assembly - Major	<u>2.36</u>	—
	TOTAL	<u>61.81 %</u>	<u>38.19 %</u>

* Assembly

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4 4 CCK A

Letter Contract W 595 co-33968

X
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X

APPROVED: November 14, 1948.
Under the provisions of the "First
Step Program Act, 1948" and Executive
Order No. 9834, December 27, 1948.

~~A. E. JONES~~
Sgt. General, U.S. Air
Force, Contract Station

WAR DEPARTMENT
ARMY AIR FORCES
MATERIEL CENTER
OFFICE OF THE COMMANDING GENERAL

J. P. J. 186

WRIGHT FIELD, DAYTON, OHIO

October 10, 1917

NAME: Fisher Body Division
General Motors Corporation
ADDRESS: Detroit, Michigan

Gentlemen:

The War Department will place a formal contract with you, in connection with the War Program, from funds appropriated and now available, for the purchase of the following articles:

Two (2) XP-75 Airplanes at an approximate total cost of \$47,877.60. These airplanes are to be delivered within six (6) months from the date of the approval of the formal contract.

*Mr. Fisher
The War Dept
JP*

The Secretary of War finds that in the interests of the War Program it is necessary that production be not delayed awaiting the placing of the aforesaid formal contract. You are hereby authorized to purchase such jigs, dies, tools and fixtures, and such materials and equipment as are necessary for the production of the articles above referred to, and to proceed forthwith with the production thereof. Pending negotiation of prices for the articles to be produced by you, you are authorized to make necessary expenditures not to exceed the sum of subject to approval by the Contracting Officer to proceed with such purchases. Request for such approval by the Contracting Officer will be accompanied by a list of items proposed to be procured together with estimated maximum prices therefor. The purchases herein referred to contemplate the entering into by you of subcontracts for the material or work involved.

In the event the formal contract for the articles referred to above is not placed with you prior to, the Government will, upon demand made by you prior to, reimburse you for the obligations incurred and assume obligations for commitments made by you in accordance with the provisions set forth in the second paragraph hereof. Upon payment and assumption of your commitments by the Government, title to such material and equipment, including rights under commitments assumed, will vest in the Government.

You agree, in connection with the purchase of such materials and equipment referred to herein, that I will comply with all laws pertaining to the purchase of such materials and equipment. All applicable contract clauses required by Federal law to be incorporated in contracts for articles of the kind herein contracted for are hereby incorporated by reference. The exact unit prices to be paid, the dates of delivery, and other contractual matters will be negotiated between you and the United States Government.

The formal contract and/or Purchase Order referred to in this letter shall be designated as
~~333-22-3762 (9262)~~

If the foregoing is acceptable to you, will you kindly so indicate on the original and two copies of this letter and return same to the Contracting Officer on or prior to ~~October 30, 1942~~....., thereby constituting this letter a contract, subject, however, to the approval of the ~~Chief, Contract Section, Material Center, Wright Field,~~

Very truly yours,

(Name)
(Rank) ~~W. D. SWAFFORD, Lt. Colonel, Air Corps,~~
Contracting Officer

ACCEPTED: 1942

~~Fisher Body Division, General Motors Corp.,~~
(Name of Contractor)
~~Detroit, Michigan~~
(Address)

BY:
(Name)
(Official Title)

Contract No. ~~333-22-3762 (9262)~~
Purchase Order No.
Authority for Purchase No. ~~22-7601~~
Priority Rating ~~1-1~~
Allocation Class ~~1-10~~
Equipment Class
Type Contract ~~Cost-plus-fixed-fee~~
Program

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ROUTINE

October 12, 1942

REMOVE FROM RECORDS

Experimental Engrg. Sect.

F.O. Carroll, Colonel, A.C.

ATTENTION: ASSISTANT CHIEF OF STAFF (E)

EXP-T-226 CONTRACT LETTER BEING PREPARED FOR THE SUMOF \$428,271.48 to GENERAL MOTORS FOR THE FABRICATION OF TWO XP-75 AIRPLANES. THIS IS THE AIRPLANE BEING MADE FROM PRESENT AVAILABLE PRODUCTION PARTS WITH THE 3420 ENGINE AS PROPOSED BY MR. DON BERLIN. AS STATED ABOVE THE MODEL DESIGNATION ASSIGNED WILL BE THE XP-75. THE PRESENT ESTIMATED WEIGHT OF THE AIRPLANE IS 10,200 POUNDS. .DETAIL SPECIFICATION IS BEING PREPARED AND WILL BE AVAILABLE IN APPROXIMATELY 10 DAYS. AN AA-1 PRIORITY HAS BEEN A SIGNED IN ORDER THAT GENERAL MOTORS CAN MEET THEIR DELIVERY DATE OF SIX MONTHS.

EXPERIMENTAL ENGINEERING SECTION

Copies to:
Col. Bogert
Col. Carroll

REMOVE FROM RECORDS

COPY

452.1
 452.1
 02 APR 43

HEADQUARTERS ARMY AIR FORCES
 ROUTING AND RECORD SHEET

452.1 87
 P-75 Composite

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

File No. _____

Tally No. AAP _____

SUBJECT: XP-75 Airplane - Composite Assembled Airplane.

5

NO.	FROM	TO	DATE	COMMENTS
1	AFTAC	AHQAD	1942 10/21	<p>1. The XP-75 is a proposed airplane built up of various parts of airplanes already in production. It is an assembled airplane and will require very little tooling for its complete assembly. The first article will probably fly in April 1943. If it proves practicable, its early production is easily visualized. Its characteristics are as follows:</p> <p>High speed - 440 miles at 20,000 feet Rate of climb at sea level - 5600 feet per minute Rate of climb at 20,000 feet - 3850 feet per minute Will climb to 30,000 feet in 7 1/2 minutes Service ceiling - 38,000 feet Wing loading - 35 pounds per square foot Will mount from 4 to 6 .50 caliber guns Weight - 12,000 pounds max Power plant - Allison B-3420 engine Possibility of mounting 17 mm. later</p> <p>Above is for your information.</p> <p><i>M.E.S.</i> M. S. FAIRCCHILD, Major General, U.S. Army</p> <p><i>The essential item - a power loading of 4.0</i></p> <p><i>RRD BMS 10/29/42</i></p>

CC to AFRAS

0334

WAR DEPARTMENT
Headquarters, Army Air Forces
Washington

~~CONFIDENTIAL~~

AFRAD/D

October 29, 1942.

MEMORANDUM FOR MAJOR GENERAL ECHOLS:

Subject: Recommendations Pertaining to the
P-60 and P-75 Airplanes.

It is the belief of this Directorate that, in the design and construction of the P-60 and P-75, every sacrifice possible should be made to obtain performance, especially rate of climb, maneuvre ability and speed. It is also believed that, while the regular safety factors must be observed, great care should be exercised to strictly avoid additional "beefing" of certain parts, thereby adding unnecessary weight. Also, no compromise resulting in decreased performance should be made for convenience in shipping or changing wings or landing gear. That is, if performance can be increased thereby, the wing need not be demountable outside the landing gear or at the roots. In fact, if it results in a saving of weight or better roll characteristics, the wing may even be made in one piece although it should be detachable from the fuselage.

GORDON P. SAVILLE
Colonel, Air Corps,
Director of Air Defense

By

MORRIS R. NELSON
Colonel, Air Corps,
Acting Director of Air Defense

Concur M.E.G.
Mil. Req.

*See 2074
4708 dated 11-2-42
also 2074 &
MC 2 dated 11-25-42*

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OF A
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LFAMG-1

November 7, 1942

Brig. General Franklin O. Carroll, USA,
Materiel Center,
Wright Field, Dayton, Ohio.

Memo fr Director of Air Defense - Recommendations Pertaining
to the P-60 and P-75 Airplanes.

1. Attention is invited to the attached memorandum from Col. Saville, Director of Air Defense. I discussed this matter with him and promised him that I would see to it that we did everything reasonable to keep the initial structure of the P-60 and P-75 light. As you know, in our endeavor to increase rate of climb, particularly with such an airplane as the P-51, the basic airplane is so heavy structurally that it seems to be an impossibility to ever get an airplane that will meet the modern ideas in regard to the rate of climb.

2. Will you have these airplanes analyzed, with a view of determining as to whether there is incorporated therein any unnecessary weights in the basic structure or as to whether there are any other weight penalties inherent in the airplane which could be eliminated now, and relieve us of the difficulties in the future which are now inherent in our airplanes in production.

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

1 Incl.
Memo. 10/29/42

~~CONFIDENTIAL~~

Copied

NO. 334830

General Motors Corporation, Fisher Body Division
Detroit, Michigan

Contract No. W 535 ac-33962
(9268)

Contract No. W 535 ac-33962, CFFV; for procurement of 2 XP-75 Airplanes, at approximate cost of \$407,877.60, exclusive of fixed fee of 4% of said approximate total cost, with Contractor's present necessary expenditures not to exceed \$122,400.00, pending placing of formal contract, as authorized by Letter Contract Special Form, dated October 10, 1942, accepted October 12, 1942.

Total Estimated Cost \$ 407,877.60

Total Actual Cost \$

Section Chief

Project No. Item No.

611-1 430-

Accounting Branch

Recommended Source of Supply X

- 1. General Motors Corporation Fisher Body Division, Detroit, Michigan.
- 7. (a) Contractor's proposal and all applicable procurement information is to be attached to AFP No. 217601 to be later prepared.
- (b) ~~1943 specifies formal contract to be placed not later than January 15, 1943.~~

Proc. Authority No. AC 3010 611-09 0705-23

Proc. Authority No.

Proc. Authority No.

Initiated by

J. B. LEIST, Air. Sr.

Coordinated by
Chief, Contract Sec.

A. E. JOHNS, Col., A.C.

Approved
Accounting Branch

NOV 10 1942

F. L. [Name], Lt. Col., A.C.

AAFMC-266-A-WF-8-28-42-750M

INTER-OFFICE MEMORANDUM

ARMY AIR FORCES
MATERIEL CENTER
Office of The Commanding General

MSR;MDM;50

Wright Field, Dayton, Ohio
Date November 25, 1942.

~~CONFIDENTIAL~~
TO: Commanding General, Materiel Command,
Washington, D. C.

SUBJECT: Weight Analysis of the P-60 and XP-75 Airplanes.

1. Receipt is acknowledged of IOM on the above subject dated November 7, 1942. This office has taken all steps possible to keep the weight of the P-60 and XP-75 airplanes at the lowest possible figure. These airplanes are being developed from the standpoint of obtaining as first priority, three desirable characteristics; rate of climb, angle of climb and rate of roll. These two airplanes will be analyzed to determine if any additional weight can be saved in the structure and also to determine the effect of making the P-60 wing in one piece as outlined in memorandum to Major General Behls dated October 29, 1942, from Director of Air Defense. In the case of the XP-75, this airplane is made up of P-40 outer panels and A-24 tail section. The elimination of joints in this airplane would partially defeat the purpose of obtaining a high performance airplane in a very short space of time.

F. O. CARROLL,
Brig. General, U.S.A.,
Chief, Experimental
Engineering Section.

*mer
ph
elk/eks*

Signature

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

FISHER BODY DIVISION

GENERAL MOTORS CORPORATION
DETROIT, MICHIGAN



December 17, 1942

CONFIDENTIAL

10

Commanding General
AAF Materiel Center
Wright Field
Dayton, Ohio

Attention: Chief, Experimental Engineering Section

Reference: FBS:mfm:50

Gentlemen:

Receipt is acknowledged of your letter dated December 1, 1942, addressed to General Motors Corporation, Product Studies - Aircraft Development, which authorizes expenditures totaling \$116,000 under Letter Contract W 535 ac-33962, in accordance with our request of November 19, 1942. We also wish to acknowledge your letter of December 11, 1942, (Reference: 80-4:LSR/emh), addressed to this Division, with which you enclosed a duplicate copy of your December 1 letter.

In accordance with your request, we wish to confirm that the estimated cost of \$271,918.40 for the first XP-76 Airplane, as submitted in our proposal letter of October 7, 1942, includes the engineering and development costs usually associated with the development of the first experimental airplane, and that provision has been made for the engineering data specified in your letter of December 1. We also wish to confirm that the cost of the wind tunnel model for test in the 5-foot wind tunnel at Wright Field is included in the estimated cost of the first airplane.

We trust that this information will enable you to proceed, as outlined in your letter, with the preparation of the formal contract for this work.

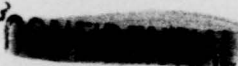
Very truly yours,

GENERAL MOTORS CORPORATION
Fisher Body Division

E. F. Fisher
E. F. FISHER
Vice President

*Label attached to
AEP 217601 dated 1/1/43*

MX-317



120

W0050 31/29 8 EXTRA

OM DETROIT MICH 28 1137A

ARMY AIR FORCES

MATERIEL CENTER WRIGHT FIELD

REURTEL DEC 22 REFERENCE ENG-185 DELIVERY OF SECOND
AIRPLANE ON CONTRACT AC-33962 ESTIMATED WITHIN SIXTY
DAY AFTER DELIVERY OF FIRST AIRPLANE

L D CRUSOE FISHER BODY DIVISION GENERAL MOTORS
CORPORATION GENERAL MOTORS BUILDING DETROIT MICH.
22 ENG-185 AC-33962.

Replied D attached to A.F.P. 217601 dated 1/6/43

MDAG-108-WF-11-14-41-75M

No. 217601

CONFIDENTIAL

Authority for Purchase

VENDOR

CONTRACT No. **W335 AC-33962**

PURCHASE ORDER No.

DELIVERY VIA TERMS METHOD PROPOSAL

USE THE ABOVE SPACE TO BE USED BY THE PURCHASE BRANCH ONLY

Item	Quantity	Unit	Estimated Unit Price	DESCRIPTION OF MATERIAL OR SERVICES TO BE PURCHASED.	Unit Price	Total Price
				Request that a cost-plus-a-fixed-fee contract be negotiated with the Fisher Body Division of the General Motors Corporation, Detroit, Michigan, to cover the procurement of two (2) XP-75 airplanes and data all as set forth in Exhibit "A" attached. Estimated costs of the contemplated procurement including the fixed fee together with delivery rates to be used in the contract are contained in Fisher Body Division letters dated October 7, 1942, and December 17, 1942, and Fisher Body Division telegram dated 28, 1942, which are attached as Exhibit B, C, and D.		

Total Estimated Cost **\$271,440** CLASSIFICATION **XP-75** Total Actual Cost

B—FUNDS		A—FUNDS		C—FUNDS		Increase of Funds to Actual Cost Approved
EXPEND. ORDER No. MISCL. CHARGE No.	Project No. Item No.	Project No. Item No.	Project No. Class No. Item No.			
130-120 (XP-75)	611-1 130					
MATERIAL TO BE OBLIGATED FOR Engr. Div., Dept. 30		WANTED NOT LATER THAN See Exhibit "A"				Section Chief
DELIVER TO See Exhibit "A" attached.		DATE FURNISHED				Accounting Branch
Procurement Data Number of Sets						Budget Officer

Remarks on the following matter marked with "X" appear in the space below:

1. Recommended Source of Supply 2. Government furnished material 3. Tools, patterns, etc., loaned by Government

4. Fisher Serial Number assigned 5. Point of Inspection 6. Increase Existing Order 7. General Remarks:

1. Fisher Body Division, General Motors Corporation, Detroit, Michigan.

2. See Exhibit "A".

3. Serial numbers should be assigned.

4. See Exhibit "A".

6. The resulting contract, already assigned contract W335 AC-33962 shall replace letter of Intent dated Oct. 10, 1942.

7. This development is undertaken as a means of obtaining a high performance airplane around the Allison V-3420 engine in the minimum time by utilizing parts from other airplanes and constructing a fuselage to accommodate the engine and the existing production parts.

WE-317

Handwritten signature: [unclear]

Proc. Auth. No. AC P A
 Proc. Auth. No. AC P A
 Proc. Auth. No. AC P A

Upon due inquiry made it was found that the articles enumerated herein could not be procured from any other branch of the Government without transfer of funds, or the immediate need of these supplies or the remoteness of this station from point of supply precludes their purchase from any other branch of the Government.

Date **Jan. 6, 1943** Initiated by **J. L. Palmer, Aircraft Projects Sec.** Signed—Branch Chief **E. I. SOGNET, Col. A.C. Chief, Technical Staff** Signed—Section Chief **F.O. CARROLL, Sr. S.M. U.S. Chief, Engineering Divisi**

Coordinated by Production Engineering Sec. Coordinated by Chief, Contract Sec. Approved—Accounting Br. Approved—Budget Officer

Copy to the Production Division, Statistics Office.

CONFIDENTIAL

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EXHIBIT "A"

Attachment to A.F.P. No. 217601, dated January 6, 1943.

1. ARTICLES AND DATA TO BE OBTAINED

- Item 1 - One (1) airplane, single place, single engine, interceptor fighter Contractor's model No. 1, likewise known and designated as Army Air Force model XP-75, complete and conforming to Contractor's Model Specification No. X-92, dated October 13, 1942, revised December 19, 1942. Provisions shall be made in the airplane for the installation of one (1) Allison Model No. V-3420-BB liquid cooled aircraft engine conforming to Allison Engineering Corporation Specification No. 228, dated October 5, 1942. Such engines, together with other articles of Government Furnished Equipment described in the aforementioned Model Specification shall be furnished by the Government and installed in the airplane by the Contractor.
- Item 2 - One (1) additional XP-75 airplane designed and constructed in accordance with the Contractor's Model Specification No. X-92, dated October 13, 1942 and revised under date of December 19, 1942.
- Item 3 - One (1) model, wind tunnel, constructed to the mathematical scale that will produce a model suitable for tests in the Wright Field five foot wind tunnel. Such model shall be constructed in accordance with United States Army Specification No. 98-40043-G, dated September 24, 1942.
- Item 4 - One (1) complete set of final engineering data covering the above airplane in accordance with the following schedule:
- (a) Blueprints in triplicate of the complete set of shop and workmen's drawings used for the construction of the above airplanes and suitable for maintenance and reference purposes, complete with subject and numerical indices.
 - (b) Triplicate copies in blueprint form of the final report of the actual weight and balance of the above airplanes.
 - (c) Triplicate copies in blueprint form of all stress analysis reports covering the above airplanes.
 - (d) One (1) copy in vandyke form of the revised and corrected Model Specification of the above airplanes, incorporating therein all changes, modifications, or alterations authorized by the Government during the course of design and construction.
 - (e) Six (6) blueprint copies of Handbook of Operating Instructions and six (6) blueprint copies of Handbook for Maintenance Instructions covering the above airplanes.

EX-317

EXHIBIT "A". Attachment to A.F.P.
No. 217601, dated January 6, 1943.

(f) Duplicate copies of the reports of flight tests as conducted by the Contractor.

(g) Construction photographs in triplicate that illustrate the progressive steps in the construction of the above airplanes.

(h) Photographs in triplicate of the airplane mock-up and the equipment installed therein.

(i) Duplicate copies of all reports covering the various ground, structural, wind tunnel, flight and other tests including reports of engineering investigations as conducted by the Contractor in arriving at the final design and incident to the development of the above airplanes.

2. ADDITIONAL REQUIREMENTS

The Contractor shall construct a mock up of the airplane and shall construct and test certain structural models and wind-tunnel models as may be mutually agreed to by the Government and the Contractor as necessary and specifically required in connection with the development of the above airplane.

3. GOVERNMENT FURNISHED EQUIPMENT

The engines to be installed in the above airplanes, together with other articles of Government furnished equipment designated as being furnished by the Government in the afore-mentioned Contractor's Model Specification, will be supplied free of charge by the Government for installation by the Contractor.

4. ESTIMATED COSTS

Item 1 - First Airplane	\$271,918.40
Item 2 - Second Airplane	135,959.20
Item 3 - Wind Tunnel Model. (Cost included in Item 1)	
Item 4 - Final Engineering Data (Cost included in Item 1)	

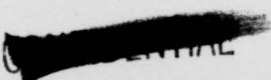
Total Estimated Cost	\$407,877.60
Fixed Fee - 5%	20,393.88
Total Cost	\$428,271.48

5. DELIVERY

Delivery of the airplanes and data called for above shall be made in accordance with the following schedule:

MX-317

2-



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EXHIBIT "A". Attachment to A.F.P.
No. 217601, dated January 6, 1943.

First (1st) airplane shall be ready for initial flight within six (6) months from the date of letter of intent. Final delivery following a period of flight testing shall be as hereinbelow described.

Second (2nd) airplane shall be ready for final delivery within sixty (60) days after final delivery of the first airplane.

The Wind Tunnel Model called for under Item 3 of paragraph 1 shall be delivered to Wright Field, Dayton, Ohio, within two (2) months after date of letter of intent.

Final engineering data shall be delivered as follows:

(a) Shop and working drawings as covered by Item 4(a) above shall be delivered concurrently with the final delivery of the second airplane.

(b) Report of actual weight and balance covered by Item 4(b) above shall be delivered within fifteen (15) days following the final delivery of each airplane.

(c) Stress analysis reports covered by Item 4(c) above shall be delivered not later than concurrent with delivery of the first airplane.

(d) Final model specification as required by Item 4(d) above shall be delivered within thirty (30) days after the delivery of the second airplane.

(e) The Handbook of Operating Instructions covered by Item 4(e) shall be delivered concurrently with the delivery of the first airplane and the Handbook of Maintenance Instructions shall be delivered prior to the acceptance by the Government of the last airplane.

(f) Report of the Contractor's flight tests shall be delivered not later than thirty (30) days following the delivery of the airplane involved.

(g) Construction photographs covered by Item 4(g) above shall be delivered at least once per month after actual construction of the airplane is started.

(h) Mock-up photographs as covered by Item 4(h) above shall be delivered within fifteen (15) days following date of mock-up inspection.

MX-317

EXHIBIT "A". Attachment to A.F.P.
No. 217601, dated January 6, 1943.

(1) Copies of the Contractor's reports referred to in item 4(1) shall be delivered within thirty (30) days following completion of the special tests and/or investigations involved.

The above mentioned airplanes shall be delivered to the Government completely set-up, serviced and ready for flying at a flying field to be approved by the Government in the vicinity of the Contractor's plant at Detroit, Michigan. This delivery shall be for the purpose of ferrying the airplanes to their destination for final inspection and acceptance by the Government. All fuel, oil and other servicing requirements necessary for fly-away shall be furnished by the Contractor in an amount to be designated by the ferry pilot for each airplane. In the event that it becomes necessary to ship any or all of these airplanes by rail, the same shall be delivered to the Government, f.o.b., Detroit, Michigan.

Prior to delivery of the airplanes to the Government the Contractor shall conduct a program of flight testing, the program of which shall be sufficiently comprehensive for the determination of the air-worthiness of the airplanes, the proper functioning of the various equipment installations and for the determination of performance characteristics. In addition, demonstration flights including structural flight demonstrations at the load factors required for the preliminary demonstration for pursuit type airplanes shall be conducted by the Contractor in accordance with the requirements of the Handbook of Instructions for Airplane Designers. The program for each demonstration flight shall be submitted in advance to the Materiel Center, Wright Field, Dayton, Ohio, for approval and issuance of a release for such tests. The Contractor shall furnish a pilot or pilots acceptable to the Government for the flight test program and the demonstration flights. The flight test program may be apportioned among the two airplanes involved, although dive pull-out and acrobatic maneuvers as specified in the Handbook for demonstration flights shall be conducted only on one of the two airplanes referred to above. The airplane on which such pull-outs and maneuvers shall be conducted, shall be designated in writing by the Contracting officer at a later date. At any time and from time to time, prior to the delivery of the airplanes and prior to the acceptance thereof, these airplanes may be transported by the Government to Wright Field, Dayton, Ohio, or to such other place as the Government may elect for complete performance tests, beyond the scope contemplated by the Contractor's Model Specification for the purpose of determining whether these airplanes met the requirements of the pertinent specifications.

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EXHIBIT "A". Attachment to A.F.P.
No. 217601, dated January 6, 1943.

The Contractor shall not fly the above airplanes for tests required under the terms of the contract or for any other purpose without the specific written authorization for each such flight from the Materiel Center Representative at the Contractor's plant.

All flights of the above airplanes made by the Contractor when so authorized as well as all flights conducted by Government personnel shall be made at the risk of the Government, insofar as loss of, damage to, or destruction of the airplanes, including the equipment installed therein during flight is concerned, notwithstanding the provisions of Air Corps Specification R-1800-B. In the event of any loss, damage or destruction during any authorized flight and prior to final acceptance by the Government of the airplanes involved, the Government shall have the right to terminate the contract with respect to the airplanes so lost, damaged or destroyed. The Government shall have the right to require repair of any damage to such damaged airplanes and equipment installed therein in lieu of contract termination. The Contractor shall be required to provide acceptable insurance policies covering the risks on the airplane not now covered by the above mentioned flight risk.

The above mentioned deliveries shall be conditioned upon receipt by the Contractor of Government furnished equipment at such times as it may be needed for installation in the airplanes. These deliveries shall be further conditioned upon the assignment of an AA-1 priority rating.

Further reason that the flight test program involves an unpredictable period of time the fulfillment of this contract in so far as deliveries of the airplanes is concerned, shall be determined, as the date of initial flight, notwithstanding the definition of delivery date as set forth in the standard form contract.

6. INSPECTION AND ACCEPTANCE

(a) The plant of the Contractor shall be designated as the point of process and engineering inspection for the airplanes called for under Items 1 and 2 above. Final inspection and acceptance shall be at Wright Field, Dayton, Ohio.

(b) The wind tunnel model covered by Item 3 above shall be inspected and accepted at the agency conducting the tests thereon.

(c) Wright Field, Dayton, Ohio, shall be designated as the point of final inspection and acceptance of the final engineering data called for under Item 4 above.

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AAAF-166-WF-8-3-42-200M

982

**ARMY AIR FORCES
MATERIEL CENTER
ENGINEERING DIVISION
MEMORANDUM REPORT ON**

JrA:dmp:50

Date March 8, 1943

SUBJECT: Mock-up inspection of Fisher body
XP-75 Airplane.

SECTION Technical Staff

Contract No. AC-33962

Expenditure Order No. 139-100

SERIAL No. ENG-M-50-825

Purchase Order No.

A. PURPOSE.

1. To report the results of the mock-up inspection of Fisher Body XP-75 airplane. Two flying articles, models, drawings and data are being procured on Contract AC-33962.

B. FACTUAL DATA:

1. The mock-up inspection was held at Research Building B, Fisher Body Division, General Motors Corporation, Detroit, Michigan, on March 1st, 2nd, and 3rd, 1943.

2. The XP-75 airplane as mocked-up consists of wing panels from production P-40B airplanes, tail surfaces and tail wheel from production A-24 airplanes, main landing gear from production Vought-Sikorsky F4U airplanes, wind shield, sliding canopy and main instrument panel from production P-40B airplanes, all mounted on newly designed fuselage and center section.

3. Personnel comprising the mock-up committee were as follows:

Office Directorate of Air Defense:

Lt. Col. H. A. Houshey.

Materiel Center:

Colonel M. S. Roth - Lighter Branch, Technical Staff.
Major E. I. Schwartz - Aircraft Laboratory.
Captain J. F. Aldridge - Lighter Branch, Technical Staff.

In addition to the above, the following personnel acted as advisory members.

Office Directorate of Air Defense:

Major J. A. Gibbs.

Office Directorate of Air Support:

Major H. L. Badesu.

*copy
made
for
Mr. [unclear]
Mr. [unclear]
Mr. [unclear]
Mr. [unclear]*

16233-842

EX-517



Technical Staff, Engineering Division,
Memo. Report No. ENG-M-90-825
March 8, 1946.

British Air Commission:

Group Captain, H. P. Luckie.
Wing Commander, I. A. J. P. Leggett.

Bureau of Aeronautics:

Lt. G. H. Dischert.

Material Center:

Captain J. H. Smith	Armament Laboratory
Captain M. F. Bonn	Equipment Laboratory
Lieutenant F. J. Day	Photographic Laboratory
Mr. G. E. Stoll	Armament Laboratory
Mr. C. M. Erwin	Armament Laboratory
Mr. C. A. Ahalt	Aircraft Radio Laboratory
Mr. G. E. Schember	Power Plant Laboratory.

4. The mock-up was complete enough for the purposes of the inspection except for installation of instruments and equipment in the cockpit and some phases of the power plant. Fisher Body will complete the mock-up and another inspection will be made of these features.

5. The detailed comments of the members of the committee are contained in Exhibit A of this report. In general, the favorable comments of the committee are not included and only such items that require change or modification to improve the utility of the airplane and to meet current requirements for the type are included.

C. CONCLUSIONS:

1. The modifications and/or additions recommended by the mock-up committee as set forth in Exhibit A attached, will improve the utility and serviceability of the XF-75 airplane and will make it more suitable as a prototype for production consideration.

D. RECOMMENDATIONS:

1. The contractor should be furnished a copy of this report with instructions to comply with the modifications recommended in Exhibit A.

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Technical Staff, Engineering Division,
Memo. Report No. ENG-M-50-825
March 8, 1943.

2. Fisher Body model specification No. X-92, dated October 13, 1942, revised December 19, 1942, should be further revised to include the recommendations of the mock-up committee.

Members of the Committee:

W. S. Koth
W. S. Koth, Colonel, Air Corps.

Homer A. Boushey, Jr.
H. A. Boushey, Lt. Colonel, Air Corps.

E. H. Schwartz
E. H. Schwartz, Major, Air Corps.

Distribution:

Com. Gen., AAF Lat. Com. (8)
Dir. of Military Requirements (2)
Contract Files
Contract Section
Inspection Section
Aircraft Laboratory
Fisher Body Division-Detroit
Central Dist. Supr. (2)
Aircraft Radio Laboratory
Armament Laboratory
Equipment Laboratory
Power Plant Laboratory
Photographic Laboratory
Propeller Laboratory
Aircraft Projects (Fighter)
G.P.E. - E.P.S.
Logistics and Publications Br., A.F.S., Attn.
Unit LN.
Air Service Command.
Asst. Tech. Exec.

J. J. Aldridge
J. J. Aldridge, Captain, Air Corps.

H. Z. Bogert
H. Z. Bogert, Colonel, Air Corps.
Chief, Technical Staff.

F. O. Carroll
F. O. Carroll, Brig. General, U.S.A.
Chief, Engineering Division.

A. W. Vanaman
A. W. Vanaman, Brig. General, U.S.A.
Command General, AAF Materiel Center.

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Technical Staff, Engineering Division,
Memo. Report No. WNO-M-50-525
March 8, 1943.

EXHIBIT "A"

Comments of Members of Mock-Up Committee

Made During Inspection of Fisher Body XP-75 Mock-Up

March 1, 2, 3, 1943.

A. AIRPLANE:

1. Allowable stresses for use in stress analysis should be based on average test values unreduced by a materials variation factor in the design of the structure, as outlined in Materiel Center letter, WNO-M-50, dated January 18, 1943.
2. Insofar as is practicable, rolled stringers should be used instead of extrusions. Thin clad 24 ST should be utilized in gauges over .004 inches. If extruded stringers are used, they should be 14 ST.
3. To maintain torsional deflections of the fuselage, due to vertical tail loads and unsymmetrical horizontal tail loads, below fifteen minutes, at ultimate load, the engine cowling should be structurally attached to the fuselage in order that it may carry torsional loads. Detachable longitudinal members across the upper portion of the engine compartment, will be provided to take bending loads.
4. The tail surfaces will be checked for maneuver loads computed in accordance with Army Air Forces technical report No. 4852.
5. Rudder and elevator controls will be duplicated from stick and pedals to control surfaces and suitably separated. Aileron controls will be so arranged that either aileron can be operated in case the other is rendered inoperative by gun fire.
6. Any newly designed parts for the landing gear will be designed in accordance with the new landing gear design criteria, now in process of preparation. The contractor will consult the Materiel Center regarding this new criteria.
7. The contractor will check the wheel well to insure that adequate room is provided, assuming maximum growth of tires, due to age.
8. A turnover structure will not be provided to improve vision.
9. Steps and hand holds for easy entrance and exit to the cockpit will be provided.

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March 8, 1943.

10. Flush type "pull-out" supports in the nose to support a servicing platform for the nose guns will be provided.

11. The contractor should initiate a development around the installation of P-51 wings with four 20 mm. cannons and suitable landing gear on the XP-75 airplane. This development should not be undertaken until such time as the contractor is able to assume the additional burden without delaying the current design.

12. The contractor will undertake the development of an improved windshield and canopy to provide better protection from the bullet proof glass and to improve visibility. This development should not be undertaken until such time as the contractor is able to assume the additional burden without delaying the current design.

B. POWER PLANT:

1. At the re-inspection of the mock-up, the final design of the induction system (including filter installation and carburetor heat provisions), the oil tank and the coolant expansion tank should be installed. The contractor will submit, before the mock-up inspection, drawings of the exhaust, coolant, fuel, oil and vacuum systems.

2. The fuel system shall be so installed that no traps exist at any point.

3. The contractor will study the possibility of eliminating the sump tank. The booster pump should be mounted vertically.

4. The fuel cock should be re-located as closely as possible to the fuel tank.

5. The contractor should study the possibility of utilizing the space provided in the P-40E wing panels for self sealing tanks as an alternate load condition.

6. Inasmuch as Lockheed is in production on 150 gallon combat extension tanks, these same tanks should be used for the XP-75 airplane if possible.

7. The contractor should redesign the oil tank to meet the capacity requirements of the Handbook of Instructions for Airplane Designers, based on internal fuel only.

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March 8, 1943.

2. The contractor shall submit sample fuel, oil and coolant expansion tanks to the Materiel Center for tests, prior to the installation of such tanks in the airplane.

C. ARMAMENT AND ARMOR PLATE:

1. The contractor shall supply the necessary brackets, ammunition boxes and ejection chutes required for the Materiel Center to prepare a firing test mock-up of the upper and lower guns on one side of the nose. This test is required to prove the adequacy of the installation of the guns at 45 degree angles.

2. Simple manual chargers for the guns should be provided in the cockpit and small signal lights to indicate stoppages should also be provided in the cockpit.

3. Provisions shall be made to secure the front and rear gun adaptor after the guns are installed.

4. Accessibility to the adjusting nuts on the rear mounting parts will be provided. Suitable wrenches for this operation shall also be provided.

5. The E-7 bomb racks installed on the P-40E wing panels shall be eliminated.

6. The gun sight will be installed so that a difference in angle between the reflector and the wind shield of more than 5 degrees exists.

7. The N-7 gun sight shall be installed in lieu of the type N-3A sight shown on the mock-up.

8. For the pilot's frontal protection, an armored bulkhead shall be provided at Station 56. The bulkhead located 27 inches forward of Station 56 shall be of 1/8 inch dural in the area above the ammunition boxes only, to insure yawed impacts at Station 56. The portion of the armor at Station 56 protected from a 30 degree cone of frontal fire by the 1/8 inch dural shall be of 1/4 inch homogeneous armor plate; the portion not so protected shall be of 3/8 inch faced hardened armor plate. Cutouts shall be made in the area protected from a 30 degree cone of frontal fire by the lower half of the ammunition boxes. The 30 degree cone of frontal protection for the pilot shall be completed by the use of 24 ST dural skin aft of Station 56 of sufficient thickness to deflect .30 caliber fire.

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9. Rearward protection for the pilot should consist of a plate of 7/16 inch face hardened armor providing a 40 degree cone of protection for the pilot's head and shoulders. This plate should incline forward to within two inches of the pilot's head. A plate of 3/16 inch homogeneous armor should be mounted on the inclined bulkhead behind the pilot's seat of such size as to provide 20 degrees protection to the pilot's body from fire from either side. This plate should extend down to the bottom of the seat and the top edge may be used to support the hinged upper plate. A slight overlap of approximately 1/4 to 1/2 inch between head and body plates should be provided.

10. The contractor shall give careful attention to the placement of such items of fixed equipment as strainers, valves, auxiliary pumps, etc., to provide all natural protection for such equipment.

D. EQUIPMENT:

1. The following equipment or reasonably accurate mock-ups, shall be installed in the manner set forth below in the cockpit at the time of the re-inspection of the mock-up.

<u>ITEMS</u>	<u>REMARKS</u>
Electrical Switch Panel	Change in location
Fuel gauge	Change in location
Landing gear and flap controls	Separate controls to avoid possibility of retracting wheels instead of flaps. Provide lock for landing gear control in down position.
Radio sets	Re-locate as far as possible in accordance with comments under Section E.
Rudder pedals	Raise rudder pedals 3 inches and install heel rests and toe straps. Also install heel plates on floor 3 inches above floor.
Gun Sight	Install N-7 type sight and raise level of sight.
✓ Coolant control	Install
✓ Parking brake control	Install
✓ Carburetor heat control	Install
✓ Cockpit heat control	Install
✓ Map case	Install

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 March 8, 1943.


<u>ITEMS</u>	<u>REMARKS</u>
Form 1 case	Install
Oxygen system, regulators, etc.	Install
Grenade	Install mount only
Recognition light switch	Install
Pyrotechnic pistol type M-8, holder A-2, container A-5	Install
Landing gear and flap indicators	Install
Auxiliary fuel tank release	Install
Pilot's seat	Tilt rearward an additional 5 degrees and lower to a position as close to the floor as possible.
Safety belt and shoulder harness	Install.
Booster pump control thermostat	Install
Rear vision mirror	Install
Data case	Install, but not in cockpit
First aid kit	Install
Control lock	Install
Position light switch	Install
Cockpit lights	Install
Gun chargers	Install
Gun signal lights	Install
Gun camera selection switch	Install
Manual override switch for coolant gills	Install
Type B-9A switch for tail position (Resin) light	Install
Storage box for alternate lens for tail position light	Install
Inter aircraft control light	Install
Clip for A-6 flash light	Install
Relief tube	Install
Head rest (light sponge rubber)	Install

2. Interferences are apparent between the plumbing behind the instrument panel and the supporting structure for the rudder pedals. Such interferences shall be eliminated.

3. Contractor shall study the possibility of using two small oxygen bottles in parallel rather than one large bottle in order to reduce the vulnerability of the oxygen system to gun fire.

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Technical Staff, Engineering Division
Memo. Report No. ENG-M-50-825
March 8, 1943.

4. The contractor shall study the electrical power requirements of the airplane and make an analysis based on connected loads and component parts. Such a study will be available at the time of the re-inspection of the mock-up.
5. A Type III (AN-L-11), landing lamp shall be installed in the left wing in accordance with Specification No. 32265.
6. One upward and three downward recognition lights shall be installed.
7. Type A-8 position lights as installed in the P-40E wing panels shall be used in lieu of the type A-9 called for in the contractor's model specification.
8. A tail position light (resin) type AN-3091, type A-9A switch and resistor type MW-2 shall be installed. Installation shall be in accordance with Specification No. 32265.
9. The flexible shaft and socket for hand starting of the engine was not mocked up, and should be installed at the re-inspection of the mock-up along with a storage compartment for the crank.
10. Blast cooling shall be provided for the generator. The regulator should be mounted horizontally and shall be accessible from the ground.
11. The battery should be relocated to provide better accessibility. The battery compartment should include vents and a sump and should be coated with acid proof varnish, Federal Specification No. 2-V-51. Installation of the battery shall be in accordance with Specification No. 23200.
12. Circuit breakers and circuit protectors shall be used in lieu of switches and fuses wherever possible.
13. The external power receptacle shall be installed in accordance with Specification No. 32300 and the location shown on the mock-up at the time of the re-inspection.
14. Tie down rings should be shown on the mock-up at the time of the re-inspection.
15. Towing rings should be shown on the mock-up at the time of the re-inspection.

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Technical Staff, Engineering Division
Memo. Report No. ~~EXG-M-505825~~
March 8, 1943.

16. Heating and ventilating of the cockpit and guns shall be provided in accordance with Handbook requirements.

17. If hot air from the coolant air duct is supplied for heating the guns instead of an electrical system, provision should be made for supplying hot air to the guns from a ground heater.

E. RADIO:

1. If possible, the transmitter and relay of radio set SCR-274-N should be placed aft of the pilot's head. The modulator should be placed under the pilot's floor and provision made for ready accessibility.

2. The transmitter-receiver unit of radio set SCR-522 should be mounted under the pilot's floor and should be quickly removable. The dynamotor should be installed on the brackets shown on the mock-up for the SCR-274-N receiver.

3. The receiver unit of radio set SCR-695-A should be installed beneath the pilot's floor. The control switch for SCR-695-A should be on or in the vicinity of the radio control panel.

4. The detonator push buttons should be forward of the pilot in a position where they can be quickly reached by the pilot when seated in the cockpit.

5. The antenna mount provisions for radio set SCR-522 should be provided beneath the fuselage at the bulkhead aft of the pilot's seat. The antenna for radio set SCR-695 should be located at approximately Stations 20 to 43 and the mounting should be easily adaptable to the antenna for radio set SCR-515.

F. PHOTOGRAPHIC

1. The gun camera should be located in the fuselage as near the gun sight line as possible. The gun camera shall be readily accessible and free from oil and grease accumulations. Possible locations noted on the mock-up are between gun sight and bullet proof glass or in the fuselage forward of the wind shield, shooting through a small blister.

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Technical Staff, Engineering Division,
Memo. Report No. ENG-1-50-825
March 8, 1943.

Either installation will require a 90 degree erector type AN-N5 gun camera and consequently the contractor's model specification should call for this type of camera.

2. No special provisions should be made for installation of camera equipment other than the gun camera. However, the space beneath the pilot's floor is the most desirable position for possible future camera installation. This space should therefore be left as clear as possible so long as the installation of radio equipment is not handicapped.

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PC-4873
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DFB-2
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F-75 Airplane

March 29, 1963

Assistant Chief of Air Staff
Material, Maintenance and Distribution
Assistant Chief of Air Staff
Operations, Commitments and Requirements

1
FHG/edn 72429

1. Information reaching this Branch indicates that the F-75 airplane project is not progressing in a satisfactory manner and that certain engineering and construction difficulties are being encountered which will result in production delay and may seriously affect the operational ability of the airplane.
2. It is understood that the greater part of these difficulties are caused by the attempt to use assemblies from aircraft already in existence.
3. It is requested that this office be informed of your opinion regarding the progress of this project, the anticipated performance of the airplane and the advisability of discontinuing this project in favor of a completely new design based on the V-3320 engine.

BARNEY M. GILES
Major General, U.S. Army
Asst. Chief of Air Staff, Operations
Commitments, and Requirements

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CHIEF ENGINEERS DIVISION

RECENT INFORMATION INDICATES THAT XF-74 PROJECT IS NOT PROGRESSING
IN SATISFACTORY MANNER AND THAT ENGINEERING AND WORK FUNCTION
DIFFICULTIES ARE BEING ENCOUNTERED WHICH WILL PROBABLY RESULT IN
PRODUCTION DELAY AND WHICH MAY SERIOUSLY AFFECT THE OPERATIONAL
ABILITY OF THE AIRPLANE. IT IS UNDERSTOOD THAT THE GREATER PART OF
THESE DIFFICULTIES IS CAUSED BY THE CONTEMPLATED USE OF ASSEMBLIES
NOW INSTALLED ALREADY IN EXISTENCE. SECRET. 9A-25. IT IS REQUESTED
THAT THIS OFFICE BE INFORMED OF THE PROGRESS OF THIS PROJECT, RECENT
ACTIVITY AND PERFORMANCE OF THE AIRPLANE AND ALSO YOUR OPINION OF THE
ADVISABILITY OF CONTINUING THE PROJECT OR OF ABANDONING THE PROJECT IN
FAVOR OF A COMPLETELY NEW DESIGN BASED ON THE V-2400 ENGINE. THIS
INFORMATION IS REQUIRED FOR REVIEW BY INQUIRY OF ASSISTANT CHIEF OF AIR
STAFF, OPERATIONS, COMMITMENTS AND REQUIREMENTS.

15

ASSISTANT CHIEF OF STAFF (E)

HP

1350Z

APRIL 3, 1943

In the data 4-1-43

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MDAC-S-WF-2-21-41-100M

TELETYPE MESSAGE

RPS:abd:50
10:10 AM

ROUTINE

DATE: April 6, 1943

FROM: Engineering Division

ATTENTION: ASSISTANT CHIEF OF STAFF (E)

F. O. CARROLL
Brig. General, U.S.A.

CONCERNING YOUR TELETYPE ON XP-75 PROJECT. THIS PROJECT DEFINITELY BEHIND THE ORIGINAL OPTIMISTIC SCHEDULE. CONTRACT DELIVERY DATES ARE APRIL 10 AND JUNE 10. ROUGH ESTIMATE IS THAT ACTUAL DELIVERY WILL BE SEPTEMBER AND NOVEMBER, 1943. THIS DIVISION HAS NO KNOWLEDGE OF PARTICULAR ENGINEERING OR CONSTRUCTION DIFFICULTIES. ENG-510 REFERENCE TELETYPE APRIL 3, 5A-25. DELAY SEEMS TO HAVE BEEN CAUSED BY THREE THINGS, DIFFICULTY IN HANDLING REQUIRED G.P.E., INCOMPETENT PERSONNEL AT GENERAL MOTORE THAT REQUISITIONED LARGE AMOUNTS OF INCORRECT AND UNNECESSARY G.P.E. COMPONENTS FOR AIRPLANES, AND ORIGINAL EXCESSIVELY OPTIMISTIC ESTIMATES ON PART OF MR. BERLIN. PROJECT NOW APPEARS TO BE IN HAND AND PROGRESSING SATISFACTORILY. TO ABANDON PROJECT AT THIS TIME WOULD ENTAIL A NET LOSS OF SIX MONTHS OR MORE TO ACHIEVE AN AIRPLANE OF SLIGHTLY BETTER PERFORMANCE. IT IS RECOMMENDED THAT PROJECT CONTINUE. THERE IS BEING FORWARDED A REVISED SPECIFICATION ON THIS AIRPLANE WHICH INCLUDES UP TO DATE PERFORMANCE AND OTHER TECHNICAL DATA.

ENGINEERING DIVISION, WRIGHT FIELD

TO BE SENT IN CONFIDENTIAL CODE

Copies to:
 No. 1 - General Carroll
 No. 2 - Col. Bogert (Returned & destroyed 5-15-43)

AC-33962

HEADQUARTERS ARMY AIR FORCES

5426

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: XP-75 Airplane.

TO: ACAS/O.C. & R.

DATE April 7, 1943

FROM: ACAS/M.M. & D., Materiel Division

COMMENT NO. 1
RCW:bml 6716

1. This project is definitely behind the original optimist schedule which called for delivery of the experimental airplane on June 10, 1943. The Materiel Command never really believed that General Motors could meet this date, but was willing to have it entered into the contract. The actual delivery dates are estimated at late September, or November, 1943, which is not out of line with usual expectations.

2. This Office has no knowledge of any particular engineering or construction difficulties. The principal reasons for General Motors' not meeting their contract date are as follows:

- a. Difficulty in handling the required G.F.E.
- b. Incompetent personnel at General Motors who requisitioned large amounts of incorrect and unnecessary G.F.E. thus necessitating a review and revision of these requisitions.
- c. An original excessively optimistic delivery estimate on the part of General Motors.

The project is well in hand and is progressing to the satisfaction of the Materiel Command.

To abandon the project at this time would entail a net loss of six months or more to achieve an airplane of only slightly better performance. In the opinion of this office, therefore, this project should be continued.

[Signature]
B. W. CHILAW
Brig. General, U.S.A.
Chief, Materiel Division

NOTED WAFS

[Handwritten initials]

[Handwritten initials]

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(1/200) HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

TALLY NO.	6-4365 95
FILE NO.	

SUBJECT: XP-75 Airplane

TO: Asst. Chief of Air Staff, Operations,
Commitments and Requirements
Requirements Division
Requirements Liaison Branch

DATE: Apr 26, 1943
Lt. Col. Gibbs:mf/72673
COMMENT NO. 3

From: Asst. Chief of Air Staff, Operations,
Commitments and Requirements
Requirements Division
Air Defense Branch

The Air Defense branch is in agreement with paragraph 2, Comment #1.

Fighter Sec, Air Defense Branch *WMA*

William F. McKee
WILLIAM F. MCKEE
Colonel, Air Corps

Req. Liaison Branch
April 29, 1943
Lt Col Glanz/mf-6328
Comment No. 4 *SG*

ACAS/M/D/Materiel Division
ACAS/OCR/Requirements Division

This office concurs in the recommendation that the above subject project be continued. However, every effort should be made to expedite delivery of experimental airplane before September or November 1943. This office should be kept advised as to the progress being made.

Home A. Boushey
for: MERVIN E. GROSS
Colonel, Air Corps

AAFMC-246-WF-8-8-42-200M

P-1

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**ARMY AIR FORCES
MATERIEL CENTER
ENGINEERING DIVISION
MEMORANDUM REPORT ON** JFA:khg:50

Date May 31, 1943.

SUBJECT: Inspection of Power Plant, Equipment,
and Radio Installation Mock-up of Fisher
Body XP-75 Airplane.

SECTION Technical Staff

Contract No. AC-33962

Expenditure Order No. 430-120

Purchase Order No.

SERIAL No. ENG-M-50-825, Addendum 1.

A. PURPOSE.

1. At the original mock-up inspection of the XP-75 Airplane, the engine compartment and the instruments and equipment in the cockpit and the radio installation were not mocked-up in sufficient detail for the purpose of the inspection. It was, therefore, decided that these features would be mocked-up in more complete detail and subjected to inspection at a later date. The original mock-up inspection is covered by Memorandum Report Serial No. ENG-M-50-825, dated March 8, 1943. The purpose of this Memorandum Report is to present the results of the re-mock-up inspection of the engine and the cockpit and radio installations.

B. FACTUAL DATA:

1. The inspection was held in Research Building B, Fisher Body Division, General Motors Corporation, Detroit, Michigan, on May 18, 1943.

2. Personnel present at the inspection were as follows:

Colonel R. P. Swofford, Jr.	Technical Staff
Captain J. F. Aldridge	Technical Staff
Captain N. F. Rohn	Equipment Laboratory.
1st. Lt. J. G. P. Callahan	Equipment Laboratory.
Mr. C. A. Ahalt	Aircraft Radio Laboratory.
Mr. G. H. Schember	Power Plant Laboratory.

3. The mock-up was in general complete and adequate for the purposes of the inspection. Engineers of the Fisher Body Division were available at all times during the inspection and were of considerable assistance in furnishing any additional information required during the inspection.

MX-317

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AAFMC-144-WF-11-14-28-78M

Technical Staff, Engineering Division,
Memo. Report No. ENG-M-50-825, Addendum 1,
May 31, 1943.

4. The recommendations of the personnel present are contained in Exhibit "A" to this report. The favorable comments are not included in the report and only such items as require change or modification are included.

C. CONCLUSIONS:

1. The modifications and additions contained in Exhibit "A" to this report will improve the utility and serviceability of the XP-75 Airplane and will make it more suitable as a prototype for production consideration.

D. RECOMMENDATIONS:

1. The Contractor should be furnished a copy of this report with instructions to comply with the modifications outlined in Exhibit "A".

2. Fisher Body Model Specification No. X-92, dated October 13, 1942, revised March 4, 1943, should be further revised to include the recommendations contained in Exhibit "A" of this report.

MX-317



Concurrence:

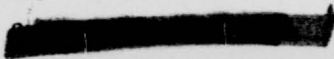
.....
.....

J. F. Aldridge
Prepared by J. F. ALDRIDGE, Captain, A.C.
(Name)

H. Z. Bogert
Approved by H. Z. BOGERT, Colonel, A.C.
Chief, Technical Staff

E. O. Carroll
Approved by E. O. CARROLL, Brig. Gen. U.S.A.,
Chief, Engineering Division.

Distribution:
AC/AS-M.M.&D. AAFRR, Fisher Body. Div.
Dir. of Mil. Requirements. Armament Laboratory.
Contract Files. Equipment Laboratory.
Contract Section. Power Plant Laboratory.
Inspection Section. Photographic Laboratory.
Aircraft Laboratory. Propeller Laboratory.
Fisher Body Div., -Detroit. Aircraft Projs. (Fighter).
Central Dist. Supr. G.F.E.-E.E.S.
Aircraft Radio Laboratory. Legistics and Publications Bldg.,
Asst. Tech. Exec. Air Service Command



EDL

[REDACTED]
[REDACTED]
Technical Staff, Engineering Division,
Memo. Report No. ENG-M-50-825, Addendum 1,
May 31, 1943.

EXHIBIT "A"

Comments of Personnel Present at
Re-Mock-Up Inspection of Fisher Body XP-75
Mock-Up May 18, 1943.

A. POWER PLANT.

1. In order to prevent damage to the carburetor air ducts resulting from back-fires, flat areas should be avoided in these ducts insofar as possible.
2. The Contractor should re-design the filter system of the carburetor air intake in such a manner that filtered air is taken from the interior of the fuselage if practicable. This should decrease the weight of the filter installation as shown on the mock-up and will eliminate use of the sliding channel filter retainer which tends to permit leakage of dust around the filter frame. The design should in any case be so arranged that ready removal of the filter and ducting is possible.
3. The filler cap on the oil tank for the reduction gear oil system should be re-located to prevent filling of the expansion space in this tank.
4. The C-5-A-1 strainer called for in the Model Specification is not standard and should be replaced by either a C-5 or C-6 strainer.

B. EQUIPMENT.

1. A hand operated hydraulic pump should be installed in the cockpit. This is necessary since the gear can not be locked up or down unless hydraulic pressure is available and consequently emergency lowering of the gear by gravity is not possible. The pump will be made an item of Government furnished equipment and will be of the same type as used on the P-40 series airplanes.
2. The altimeter scale correction card and holder should be removed from the instrument panel.
3. The air-speed correction card and holder should be removed from the instrument panel inasmuch as installation errors encountered with the flush static and pitot tube installation in accordance with Specification No. 27380 are negligible. However, air speed and altimeter installation error data should be included in the operating instructions for the airplane.

MX-317

[REDACTED]
[REDACTED]

Technical Staff, Engineering Division,
Memo. Report No. ENG-M-50-825, Addendum 1,
May 31, 1943.

4. The flap and wheel position indicator should be retained in the airplane but until such time as the new type position indicator is supplied, the wheel indicating part of the present instrument should be blanked off and the instrument should be connected only to the flaps. When the new instrument is available, the landing gear portion of it can be connected to the wheel wiring system as now installed for the two red warning lights. At that time, a decision can be made as to whether or not it will be desirable to then remove the warning lights.

5. If practicable, the oxygen blinker, light and pressure gage should be relocated to a position on the panel in front of the pilot.

6. Location of the remote indicating compass transmitter should be changed from the tail to the wing and should be in accordance with AAF Drawing H42H1245. The Model Specification should be corrected on Page 49 to read, "1 inverter, Remote Compass."

7. A clear vision panel should be incorporated in the pilot's windshield. In order to take care of this matter, the Materiel Command will furnish the Contractor with P-40M type windshield assemblies which include clear vision panels to replace the P-40E type windshields already supplied.

8. The following changes should be made in the arrangement of instruments on the pilot's instrument panel:

a. Move the suction gage to the left hand side of the panel to the place now occupied by the fuel level gage.

b. Remove the coolant warning light and bulb.

c. Move the landing gear warning lights to the upper left hand corner of the instrument panel.

d. Move the fuel level gage to the right hand side of the instrument panel to the place formerly occupied by the suction gage.

e. Place the fuel low level warning light in the space previously occupied by the coolant warning light.

9. The vacuum system should be in accordance with AAF Specification No. 27855-F and should include one central filter and one vacuum source.

10. Installation of the flush static and pitot tube system should

MX-317

Technical Staff, Engineering Division,
Memo. Report No. ENG-M-50-825, Addendum 1,
May 31, 1943.

be accomplished by shortening the P-40E air speed tube mast and installing in the mast a G-1 pitot tube. The location for the two flush static openings on opposite sides of the aft end of the fuselage should be determined by further tunnel and first flight test.

11. The tail position light was not mocked-up. The AN-3091 light should be installed and controlled separately from wing position lights.

12. The location of the generator voltage regulator should be changed from the left wing fillet to a position on the cockpit floor to the left of the pilot. It should be provided with a ventilated box for protection and the installation should be tested to assure maintenance of 55° C. ambient temperature under all flight conditions.

13. The location of the external power receptacle should be changed from its present position below the trailing edge of the left wing to a position with an access door in the left fillet in the place formerly occupied by the voltage regulator.

14. The recognition light control unit should be moved to a position immediately forward of the radio transmitter control box on the right hand side in order to provide accessibility for keying while heavy flying clothing are worn. This will require movement of the pyrotechnic pistol to a position to the left of the pilot just forward of the data case.

15. A circuit protector should be installed in the generator power circuit and located conveniently near the generator relay.

16. The Contractor should study and test the cockpit lighting arrangement with an eye to the possibility of removing the C-5 light on the left hand side as this light at present interferes with vision. In any case, the light should be lowered somewhat below its present position. If practicable, the C-4 cockpit light should be moved from its present position beneath the right longeron to a position on the left longeron and spare bases should be provided for holding the lamp for map reading and general cockpit illumination.

17. Stowage brackets should be provided for stowing the starter hand crank in a compartment in the rear of the airplane.

18. A relay should be provided in the landing lamp circuit to permit turning the lamp off when it is in the extended position.

MX-317

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Technical Staff, Engineering Division,
Memo. Report No. ENG-M-50-825, Addendum 1,
May 31, 1943.

19. Recognition lights should be installed in accordance with the requirements of AAF Specification No. 32265, with the upper light installed immediately aft of the bulkhead behind the engine.

20. A type O-4 generator should be installed in lieu of the type O-2 generator called for in the Model Specification as interference will be encountered between the air blast tube for the O-2 generator and the engine plumbing.

21. The battery installation as mocked-up is not considered to be particularly desirable and a new location in the vicinity of the radio compartment is suggested. Battery ambient temperatures should be kept below approximately 115°F and maximum accessibility for servicing and removal under adverse conditions should be maintained.

22. The Contractor should submit at the earliest possible date a complete list of circuit breakers and circuit groups so protected to the Material Command for study.

C. RADIO.

1. Antenna mast AN-104-A should be located aft of the engine over the radio compartment or the intercooler compartment. This should provide a better installation by giving shorter leads and by making easy replacement of transmission cable WC-549 possible. The AN-104-A antenna is made of Compregwood and replaces AN-74-A antenna.

2. The "G" band ON-OFF and the push button switches should be moved from the present position above the filter to a position above the receiver control box PC-450-A. The detonator push button switch box BC-755 should be moved to a position immediately aft of the new location of the "G" band switch. This change should prevent interference with the transmitter control box and should make switches more accessible.

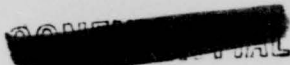
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WC-365-A-WF-R-28-42-750M

INTER-OFFICE MEMORANDUM

ARMY AIR FORCES
MATERIEL CENTER
Office of The Commanding General

BR:aj:50
Wright Field, Dayton, Ohio
Date 2 July 1943



TO: Chief, Aircraft Laboratory,
Wright Field.

SUBJECT: XP-75 Airplane.

1. There has recently been considerable pressure brought to bear on the Assistant Chief of Air Staff, M. M. & D., to produce a fighter aircraft well armed and to have a range of approximately 2000 to 2500 miles for the purpose of accompanying B-17 and B-24 bombardment airplanes on missions into Germany. The XP-75 airplane as modified appears to have a good chance of accomplishing this mission. The General Motors Corporation (Don Berlin) has submitted data showing how this can be accomplished.

2. There is to be a conference in Washington Monday, 5 July, for the purpose of discussing this project with Major General Scholz, General Giles, Brig. General Chidlaw and Mr. Don Berlin. Brig. General Carroll and Colonel Cook and Roth will represent the Materiel Command. It is requested that the figures shown on the attached sheets be checked and returned to Colonel Roth by Saturday, 3 July.

F. O. CARROLL,
Brig. General, U.S.A.,
Chief, Engineering Division.

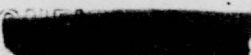
6 Incls.

- #1 - Table - "XP-75 (Long Range)
(Weight and Balance)- in dupl.
- #2 - Curve Sheet - XP-75
- #3 - Drawing - FB:AD 434
- #4 - Drawing - FB:AD 435 (2940103)
- #5 - Drawing - FB:AD 436
- #6 - Sketch General Airplane Assembly 6910091

cc Wright Field

see mfc
pls
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Signature F-317

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~~CONFIDENTIAL~~

Conference July 6, General Echols' Office on
the subject of P-75 Convoy Fighters
and other Program changes

PRESENT

Gen. Cariner	Major General O. P. Echols	Major General B. M. Giles
	Brig. General B. W. Chidlaw	Brig. General F. O. Carroll
	Colonel O. A. Cook	Colonel Don Putt
	Colonel M. S. Roth	Colonel J. W. Sessums
	Mr. E. F. Fisher	Mr. Don Berlin
	Colonel J. F. Phillips	Colonel R. C. Wilson
	* * * * *	

The following plans were formulated and the Materiel Command is being directed to conform thereto:

I. P-75 -a. Discussion of the possibility of including 100 gallons extra gas in the wings was entered into and it was decided advisable that this fuel be incorporated.

b. Two experimental airplanes are now under consideration and it was decided that this quantity should be increased to a total of eight in order to facilitate and expedite testing and planning. Mr. Fisher stated that production airplanes could be expected as follows:

May, 1944 - two or three planes; production increasing thereafter at fifty a month increments to a peak rate of 250 per month in approximately five months. An estimate of 1,000 articles for the year 1944.

c. The above dependent upon no major changes, such as canopy changes or armament changes, to be forced upon the manufacturer until such time as changes could be fed into production without loss.

d. An order to be placed immediately for 2,500 airplanes for the purpose of ordering materials, obtaining sub-contractors and establishing the organization; assembly to be done at the Fisher, Cleveland, Ohio, plant.

II. Vega B-38 - Decision on the B-38 production was deferred pending study by General Giles.

III. YB-40 - It was determined that in view of General Baker's recommendations that no plans for additional YB-40 type airplanes be undertaken at this time. The twelve airplanes allocated for modification for attrition of the original thirteen airplanes will be stripped and furnished to training, with the exception of two articles which should go to the Engineering Division, Wright Field, for further study and test.

IV. B-41 - The B-41 airplane should be assigned to the Engineering Division, Wright Field, for further stripping and testing. No additional quantities to be manufactured.

V. B-29 - Mr. Fisher is to attend a meeting July 7th of the B-29 Committee at which General K. B. Wolfe will be present, and he will present to the Committee

~~CONFIDENTIAL~~

*Prod. Planning P. 75
10-6-43*

CONFIDENTIAL

the plan to start B-29 production in the Martin-Omaha plant. His plans are to propose the shifting of certain fuselage and center section jigs now completed at the Fisher plant to Martin and to continue building B-29 jigs to assist Martin until such time as the P-75 program conflicts. The Fisher company is to continue the responsibility of furnishing component parts for the B-29 but is to discontinue plans for final assembly of the B-29 in the Fisher plant. Colonel Orval Cook is to proceed July 6th to the Martin-Baltimore plant to discuss the proposed B-29 production at the Omaha plant.

VI. P-47 - It was agreed that production plans to change to the P-47J be deferred pending satisfactory performance testing of the three XP-47J's. Since the P-47J requires 70% retooling and is practically a new airplane, it was determined that desirable changes, such as dual propeller, changes in fuel capacity, etc., could best be fed into the production line an item at a time to prevent loss in quantity production, each to be thoroughly tested prior to approval for production.

J. Sessups
J. SESSUPS,
Colonel, Air Corps.

CONCURRENCE:

- (1) General H. H. Arnold
- (2) Maj. Gen. B. M. Giles
- (3) Return to AC/AS, MEMD

7/9/43

The entire production of P-75's depends upon performance of 10 aircraft. If it does not meet our requirements all orders may be cancelled - everyone must understand this

1st ... Oct 1st

(Signature)

Hand. Planning P. 74
P.O. - 5
M.A. (S)
M.A. (S)
M.A. (S)

SECRET

B9B

Fighter Airplane

3373
GES:nl

7 July 1943

Asst. Ch. of Air Staff, OC&R
(Attention: General Giles)

General Stratemyer

1

1. General Arnold stated this afternoon that Colonel Bunker recently returned from U.K. had informed him that inside of six months the Messerschmitt and the Focke-Wulf fighter aircraft unquestionably would out perform the P-47.

2. General Arnold is very much concerned as to what airplane (fighter) we are planning to meet this challenge from the Messerschmitt and Focke-Wulf.

3. We are all thinking about the P-75 and are in hopes that it will be the airplane that we should put into production. If that is true then we should be planning to stop the production of the P-47 and put in the P-75. Of course, we know that that does not mean that the P-47 will not continue to roll out, possibly to the extent of 5000 or 6000 more P-47's. We will be negligent though if we do not determine what improved fighter we will put into production and then make our plans accordingly. Maybe this is an improved P-38 or the P-51B. The point that I raise is that we must keep abreast of Germany and have a fighter that can combat decisively the Messerschmitt, the Focke-Wulf or anything else that the Germans can develop and produce.

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

cc - General Echols
General Kuter
General Perrin
General Hall

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10 Aug - XP-73
AF 365-600/1000
62-3
1-4 B

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AFDMA-2A
RCW:bnl

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JULY 7, 1948

C.G., MATERIEL COMMAND, W. F.

J. F. PHILLIPS, COL., A. C.

ATTN: CHIEF, ENGINEERING DIVISION
COLONEL NOTH


AFDMA-2A-28. . . . FUEL CAPACITY FOR P-75 SHOULD BE COMPUTED ON THE FOLLOWING
BASIS: (A) CLIMB TO 25,000 FT. AT MAXIMUM CONTINUOUS POWER, (B) FIVE MINUTES
OPERATION AT WAR EMERGENCY POWER, (C) FIFTEEN MINUTES OPERATION AT MILITARY
POWER, (D) SIX HOURS OPERATION AT 210 M.P.H. INDICATED AIR SPEED AT 25,000
FT., (E) NOT MORE THAN 45% TOTAL FUEL MAY BE CARRIED IN EXTERNAL TANKS.
THE ABOVE REQUIREMENTS HAVE BEEN ESTABLISHED BY AC/AS, O.C.&R., THIS DATE.

CHIEF, DEVEL. ENGR. BRANCH,
MAT. DIV., AC/AS, M. M. & D.

[REDACTED]

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0373



FISHER BODY DIVISION

 GENERAL MOTORS CORPORATION
 DETROIT, MICHIGAN

July 7, 1943

 Commanding General
 Army Air Forces
 Materiel Command
 Wright Field
 Dayton, Ohio

 Subject: Formal Proposal Covering Change Order to Contract
 W533-ac-33902, to Manufacture Six (6) Additional
 Hand Made XP-76 Pursuit Plane Models

Dear Sir:

In compliance with your request to Fisher Body Division, General Motors Corporation, on July 6, 1943, which anticipates the extension of Contract No. W533-ac-33902, to cover the manufacture of six (6) additional Hand Made XP-76 Pursuit Plane Models, we submit herewith for your approval the estimated costs in the aggregate amount of \$1,254,000.00, plus fixed fee of 4% or \$50,160.00.

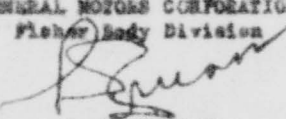
	Each Airplane	Total Six (6) Airplanes
Material	\$ 24,000.00	\$ 144,000.00
Labor and Sarden	138,000.00	828,000.00
Engineering	10,000.00	60,000.00
Tools	10,000.00	60,000.00
	<u>\$ 202,000.00</u>	<u>\$ 1,254,000.00</u>
Fee-4%		\$ 50,160.00

These six (6) Pursuit Plane Models will be manufactured in accordance with General Motors Specifications XP2, dated October 18, 1942, revised as of March 4, 1943, and subject to a revision which will be incorporated adding Internal Protected Fuel Cells for long range operation. This is in accordance with a decision reached in a conference held in Major General Echols' office, in Washington, D. C., on July 6, 1943.

If this proposal meets with your approval, we request that authority be issued in the amount quoted herein in order to permit us to proceed with this program.

Very truly yours,

 GENERAL MOTORS CORPORATION
 Fisher Body Division



 L. D. CRUSOE
 Assistant Treasurer

 See app 329679
 7-8-43



AAFW-100-10-1-42-500M

INTER-OFFICE MEMORANDUM
ARMY AIR FORCES
MATERIEL CENTER COMMAND
Office of The Commanding General

BLE:RC:70-C

Wright Field, Dayton, Ohio

Date 7 July, 1943

TO: Chief, Production Engineering Section.

SUBJECT: Letter of Contract to Fisher-Cleveland Plant
for 2500 P-75's.

1. Pursuant to telephone conversation between Chief of Production Division, Colonel O. R. Cook in Washington and Colonel B. L. Boatner, Wright Field, it is desired that immediate steps be taken to provide for issue of a letter of contract to the Fisher Company at Cleveland at the earliest possible moment for 2500 P-75 airplanes. The Chief of Production Division directed that this action be taken with all possible dispatch.

25

B. L. Boatner
B. L. BOATNER,
Colonel, Air Corps,
Asst. Chief,
Production Division.

Copy to:
Resources Control Sec.
Statis. Cont. (Lt. Fletcher)
Budget & Stat. (Col. Kohlriesser)
Col. W.D. Eckert, Compt.
Airc. Mod. Br., PES (Col. Winston)

Aero. Equip. Br., PES
Lt. Confrad, AEB - 19 July 1943

705E

Signature

Signature

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2.
ract W 535 ac-41011

General Motors Corporation
Fisher Body Division
Detroit, Michigan

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Approval Recommended:
July 15, 1943

APPROVED: JUL 16 1943
By direction of the Under Secretary of War

O P Echols
O. P. Echols
Major General, U.S.A.
Assistant Chief of Air Staff
Materiel, Maintenance & Distribution

Phillips J. Smith
PHILLIPS J. SMITH
Lt. Colonel, General Staff Corps
Special Representative of the
Under Secretary of War

WF-2-22-41-10M

COPY

WAR DEPARTMENT
ARMY AIR FORCES
MATERIEL CENTER
OFFICE OF THE COMMANDING GENERAL

.87-SB:LAM:jw

WRIGHT FIELD, DAYTON, OHIO

8 July 1943

NAME: General Motors Corporation
Fisher Body Division
ADDRESS: Detroit, Michigan

Dear Sirs:

The United States of America, hereinafter called the Government, will place a formal contract with you for the purchase of the following articles:

- Item 1 - 2,500 Model P-75 Airplanes
- Item 2 - Spare parts for airplanes called for in Item 1 in an amount not to exceed 30% of the money value thereof. The money value of Item 1 is \$250,000,000.00.
- Item 3 - Certain engineering data.

At a total estimated price of \$325,000,000.00.

The Government finds that to facilitate the prosecution of the war it is necessary that production be not delayed awaiting the placing of the aforesaid formal contract. The exact unit prices to be paid, the dates of delivery and other contractual matters will be negotiated between you and the Government. Pending such negotiation you are authorized to incur such costs and, subject to the approval of the Contracting Officer, to make expenditures not to exceed the sum of ~~\$7,500,000.00, or 30% of the total estimated price~~.....

....., for such jigs, dies, tools and fixtures, and such materials and equipment, as are necessary for the production of the articles above referred to, and to proceed forthwith with the production thereof. Requests for such approval by the Contracting Officer will be accompanied by a list of the items proposed to be procured together with estimated maximum prices therefor. The purchases herein referred to contemplate the entering into by you of sub-contracts for the material or work involved.

1 October 1943 In the event the formal contract for the articles referred to above is not placed with you prior to ~~1 November 1943~~....., then upon demand made by you prior to ~~1 November 1943~~....., this contract shall terminate. The Government may at any time at its option terminate this contract. If this contract is terminated either by you or the Government, the Government will pay you in full settlement of all your rights hereunder a sum equal to reimbursement for all costs incurred and expenditures made by you pursuant to the provisions of the preceding paragraph, plus such other sums as have actually been expended by you, with

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the prior written approval of the Contracting Officer, in settlement of all obligations, commitments and claims which you may theretofore have incurred, but in any event the aggregate of such payments shall not exceed the sum stated in the next preceding paragraph. Upon such payments title to all material, equipment, work in process, finished articles and all other things procured or produced by you in the performance of this contract shall vest in the Government.

Any claim arising under this contract and any contract supplementing it may be assigned subject to the terms of the Assignment of Claims Act of 1940 unless the subject matter of this contract has been classified as secret, confidential, or restricted, and any claims arising under this contract shall not be subject to reduction or set off for any indebtedness of the assignor to the United States arising independently of this contract.

Upon your acceptance hereof, advance payments in accordance with the existing requirements of the War Department may be made to you upon your application.

Such formal contract will include all applicable contract clauses required by Federal Law, Executive Order, War Department Regulations, or Army Regulations to be incorporated in contracts for articles of the kind herein purchased; and all such clauses are hereby incorporated herein by reference.

The formal contract referred to in this letter shall be designated as 2-4005 P 110-09 (10920)

If the foregoing is acceptable to you, will you kindly so indicate on the original and two copies of this letter and return same to the Contracting Officer on or prior to 18 July 1943 thereby constituting this letter a contract, subject, however, to the written approval of the Secretary of War of such individual as said Secretary may designate.

This contract was negotiated under the authority of the First War Powers Act, 1941, and Executive Order No. 9001, December 27, 1941.

Very truly yours

L. S. Robinson
(Name) L. S. ROBINSON, CAPTAIN, AIR FORCE,
(Rank) Contracting Officer

ACCEPTED: July 9 1943
GENERAL MOTORS CORPORATION
~~FINANCE DEPT. DIVISION~~

BY: *E. F. Fisher* E. F. Fisher
(Name) Vice-President
(Official Title)

DFY

The Finance Officer, Wright Field, Dayton, Ohio is designated as the officer to make payments in accordance with this contract.

The supplies and services to be obtained by this instrument are authorized by, are for the purposes set forth in, and are chargeable to allotments below enumerated, the available balances of which are sufficient to cover the cost thereof.

2-4005 P 110-09 A 212/40705
2-4005 P 122-09 A 212/40705

Contract No. 2-4005 P 110-09 (10920)
Purchase Order No. _____
Authority for Purchase No. 309539
Allotment No. 2-4005 P 110-09 A 212/40705 2-4005 P 122-09 A 212/40705
Priority Rating A-1
Equipment Class 1-A
Type Contract Fixed Price
Classification None
Program air

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*MS
8-26*



Supplemental Letter to Contract
W 535 ac-33962

A

GENERAL MOTORS CORPORATION
Fisher Body Division
Detroit, Michigan

RESTRICTED
1 June 44

APPROVED: JULY 26, 1943.
By Direction of the Secretary of War Under
the Provisions of the First War Powers Act,
1941, and Executive Order No. 9001, Decem-
ber 27, 1941.

Chas. E. Branshaw

CHAS. E. BRANSHAW
Major General, U.S.A.
Commanding, Materiel Command



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WF 7-23-43-146

WAR DEPARTMENT
ARMY AIR FORCES
 MATERIEL ~~ENGINEER~~ COMMAND
 OFFICE OF THE COMMANDING GENERAL

87-88:88:88
 WRIGHT FIELD, DAYTON, OHIO

9 July 1943

NAME: General Motors Corporation
 Fisher Body Division
 ADDRESS: Detroit, Michigan

Dear Sirs:

The United States of America, hereinafter called the Government, will place a formal contract with you for the purchase of the following articles:

- Item 1 - Six (6) airplanes, single place, single engine, interceptor fighter, Contractor's model No. 1, Army Air Forces model IP-75, complete and conforming to Contractor's model specification No. X-92 dated 13 October 1942, revised 4 March 1943.
- Item 2 - One (1) skeleton airplane of the type called for under the terms of Item 1 of this article.
- Item 3 - Certain Engineering Data.
- Item 4 - Spare parts for the airplanes called for in Item 1, in a quantity the cost of which will not exceed \$50,000.00.

At a total estimated cost of \$1,471,200.00, exclusive of a fixed fee of 4%.

The Government finds that to facilitate the prosecution of the war it is necessary that production be not delayed awaiting the placing of the aforesaid formal contract. The exact unit prices to be paid, the dates of delivery and other contractual matters will be negotiated between you and the Government. Pending such negotiation you are authorized to incur such costs and, subject to the approval of the Contracting Officer, to make expenditures not to exceed the sum of \$441,360.00, or 30% of the total estimated cost.

for such jigs, dies, tools and fixtures, and such materials and equipment, as are necessary for the production of the articles above referred to, and to proceed forthwith with the production thereof. Requests for such approval by the Contracting Officer will be accompanied by a list of the items proposed to be procured together with estimated maximum prices therefor. The purchases herein referred to contemplate the entering into by you of sub-contracts for the material or work involved.

In the event the formal contract for the articles referred to above is not placed with you prior to 1 October 1943, then upon demand made by you prior to 1 November 1943, the Government may at any time at its option terminate this contract. If this contract is terminated either by you or the Government, the Government will pay you in full settlement of all your claims for reimbursement for all costs incurred and expenditures made by you pursuant to the provisions of the preceding paragraph, plus such other sums as have actually been expended by you with

AC-33462

...written approval of the Contracting Officer... and claims... shall not exceed the... payments due to an material, equipment, work in progress...

Any data... it may be assigned subject to the... of this contract has been classified as... shall not be subject to reduction or set off...

...with the existing requirements of the...

Order, War... Federal Law, Executive...

Title... assembly at your plant, which... equipment and supplies for... upon delivery to you. Property...

Supplement to Letter Contract
W 525 ac-33962

letter... and two copies of this... 19 July 1943... Secretary of War or

Order No. 9001, December 1941, and Executive

...CAPTAIN, AIR CORPS --

GENERAL... BY...

...to make payments in ac-

...for the purposes set

Supplement to Letter Contract
Contract No. W 525 ac-33962
Purchase Order No. 323679
Authorizing Dept. No. 2-4093 F 111-09 & 212-40705
Priority Rating: AA-1
Equipment No. IP-75
Type Contract: Cost-Plus-a-fixed-fee
Classification: Confidential
Program: Experimental and Development

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Teletype File P-75
Ch: Mat. Div. - 25(1/200)
M.M.O., Wash

AFDMA-1
JWS:ep

~~CONFIDENTIAL~~

JULY 9, 1943

Book

COMMANDING GENERAL,
MATERIEL COMMAND,
WRIGHT FIELD, DAYTON, OHIO.

J. W. SESSUMS,
COLONEL, AIR CORPS

AFDMA-1-109. ON JULY 6TH A CONFERENCE WAS HELD IN GENERAL ECHOLS'S OFFICE AT WHICH GENERAL ECHOLS, GENERAL GILES, GENERAL CARROLL, GENERAL CHIDLAW, COLONEL COOK, COLONEL PUTT, COLONEL ROTH, MR. E. F. FISHER, MR. DON BERLIN, AND COLONEL SESSUMS WERE PRESENT. DECISIONS REACHED WERE AS FOLLOWS:

- A. INCLUDE 100 GALLONS GAS IN WINGS OF P-75. TWO EXPERIMENTAL MODELS TO BE INCREASED TO A TOTAL OF EIGHT. PEAK RATE OF PRODUCTION FOR PLANNING, TWO HUNDRED FIFTY PER MONTH. A PRODUCTION ORDER FOR 2,500 ARTICLES TO BE PLACED IMMEDIATELY WITH FISHER.
- B. YB-40. NO ADDITIONAL YB-40'S WILL BE REQUIRED. ATTRITION AIRPLANES NOW IN MODIFICATION CENTER TO BE STRIPPED AND TURNED OVER TO TRAINING WITH EXCEPTION OF TWO ARTICLES TO BE ASSIGNED MATERIEL COMMAND FOR TEST PURPOSES.
- C. B-41. NO ADDITIONAL PRODUCTION PLANNED. THE ONE ARTICLE TO BE ASSIGNED TO WRIGHT FIELD FOR FURTHER TESTING.
- D. B-29. MR. FISHER TO INTRODUCE THE PROPOSAL OF BUILDING B-29'S IN THE OMAHA MARTIN PLANT AT THE B-29 COMMITTEE MEETING JULY 7. COLONEL ORVAL COOK TO PROCEED TO MARTIN PLANT TO DISCUSS THE ABOVE PROPOSAL JULY 6th. FISHER

~~CONFIDENTIAL~~

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Teletype File P-75
Ch. MAT Div. - 25 (2/78)

~~CONFIDENTIAL~~

TO CONTINUE RESPONSIBILITY OF FURNISHING COMPONENTS FOR B-29'S FOR ASSEMBLY IN OTHER PLANTS. NO FINAL ASSEMBLY TO BE DONE IN THE FISHER PLANT. FISHER TO CONTINUE TOOLING ASSISTANCE TO MARTIN OMAHA UNTIL INTERFERRED WITH BY P-75 PROJECT.

E. P-47. PRODUCTION PLANS FOR P-47J TO BE DEFERRED PENDING SATISFACTORY PERFORMANCE TESTING OF THREE XP-47J'S. DUAL ROTATION PROPELLER NOT TO BE INCORPORATED UNTIL THOROUGHLY TESTED. PARAGRAPH.

THE ABOVE DECISIONS HAVE BEEN APPROVED BY GENERAL GILES AND GENERAL ARNOLD. HOWEVER GENERAL ARNOLD ADDED THE FOLLOWING NOTE: "THE ENTIRE PRODUCTION OF P-75'S DEPENDS UPON PERFORMANCE OF FIRST ARTICLE. IF IT DOES NOT MEET OUR REQUIREMENTS ALL ORDERS MAY BE CANCELLED. EVERYONE MUST UNDERSTAND THIS." PARAGRAPH. SINCE GENERAL CARROLL AND COLONEL COOK WERE PRESENT THEY ARE FAMILIAR WITH THE PLANS AND IT IS DIRECTED THAT ACTION BE TAKEN IMMEDIATELY TO MEET THESE REQUIREMENTS. GENERAL ARNOLD HAS REQUESTED PRODUCTION SCHEDULES FOR THE MARTIN OMAHA AND BALTIMORE B-26'S AND THE B-29'S AS A RESULT OF THIS CHANGE IN PLANS. AS SOON AS THIS DETAIL HAS BEEN WORKED OUT, PLEASE FORWARD TO THIS OFFICE PROMPTLY. THIS OFFICE WILL ARRANGE THE ASSIGNMENT OF THE AIR-

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Teletype File R75
Ch: MALDI - 25(3/200)

PLANES AS OUTLINED UNDER PARAGRAPH C., YB-40, AND PARAGRAPH D., B-41.
COPY OF MINUTES OF MEETING AND LETTER INSTRUCTIONS WILL FOLLOW.

ARNOLD

Engin. Div. Memo. Report No. ENG-908
13 July 1943

c. Very little actual fabrication has been completed but it was estimated by Mr. Fisher that all sheet metal parts would be completed within ten days to two weeks following release of the drawings to the shop.

d. Mr. Slonin, the project engineer, estimates that all drawings will be released to the shop by 15 August 1943. Present schedule calls for release of all drawings by 31 July, but it appears that some drawings may be slightly delayed beyond this date. Mr. Fisher stated that the 15 August date would allow enough time for fabrication.

e. No assembly jigs have as yet been set up.

f. All assembly will be accomplished at the Fisher Body Division plant in Cleveland, Ohio.

g. Fisher Body Division will give the XF-75 project top priority in its organization and will divert man hours from other projects if this appears to be necessary.

2. It was brought out at the conference that Fisher Body Division in a letter dated 22 June 1943, requesting an increase in appropriation from \$125,000.00 to \$1,365,000.00 stated that as of 22 June 1943, approximately twenty percent of the overall project had been completed and \$105,000.00 had already been spent. This would apparently indicate that approximately three times as much work as has already been done has yet to be done and the contractor estimates that this work can be accomplished in a approximately 1/3 the time already spent.

3. The Materiel Command representatives were shown a large number of shop lay-outs made on metal of assemblies and sub-assemblies which are very nearly ready for release to the shops. These drawings were stated to be adequate for establishment of production tooling.

C. Conclusions.

1. The contractor's estimated first flight date for the latter part of September 1943 is optimistic although the contractor is confident of meeting this date.

2. The contractor's personnel will use every possible effort to fly the first airplane as quickly as possible.

3. Barring any unforeseen difficulties, it is possible for the contractor to fly the first XF-75 airplane by the last of September 1943.

EX-317

Engin. Div. Memo. Report No. ENG-908
13 July 1943

D. Recommendations.

1. The contractor should be given all possible assistance and cooperation by the Materiel Command to assist in flying the first airplane as quickly as possible.
2. The contractor should be allowed to deviate from the model specification in any manner which will help in expediting the airplane so long as safety is not violated.
3. The Materiel Command representatives should review the progress on the project in approximately two weeks, at which time it will be possible to more definitely establish the probable date of first flight.

Concurrence:

Distribution:
Contract Files
Fighter Br., Ahr. Proj. Sec.
Materiel Division, AC/AS - M.M.

Prepared by JOHN F. ALDRIDGE, JR.
Captain, Air Corps.

Approved by H. Z. ROBERT, JR.
Chief, Technical Staff

Approved by S. O. CARROLL
Brig. Gen., U.S.A.
Chief, Engineering Division.

2X-317

AAFCO-101-61-4-4-42-102M

86: LJS:jep
361273

Authority for Purchase

VENDOR

Fisher Body Division - General Motors Corp.
Detroit, Michigan

CONTRACT No. W535 AC-33962

PURCHASE ORDER No.

DELIVERY VIA TERMS METHOD PROPOSAL

DO THE ABOVE SPACE TO BE USED BY THE PURCHASE BRANCH ONLY

Item	Quantity	Unit	Estimated Unit Price	DESCRIPTION OF MATERIAL OR SERVICES TO BE PURCHASED.	Unit Price	Total Price
				<p>Contract #535 AC-10000³³⁹⁶² to allow for estimated increase in cost in the fabrication of two (2) B-75 Airplanes. No increase in fixed fee.</p>		

Total Estimated Cost CLASSIFICATION A-FUNDS B-FUNDS C-FUNDS Total Actual Cost 957,194.00

EXPEND. ORDER No. MISCL. CHARGE No. Project No. Item No. Project No. Item No. Project No. Class. No. Item No. Increase of Funds to Actual Approved

MATERIAL TO BE OBLIGATED FOR WANTED NOT LATER THAN Section Chief

DELIVER TO DATE FURNISHED Accounting Branch

Remarks on the following matter marked with "X" appear in the space below Budget Office

- 1. Recommended Sources of Supply
- 2. Government furnished material
- 3. Tools, patterns, etc. loaned by Government
- 4. Should Serial Number be assigned
- 5. Point of Inspection
- 6. Increase Existing Orders
- 7. General Remarks

Fisher Body Division
General Motors Corp.

In accordance with Fisher Body letter, dated 27 June, 1943, AAFCO letter, dated 1 July, 1943, and I.O.M. from Chief Engineering Division, dated 2 July, 1943, and I.O.M. from AAFCO at Fisher Body, dated 1 July, 1943, request.

[Handwritten signature]

Proc. Auth. No. AAF P A
Proc. Auth. No. AAF P A
Proc. Auth. No. AAF P A

Upon due inquiry made it was found that the articles enumerated herein could not be procured from any other branch of the Government without transfer of funds, or the immediate need of these supplies or the remoteness of this station from point of supply precludes their purchase from any other branch of the Government.

Date 15 July. Initiated by Robert A. Watson, 1st Lt., Chief, Airplane Branch. Signed—Branch Chief James G. Scarff, Lt. Col., AC Chief, Aircraft Proc. Br. Signed—Section Chief A. E. Jones, Brig. Gen. Chief, Procurement

Coordinated by Production Engineering Div. Concurred by Chief, Contract Sec. Approved—Accounting Br. Approved—Budget Officer

F. O. Carrol, Brig. Gen., USA Chief, Engineering Div. F. L. Kohlreiser, Lt. Col. Budget & Fiscal Officer

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B-29 Martin P-75
P.O. - 23
MAT. Div.
M.M.D., WASH.

HQM-3 7-24-43
ASSISTANT CHIEF OF AIR STAFF, WMAA

IT HAS BEEN AGREED BY MARTIN, OMAHA AND SUBCONTRACTORS ON THE B-26 TO LIMIT PRODUCTION TO A TOTAL OF 1505 REPEAT 1505 B-26C AIRPLANES. AT PRESENT THERE ARE 1200 B-26C'S ON THE "C" SUPPLEMENTAL PROGRAM ON CONTRACT AC-19342 WITH MARTIN, OMAHA. THERE IS ALSO 1000 B-26C'S ON THE "H" ACCELERATION PROGRAM ON CONTRACT AC-38728 WITH MARTIN, OMAHA. APPROVAL IS REQUESTED FOR THE CANCELLATION OF 615 REPEAT 615 B-26C'S ON CONTRACT AC-38728 ON THE "H" PROGRAM AND ALSO THE REMOVAL OF 1800 REPEAT 1800 B-26'S FROM THE "J" PROGRAM IT IS REQUESTED THAT APPROVAL BE GIVEN TO TRANSFER 200 REPEAT 200 B-29'S ON CONTRACT WITH FISHER, CLEVELAND, WHICH ARE ON THE "G" PROGRAM AND THE 100 REPEAT 100 B-29'S ON THE "J" PROGRAM WITH FISHER, CLEVELAND TO MARTIN, OMAHA, USING THE SAME GROUP OF MAJOR SUBCONTRACTORS. PRODUCTION SCHEDULES OF THE B-29'S HAVE BEEN AGREED WITH MARTIN, OMAHA AND WILL BE FORWARDED BY LETTER. MARTIN, OMAHA HAS AGREED TO ATTAIN MAXIMUM PRODUCTION OF 50 REPEAT 50 B-29 AIRPLANES BY JANUARY, 1945. END AFAMC

COMPTROLLER, MATERIEL COMMAND

HSM

1710Z

RECEIVED
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PROD. DIV.
AFAMC

*Martin
Omaha
B-29
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P. 758
PC-4(3/30)

~~CONFIDENTIAL~~
JOINT AIRCRAFT COMMITTEE
Subcommittee on Production Programs
M E M O R A N D U M

Case No. 4277
July 27, 1943

TO: Recorder, Joint Aircraft Committee
FROM: Subcommittee on Production Programs
SUBJECT: Case No. 4277, Memorandum from Assistant Chief of Air Staff,
Materiel, Maintenance & Distribution, Army Air Forces
Production of P-75 airplanes by Fisher, Cleveland

1. The subject memorandum, dated July 21, 1943, was filed by the Assistant Chief of Air Staff, Materiel, Maintenance & Distribution, Army Air Forces.

2a. DISCUSSION: The subject memorandum states that in order to meet Army Air Forces requirements for a high performance, long range fighter, the Materiel Command has recommended the production of the P-75 with the Allison X-3420 engine to be built by Fisher, Cleveland, on the following schedule:

1944:	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug.</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>
	1	10	50	100	175	250	250

b. It is the opinion of the Subcommittee the project be approved, with a stipulation that approval of a production schedule be held in abeyance pending further study for final incorporation into W-6.

3. RECOMMENDATION:

(a) It is recommended the subject project for the production of P-75 airplanes at Fisher, Cleveland, be approved;

(b) It is further recommended that approval of a production schedule be held in abeyance pending further study for final incorporation into W-6.

4. This action was taken at the Subcommittee meeting of July 22, 1943, and was agreed to by all members present as follows:

Navy:	Comdr. E. M. Condra, Comdr. H. D. Riley
Army:	Lt. Col. F. G. Barber, Maj. A. K. Lovett, Capt. R. M. Smith
B. A. C.:	Lt. Col. H. Burchall
Canada:	R. D. Macdonald
A. R. C. O.:	M. A. Tracy, Acting Chairman

Also Present: Capt. N. H. Shea (JAC)
C. H. Simmons, G. W. Ball, W. P. Bragg (ARCO)

For the Subcommittee on Production Programs:

Approved by Joint Aircraft Committee
On 7/27/43
CHS:mc

M. A. Tracy
Recorder



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B-29 MARTIN 2-75
RB - 22
MAT. DIV.
W.M. Q. WASH.

(AFDMA-4E)
EGBrest

4 August, 1943.

Commanding General,
Material Command,
Wright Field.

J. A. SHAWNEE, JR.,
Colonel, Air Corps.

Attn: Technical Executive.

AFDMA-4E-78. Ref your teletype EGB-3, dated 7-24-43. It is directed that 615 B-26C's on contract AC-38726 on the "H" Program be cancelled, and that 1800 B-26's be removed from the "J" Program. It is further directed that the 200 B-29's on the "G" Program, now on contract with Fisher, Cleveland, and the 100 B-29's on the "J" Program, listed for Fisher, Cleveland, be transferred to Martin, Omaha. It is contemplated that the same group of major subcontractors, now being used in support of the Martin B-26 program, will be used to support the Martin B-29 program.

ARNOLD

*Martin
Omaha
B-29
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DATE 11-4-31-11-1000
D. 4-10-34
M. 1000

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ADDRESS REPLY TO
COMMANDING GENERAL,
AAF MATERIEL CENTER

ARMY AIR FORCES
MATERIEL ~~ENGINEER~~ COMMAND
OFFICE OF THE COMMANDING GENERAL

MER:aj

WRIGHT FIELD, DAYTON, OHIO

5 August 1943

Colonel R. C. Wilson,
Office Ass't. C/AS, H.M.&D.,
Army Air Forces,
Washington, D. C.

Dear Sir:

In case General Echols should ask as to the status of the ME-317 airplane, I would like to transmit information upon which to base a reply. We have been pushing this project 100 per cent ever since its inception at the conference held in General Echols' office on 6 July 1943. We believe that we have all the G.F.E. problems well under control and that there will be no difficulty from this source. Colonel Egert and Captain Aldridge made a trip to Detroit two weeks ago to determine the status of the airplane and, as a result of this conference, arrived at the conclusion that it was possible to fly the airplane the last day of September, if the General Motors Corporation put everything into it during the intervening time and if no unforeseen difficulties arise. Captain Aldridge again visited Fisher Body plant on August 1, and came back with the following information:

Center Wing Panel -

- Engineering - All drawings released but the trailing edge section. All drawings should be released by 10 August.
- Fabrication - All fabricated parts except the trailing section should be shipped to Cleveland by 25 August, and the trailing section parts by 1 September.
- Jig - Should be ready for shipment to Cleveland by 25 August.

Aft Fuselage -

- Engineering - All drawings should be released by 31 August.
- Fabrication - All parts should be shipped to Cleveland by 15 September.
- Jig - Should be shipped to Cleveland by 14 September.

Forward Fuselage -

- Engineering - All drawings should be released by 7 August.
- Fabrication - All parts should be shipped to Cleveland by 25 August.
- Jig - Should be shipped to Cleveland by 25 August.

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Colonel R. C. Wilson
5 August 1943

Tail Assembly, Outer Wing Panel Assembly, and Landing Gear -
Engineering - All engineering drawings necessary for modification of these G.F.E. parts have been released.
Fabrication - All modifications should be made and the assembly shipped to Cleveland by 25 August.

Engine, Propeller and Spinner -
It appears that these G.F.E. items will be available in ample time for installation.

You will notice that the parts from which to fabricate the aft fuselage are not scheduled to be delivered to Cleveland until 15 September. You can draw your own conclusions from this as to the date the airplane will make its maiden flight. Personally, I believe that it will be the first of November before the airplane gets in the air. However, a statement of this kind is considered to be heresy around here or, I suppose, in Washington. We have led Mr. Berlin to believe that we honestly think and want him to fly this airplane before the last day of September has passed, and he has assured us that every effort is being made to fulfill our desires.

In the conference with General Echols he expressed the desire that we maintain a daily diary on the progress of this project. This diary is being maintained and is available in my office. I see no point in forwarding it to Washington but believe that he can and will be kept informed by you as to the general progress.

If the airplane is late it will not be surprising, and I think you should be well prepared with answers as to why in case you are asked.

Further, for your information we have made no changes on the first airplanes. Mark Bradley was up to Detroit last Sunday and made the statement that if we turned out a P-40 cockpit to the service at this time they would throw up their hands in disgust. You will recall this airplane was purely an experiment to build airplanes out of component parts and it was not the intention of the Materiel Command to build another P-40 cockpit. However, in order to expedite the project we furnished Mr. Berlin every standard part that he could use with the sole purpose of getting the airplane into the air. We are not changing this requirement at this time because it makes too good an alibi for further delays. The six additional airplanes which we have contracted for will have various components on each airplane as engineering is completed, and it is our hope that the cost of these six airplanes will be identical to the production version.

Very truly yours,

R. C. Wilson
R. C. Wilson
Colonel, Air Corps.

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2000
- P.D. - 20 (1/2/44)
MAT. DIV.
M.M.O., WASH.
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CONFIDENTIAL

Statistical Control Office
Unit Box No. 40.

ARMY AIR FORCES
Headquarters of the Materiel Command

KPF:mc:3-3

Wright Field, Dayton, Ohio
7 August 1943

TECHNICAL INSTRUCTIONS

Serial No.: TTI-1400, Addendum No. 2.

Subject: "J" Program, Fiscal Year 1944.

To: Production Division

1. Problem Presented:

- a. To procure 2500 P-75 airplanes from Fisher, Cleveland.
- b. To cancel existing contracts with Fisher, Cleveland, for the production of 200 B-29 airplanes and deduct this quantity from the "G" Program.
- c. To amend the "J" Program, Fiscal Year 1944 by deducting 100 B-29 airplanes at Fisher, Cleveland, and adding 300 B-29 airplanes at Martin, Omaha.
- d. To terminate the production of B-26 airplanes at Martin, Omaha, with the 1585th article.

2. Factual Data:

- a. Teletype AFDMA-1-109 dated 10 July 1943, directs procurement of 2500 P-75 airplanes from Fisher Cleveland. The first production to be scheduled for May 1944 and the rate of production to be accelerated to 250 per month as rapidly as possible. General Arnold has directed that it be under stood that the entire production of P-75 airplanes may be cancelled if the first article does not meet Army requirements.
- b. 200 B-29's are on contract at Fisher, Cleveland, and 100 additional are called for on the "J" Program. The production of B-29 airplanes at Fisher, Cleveland, is to be cancelled in order to make these facilities available for the production of P-75 airplanes. The 300 B-29 airplanes planned for production at Fisher, Cleveland, will be made at Martin, Omaha. Fisher will assist Martin in tooling until interrupted by the P-75 project. Major subcontractors for B-29 production at Martin, Omaha will be Goodyear, Hudson, Case and Chrysler. First production of B-29 airplanes at Martin, Omaha, is to be scheduled in February 1944 and accelerated as rapidly as possible to 50 per month. Martin will also assume the over-run production of Boeing B-29's now scheduled for Fisher, Cleveland.
- c. 1200 B-26 airplanes are on contract with Martin, Omaha. Authority for Purchase has been issued for 1000 additional B-26's and 1800 additional are on the "J" Program. To provide for the assembly of B-29's at this facility, production of B-26's will be terminated with the 1585th article.

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2. Martin P-20
P.B. - 20(100)

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OTI-1400, Addendum No. 2 (Continued)

3. Authority:

a. Commanding General, Army Air Forces. Teletype AFDMA-1-109 dated 10 July 1943 directs procurement of P-75 airplanes, and teletype AFDMA-4E-78 dated 5 August 1943 directs changes in B-29 and B-26 airplanes.

4. Action desired:

a. That the necessary action be taken to procure 2500 P-75 airplanes and necessary spares from Fisher, Cleveland. These airplanes are to be added to the "J" Program, Fiscal Year 1944.

b. That the necessary action be taken to procure 300 B-29 airplanes and necessary spares from Martin, Omaha. These airplanes are to be added to the "J" Program, Fiscal Year 1944.

c. That the necessary action be taken to cancel contract with Fisher, Cleveland, for 200 B-29 airplanes. This quantity is to be deducted from the "G" Program, and that the 100 B-29's from Fisher, Cleveland be deducted from the "J" Program.

d. That the necessary action be taken to terminate B-26 production at Martin, Omaha with the 1585th article. That 615 B-26 airplanes at Martin, Omaha be deducted from the "H" Program and that 1800 B-26 airplanes with Martin, Omaha be deducted from the "J" Program.

By Command of Major General Branchaw:

F. L. SCHLIESER,
Lt. Colonel, Air Corps,
Acting Comptroller.

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HEADQUARTERS ARMY AIR FORCES
 6

Routing Slip Date _____

TO: Gen. E. A. S. [Signature] Bldg. _____
 (Office or Symbol)

Attn: [Signature] Room _____

Coord.	Invest.	Nec. Action
Infor.	Recmd.	Sig.
File	Confer.	

Remarks:

To note and
 return
 This P-40 cockpit
 business looks
 pretty nice to me,
 but afraid that a
 poor prototype might
 not be
 project? [Signature]

From: _____ Phone _____
 Name: _____
 Office _____ Bldg. _____ Rm. _____
 (Name or Symbol) 3-218, AF.

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

7

AFDMA-2A

64365

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

9 August 1943

Jen. Schools - to note

MEMORANDUM FOR: ASSISTANT CHIEF OF THE AIR STAFF,
MATERIEL, MAINTENANCE & DISTRIBUTION.

SUBJECT: Status of MX-317 (XP-75) Project.

1. The Materiel Command reports the status of the subject project as of 5 Aug. 43 as follows:

Center Wing Panel -

Engineering - All drawings should be released by 10 Aug. 43.

Fabrication - All parts except trailing section should be shipped to Cleveland by 25 Aug. 43; trailing section parts by 1 Sept. 43.

Jig - Should be ready for shipment by 25 Aug. 43.

Aft Fuselage -

Engineering - All drawings should be released by 31 Aug. 43.

Fabrication - All parts should be shipped by 18 Sept. 43.

Jig - Should be shipped by 4 Sept. 43.

Forward Fuselage -

Engineering - All drawings should be released by 7 Aug. 43.

Fabrication - All parts should be shipped by 28 Aug. 43.

Jig - Should be shipped by 25 Aug. 43.

Tail Assembly, Outer Wing Panel Assembly, and Landing Gear -

Engineering - All engineering drawings have been released.

Fabrication - All modifications should be completed and assemblies shipped by 28 Aug. 43.

Engine, Propeller and Spinner -

These G.P.E. items should be available in ample time for installation.



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To: AC/AS, M.M.A.
Subj: Status of MX-317 (XP-75) Project.
Date: 9 August 1943

2. It will be noted that parts for the aft fuselage are not scheduled for delivery to Cleveland before 18 Sept. 43. Nevertheless, the Materiel Command insists that the first flight date must be prior to 1 Oct. 43.

3. In order to meet the scheduled first flight date, No. 1 XP-75 will have a P-40 cockpit. This is in spite of Colonel Bradley's objections. Detailed modifications will be made successfully on the six (6) additional airplanes with the expectation that the last will be identical to the production version.

4. The Materiel Command is maintaining a daily diary on the progress of this project, but unless instructed otherwise, will furnish information to this office at weekly or greater intervals.

R. C. Wilson
R. C. WILSON,
Colonel, Air Corps.

APPROVED:

J. F. Phillips
J. F. PHILLIPS,
Colonel, Air Corps,
Chief, Devel. Engr. Branch.

FISHER BODY DIVISION

GENERAL MOTORS CORPORATION

DETROIT, MICHIGAN

August 11, 1943



File
FILE

Commanding General
Army Air Forces
Material Command
Wright Field
Dayton, Ohio

Attention: Col. E. W. Rawlings
Chief, Resources Control Section

Subject: Agreement of Lease, Plancor 834, dated April 14, 1942
as amended February 28, 1943, (PRS Projects 49C and 49C-1)

Gentlemen:

Recently, under date of July 8, 1943, the Army Air Forces awarded to Fisher Body Division a Letter Contract, W535-ac-41011, covering the manufacture and furnishing to the Government of 2,500 P-75 Airplanes, plus spare parts. In order that Fisher Body Division would be in a position to undertake this new contract, the Army Air Forces also relieved us of certain previous commitments in connection with the B-29 Bomber program, by a letter dated July 30, 1943, from Brig. Gen. A. E. Jones (Reference 87-4A:ERW:jb), a portion of which is quoted below:

"Fisher Body will not be expected to assemble or to deliver to the Government any of the 200 complete B-29 Airplanes called for by Item 1 of Article 1(a) of Contract W535-ac-28748."

In the interest of economy and of furthering the over-all war effort, we are formulating our production plans so that the P-75 Airplane can be manufactured primarily through the use of a portion of the facilities provided for the B-29 Program. In this connection, however we wish to call your attention to Paragraph TEN of our Agreement of Lease (Plancor 834) with Defense Plant Corporation, which reads as follows:

"In consideration of the covenants herein contained and as rental for the Machinery Lessee agrees to pay to Defense Plant Corporation for the period of this lease the sum of One Dollar (\$1.00) per year, payable on or before the first day of January of each year. It is contemplated that the Machinery will be used primarily for the manufacture and furnishing of B-25 and B-29 Bombers, which will be sold directly to the

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Army Air Forces

- 2 -

August 11, 1943

Government, and parts thereof which will be sold either directly to the Government or to other manufacturers of such B-25 and B-29 Bombers. In the event that any portion of the Machinery is used for the manufacture and furnishing of products (a) other than those used by Lessee in the manufacture for the Government of B-25 and B-29 Bombers or (b) other than those sold by Lessee to other manufacturers of B-25 and B-29 Bombers for use in the manufacture thereof, Lessee agrees to pay to Defense Corporation additional rental, for each hour or fraction thereof that such portion of the Machinery is used for such other purpose, at the rate of twelve per cent (12%) per annum of the original cost of each item of Machinery so used, such rental to be paid quarterly not later than the twentieth day after the end of each quarter, beginning with the quarter ending December 31, 1943.

In view of the important change in our aircraft production assignments, it would be to the mutual interest of the Army Air Forces, Defense Plant Corporation, and the Contractor, to have the above-mentioned facilities of Flanor 834 amended immediately to provide for the use of these facilities for the manufacture of "Aircraft and Aircraft Parts" at the present rental rate of \$1.00 per year, thus removing the present restriction limiting our use of these facilities to the B-25 and B-29 Bombers and making possible their use for the P-75 Airplane.

To enable our Army to produce the P-75 Airplane, of course, certain additional facilities will be required over and above those presently available for the B-29 program. We are now in the process of determining these facility requirements for the P-75 Program, but inasmuch as there are a number of factors affecting this determination, we do not feel that we can make a reasonably fair estimate of the requirements at this time. It is expected that this determination will require another three to four weeks for completion.

From the standpoint of funds required, however, a preliminary survey indicates that sufficient money is already provided under Flanor 834 to finance the facilities for the B-29 Bomber Program, as revised, and the new P-75 Program as well. This, in our opinion, supports the desirability of the recommended amendment of Flanor 834 to permit the use of the funds and facilities provided thereunder for the P-75 Program.

It is our thought and intention, if the above recommendation meets with your approval, to furnish to you at the earliest possible date our best estimate of the facility requirements for the P-75 Airplane in

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Army Air Forces

- 5 -

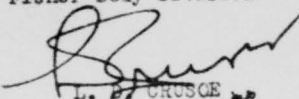
August 11, 1943

conjunction with the revised B-29 Program and of the funds required therefor. On this basis the Appendix "A" to the Lease Agreement could be revised to include such additional facilities as are required for the P-75, and the amount of the Lease could be adjusted accordingly, either above or below the amount presently specified as may develop to be the case.

We trust that you will be agreeable to this proposal for handling the acquisition of facilities required for the P-75 Airplane and will indicate your agreement to Defense Plant Corporation so that we may deal with them to have the Agreement of Lease amended accordingly. We shall appreciate your advising us as to the action taken in this matter.

Yours very truly

GENERAL MOTORS CORPORATION
Fisher Body Division


L. J. CRUSCE
Assistant Treasurer

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18 August 1943

Experimental Fighter Program.

Commanding General,
 Materiel Command,
 Wright Field,
 Dayton, Ohio Attention: Technical Executive.

1. During the past several weeks, personnel of this office and the Engineering Division has cooperated in the review of experimental fighter projects

2. The result of this effort is summarized in the following table:

Project Closed No Further Action Required	Closed Out Report Prepared	Drop or Cancel Pre-Contract, Prepare Report	Accept Delivery Close Contract Prepare Report	Continue Present Program
IP-47	IP-39E	IP-47F	IA-26A	IP-51F
IP-47H		IP-59B	IP-47E	IP-51G
IP-51		IP-61	IP-47J	IP-55
		IP-62 (#2)	IP-49	IP-56
		IP-71	IP-51B	IP-58
		IP-77 (4)	IP-54	IP-59A
			IP-60C	IP-63
			IP-60E	IP-67
			IP-60E	IP-72
			IP-62 (#1)	IP-75
			IP-77 (2/6)	IP-79A
				IP-79B
				IP-80
3	1	6	11	13

3. It is requested that you initiate action immediately to accomplish the changes in the Experimental Fighter Program as indicated in paragraph 2 above.

4. This office is advised that the Engineering Division is preparing a similar review of other types of Experimental aircraft. It is requested that the project be expedited and the preliminary report forwarded as soon as practicable.

By Command of General ARNOLD:

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

MMAD

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RECEIVED

Command
Resources Control Section
Wright Field

Ref: WMA... 0-2-1

*Chrysler
Boeing
8/23*

23 August 1943

SUBJECT: Defense Plant Corporation
Lease Agreement
Planner 634
Fisher Body Division, GM

TO: Commanding General
Army Air Forces
Washington 25, D. C.

Attention: Assistant C/AS WAD
Resource Division

1. There is forwarded herewith letter dated 11 August 1943 from Fisher Body Division, General Motors Corporation, setting forth details of Paragraph 10 of the lease agreement, Planner 634, between Fisher Body Division and the Defense Plant Corporation.

2. In brief, Paragraph 10 of the lease agreement provides that the Fisher Body Corporation can utilize machinery provided under this planner for the production of B-25 airplanes as well as the B-29 bomber. Regardless of the production to which the machines are put, the rental remains the same, namely, \$1.00 per year. The Fisher Body Division is now requesting that Paragraph 10 of the lease agreement be amended to include the production of the P-75 airplane with the same facilities as furnished for B-25 and B-29 airplanes.

3. As Planner 634 is now in excess of \$26,000,000, it is the opinion of this office that a very important savings in funds and machine tools can be effected if the lease agreement is amended to include the P-75 airplane. Additional costs of machine tools for production of P-75 airplanes would only be reflected in additional costs to the Government for such production. In view of these facts, the Resources Control Section strongly recommends the revision of Paragraph 10 of the lease agreement, Planner 634, to include the production of the P-75 airplane. It is requested that this matter be taken up with the Defense Plant Corporation for the purpose of revising this Paragraph 10 of the lease agreement.

For the Chief of Production Division:

E. H. [Signature]

MDAC-S-WF-3-5-42-500M

AUG 26 PM 4 48

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TELETYPE MESSAGE

JFA:abd:50
1:40 PM

ROUTINE

DATE: 26 August 1943

FROM: Engineering Division

ATTENTION: DEVELOPMENT ENGINEERING BRANCH
MATERIEL DIVISION

H. Z. BOGERT
H. Z. BOGERT
Colonel, A.C.

U. S. AIR FORCE
ENGINEERING DIVISION
AIRCRAFT DIVISION

THE RECENT INFORMATION RECEIVED FROM CONTRACTOR INDICATES THAT A TOTAL INTERNAL PROTECTED TANKAGE OF 511 GALLONS WILL BE PROVIDED IN XP-75 AND P-75 AIRPLANES. ENG-621 AFAMC. PROVISIONS WILL ALSO BE MADE FOR TWO EXTERNAL FUEL TANKS. THE CONTRACTOR HAS SET DATE OF FIRST FLIGHT FOR FIRST AIRPLANE ~~AS~~ 19 OCTOBER. *END REAMC*

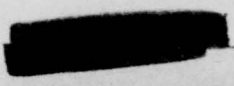
ENGINEERING DIVISION

Copies to:
Colonel Bogert - 1 *Redd + destroyed 9-6-43*
Colonel Roth - 2

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TO BE SENT IN CONFIDENTIAL CODE.

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sent B. J.
AFM 8-26-43
5:05 PM



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GENERAL MOTORS CORPORATION

DETROIT, MICHIGAN

September 8, 1943

Major General C. P. Echols
Chief of the Materiel Division of the
Army Air Forces
Pentagon Building - Room 4 C 660
Arlington, Virginia

Dear General Echols:

When the Air Corps on your recommendation placed an order for 2,500 P-75 pursuit ships with our Fisher Body Division, you again showed great confidence in the Corporation's development and production ability. We are most appreciative of this demonstration of confidence and we will do our utmost to meet the schedule of five in May, 1944, and to increase the production rate to 250 per month as soon as possible thereafter.

We understand that no pursuit ship now in production, and no other pursuit ship that has advanced to a comparable point of development in the country, can be modified to meet the important tactical need that confronts you. We appreciate that it is unusual to undertake production tooling coincident with the assembly of a first experimental ship. We also appreciate that the timing of the whole program is of the order of compressing a normal two year development and production preparation program into one year. We appreciate too that the project cannot be turned over to others who have more background in airplane development without the probability of important delay in both the development and production preparation phases of the program. We further appreciate that when the ship has its air trials that design modifications may be indicated that can result in schedule delay in spite of our combined best efforts.

However, in view of the country's urgent need for the type and since our partially completed development appears to be the only development in a position to be produced to satisfy that need in a reasonable time, we feel you have followed the best course open to you in asking us to undertake the assignment. On several occasions, in connection with the war effort, we have succeeded in doing the seemingly impossible. We shall make every effort to do so in this instance.

Very truly yours,

/s/ O. E. Hunt
O. E. Hunt
Executive Vice President

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Contract 535 ~~0~~-33962

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GENERAL MOTORS CORPORATION
Fisher Body Division
Detroit, Michigan

[Handwritten scribble]

RESTRICTED
June 44

APPROVED: 1 October, 1943.
By Direction of the Secretary of War Under
the Provisions of the First War Powers Act,
1941, and Executive Order No. 9001, Decem-
ber 27, 1941.

[Signature]
CHAS. E. BRANSHAW
Major General, U.S.A.
Commanding, Materiel Command.

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D.P.F.F. FORM NO. 3
Approved by The Assistant
Secretary of War, Aug. 14, 1942
(Revised)

Contract No. W 535 ac-33962 (9268)

ANMB Preference: AA-1

~~Classification: TOP SECRET~~
~~Security: SECRET~~

APPROVED: 1 October, 1943.
By Direction of the Secretary of War under
the Provisions of the First War Powers Act,
1941, and Executive Order No. 9001, Decem-
ber 27, 1941.

AFPM 217601, 329679, 361273

/s/ Chas. E. Branshaw
CHAS. E. BRANSHAW
Major General, U. S. A.
Commanding, Materiel Command

Classification: XP-75

~~COST-PLUS-A-FIXED-FEE~~

SUPPLY CONTRACT

(Army Air Forces)

WAR DEPARTMENT

KM:hvm

Project No. 1114317
This document contains information affecting
the national defense of the United States
within the meaning of the Espionage Act,
U. S. C. 50-31 and 32, its transmission or the
revelation of its contents in any manner to an
unauthorized person is prohibited by law.

Contractor: GENERAL WOLVES CORPORATION (FISHER BODY DIVISION)

Contract for: 8 XP-75 Airplanes, 1 Skeleton Airplane, Models and Tests.

Reports and Data _____

Estimated Cost: \$ 2,836,271.60

Fixed-Fee: \$ 75,163.10

Payments to be made by The Finance Officer, U. S. Army, Jefferson and Livernois
Avenues, Detroit, Michigan

The supplies and services to be obtained by this instrument are author-
ized by, are for the purpose set forth in, and are chargeable to the following
Procurement Authorities, the available balance of which are sufficient to
cover the cost of the same

AC 3010 P 611-09 A 0705-23.....\$ 424,192.70
ACA 1942-44, 2-4005 P 611-09 A 212/40705...\$2,487,242.00
\$2,911,434.70

This Formal Contract supersedes Letter Contracts Special Form dated
October 10, 1942 and July 9, 1943.

Handwritten signature

Handwritten signature

~~_____~~

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COST-PLUS-A-FIXED-FEE
SUPPLY CONTRACT

THIS CONTRACT, entered into this 11th day of
September, 1943 by THE UNITED STATES OF AMERICA, hereinafter
called the Government, represented by the Contracting Officer executing
this contract,** and GENERAL MOTORS CORPORATION (FISHER BODY DIVISION)

* a corporation organized and existing under the laws of the State of
* Delaware
* ~~a partnership consisting of~~ XXX
* _____
* _____
* _____
* ~~an individual residing at~~ XXX
of the City of Detroit
in the State of Michi an

hereinafter called the Contractor, witnesseth that:

*Delete all lines which do not apply.

** This contract was negotiated under the authority of the First War Powers Act, 1941, and Executive Order No. 9001, December 27, 1941.

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ARTICLE 1 - STATEMENT OF WORK

The Contractor shall, within the time specified in Article 4 hereof, manufacture, furnish and deliver to the Government the following articles:

- Item 1 - Two (2) Single Place, Single Engine, Interceptor Fighter Type Airplanes, Contractor's Model No. 1, also known as Army Air Forces Model XP-75, each complete and conforming to Contractor's Model Specification No. X-92 dated October 13, 1942, and revisions thereto dated December 19, 1942 and March 4, 1943, hereby made a part hereof.
- Item 2 - Six (6) additional Airplanes, Contractor's Model No. 1, Army Air Forces Model XP-75, as described in Item 1 above, and, in addition, incorporating internal self-sealing fuel cells for long range operation as specified in revision of August 3, 1943 to the Specification described in Item 1 above.
- Item 3 - One (1) Wind Tunnel Model of the Model XP-75 Airplane described in Item 1 above. Said model shall be constructed in accordance with United States Army Specification No. 98-40043-G, dated September 24, 1942, hereby made a part hereof, and shall be constructed to the mathematical scale which will produce a model suitable for tests in the Wright Field five (5) foot wind tunnel.
- Item 4 - One (1) Full Scale Mock-up of the Model XP-75 Airplane as described in Item 1 above, complete, and representing the installation of an Allison Model No. V-3420-B8 engine.
- Item 5 - One (1) Full Scale Skeleton Model XP-75 Airplane, as described in Item 2 above, consisting of a complete airplane less the following: that portion of the Government-furnished equipment described in Appendices A, B, C and D of the Contractor's Model Specification referred to in Item 1 above; engine controls, fuel tanks and lines; oil tanks and lines; and all electrical wiring, except that necessary to operate the retracting units and/or flaps. Brackets that do not contribute to the structural strength of the airplane may also be eliminated. All power units for operating retracting units and/or flaps shall be installed, whether the equipment in question is Government-furnished or is required to be furnished by Contractor. Final finish coating need not be applied.
- Item 6 - Certain Spare Parts for the Model XP-75 Airplanes called for under Items 1 and 2 above. Within thirty (30) days after the date of approval of this contract, the Contractor shall furnish to the Government an itemized list setting forth the items and quantities of the spare parts proposed to be furnished under this Item and the estimated unit and total prices thereof. Such list shall be subject to revision as to quantities, and to approval, by the Contracting Officer who shall revise or approve said list within thirty (30) days after the receipt thereof by the Government. Such spare parts

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ARTICLE 2 - ESTIMATED COSTS (Based upon data on file in the office of the Commanding General, Army Air Forces.)

<u>Item</u>	<u>Quantity</u>	<u>Estimated Cost</u>
1	2 XP-75 Airplanes	\$1,365,071.60
2	6 XP-75 Airplanes	1,254,000.00
3	1 Wind Tunnel Model	(Included under Item 1)
4	1 Full Scale Mock-up	(Included under Item 1)
5	1 Skeleton XP-75 Airplane	167,200.00
6	Spare Parts	50,000.00
7	Data	(Included under Items 1 and 2.)

Total Estimated Cost \$2,836,271.60

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292 ARTICLE 4 - DELIVERY

(c) All of the articles called for under the Items of paragraph (a) of Article 1 hereof shall be delivered by the Contractor to the Government in accordance with the following schedule:

(1) The first airplane called for under Item 1 shall be ready for initial flight testing by the Contractor on or before September 30, 1943, and shall be delivered to the Government at the completion of such of the tests specified in paragraph (d) of Article 1 as are made with said airplane. The second airplane called for under Item 1 shall be delivered to the Government within thirty (30) days after the delivery of the first airplane called for under Item 1.

(2) The airplanes called for under Item 2 shall be ready for initial flight testing by the Contractor on or before the following dates and shall be delivered to the Government at the completion of such of the tests specified in paragraph (d) as are made with the particular airplane:

First airplane	December 31, 1943
Second airplane	December 31, 1943
Third airplane	January 1, 1944
Fourth airplane	January 1, 1944
Fifth airplane	February 29, 1944
Sixth airplane	February 29, 1944

(3) The wind tunnel model called for under Item 3 shall be delivered to the Government forthwith.

(4) The mock-up called for under Item 4 shall be ready for inspection by the Government forthwith, and shall be delivered concurrently with the data called for under subparagraph (a) of Item 7.

(5) The skeleton airplane called for under Item 5 shall be delivered to the Government on or before November 30, 1943.

(6) The spare parts called for under Item 6 shall be delivered to the Government within sixty (60) days after the date of the delivery of the sixth airplane called for under Item 2.

(7) The data called for under Item 7 shall be delivered to the Government in accordance with the following schedule:

(a) The data under subparagraph (a) thereof:
On or before the date of delivery of the sixth airplane called for under Item 2.

ARTICLE VI APPROVAL

This contract shall be subject to the written approval of The Secretary of War or such individual as said Secretary may designate and shall not be binding until so approved. The date of such approval shall be deemed to be the true date for the purpose of determining all times of performance. IN WITNESS WHEREOF, the parties hereto have executed this contract as of the day and year first above written.

THE UNITED STATES OF AMERICA

By /s/ Ellis W. Paul
ELLIS W. PAUL, Captain, 1st Corps

.
(Official Title)
GENERAL MOTORS CORPORATION
(FISHER R&D DIVISION)

By /s/ E. F. Fisher
E. F. Fisher - Vice-President

.
Business
Detroit, Michigan Address

Two witnesses:

/s/ I. W. Davidson
I. W. Davidson
/s/ R. H. Sprague
R. H. Sprague

NOTE: Type or print name
under all signatures

I, J. C. Davidson, ; certify that I am the Assistant Secretary of the corporation named as Contractor herein; that E. F. Fisher

who signed this contract on behalf of the Contractor was then Vice-President of said Corporation; that said contract was duly signed for and in behalf of said corporation by authority of its governing body and is within the scope of its corporate powers.

(Corporate Seal)
/s/ J. C. Davidson,

I hereby certify that, to the best of my knowledge and belief, based upon observation and inquiry, who signed this contract for the GENERAL MOTORS CORPORATION authority to execute the same, and is the individual who signs similar contracts on behalf of this corporation with the public generally.

.
(Contracting Officer)

FISHER BODY DIVISION

GENERAL MOTORS CORPORATION

DETROIT 2, MICHIGAN

November 1, 1943

Army Air Forces
Material Command
Resource Control Section
6606 W. Warren Avenue
Detroit, Michigan

Attention: Major Paul W. Huston

Gentlemen:

Reference is made to our letter of August 11, 1943, to the Army Air Forces, Resource Control Section, attention of Colonel E. W. Rawlings, in which the recent change in our B-29 Bomber Program and the inauguration of the P-75 Airplane Program was explained. In the same letter we recommended that the facilities for both of these programs be included under our Lease Agreement, Planter 834, with the Defense Plant Corporation. This recommendation was subsequently followed, and the Lease Agreement has now been amended accordingly.

Since the inauguration of the P-75 Airplane Program, we have endeavored to obtain the facility requirements for this program, and on August 26, 1943, we submitted to the Army Air Forces, Resource Control Section, attention of Colonel E. W. Rawlings, a partial Appendix "A". This partial Appendix "A" was returned approved, with Colonel Rawlings' letter of September 17, 1943, in which revised Appendix "A" sheets for the P-75 Airplane Program were requested.

In accordance with this request, we have revised the Appendix "A" for B-29 Bombers 490-1, Planter 834. The funds needed for our estimated requirements for facilities for the P-75 Airplane have been obtained from funds provided for the B-29 Bomber prior to the recent change in this program. Eight copies of this revised Appendix are enclosed for your consideration and approval.

Very truly yours,

GENERAL MOTORS CORPORATION
Fisher Body Division

L. E. GIBSON
L. E. GIBSON
Assistant Treasurer

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Address reply & ENVELOPE to:

Commanding General
 AAF Materiel Command
 Engineering Division
 Reference #SR:aj:50
 Wright Field, Dayton, Ohio

5 November 1943

Performance - XP-75 Airplane
 (Confirmation)

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

Attention: Development Engr. Br., AC/AS, MM&D
 Colonel R. C. Wilson

1. The following data is to confirm the information given your office over the telephone 4 November 1943, relative to the performance of the XP-75 airplane:

	Interceptor	Long Range (Internal Fuel)	Long Range (Alternate Load)
Gross Weight	12,250#	14,957 lb.	16,007 lb.
Take-off	1,020 ft.	1,600 ft.	1,900 ft.
R/C Sea Level	5,400 ft.	4,260 ft.	3,840 ft.
R/C at 25,000 Ft.	2,800 ft.	2,050 ft.	1,720 ft.
High Speed - Critical (20,000 ft.)	435 mph	430 mph	416 mph
Range at 25,000 ft. at 310 MPH	5 Mi.	1562 Mi.	2058 Mi.
Range at Economical Cruising Speed	1165 Mi.	2199 Mi.	3112 Mi.

2. Range at 25,000 feet is based upon first warming up, taking off, combatting for 20 minutes, and cruising for 30 minutes at most economical cruising and the starting out for range.

3. The horsepowers used in the above computations are 3000 hp. war emergency power at sea level; 2500 hp. war emergency at 20,000 feet; and 1200 hp. war emergency at 33,000 feet.

4. All the above data were obtained from curves submitted by the General Motors Corporation.

For the Commanding General:

ME-527

F. O. CARROLL,
 Brig. General, U.S.A.,
 Chief, Engineering Division.

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TO: ASST C/AS MND

DEVELOPMENT ENGINEERING BRANCH

FROM: ENGINEERING DIVISION

NOVEMBER 19, 1943

P R I O R I T Y

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S*

SUCCESSFULLY COMPLETED FIRST FLIGHT, MX-317 AIRPLANE, ON 17 NOVEMBER. RECONTRACT W335-AC-33962. DURATION OF FLIGHT APPROXIMATELY THIRTY MINUTES. PILOT, RUSSELL THAR. PILOT REPORTS THAT LONGITUDINAL STABILITY APPEARS SATISFACTORY BUT THAT STABILITY IN YAW IS QUESTIONABLE, POSSIBLY INDICATING NEED FOR INCREASE IN VERTICAL TAIL AREA; OTHERWISE, AIRPLANE VERY SATISFACTORY EXCEPT FOR MINOR DIFFICULTIES WITH FUNCTIONING OF EQUIPMENT. ENG THIS AIRPLANE HAS THE SINGLE-STAGE ENGINE BUT THE SECOND AIRPLANE, WHICH IS SCHEDULED TO FLY IN THREE OR FOUR WEEKS, WILL HAVE A TWO-STAGE ENGINE. AFAMC BOTH THE FIRST AND SECOND AIRPLANES WILL HAVE THE FUSELAGE FUEL TANK ONLY BUT THE THIRD AND SUBSEQUENT AIRPLANES WILL HAVE ADDITIONAL FUEL IN THE CENTER SECTION. NEXT FLIGHT OF FIRST AIRPLANE SCHEDULED FOR EARLY PART OF NEXT WEEK FOR FURTHER FUNCTIONAL CHECKS. IN THE MEANTIME, MINOR MODIFICATIONS INDICATED AS NECESSARY BY FIRST FLIGHT ARE BEING MADE. CONTRACTOR ANTICIPATES THAT IT WILL BE POSSIBLE TO OBTAIN PRELIMINARY PERFORMANCE FIGURES BY THE FIRST OF NEXT MONTH, BUT DUE TO THE SINGLE-STAGE ENGINE THIS PERFORMANCE WILL BE NECESSARILY ONLY LOW ALTITUDE

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*original
P-75
on 10-1-43 - 7(2, 19)*

~~CONFIDENTIAL~~

25 November 1943

MEMORANDUM FOR MATERIAL DIVISION (THRU GENERAL MEYERS)

1. This should be regarded as one of our highest priority projects. The following must be accomplished:
 - (a) engines must be ready for P-75,
 - (b) Type test must be completed on time,
 - (c) engine for P-75 must give a 3,000 H.P. War Emergency rating as promised,
 - (d) A large amount of standard flight testing must be conducted at an early date. This should be prosecuted vigorously.
2. These airplanes are to be in production, fully service tested - all bugs out of airplane and engine - and in service in overseas theatres by mid-summer 1944.

O.P. Nichols
 O. P. NICHOLS
 Maj. General, U. S. A.
 Asst. Chief of Air Staff, M.M. & D.

Alced

*(c) None of these airplanes
will be crashed
down.*

~~CONFIDENTIAL~~

*Flight 275 case
in Material - 7/11/44
1944, Branch*

11/26/43

CONFIDENTIAL

Fisher Body P-75's.

26 November 1943

Commanding General, Materiel Command,
Wright Field, Dayton, Ohio.

Attention: General Branchaw

1. The following communication from General Echols, above subject,
is quoted in full:

"1. This should be regarded as one of our highest priority
projects. The following must be accomplished:

(a) Engine must be ready for P-75,

(b) Type test must be completed on time,

(c) Engine for P-75 must give a 3,000 H.P. War Emergency
rating as promised,

(d) A large amount of standard flight testing must be
conducted at an early date. This should be prosecuted
vigorously.

"2. These airplanes are to be in production, fully service
tested - all bugs out of airplane and engine - and in service in
overseas theatres by mid-summer 1944.

(signed) G. F. Echols
G. F. ECHOLS
Major General, U.S.A.,
Asst. Chief of Air Staff, MM&D."

2. It is requested that immediate and aggressive action be taken
to carry out General Echols' directive and that comments on each of the
above items be forwarded as soon as possible.

3. It is further requested that a special report be submitted each
week to Assistant Chief of Air Staff, Materiel, Maintenance and Distribution.

By command of General ARNOLD:

c.c. AFDMA-2
AFDMA-4

AFDMA-1 JFP/sx 71885

B. W. CHIDLAR, BRIG. GEN., U.S.A.,
Chief, Materiel Division,
AC/AS, MM&D.

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L.E.B. - 25 (1/27)
Inst. Div.
M.M.D., Wash.

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11/29/43

ASST C/AS MMD

DEVELOPMENT ENGINEERING BRANCH

P R I O R I T Y

RE TELEPHONE CONVERSATION WITH MR. GRAICHEN MX-317 AIRPLANE HAS MADE FOUR FLIGHTS TOTALING APPROXIMATELY TWO HOURS AND THIRTY MINUTES. FIRST FLIGHT WAS REPORTED IN TELETYPE ENG-963, DATED 19 NOVEMBER 1943. SECOND FLIGHT TOOK PLACE 22 NOVEMBER FOR THE PURPOSE OF FURTHER FUNCTIONAL CHECK. THIRD FLIGHT MADE 23 NOVEMBER FOR THE PURPOSE OF FURTHER FUNCTIONAL CHECK AND AT THIS TIME MOVING PICTURES WERE TAKEN FROM AN ACCOMPANYING AIRPLANE. 16mm. COPY OF THESE MOVING PICTURES PREPARED AT WRIGHT FIELD FOR OFFICE OF ASSISTANT C/AS, M.M.&D. DEVELOPMENT ENGINEERING BRANCH AND WILL BE FORWARDED WITHIN NEXT FEW DAYS. FOURTH FLIGHT MADE ON 24 NOVEMBER AT WHICH TIME AIRPLANE WAS ACCOMPANIED BY CALIBRATED FIGHTER AIRPLANE FROM WRIGHT FIELD FOR THE PURPOSE OF CALIBRATING THE MX-317 AIRPLANE DURING LOW SPEED RUNS ON THIS FLIGHT ENGINE LOADED UP, BACKFIRED AND STOPPED. HOWEVER, PILOT WAS ABLE TO GET ENGINE RUNNING AGAIN AND THREE MORE CALIBRATION POINTS WERE OBTAINED. WHEN AIRPLANE REACHED CRUISING SPEED, ENGINE WAS OBVIOUSLY RUNNING ROUGH AND FLIGHT WAS TERMINATED. INSPECTION REVEALED THAT BACKFIRE HAD DISLOCATED NEOPRENE SEAL IN INTAKE SYSTEM WHICH FED THROUGH THE CARBURETOR INTO THE ENGINE. AIRPLANE IS NOW OFF FLIGHT STATUS FOR APPROXIMATELY ONE WEEK, DURING WHICH TIME AIR INTAKE WILL BE CHANGED FROM THE COLD SIDE TO THE WARM SIDE OF THE PRESTONE RADIATOR DUCT. THIS IS A TEMPORARY EXPEDIENT TO PREVENT FURTHER BACKFIRING. ALSO DURING THIS WEEK THE LANDING GEAR FAIRINGS AND WING ANGLE FAIRINGS WILL BE INSTALLED. CALIBRATION FLIGHTS WILL BE REPEATED AS SOON AS POSSIBLE AND A LOW ALTITUDE HIGH-SPEED CHECK WILL BE MADE. STILL PHOTOGRAPHS OF THE AIRPLANE WILL BE FORWARDED TODAY. END AFAMC

ENGINEERING DIVISION

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Address reply and envelope

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Commanding General
AAF Materiel Command
Production Division
Department 70-3
Wright Field, Ohio

ac 41011
GHS:WJS-70-3

6 December, 1943

999

SUBJECT: Status of Production
P-75 Airplane

TO: Commanding General
Army Air Forces
Washington 25, D. C.

mk 317

Attn: Materiel Division, Office A st. C/AS, M.V. & D.

1. The XP-75 airplane flew in Cleveland, Ohio, for the first time on 18 November, 1943, at approximately 1:15 P. M. A low altitude normal power, wheels down, familiarity flight was successfully accomplished.

2. The weight empty for the airplane is 10,109 pounds. This is 991 pounds heavier than the weight empty of 9,518 pounds as estimated in the experimental model specification and original proposal. Adding the normal useful load including four .50 caliber guns in nose, armor plate, fuel (210 gallons), oil (18 gallons), the gross weight adds up to 12,429 pounds. The guns, armor plate, blast tubes, gunights were not installed. Ballast for guns was in the nose to permit flight with a Center of Gravity location of 30%.

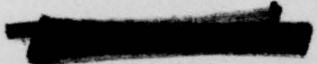
3. The model specification for the production airplane has been received at the Materiel Command. It has been checked for completeness and will be released providing the Contractor makes necessary corrections thereto. The only design change requested to date is the substitution of the "free blown" bubble canopy for the airplane. Fisher Body had one unit manufactured and is now making an initial installation. In addition, the Contractor has been asked to make a comprehensive study and new layout of a satisfactory cockpit instrument and switch arrangement.

4. The built-in fuel capacity for the production airplane has been increased to 530 gallon, i.e. 320 gallon fuselage tank; two 60 gallon front wing tanks; two 45 gallon rear wing tanks (center panel section). The oil capacity has been increased to 21.5 gallons for proper fuel/oil ratio.

Classification cancelled or changed to
by authority of Asst. Chief, Materiel Division
per Materiel Division Notice used

COM. GEN.
TECH. EXC.
ADM. EXC.
C. O.
BUD. OFF.
EXP. ENG.
CONTRACT
INSP.
PROD. DIV.
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OTHERS

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Commanding General

6 Dec. 1943

5. The production airplane loading conditions will be as follows:

Condition	Fuel (Built in)	Oil (Max.)	Armament	Weight
Normal Gross	270 gal. only in case tank		4 - .50 Cal. (Fus.-Nose)	12,410
Alt I Gross	300 fuselage 120 front wing 90 rear wing	-	4 - .50 Cal. (Fus.-Nose)	14,810
Alt II Gross	300 fuselage 120 front wing 90 rear wing	-	4 - .50 Cal. (Fus.-Nose) 6 - .50 Cal. (ing)	15,740
Alt III Gross	300 fuselage 120 front wing 90 rear wing	2 - 75 gal. wing tanks	4 - .50 Cal. (Fus.-Nose) 6 - .50 Cal. (ing)	16,790

* Weight includes 591 pound increase over specification result in from 3-75 actual weight and allowance of 150 pounds for aluminum radiators and oil coolers to be used in production.

6. The production airplane will be delivered from the factory with all ten guns installed, full "built in" fuel capacity and shackles installed to carry the two 75 gallon auxiliary tanks. The gross weight at time of delivery will be approximately 14,000 pounds. The number of guns and the amount of fuel used to be left to the discretion of the combat activities.

7. The performance for the airplane at the various loading conditions as presented in the production model specification is as follows:

Performance	Normal 12,250	Alt. I 14,056	Alt II 14,957	Alt III 16,007
V Max. at 20,000' (Military Power)	G 434	E 431	G 430	E 416
V Operating (75% Normal Power) at 20,000'	G 377	E 373	E 371	E 364
Service Ceiling (Normal Power)	G 37,400	E 35,200	G 34,900	E 33,200
(as Emergency)	E 30,900	E 33,000	E 37,400	E 36,000
Time to climb to 20,000' (Military Power)	G 4.6	E 5.5	E 6.0	E 6.7
(as Emergency)	E 4.4	E 5.2	E 5.6	E 6.2
Take-off over 50' obstacle	G 1,550	E 1,400	G 1,600	E 1,900
Landing over 50' obstacle	G 1,220	E 1,000	E 2,200	E 2,350
Landing Speed	C 82	E 88	E 91	E 94
Maximum Range - at 20,000' (Theoretical)	E 1,165	E 2,638	E 2,499	E 3,112
Maximum Endurance - at 20,000' (Theoretical)	E 4.9	E 10.9	E 10.0	E 12.3
Range - Allowing for warm-up, take-off climb to 25,000' at normal power, 20 min. com. (15 min. mil. power and 5 min. at most economical cruising (310 MPH at 25,000'))	E 5	E 1,610	G 1,562	E 2,058
Endurance - (At same range conditions)	E .02	E 5.2	G 5.0	E 6.6

E - Estimated

G - Guaranteed

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Commanding General

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6 Dec. 1943

8. The above performance corrected to the increased weight as shown in Paragraph 5. above due to increased fuel capacity, oil capacity, structural and equipment weight increase would result in negligible decrease in speed, approximately 40 feet per minute decrease in rate of climb for each additional 100 pounds of weight and ten mile decrease in range per 100 pound increase in weight.

For the Commanding General:

Mark W. Bradley
W. W. MORGAN
Colonel, Air Corps
Chief, Production
Engineering Section

11 DEC 1943

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AAFMC-266-WF-10-27-48-80M

ARMY AIR FORCES
MATERIEL COMMAND
ENGINEERING DIVISION
MEMORANDUM REPORT ON

EHF:mld:51

SUBJECT: Flutter Survey and Analysis of
the Fisher Body XP-75 Airplane.

Date 6 December 1943

SECTION Aircraft Laboratory

Contract No. AC-33962

Expenditure Order No. 430-120

SERIAL No. ENG-51-4302-C-8

Purchase Order No.

A. Purpose.

To report the results of:

1. Ground vibration tests made to determine the natural vibration frequencies of the structural components of the Fisher Body XP-75 airplane.
2. Experimental determinations of the weights, static unbalances, and moments of inertia of the main movable control surfaces.
3. Calculations made to determine the critical flutter speeds of the subject airplane.

B. Factual Data.

1. The subject flutter inspection was conducted by Lt. R. Wilkus and Mr. E. H. Kramer of the Materiel Command at the Contractor's plant in Cleveland, Ohio, on 9 and 10 November 1943 (Special Orders No. 268, paragraph 7, dated 22 October 1943)
2. A description of the subject airplane and design data necessary for flutter computations are given in Appendix 1.
3. The results of the ground vibration tests together with a description of the test procedure are contained in Appendix 2. Since the reinforced A-24 elevators which are used on the subject airplane were not available, the vibration tests were conducted on elevators normally used on the A-24. No guns or ammunition were installed in the wing.
4. An unsatisfactory condition noted during the vibration tests was the excessive play in the elevator tabs. Vibration tests made after the play was reduced showed that the rotational frequencies of the tabs were slightly higher than the value of 1500 cpm recommended in the Handbook of Instructions for Airplane Designers.

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Number of pages 12

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MEMORANDUM FOR THE DIRECTOR

Engineering Division
Memo. Rep. No. 844-51-4502-6-6
6 December 1945



II. Factual Data. (Contd)

5. The movable control surfaces on the subject airplane are fabric covered. Materiel Command experience indicates that the movable control surfaces of all large high speed pursuit planes should be metal covered to insure the prevention of flutter involving local flexibilities in the control surface structure.

6. Flutter calculations contained in Appendix 3 indicate that the XP-75 will prove satisfactory from the flutter viewpoint provided that the tabs are maintained free from play.

7. The results of the engine mounting vibration tests are contained in Engineering Division Memorandum Report, Serial No. 844-51-4502-6-9.

C. Conclusions.

1. The free rotational play in all tabs should be kept to less than one degree total angular deflection to insure the prevention of flutter.

2. The other structural components are expected to be free from flutter throughout the speed range of the XP-75.

3. Metal covered movable control surfaces will increase the margins of safety for flutter involving local flexibilities in the control surface structure.

D. Recommendations.

It is recommended that the Contractor

1. Issue maintenance instructions emphasizing the necessity of keeping the play in all tabs to less than 1 degree total angular deflection.

2. Investigate the practicability of incorporating metal covered control surfaces on all production airplanes of this type.

Concurrence: MX-517

Prepared by *S. H. Kramer*
S. H. KRAMER
(Name)

Approved by *Ben Smily, Major A.C.*
PAUL H. KEMMER, COL., A. C.,
Chief, Aircraft Laboratory.

Distribution:
Airc. Proj. Sec. Fighter Br.
Fisher Cleveland Airc. Div. (GMC) Thru
A/F Dist. Supv. Att: Dist. Engr. Div. Off.) Airc.
A/F Res. Rep.) Proj. Sec.

Approved by *John J. Aldridge, Capt. A.C.*
J. J. CARROLL, Brig. Gen., U.S.A.
Chief, Engineering Division.

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Engineering Division
Memo. Rep. No. ENG-51-1302-6-8
6 December 1943
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APPENDIX 1

Description of the Fisher XP-75 Airplane and Design Data
Necessary for Flutter Calculations.

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[REDACTED]
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Engineering Division
 Memo. Rep. No. ENG-51-4302-6-8
 6 December 1943

APPENDIX 1

Description of the Fisher XP-75 Airplane and
 Design Data Necessary for Flutter Calculations

The Fisher XP-75 is a single engine interceptor and/or long range fighter airplane. It is powered with an Allison V-3420 engine which is mounted behind the pilot. The contra rotating propellers are connected to a gear box which is driven thru two contra rotating extension shafts. The fuselage and center wing section are of all metal construction. The outer wing panels are reinforced P-40 wing panels. The entire empennage, including the tail wheel, is taken from the A-24 airplane; the elevators being the only parts that are reinforced. All the main movable control surfaces are of metal construction with fabric covering. The ballast weights are distributed by elements.

Design Details:

Limit Diving Speed - 425 mph indicated at 20,000 ft
 Gross Weight - 12,182 pounds

Wing:

Semispan - 24.75 feet
 Area (total) - 342 sq. ft.
 Semi-span of Center Section - 70.75 in
 Root Chord - 100 in.
 Tip Chord (theoretical) - 46.6 in.
 Elastic Axis Outer Wing Panel 34.0 Percent of Chord.
 Center of Gravity Outer Wing Panel 45.0 Percent of Chord.

Aileron:

Area (each) - 9.20 sq. ft.
 *Weight (Left - 20.6 lbs. (with tab)
 (Right - 17.6 lbs. (no tab)
 *Static Unbalance (Left - 6.18 inch-pounds
 (Right - zero
 *Moment of Inertia (Left - 312 pound inches squared
 (Right - 375 pound inches squared
 Tab - left hand side only - all metal construction.

*measured values.

Engineering Division
Memo. Rep. No. ENG-51-4302-6-8
6 December 1943

Fuselage:

Distance from wing T.E. to rudder H.L. - 195 in.

Stabilizer:

Semi-span - 106.5 in.
Area (1/2) - 26.07 sq. ft.
Weight (1/2) - 54.5 pounds

Elevator:

Area (each) - 9.31 sq. ft.
Weight (each) - 23.5 lbs.
Reworked elevators were not available for test. However, static balance tests, by Fisher personnel, of the reworked but uncovered elevators showed a static overbalance of 14 in.-lbs. The unbalance due to the covering was calculated to be 8 in.-lbs. so that the resultant elevator balance should be about 6 in.-lbs. overbalance.

Tabs:

Trim type - all metal construction.

Rudder:

Area - 9.92 sq. ft.
*Weight - 28 lbs.
* Static Unbalance - 28.6 in.lbs.
*Moment of Inertia - 1950 lb-in. sq.
Tab - trim type - all metal construction

*measured values

Fin:

Area - 12.53 sq. ft.
Weight - 29 lbs.

Flaps: (split type)

Outer panel:

Area (each) - 17.4 sq. ft.
Length - 122 in.
Chord - 21 in.

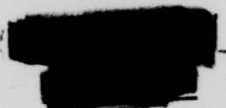
Inner Panel:

Area (each) - 5.15 sq. ft.
Length - 35.25 in.
Chord - 21 in.

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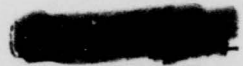
Engineering Division
Memo. Rep. No. ENG-51-4302-6-8
6 December 1943



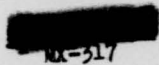
APPENDIX 2

Method of Test

Natural Vibration Frequencies of XP-75



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Engineering Division
Memo. Rep. No. ENG-51-4302-6-6
6 December 1943

Appendix 2

Method of Test:

The Fisher XP-75 was tested in the three point position with the tires partially deflated. Vibrations were excited by Materiel Command vibrators. The natural frequencies and modes of vibration were determined by visual observations and amplitude surveys, using an Ames dial gage and Sperry-M.I.T. vibration pickups in conjunction with a mixing box and a cathode ray oscilloscope.

The static unbalances of the main movable control surfaces were determined by measuring the load at a known distance from the hinge line while the surface was supported at the hinge line on a pair of knife edges. The moments of inertia were determined by measuring the frequency of the oscillations of the surfaces when restrained by a calibrated spring at a known distance from the hinge line.

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AFDMA-3
 17 December 1943

MEMORANDUM FOR: BRIGADIER GENERAL B. W. CHIDLER*

SUBJECT: P-75 - weights.

1. Although General Echols appeared to be satisfied with the weight information given him last Wednesday, there were so many discrepancies in the data that it was felt necessary to make a further check. As a result, the information in the following table was accumulated. It represents the latest and most authoritative information on the weights of the various versions of the XP-75 and the P-75.

ITEM	XP-75	XP-75	XP-75	XP-75	XP-75	P-75
	No. 1	No. 2	No. 3	Nos. 7 & 8	Nos. 7 & 8	
Weight empty, lb.	10,302	10,519	11,005	11,098	10,900	10,973
Combat weight, lb.	12,933	13,150	15,845	16,208	16,010	16,197
Guns, cal. 50	4	4	10	10	10	10
Ammo, rounds	1200	1200	2610	2610	2610	2610
Int. fuel, gals.	276	276	594	539	539	545
Ext. Fuel, gals.				150	150	150
Gross weight w/ Ext. fuel, lb.	12,933	13,150	15,845	17,258	17,060	17,247

*With aluminum radiators.

R. C. WILSON,
 Colonel, Air Corps,
 Chief, Development Engineering Br.

Telephone conversation between Mr. E. F. Fisher, Fisher Body Company, Detroit, Michigan, and Brigadier General Orval R. Cook, Material Command, Wright Field, Dayton, Ohio.

23 December 1945
5:20 PM

SUBJECT: Re. visit to Dayton for the purpose of discussing P-75 production. Change in design of fuselage made, and probably will cause any delay.

TO: Colonel B. L. Hoatner
Chief, PWS
Chief, Aircraft
Chief, Fighter Branch
Mr. E. C. Donnelly
Mr. E. Fisher
Detroit

FROM: P-75 Type airplane.

Mr. F: General, are you going to be in Monday afternoon?

Gen. C: Yes sir, I expect to be.

Mr. F: Don Merlin and I would like to come down and talk to you about this P-75 production. I'll tell you briefly what we wanted to do, and you can think it over a little bit. We made a change in the design of this fuselage after we got well going on the experimental ships, and that delay is worth more to us than we anticipated at the time, and then we've had so much sickness, and it's put us behind in our engineering. Now here is what we want to do. We want to build 100 planes that will be combat planes the same as these experimental jobs are built, and that way we can come with the first ship in April, instead of May, and then come into the next version of it, and pick right on up from the hundred you know.

Gen. C: Okeh, we'll have some people ready for you when you get in.

Mr. F: All right, we wanted to come down, I'm leaving here at 2:20 Detroit time, that's 1:20 your time, and we'll be at your office at 3:30 your time.

Gen. C: Okeh.

Mr. F: All right, fine General.

Gen. C: That's kind of bad news about the delay in the thing, but we'll work it out somehow.

Mr. F: It's not going to delay any ships, but you're going to have 100 ships that are a little bit different in the fuselage than there will be after that.

Gen. C: All right, we'll talk it over when you get down here. We'll be ready for you.

Classification cancelled or changed to _____
by authority of _____ Chief, Material Division
per Material Division Record dated _____

ORVAL R. COOK
Brig. General U.S.A.
Chief, Production Division.

COM. GEN.
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ARMY AIR FORCES
MATERIEL COMMAND
ENGINEERING DIVISION
MEMORANDUM REPORT ON

DBP:aks:51

SUBJECT: Dive-Recovery Flaps for
XP-75 Airplane.

Date 27 December 1943

SECTION Aircraft Laboratory

Contract No.

Expenditure Order No. 430-120

SERIAL No. ENG-51-4302-6-10

Purchase Order No.

A. Purpose.

1. To report on a conference in which the size and location for an experimental set of dive-recovery flaps on a XP-75 airplane was discussed. This conference was held at the request of the Chief, Technical Staff, Engineering Division contained in Inter-Office Memorandum, JFA:fkf:50, dated 29 November 1943, subject XP-75 Airplane Compressibility Flaps.

B. Factual Data.

1. A conference was held on 7 December 1943 to decide on a suitable size and location for an experimental set of dive-recovery flaps on an XP-75 airplane. Those attending were Mr. J. B. Wheatley of the Fisher Body Detroit Division, and Mr. H. L. Anderson and Lt. D. B. Parke of the Aircraft Laboratory, Engineering Division.

2. The results of wind-tunnel tests of dive-recovery flaps on P-38 and P-47 airplane models and flight tests on a P-47 airplane were presented to Mr. Wheatley during the conference. The possibility of installing such flaps on the XP-75 airplane was studied.

3. The space available on the outer panels of the wing of the XP-75 for installation of dive-recovery flaps is very limited, due to the landing-gear and landing gear fairing and the gun installation immediately outboard of the landing-gear. The fuel tanks in the center section of the wing of the P-75 airplane are expected to interfere with the operating mechanism if the flaps are installed on the center section of the wing. However, an experimental installation can be accomplished on the center section of the wing of the XP-75 airplane as its center section does not contain fuel tanks.

C. Conclusions.

1. Due to the limited space available on outer panels of the wing of the XP-75 airplane it will be necessary to use flaps of shorter span and larger chord than those for which test data are available if the flaps are installed on the outer panels.

[Redacted]

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Engineering Div.
Ser. No. ENG-51-4302-6-10,
27 December 1943.

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CONFIDENTIAL

C. Conclusions. (Cont'd)

2. It was decided that the best location probably would be on the center-section of the wing.

D. Recommendations.

None.

Concurrence:

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Distribution:
Chief, Technical Staff,
Engineering Division.

D. B. Parke
Prepared by *D. B. Parke*, 1st Lt., A. C.,
(Name)

Arthur L. Lowell, Capt. AC
Approved by *PAUL H. KEMMER*, Colonel, A.C.,
Chief, Aircraft Laboratory.

F. O. Carroll
Approved by *F. O. CARROLL*, Brig. General, USA
Chief, Engineering Division.

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ARMY AIR FORCES
HEADQUARTERS OF THE MATERIEL COMMAND

WRIGHT FIELD, DAYTON, OHIO

29 December 1943

Subject: XP-75 and P-75 Airplanes.

To: Chief, Materiel Division,
Office, Assistant Chief of Air Staff,
Materiel, Maintenance & Distribution,
Washington, D. C.

(Attention: Brig. General B. W. Chidlaw)

1. Reference is made to your letter of 26 November 1943, subject: "Fisher Body P-75's".

2. In accordance with the instructions contained in referenced letter, the following action is being taken on the points raised by General Echols:

a. Production engines will be available in ample time and as presently scheduled by Allison, the first five engines should be available in February and become available at increasing rates until 250 per month is reached in August.

b. Type test of the B-10 production engine is scheduled to commence at Allison during January and the type test will be started at Wright Field as quickly as possible. Arrangements are now being made to procure a test stand from Fisher Body that will simulate installation of the engine and nose gear in the airplanes.

c. The B-4 single stage engine now installed in the first airplane has already been run at 3,000 horsepower at Allison and every effort will be made to establish a 3,000 horsepower emergency rating on the two stage engines. Water injection will be resorted to, if necessary.

* d. Some difficulty in the first IP-75 has been encountered due to overheating. Because of this and the fact that the first airplane has a single stage supercharger only, the contractor has requested that performance figures be taken on the second IP-75 which should be ready for flight testing in approximately one week. This request is being allowed in view of the above. Performance figures obtained on the first airplane would not be strictly applicable to the production airplanes for the further

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To: Chief, Materiel Division, Office, AC/AS, MM&D
Date: 29 December 1943
Page -2-

reasons that the canopy and landing gear fairings will be changed and the tail wheel will be made retractable on the production airplanes. Likewise, the first airplane does not have provisions for the additional internal gasoline that will be provided on the third experimental airplane and all subsequent airplanes, including production airplanes.

3. With regard to the weekly reports requested in paragraph 3 of the above-referenced letter, the first such report was sent in as a teletype 1 December 1943 and additional reports each week since.

Chas. E. Branshaw
CHAS. E. BRANSHAW,
Major General, U.S.A.,
Commanding.

*Prod. has
the cc.*

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WAR DEPARTMENT - ARMY AIR FORCES
Office, Asst. Ch of Air Staff, Materiel, Maintenance, and Distribution

6.4365

Inter-Desk Memorandum

TO: COLONEL E. L. SCHULZ (thru *Cal Wilson*) Date 13 January 1943
SUBJECT: Status XE-75 project

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1. Mr. Berlin of Fisher Body Division, Detroit, telephoned the following information 13 January 1944 re subject:

a. No. 1 airplane being flown to check out pilots for No. 2. (Engineering Division teletype states 12 hours 15 minutes flying completed.)

b. No. 2 airplane to fly by 17 January with 1 hour shutdown flight and then proceed with performance flight checks. This airplane, with two stove engine, modified vertical fin and full recording instrumentation has been delayed by required change of large landing gear knuckle on wing fitting. Apparently both the design and machining of this part were in error and cannot be replaced prior to the night of 16 January.

c. No. 3 airplane is on propeller vibration tests.

d. No. 4 airplane to be ready for test inspection beginning 24 January.

e. Of interest to General Schools, Mr. Berlin stated that two turnmeters for flight tests would be available in 2 months.

2. Reference your memorandum this date re General Schools' request, Mr. Berlin stated:

a. During initial phases of the XE-75 project, he had been turned down on provisions for automatic pilot. However, he believes that a newly developed light-weight Bendix automatic pilot can be incorporated and he will study this upon Wright Field's request.

in this connection, Colonel Long comments as follows: "A combat fighter would not use an automatic pilot except in USA on cross-country flights. At any time on escort mission, no fighter formation should fly straight and level, thus inviting surprise attack."

Upon receipt of Materiel Command's comments, a proposal on this will be forwarded to C.C. & R. for consideration.

b. Two 150 gallon external wing tanks can probably be accommodated in view of the present 1000 lbs. external bomb rack provisions on each wing. Further study is necessary to definitely reply to request from Materiel Command.

From *nes*
J. NEWMAN, Colonel, AC

THIS FORM WILL NOT BE USED OUTSIDE THE AC/AS, M. M. & D.

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AAFCM-265-A-WF-2-26-43-500M

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INTER-OFFICE MEMORANDUM

ARMY AIR FORCES
MATERIEL CENTER
Office of The Commanding General

Capt. G. R. Selvin;ajs-70-3
Ex. 2-1215

Wright Field, Dayton, Ohio
Date 14 January, 1944

TO: Chief, Promotion Division
Wright Field, Dayton, Ohio

Attn: Technical Executive

SUBJECT: Report - P-75 Airplane Production

Ref: Inter-office Memorandum to Chief, Fighter Branch dated 13
January, 1944, Maj. L. Frank;mah:70-10

1. In discussing the production situation with Mr. William
O. Watson, Assistant Director, Aircraft Development Section, Fisher
Body, the following information was obtained:

a. The engineering and tooling program was defini-
tely behind schedule a month ago. Reason: Lack of engineers.

b. A new and tight engineering schedule has been
set up within the organization.

c. More engineers have been added at a rate of six
and seven per day.

d. As a result of this increased manpower, engineer-
ing has caught up and tooling releases have been accelerated.

e. Entire front fuselage section has been released
to production.

f. As of this date, Fisher, per Mr. Watson, is right
on schedule and they honestly believe that they will be ahead
of schedule at the time of first production airplane delivery.

M. F. BRADLEY, JR.
Colonel, Air Corps
Chief, Fighter Branch
Prod. Engr. Section

P-75

80ME

Signature

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INTER-OFFICE MEMORANDUM

ARMY AIR FORCES
MATERIEL CENTER

Office of The Commanding General

JFA:MIN:50

Wright Field Dayton, Ohio
18 January 1948
Date

TO: Chief, Aircraft Projects Section

SUBJECT: External Fuel Tank - XP-75 Airplane

1. Check has been made with Materials Laboratory, the Landing Gear and Structures Units of the Aircraft Laboratory, concerning the possibility of incorporating two 150-gallon external fuel tanks on the XP-75 airplane.

2. The addition of these tanks and their fuel brings the gross weight of the airplane to approximately 18,500 pounds but it appears that with 32 x 8.5 tires and wheels, which will be used on the production P-75 airplanes, take-off will be possible at this gross weight. It will be necessary of course for the contractor's Structures Unit to check the carry-through structure of the wing under these conditions. The Aircraft Laboratory has tentatively established a limit load factor for the landing gear and carry-through structure of 3.0 for take-off only. A rough estimate based on the assumption that the structure is now good for 4.5 load factors at 12,500 pounds indicates the possibility of meeting this tentative requirement. The Aircraft Laboratory feels very strongly that limit loads for take-off should not go under 3.0 because any lower factors would require the airplane to be taxied and taken off from almost unattainably smooth surfaces.

3. Service life of the tires and brakes will probably be exceedingly short at a gross weight of 18,500 pounds and operation will undoubtedly be hazardous due to the likelihood of tire blow-outs. It is considered extremely dangerous to attempt operation of the XP-75 airplane at this gross weight as this airplane has the 32 x 8 tires and wheels which are rated approximately 25 percent lower than the 32 x 8.5.

4. It is believed that space is available underneath the airplane to mount two 150-gallon tanks but it is very unlikely that any larger tanks could possibly be accommodated.

M. F. COOPER,
Lt. Col., A. C.
Chief, Fighter Branch
Engineering Division

[Redacted Signature]

Signature

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ARMY AIR FORCES
MATERIEL ~~COMMAND~~ COMMAND

6 P5

MEMORANDUM REPORT ON
XP-75 Airplane, AAF No. 43-46950

MRR/mac/47
Date 20 January 1944

SUBJECT: Pilots' Comments

SECTION Flight

SERIAL No. 60G-47-1701-A

Contract No.
Expenditure Order No.
Purchase Order No.

A. Purpose

1. To report on pilots' observations on Fisher Body Division (General Motors) XP-75 Airplane, AAF No. 43-46950.

B. Factual Data

1. Introduction

The XP-75 Airplane, AAF No. 43-46950, equipped with an Allison V-3,20-B4 engine and counter rotating propellers, was flown by Colonel Ernest K. Warburton and Lt. Col. Harney Estes, Jr., Flight Section, Wright Field, while on a visit to the Fisher Body Aircraft Factory at Cleveland, Ohio. Approximately two hours flying time was obtained on this airplane.

2. Weight and C. G. Information

Airplane weighed 12,600 pounds at take-off with a c.g. of 28% (28.9% gear up)
M.A.C.

3. Flight Characteristics

a. Cockpit Layout

Cockpit layout is good. The cockpit is roomy and arrangement is approximately the same as a P-40. The present instrumentation was for test purposes only and was incomplete for a production airplane. Controls are standard. Entrance to cockpit was made by ladder. Some other means of entrance from the rear of the cockpit will be necessary and should be incorporated in any new design.

b. Taxiing and Ground Handling

Airplane taxis easily and ground handling qualities are good. Brakes are not too good but are adequate for normal ground handling; however, it is reported that excessive use would cause overheating.

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 20 January 1944

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c. Take-off and Initial Climb

Take-off is good. Ground run was normal and initial climb seemed to be quite good considering engine limitation. Take-off speed is low and airplane leaves the ground quite easily.

d. Climbs

Climb was not good due to engine limitation; however, it is believed that airplane will have a good rate of climb when rated power can be obtained.

e. Handling and Control at Various Speeds

Airplane is easy to fly. Control is good down to the stall. At present the friction in the control forces are much too high for a fighter. A maximum indicated speed of 310 MPH was reached, at which the aileron forces were heavy but did not seem to get progressively worse as would be expected.

f. Trim and Stability

Trim is ample for all directions. No rudder, aileron, and very little elevator trim is necessary from the stalling speed to 310 MPH. Stability of the airplane is not good.

Longitudinally ----- dynamically unstable
 Laterally ----- neutrally stable
 Yaw ----- neutrally stable

In a tight turn forward force on the stick must be applied to prevent a still tighter turn and consequently a stall. This is undesirable because airplane is "g" loaded quickly. In any turn it is necessary to hold a great deal of bottom rudder to prevent skidding. Rudder is effective. At 200 MPH a small displacement of the rudder results in a large yaw. In order not to impose too great a load on the fin area, rudder displacement was kept low at this speed. Yaw is very great and there is a tendency for the rudder to stay on if the rudder is displaced 10° or more at 150 MPH. It is believed if full rudder were applied at this speed, the rudder would lock over. At 150 MPH the rudder can be displaced nearly all the way and when released will return to neutral.

g. Stalls and Stall Warning

Airplane has a good stall. There is no warning of the approach to the stall. The nose drops gently at the stall and the left wing drops gently but is easily controlled. There is no tendency to fall off into a spin. Airplane stalls at 93 MPH, power off, clean; 94 MPH, power off, wheels down; 88 MPH, power off, wheels down, 1/2 flaps; 80 MPH, power off, wheels down, full flaps.

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CONFIDENTIAL
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20 January 1944

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At 20 inches manifold pressure and 2500 RPM, airplane clean, the speed was reduced to 73 MPH without reaching a stall condition.

h. Maneuverability and Aerobatics

Airplane seemed quite maneuverable and probably will be good when the control forces are lightened. The airplane appears to have a short radius of turn. No aerobatics were attempted.

i. Changes in Trim When Operating, Landing Gear, Flaps, etc.

Trim change was very slight with use of landing gear and flaps.

j. Noise and Vibration

Airplane is not very noisy. There is a noticeable screeching noise which seems to come from the canopy; however, it is still acceptable. There is also an objectionable clanking noise coming from the front end when taxiing.

k. Comfort

Colonel Estes found the seat and rudder pedal combination uncomfortable. This soon became tiring. However, Colonel Warburton found this combination satisfactory. This is evidently due to the difference in size of pilot.

l. Vision

Vision seemed quite good over the nose; however, there is considerable distortion from side panels. Vision to rear excellent; however, no armor plate or bullet proof glass installed.

m. Approach and Landing

Approach was normal and landing quite slow and very straightforward.

4. General Functioning

a. Power Plant

Engine seemed to have a "lope" while idling on the ground and when taxiing. The carburetor air was taken from behind the prestone coolers. This was necessary to eliminate backfiring through the carburetor. The engine propeller vibration was quite noticeable; however, it is still acceptable. This was first thought to be tail buffeting because it increased with speed up to 2500 RPM; however, by diving with power off this vibration was not present.

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20 January 1944

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b. Hydraulic, Pneumatic and Electric Systems

All hydraulic, electrical and emergency systems are standard and function satisfactorily.

5. Performance

A check on speed at 10,600' density altitude was made. The approximate speed was 314 MPH wide open throttle using 2750 RPM and 21.9" Hg. manifold pressure (max. prop. pitch, carb. air 48°F). Airplane was ballasted for 4 guns in the nose, blast tubes plugged.

C. Conclusions

1. Stability and control forces on this airplane are unsuitable for a fighter. A conscious effort was required to make a coordinated turn. This was necessary, otherwise the airplane would bank but not turn. The airplane does not feel too good when making tight turns. The airplane felt as if it were going to stall and go into a spin. At the present time some of the controls particularly inspire confidence in the pilot as all of the controls have a peculiarity that makes the pilot weary of utilizing them to the best advantage.

2. A light tail buffet was noticed at 300 MPH. Not much can be said for this as the maximum speed obtained during this observation was 310 MPH.

3. In behalf of the airplane, it must be noted here that the second airplane will have some of the friction removed from the control system. Also a larger fin will be installed which will help considerably. The engine will be made to operate without carburetor heat.

4. The airplane did not give the impression of being particularly fast; however, the loss in power due to carburetor heat would account for a considerable loss in speed. Vision is excellent. The airplane as a whole is quite conventional and is very easy to fly. Pilots should have no trouble in transitioning.

D. Recommendations

1. It is recommended that stability and control force be improved and that Flight Section pilots make intermittent flights to check on these improvements.

Flight Test Engineering Branch
Memo Report No. Eng-47-1704-A
20 January 1948

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Page 5

Nathan R. Roesengarten
Prepared by NATHAN R. ROESENGARTEN, Capt., AC

Harvey Estes, Jr.
Approved by HARVEY ESTES, JR., Lt. Col., AC
Chief, Fighter Flight Test Br.

Ernest K. Warburton
Approved by ERNEST K. WARBURTON, Col., AG
Chief, Flight Section

F. O. Carroll
Approved by F. O. CARROLL, Brig. Gen., USA
Chief, Engineering Division

Distribution:

- Chief, Engineering Division
- ATTN: Flight Research Liaison Branch
- Project Officer, Capt. J. P. Aldridge, Jr., Airc. Proj., Eng. Div.
- Chief, Aircraft Laboratory
- Chief, Aerodynamics Branch
- Chief, Aircraft Projects, Engineering Division
- Chief, Power Plant Laboratory
- Chief, Propeller Laboratory
- Chief, Flight Data Unit, Technical Data Laboratory (3)
- Chief, Fighter Flight Test Branch (Colonel Estes)
- Colonel F. N. Moyers, Aircraft Lab.

WDAG-4 WTS-3-11-44

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TELETYPE MESSAGE

P R I O R I T Y

DATE: 28 JANUARY 1944

0638
JFA:MM:50
9:00 AM

FROM Engineering Division

ATTENTION: ACAS/M.M.ED
DEVELOPMENT ENGINEERING BRANCH

John S. Alshouse, Lt Col
J.F. OF CARROLL,
Brig. General, U.S.A.

92 NUMBER THREE AIRPLANE ON CONTRACT AC-33962 HAS MADE FOUR FLIGHTS TO DATE. HIGH SPEED RUN AT TWENTY THOUSAND FEET MANEUVERING SECOND FLIGHT. RESULTS OF THIS RUN ARE AS FOLLOWS. ENG AFAMC. CARBURETOR AIR TEMPERATURE 95 DEGREES CENTIGRADE, OUTSIDE AIR TEMPERATURE MINUS 16.5 DEGREES CENTIGRADE, MANIFOLD PRESSURE 49 INCHES HG AT 3000 RPM AND INDICATED AIR SPEED WAS 278 MPH. EXAMINATION OF THE AIRPLANE AFTER THIS FLIGHT REVEALED THAT CARBURETOR HEAT CONTROL HAD FAILED AND HEAT WAS ON RESULTING IN SOME LOSS OF ENGINE POWER. ALSO, THE AIRSPEED INDICATOR HAS NOT BEEN CALIBRATED. ANOTHER SPEED-RUN WILL BE MADE AS SOON AS WEATHER PERMITS. NUMBER TWO AIRPLANE MADE FIRST FLIGHT 27 JANUARY OF ABOUT TEN MINUTES DURATION. ENGINE WAS NOT OPERATING SATISFACTORILY AND WEATHER WAS POOR RESULTING IN TERMINATION OF FLIGHT. NUMBER ONE AIRPLANE HAS MADE 42 FLIGHTS TOTALING 32 HOURS 50 MINUTES. PILOT REPORTS INSTALLATION OF LARGER VERTICAL TAIL SURFACE ON THIRD AIRPLANE HAS CORRECTED DIRECTIONAL STABILITY TROUBLES. TUFTS BEING INSTALLED ON NUMBER ONE AIRPLANE FOR PHOTOGRAPHING IN FLIGHT. THIS IS EXPECTED TO REVEAL CRITICAL DRAG AREAS.

Copies to:
Gen. Branshaw
Gen. Carroll
Col. Bogert
Cent. Dist. Supr (Major Weidenheimer)
Prod. Engineering Sec - Fighter Br.

ENGINEERING DIVISION

Col Bogert by ret'd & honor'd
Gen Carroll

TO BE SENT IN CONFIDENTIAL CODE

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WAR DEPARTMENT - ARMY AIR FORCES
 Office, Asst. Chi of Air Staff, Materiel, Maintenance, and Distribution
 Inter-Desk Memorandum

REC: hbs/71180 9
 C. 4365
 Date 8 February 1944

TO: W. A. G. M. O. P. EGROLS
 SUBJECT: Test Schedule--XP-75

In accordance with your verbal directive, previous plans to send the 3rd and 4th XP-75 to Eglin Field for flight tests have been cancelled. The following tentative schedule has been established for each of the 8 experimental articles:

- a. 1st article to Allison for engine development test as soon as 3-stage engine is installed and additional airplanes are flying.
- b. 2nd and 3rd airplanes to remain at Cleveland for flight test by contractor's pilots with emphasis on obtaining preliminary performance data at the earliest possible date. Preliminary official performance tests may be run on these 2 airplanes by A.A.F. pilots, and the contractor may use them for preliminary dive demonstrations.
- c. 4th airplane to Wright Field for official performance test and pilot familiarization. This article may be used as one of the Accelerated Service Test airplanes as an alternate.
- d. 5th, 6th and 7th airplanes to Vandalla for Accelerated Service Test.
- e. 8th airplane for flying at Cleveland or Wright Field; or both, to obtain official performance and final demonstration flights.

Send this airplane to Eglin Field for Armament and Tactical Utility Test

D. E. Chalk

hbs

From BRIG. GEN. B. W. JELMAN

[REDACTED]

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[REDACTED]

A

5 February 1944

Contract W535-AC-33962 XP-75 Airplane
Tentative Schedule for XP-75 Airplane

Commanding General,
Materiel Command
Wright Field, Dayton, Ohio
Attention: Engineering Division

1. Reference is made to subject letter, JFA:fkki50, dated 25 January 1944, outlining the tentative schedule for each of the eight experimental articles on the XP-75 contract.
2. The schedule outlined in the referenced letter was submitted to Major General O. P. Echols. Gen. Echols has directed that the eighth airplane be sent to Eglin Field for Armament and Tactical Utility Tests. It is therefore requested that your present schedule for disposition of this airplane be altered accordingly.
3. Acknowledgement of this directive is requested by 1st Indorsement thereon.

By command of General ARNOLD:

R. C. WILSON
Colonel, Air Corps
Chief, Devel. Engr. Br., Materiel Div.
Office, Asst. Chief of Air Staff
Materiel, Maintenance and Distribution

1st Ind
11 Feb 44

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ARMY AIR FORCES
MATRIELL COMMAND
OFFICE OF THE COMMANDING GENERAL

JFA1fkk190

Contract No. W-554 AC-54-62
Contract Change Order No. 6 (4-1402)
5 February 1944 Jkkx

CONTRACT CHANGE NOTIFICATION

TO: Fisher Body Division,
General Motors Corporation,
Detroit, Michigan.
Attention: Mr. Don Berlin

1. Pursuant to the Article of the contract specified above and in the "Changes" of the above named Contractor is hereby authorized to and will accomplish the changes listed on Exhibit A hereto in accordance with the attached schedule for order and contract as the same has heretofore and may hereafter be amended.

2. In the event compliance with these Contract Change Notifications will affect the delivery schedule contained in the contract or the performance characteristics of the articles to which the contract, hereby and not a lease and such change in delivery schedule or performance characteristics is not satisfactorily covered by Exhibit A hereto, the Contractor shall notify the Contracting Officer thereof as soon as practicable for a copy of the Contract Change Notification. The Contractor shall submit such Contract Change Notification in duplicate. The Contracting Officer, upon receipt of the Contract Change Notification, may or may not, at his discretion, extend the delivery schedule or performance characteristics of the articles to which the contract, hereby and not a lease and such change in delivery schedule or performance characteristics will be affected other than as provided in Exhibit A hereto, together with a proposal for amendment of the contract so as to avoid defaults by the contractor, or a statement that the matter in which the delivery schedule or performance characteristics will be affected cannot be ascertained within the time specified in the date of this Contract Change Notification, the reason therefor, and an estimate of the date upon which the final determination can be rendered. Any amendment to the delivery schedule or performance characteristics agreed upon by the contractor and approved by this Contract Change Notification and not satisfactorily covered by Exhibit A hereto will be accomplished in accordance with the Contract Change Notification.

3. Within 90 days after receipt of Contract Change Notification No. 1 under the above contract and at intervals of approximately 90 days thereafter, the contractor shall submit to the Contracting Officer, in duplicate, a list of changes to be made to the Area B representative itemized list setting forth changes required by the Contract Change Notification as provided by the contractor in respect to the above contract and including a summary of such list as furnished. The changes required by this Contract Change Notification must be incorporated in either the first or second quarterly list submitted as provided in paragraph 3(a) the contractor prior to the submission of such second quarterly list. Each list shall include a proposal for negotiating a change in price or in estimated cost and fixed fee occasioned by compliance with this Contract Change Notification, as provided in paragraph 5 below, or (b) the Contracting Officer approves an extension of time for the submission of a proposal for negotiating such change in price or estimated cost and fixed fee. The provisions of this paragraph shall constitute an extension of the period for presenting claims for adjustment under the "changes" article of the above contract.

4. Each quarterly list submitted pursuant to the terms of paragraph 3 hereof shall indicate to each change covered thereby the estimated increase or decrease in contract price or estimated cost and fixed fee occasioned by such change, or shall state that no change in price or estimated cost and fixed fee will result. Such list shall also state the aggregate estimated net increase or decrease for all the changes shown thereon and shall state that the Contractor desires to initiate negotiations for a change order to give effect thereto, in the case of an aggregate net increase, and that the Contractor waives any claim for adjustment of the contract in respect thereof. Each such list will be accompanied by substantiating cost data for each change for which an adjustment is proposed and the contractor shall, upon demand of the Contracting Officer, submit substantiating cost data even though no adjustment is indicated. Any aggregate net increase or decrease determined as a result of any negotiations will be incorporated in an appropriate change order to the contract.

5. Notwithstanding the procedure set forth in paragraph 3 and 4 hereof, the contractor may at any time within the period provided for presenting claims for adjustment under the "changes" article of the above contract, as the same may be extended by the Contracting Officer, submit a proposal for negotiation of a separate change order to give effect to any increase or decrease in the contract price or estimated cost and fixed fee occasioned by compliance with this Contract Change Notification or with a group of Contract Change Notifications which includes this Contract Change Notification. In such event, this Contract Change Notification shall nevertheless be included in one of the lists to be furnished pursuant to paragraph 3, but such list will indicate that separate negotiations are being conducted in respect thereto, and shall contain appropriate reference to the Contractor's proposal initiating such negotiations.

6. Any disagreement in respect of any question of fact arising hereunder shall be determined in the manner provided in the article of the above contract relating to "Dispute."

7. Pending completion of the negotiations mentioned above, the Contractor will be paid at the unit prices or other consideration specified in said contract as provided from time to time for the articles supplied by the Contractor, subject to appropriate credit, refund or further payment.

8. The Contractor is requested to indicate receipt of this Contract Change Notification by signature and mailing the enclosed return postal card immediately upon receipt hereof.

Contracting Officer

BENJAMIN C. KESSEL, Captain, AOC.

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Classification

Exhibit "A" to Contract Change

Notification No. W-100 Contract No. W-AC-35962

29 January 1944

- ITEM 1. Items to be submitted for static test at the direction of the full-scale skeleton airplane called for in Article 1, Item 5 of Contract #35-AC-3 are as follows:
- a. Fuselage with wing center section attached.
 - b. An additional complete wing containing the fuselage attachment ribs.
 - c. A nose gear box fitting for the fuselage.
 - d. Landing gear for the wing center section.
 - e. Leverage system to be used for the fuselage test.
 - f. A dummy engine to be used during wing tests.
 - g. A template for use in forming tension patch bases.
 - h. Prior to testing a report on basic flight criteria.
 - i. Prior to tests, stress analysis reports for use in determining test loads and test setups.

Copies to:
AL. Res. Div.
Central Dist. Supt.
Attn: Dist. Insp. Div. Officer
Change Notification Office
Central Dist. Inspection Officer
Inspection Div.
Fighter Branch, Engineering Div.

W-317

0447

MEM: hbr/71150

copy
- 100-20-75
C. 100-100-10
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16 February 1944

Maj. Gen. O. P. Echols

Progress Report on XP-75 Airplanes

1. On 7 February a conference was held at Wright Field to discuss CG location and stability troubles. It was determined that, since the production airplanes will have larger tails installed, directional and longitudinal stability with the CG in most rearward position will be satisfactory, although marginal. The most rearward position is with wheels up, fuel, oil and ammunition used. Because CG location always shifts to the rear due to design changes, contractor has decided to move the nose section 10 inches forward on the production articles, starting with No. 1 airplane of the production series.

Don Berlin stated, this date, that he considers this change necessary and that there will be no delay in delivery of production articles. The change, insofar as fuselage structure is concerned, is very small. The entire matter was discussed with the production and tooling people at Fisher. The jig and fixture work happens to be at a stage such that this change can now be made with no particular difficulty, whereas, if the decision to extend the nose 10 inches were to be made at a later date, it would be rather serious since tools, jigs, etc. will have been completed. This matter has all been coordinated with Wright Field and the necessary changes consist largely of tool design which is now in progress.

2. No. 1 airplane is building up flying time and No. 3 is in flying condition after installation of the automatic boost and new carburetor intake. Heavy snow has prevented flying at Cleveland. The runways are not cleared but low ceiling prevents any altitude flying today. As soon as this clears up, No. 3 airplane will go to 20,000 ft. for official speed runs.

3. No. 2 airplane will have the automatic boost and carburetor intake changes completed and ready for flying the first of next week.

Brig. Gen. E. W. Childs

21
FISHER BODY DIVISION
GENERAL MOTORS CORPORATION
DETROIT 2, MICHIGAN



February 17, 1944

War Department
Army Air Forces
Material Command
Wright Field
Dayton, Ohio

Attention: D. C. Scotland, Colonel, Air Corps
Chief, Procurement Division

Subject: Proposal for 2500 Model P-75 Airplanes,
Spare Parts, Special Tools, Engineering and
Technical Data

Gentlemen:

In response to the request contained in your letter dated July 13, 1943 (reference 86:MS:jep), we submitted on December 1, 1943 our proposal covering 2500 Model P-75 Airplanes, Spare Parts, Special Tools, Engineering and Technical Data. Attached thereto, and made a part thereof, were three signed copies of Form 40-1, in support of the proposed selling prices. Also made a part of that proposal was Contractor's Specification No. X-249, dated July 8, 1943.

At conferences between representatives of the Army Air Forces and General Motors Corporation, held at Wright Field on February tenth and eleventh, agreements were reached concerning price, terms and conditions, which are to be applicable to this program.

Accordingly, we submit herewith a new proposal superseding that dated December 1, 1943 in its entirety.

PROGRAM OUTLINE AND PRICING PLAN

Present plans, already underway, include preparation of plant areas, construction of production tooling, production planning, extensive employee training, and the establishment of an adequate organization for the successful prosecution of such a program.

This proposal is presented to establish an over-all sales value for the entire production program, to consist of the manufacture and delivery of 2500 P-75 Airplanes at the presently scheduled rate of 250 planes per month. At the conferences mentioned, it was determined to separate the 2500 Airplanes for the purpose of pricing into segments of 500 and 2000 airplanes, rather than into smaller segments, even though prices based on smaller segments would more equitably parallel the costs of initial performance. Since the cost of the first airplanes produced will be many times the cost of succeeding airplanes, we are unable to quote an equitable average unit price based on the segment

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Colonel D. C. Swetland

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February 17, 1944

of 800 airplanes. We are, therefore, quoting a total sales price for the first lot of 800 airplanes, and unit sales prices for the remaining 2,000 airplanes.

In view of the fact that it was not possible in this instance to complete a separate development program prior to the award of a letter contract for the production of B-75 Airplanes, the 800 planes produced in the first segment will, in effect, include the development portion of the program. During this phase of beginning production, the units produced will, of course, not be proportionate to the production forces applied, because the high volume objective and rapidly accelerating production rate will require intense preparations for the correlation of our training program, the determination of economical sequences of operations, and the establishing of other necessary production techniques. The total price for this first segment, therefore, has of necessity, made provision for the extraordinary expenditures incident to the inauguration of a program intended to produce a newly designed airplane concurrently with its final stages of development.

The last 2,000 airplanes of this proposed contract quantity are expected to be produced at an approximate production rate of not less than 250 units per month. The price proposed herein for these 2,000 airplanes, therefore, is based upon a normal expectancy of costs during a period when the facilities provided for the program will be brought into full production use.

These prices for airplanes do not include allowance for engineering changes, it being understood that the effect on the contract prices of such changes will be handled in the usual manner by change orders and/or supplements to the definitive supply contract.

The special tools, dies, jigs, fixtures, and patterns, required for the production of B-75 airplanes and Spare Parts at the rate of 250 ships per month have been amortized proportionately over 2,000 ships and 30% (or 750 equivalent ships) for Spare Parts.

Maintenance Parts are quoted separately herein at 30% of an amount determined by multiplying the unit prices quoted for the last 2,000 airplanes by the total quantity of 2,000 airplanes, thereby excluding from the value established for spare parts, any amounts for non-recurring costs but including a proportionate share of allowance for special tools.

The engineering and Technical Data, as requested in Item 3 of your letter dated July 18, 1943, have been included in the sales prices of the airplanes, as such data must be kept current at all times with engineering changes issued throughout the life of the contract.

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Colonel D. C. Swatland

- 3 -

February 17, 1944

QUANTITY AND PRICE

Item Number	Quantity and Description	Sales Value	
		Unit	Total
1.	One lot of 500 Model P-7c Airplanes, in accordance with Contractor's Specification No. X-249, dated July 8, 1943, as revised February 12, 1944.	None	\$76,621,000.00
2.	2,000 Model P-7c Airplanes, in accordance with Contractor's Specification No. X-249, dated July 8, 1943, as revised February 12, 1944.	\$66,671.00	\$133,342,000.00
3.	Maintenance parts in accordance with Appendix 1, to be agreed upon.		\$60,003,260.00
4.	Engineering and Technical Data	Included in Items 1 and 2 above	
		<u>TOTAL CONTRACT VALUE</u>	<u>\$269,966,260.00</u>

TERMS AND PAYMENT

Terms are net and payment for the airplanes and maintenance parts quoted in Items 1, 2 and 3 above, will be due upon final acceptance and delivery as follows:

Airplanes - Final acceptance and delivery of the airplanes quoted upon herein shall take place at the plant in which the Contractor performs final assembly operations thereon, or at the airfield adjacent thereto where flight testing is conducted.

Maintenance Parts - Final acceptance and delivery of Maintenance Parts to be called for in the definitive contract, shall take place f.o.b. those plants where such parts may be manufactured or completed.

Title to special tools shall vest in the Government in accordance with contractual provision agreed upon.

In addition to the special tools for which provision is made in the prices quoted, this proposal is predicated upon the Government furnishing, and upon our rent-free use of certain special tools which can be economically adapted from those originally built for use on the B-25 Bombardment Airplane Contract WBSB-ac-19341, B-29 Bombardment Airplanes Contract WBSB-ac-26746,

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Colonel D. C. Seetland

- 4 -

February 17, 1944

and XP-76 Airplanes Contract W536-co-35962, insofar as such adaptation of use does not interfere with the performance of the contracts for which they were originally provided.

DELIVERY

It is estimated that delivery of the airplanes included in Items 1 and 2 of this proposal will be made in accordance with the following schedule, which conforms with the A-9 Schedule as approved and issued by the Joint Aircraft Committee:

<u>Month</u>	<u>Units</u>	<u>Cumulative</u>	<u>Month</u>	<u>Units</u>	<u>Cumulative</u>
July, 1944	1		April, 1945	190	735
August	4	5	May	220	955
September	10	15	June	280	1235
October	26	41	July	250	1485
November	45	86	August	250	1735
December	70	156	September	250	1985
January, 1945	100	256	October	250	2235
February	130	386	November	250	2485
March	160	546	December	45	2530

It is understood that our ability to manufacture and deliver in accordance with the foregoing schedule is contingent upon the necessary facilities, tools, labor and materials being available in sufficient quantities and time to meet such schedule.

Maintenance Parts, included in Item 3 of the section entitled "Quantity and Price" will be delivered in accordance with a schedule to be established and mutually agreed upon at a later date.

Delivery of the Engineering and Technical Data, included in Item 4 of the section entitled "Quantity and Price" will be in accordance with the schedule attached as Exhibit "A" of the "Contractor's Proposal" Form No. 43-1.

GOVERNMENT-FURNISHED EQUIPMENT

The prices for the items quoted herein do not include the equipment to be furnished by the Government as set out in the Specifications contained in this proposal. Said prices are predicated upon the equipment being furnished to Fisher Body Division by the Government, free of charge.

With respect to the said Specifications, we wish to call particular attention to the fact that the Impulse Generators Type E-11 are shown on Page 59 of the Specifications as Government-furnished equipment and are, therefore, not included in the prices quoted for Model P-76 Airplanes. We have just been informed that the Government intends to make these Gun Synchronizers Contractor-furnished equipment and also has added a new item consisting of a Type A-6 Flap Indicator and Transmitter which is to be Contractor-furnished

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Colonel D. C. Swatland

- 8 -

February 17, 1944

Equipment. The prices quoted in this proposal, therefore, do not include either of these items as Contractor-furnished equipment. It is anticipated that either this proposal or the definitive contract will be supplemented at such time as sufficient information is available to establish prices for these items.

SPECIFICATIONS

The prices quoted in this proposal are predicated upon the Contractor's Specification No. X-249, dated July 8, 1943, as revised February 12, 1944. A copy of Specification No. X-249, dated July 8, 1943, was included in our proposal of December 1, 1943. The February 12, 1944 Revision consists of a new cover page and a revised page 16, copies of which are attached hereto and supersede the corresponding pages of the July 8, 1943 issue.

CONTRACT CHANGE NOTIFICATIONS

The prices quoted herein include the cost of effecting the changes ordered by Contract Change Notifications one through seventeen.

FACILITIES

Plancor 634, and Revised Appendix "A", attached thereto, as approved by the Resources Control Section on November 17, 1943, makes provision for the anticipated P-75 facilities, and if present plans maintain, the Contractor feels that the funds provided in that Plancor will be sufficient. However, it is a condition of this proposal that the Army Air Forces will furnish without cost to the Contractor, such additional facilities beyond those which the Government has presently made available, or which the Government may have presently made provision to make available to the Contractor, as may be necessary for the performance of the work contemplated herein.

PATENTS

No provision has been made in any of the sales prices contained in this proposal for the payment of any royalties, fees, or licenses in connection with the use of any tools, manufacturing methods, or items to be furnished under this contract. It is a further condition of this proposal, therefore, that any contract resulting therefrom provide full indemnification to the contractor and its subcontractors from any claims of infringements of patents held by others in accordance with the annexed Patent Clause "Exhibit I" and that the Contractor's sole obligation with reference to licenses to be granted to the Government shall be as set forth in the annexed License Clause "Exhibit II".

Pending final execution of a definitive contract pursuant to this proposal, we request that the Government issue to us a supplement to Letter Contract No. W336-ac-41011, dated July 6, 1943, and approved by the Government

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Colonel D. C. Swatland

- 6 -

February 17, 1944

July 16, 1943, that will fully indemnify us against patent infringement in order that we may proceed, with all diligence, with the procurement of all necessary parts and materials for this program. Such supplement should coincide with "Exhibit I" attached hereto.

GENERAL

All other terms and conditions have been agreed upon at the conference mentioned above.

CONCLUSION

This proposal is offered for acceptance by the Government on or before March 15, 1944 and, as the timely execution of a definitive contract will be of important advantage in the Contractor's administration of this program, we shall greatly appreciate your efforts to bring about its early execution.

Very truly yours,

GENERAL MOTORS CORPORATION
Fisher Body Division

E. F. FISHER
Vice President

4/162

ARMY AIR FORCES
MATERIEL COMMAND
OFFICE OF THE COMMANDING GENERAL

JFA:fkki50

Contract No. W 535 40-53962
Contract Change Notification No. 7 (A-5837)
15 February 1944

CONTRACT CHANGE NOTIFICATION

TO: Fisher Body Division,
General Motors Corporation,
Detroit, Michigan.
Attention: Mr. Lon Berlin

65

1. Pursuant to the Article of the contract specified above relating to "Changes," the above named Contractor is hereby authorized to, and will, accomplish the change listed on Exhibit A hereto in respect of the article referred for and said contract as the same has heretofore and may hereafter be amended.

2. In the event compliance with this Contract Change Notification will affect the delivery schedule contained in the contract or the performance characteristics of the articles to which the change hereby order is applied and such change in delivery schedule or performance characteristics is not satisfactorily covered by Exhibit A hereto, the contractor shall notify the Contracting Officer thereof as soon as practical after receipt of this Contract Change Notification. Such notification shall be sent to the Contracting Officer, Procurement Division, Wright Field, Dayton, Ohio. The failure of the contractor to submit such notice to the Contracting Officer within 30 days after receipt of the contract of this Contract Change Notification (or within such additional period prior to the date of final settlement of the contract as the Contracting Officer, if he determines that the facts justify an extension of the above period, may approve) shall be taken as constructive indication that compliance with this Contract Change Notification will not affect delivery schedule or performance characteristics as stated and any notice given pursuant to the terms hereof will contain either a detailed statement of the manner and delivery schedule or performance characteristics will be affected, other than as provided in Exhibit A hereto, together with a proposal for amendment of the contract so as to avoid defaults by the contractor, or the statement that the manner in which delivery schedule or performance characteristics will be affected cannot be ascertained within a specified period from the date of this Contract Change Notification, the reason therefor, and an estimate of the date upon which such information can be furnished. Any amendment to the delivery schedule or performance characteristics agreed upon by the parties as contemplated by this Contract Change Notification and not satisfactorily covered by Exhibit A hereto will be accomplished by further Contract Change Notification.

3. Within 90 days after receipt of Contract Change Notification No. 1 under the above contract and at intervals of approximately 90 days thereafter, the contractor shall submit to the AAF Resident Representative, if there be none, to the Area Representative an itemized list setting forth changes required by Contract Change Notifications received by the contractor in respect to the above contract and not included in any such list previously furnished. The changes ordered by this Contract Change Notification must be incorporated in either the first or second quarterly list submitted after receipt hereof, unless (a) the contractor, prior to the submission of such second quarterly list, submits a separate proposal for negotiating a change in price or in estimated cost and fixed fee occasioned by compliance with this Contract Change Notification, as provided in paragraph 5 below, or (b) the Contracting Officer approves an extension of time for the submission of a proposal for negotiating such change in price or in estimated cost and fixed fee. The provisions of this paragraph shall constitute an extension of the period for asserting claims for adjustment under the "Changes" article of the above contract.

4. Each quarterly list submitted pursuant to the terms of paragraph 3 hereof shall indicate as to each change covered thereby the estimated increase or decrease in the contract price or estimated cost and fixed fee occasioned by such change, or shall state that no change in price or estimated cost and fixed fee will result. Such list shall also state the appropriate estimated net increase or decrease for all the changes shown thereon, and shall state either that the Contractor desires to initiate negotiations for a change order to give effect thereto, or, in the case of an aggregate estimated net increase, that the Contractor waives any claim for adjustment of the contract in respect thereof. Each such list will be accompanied by all supporting cost data for each change for which an adjustment is indicated and the contractor shall, upon demand of the Contracting Officer, submit substantiating cost data even though no adjustment is indicated. An aggregate net increase or decrease determined as a result of any negotiations will be incorporated in an appropriate change order to the contract.

5. Notwithstanding the procedure set forth in paragraphs 3 and 4 hereof, the contractor may at any time within the period provided for presenting claims for adjustment under the "Changes" article of the above contract, as the same may be extended by the Contracting Officer, submit a proposal for negotiation of a separate change order to give effect to any increase or decrease in the contract price or estimated cost and fixed fee occasioned by compliance with this Contract Change Notification or with a group of Contract Change Notifications which includes this Contract Change Notification. In such event, this Contract Change Notification shall nevertheless be included in one of the lists to be furnished pursuant to paragraph 3, but such list will indicate that separate negotiations are being conducted in respect thereto, and shall contain appropriate reference to the Contractor's proposal initiating such negotiations.

6. Any disagreement in respect of any question of fact arising hereunder shall be determined in the manner provided in the article of the above contract relating to "Disputes."

7. Pending completion of the negotiations mentioned above, the Contractor will be paid at the unit prices or other consideration specified in said contract as amended from time to time for the articles affected by the change, subject to appropriate credit, refund, or further payment.

8. The Contractor is requested to indicate receipt of this Contract Change Notification by signing and mailing the enclosed return postal card immediately upon receipt hereof.

[Handwritten signature]

Contracting Officer

BENJAMIN O. KESSEL, Captain, A.C.

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Jhr:fk:60

Exhibit "A" to Contract Change

Notification No. 7 (N-5237) Contract W549-AC-33762

27 January 1944

ITEM 1. Contractor's Model Specification No. X-92 dated 13 October 1942, as revised 3 August 1943 is further revised by adding the following Paragraph on Page 29.

Paragraph H-2e(1), d - Dive-recovery flap:
A dive-recovery flap shall be provided to aid the pilot in recovering from a high-speed dive.

Copies to:
AAF Res. Repr.
Central Dist. Supt.
Att: Dist. Insp. Div. Officer
Change Notification Office
Central Dist. Inspection Officer
Inspection Div.
Fighter Branch, Eng. Division.

MD-317

Property Classification: OI-A

0456

MDAC-104-WP-11-15-41-30M sets of 4

27 QUADRUPPLICATE
Authority for Purchase

Capt. G. H. Selvidge
Ex. 2-1215 No. 229747

VENDOR _____ CONTRACT No. _____

PURCHASE ORDER No. _____

DELIVERY VIA TERMS METHOD PROPOSAL

THE ABOVE SPACE TO BE USED BY THE PURCHASE BRANCH ONLY

Item	Quantity	Unit	Estimated Unit Price	DESCRIPTION OF MATERIAL OR SERVICES TO BE PURCHASED.	Unit Price	Total Price
				REQUEST FOR CONTRACT (SEE EXHIBIT "A" ATTACHED) "J" PROGRAM FISCAL YEAR 1944 THIS AUTHORITY FOR PURCHASE CANCELS AND SUPERSEDES AUTHORITY FOR PURCHASE NO. 309539 DATED 7 JULY, 1943.		

P-73

Total Estimated Cost	\$258,966.750.00	CLASSIFICATION	Total Actual Cost
B-FUNDS		A-FUNDS	C-FUNDS
EXPEND. ORDER No.	Project No.	Item No.	Project No.
MISCL. CHARGE No.			Class No.
MATERIAL TO BE OBLIGATED FOR		WANTED NOT LATER THAN	
DELIVER TO		(Date)	
Procurement Data	DATE FURNISHED		Budget Officer
Number of Sets			

Remarks on the following matter marked with "X" appear in the space below:

- Recommended Sources of Supply
- Government furnished material _____
- Tools, patterns, etc., loaned by Government _____
- Should Serial Number be assigned _____
- Point of Inspection
- Increase Existing Orders _____
- General Remarks

1. Fisher Body Division, General Motors Corporation, Detroit 2, Michigan
 5. Contractor's Plant
 7. Quotation contained in Fisher letter from Mr. Fisher to Colonel D. C. Swatland, Materiel Command, dated 17 February, 1944.

AUTHORITY: CTI-1400 Add. 2 DATED 7 AUGUST, 1943.

Proc. Auth. No.	AC	P	A
Proc. Auth. No.	AC	P	A
Proc. Auth. No.	AC	P	A

Upon due inquiry made it was found that the articles enumerated hereon could not be procured from any other branch of the Government without transfer of funds, or the immediate need of these supplies or the remoteness of this station from point of supply precludes their purchase from any other branch of the Government.

Date	22 Feb. 1944	Signed Branch Chief Section	Signed Branch Chief DIVISION
	C. H. MITCHELL, LT. COL. AC FIGHTER BRANCH, PES	W. M. MORGAN, COLONEL, AC PROD. ENGR. SECTION	O. R. COOK, BRIG. GEN., USA PRODUCTION DIVISION

Coordinated by Production Engineering Sec.	Coordinated by Chief, Contract Sec.	Approved— Accounting Br.	Approved—Budget Officer
L. T. MILLER, MAJOR GEN. USA CHIEF, SUPPLY DIVISION, ASC			F. L. KOHLREISER, COL. AS

66

28

EXHIBIT "A"

Attached to and made a part of Authority for Purchase No. 229747 dated 22 February, 1944.

1. It is requested that a contract be initiated with Fisher Body Division, General Motors Corporation, Detroit 2, Michigan, substantially as follows:

a. One lot of 500 single place single engine fighter, Army Air Forces Model P-75A-1-GC airplanes, complete and in accordance with Contractor's Specification No. X-249, dated July 8, 1943, as revised 12 February, 1944.

TOTAL COST OF LOT OF 500 AIRPLANES. . . . \$75,621,500.00

b. Two thousand single place, single engine, fighter airplanes, Army Air Forces Model P-75A-1-GC complete and in accordance with Contractor's Specification No. X-249 dated 8 July, 1943, as revised 12 February, 1944, at a unit cost of \$66,671.00 per airplane.

TOTAL COST FOR 2,000 AIRPLANES. . . . \$133,342,000.00

2. Maintenance parts for airplanes specified in Item 1 equivalent to 750 airplanes (30% of \$66,671.00 x 2500 airplanes) in accordance with Appendix I to be agreed upon with Air Service Command at a total cost of \$50,003,250.00

3. One percent of the total estimated cost of items shall be set aside for special tools and equipment to be furnished by the Contractor at no additional cost.

4. Engineering data to be furnished in accordance with Table I attached at no additional cost.

5. Deliveries: The delivery schedule for the airplanes and spares are as follows:

<u>Month</u>	<u>Units</u>	<u>Cumulative</u>	<u>Spare</u>
July, 1944	1		Delivered
August	4	5	in accord-
September	10	15	ance with
October	25	40	schedule

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Exhibit "A" to Authority for Purchase No. 229747 dated 22 February, 1944 - Page 2

<u>Month</u>	<u>Units</u>	<u>Cumulative</u>	<u>Spare</u>
November	45	85	to be established
December	70	155	and mutually
January, 1945	100	255	agreed upon at a
February	130	385	later date.
March	160	545	
April	190	735	
May	220	955	
June	250	1205	
July	250	1455	
August	250	1705	
September	250	1955	
October	250	2205	
November	250	2455	
December	45	2500	

6. The following serial numbers shall be assigned to the airplanes called for in Item 1:

AAF 44-44549 through 44-47945

PLANTERS - P-75
C. A. M. P. D. I. M. - 25
M 440

MAJ. GEN. O. P. ECHOLS

24 February 1944

Progress Report on XP-75 Airplane.

1. Don Berlin just gave the following information by telephone:

a. No. 3 airplane made a speed run this morning and Berlin reported a corrected true air speed of 410 m.p.h. at 20,000 ft., at 45 $\frac{1}{2}$ in. Hg. This speed was made with the unretracted tail wheel and narrow blade prop.

b. A wide blade prop is being shipped from Aeroproducts today and will be installed prior to further speed runs. A wide blade prop has just now become available due to troubles developed during whirl tests which have now been corrected. Berlin expects a substantial improvement in speed with the wide blade prop and with this, together with retracted tail wheel and bubble canopy, he says he has no doubt they will meet the guaranteed high speed of 430 m.p.h.

c. Engines are being changed in airplanes Nos. 2, 4, 5 and 6, because Allison has discovered a design weakness in a timing gear bearing; also a change is required in the supercharger inlet guide vanes. The necessary parts are being furnished promptly. Engine is now out of No. 2 airplane. Change will be made tonight and engine re-installed tomorrow.

2. The B-19A left for Dayton yesterday. Performance testing is to start immediately.

Brig. Gen. B. W. Chidlaw

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42
Capt. R.E. Hunt
wmo:86 Tel. 2-5213 A

29 February 1944

Chief, Engineering Division

Contract W535 ao-33962
General Motors Corporation
Fisher Body Division

1. Contractor has requested an increase in the estimated cost for subject contract in the amount of \$1,539,772.40 which will raise the total estimated cost for the contract to \$2,450,702.80. No increase in fixed fee is involved.
2. The contractor asked for this increase due to increased labor costs, material costs, etc.
3. It is requested that the Procurement Division be advised by indorsement by the Engineering Division whether, in the light of this increased cost, it is desired to continue with this contract.

For the Commanding General:

D. C. SWATLAND
Colonel, Air Corps
Chief, Procurement Division.

Attach:
APP 372601
w/corres.

1st Ind
3-4-44

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11
[Redacted]
Subject: Contract AC-33062, General Motors Corp., Fisher Body Division

1st Ind.

JFA/ks:50

Engineering Division, Fighter Branch, Wright Field, Dayton, Ohio,
1 March 1944.

To: Chief, Procurement Division, Wright Field, Dayton, Ohio

1. The engine r/c Division desires to continue with airplanes on Contract AC-33062, and it is therefore requested that the Procurement Division take necessary action to comply with the contractor's request subject to proper investigation by the Procurement Division of the additional cost involved.

F. G. CARROLL
Brig. General, U.S.A.
Chief, Engineering Division

WX-517

Basic Communication 2-29-44

*elt
Jfa
pkc
lsh*

[Redacted]

68

7-1

70-70-3

17 March, 1964

Contract 67-11011
B-75 Airplanes
Article Test Article

Assignment Representative
High Speed Division
General Motors Corporation
Warren 2, Michigan

High Speed Division dated 12 March, 1964.

Not filed

71

1. In view of the changes to be made in the production B-75 airplane as a result of the B-75 flight tests, the Materiel Command deems it necessary that a static test article for the production contract be provided.

2. Contractor should submit quotation covering cost of providing one (1) static test article in order that a change order may be issued to subject contract. If quotation is received soon enough, it may be included in the contract now being negotiated.

By Command of Major General Branchaw:

Colonel, Air Corps
Chief, Production
Engineering Division

Copy to:
Incl. Encl. (2)
LAPRO - Cleveland

J. J. [Signature]

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32 ~~RESTRICTED~~
FISHER BODY DIVISION

GENERAL MOTORS CORPORATION

DETROIT 2, MICHIGAN



March 22, 1944

War Department
Army Air Forces
Material Command
Wright Field
Dayton, Ohio

Attention: A. C. Dealand, Colonel, Air Corps
Chief, Procurement Division

Subject: Supplementary Proposal covering one (1) Static
Test Article to be furnished under the P-75
Contract W-535-AC-41011

Gentlemen:

In response to the request contained in Material Command letter to the
RAF Resident Representative at the Fisher Body Division dated March 17, 1944 (Refer-
ence GMS:mjs- 7X-3) we wish to present this proposal for a Static Test Article and
to supplement our P-75 Proposal dated February 17, 1944 accordingly.

Scope of Work

Furnish one (1) full scale skeleton Model P-75 airplane, as described
in Item 1 of the contractor's proposal dated February 17, 1944. Said model shall be
constructed in accordance with contractor's Specification No. A-249 dated July 8,
1943, as revised February 12, 1944, and shall consist of a complete airplane less
the following:

That portion of the Government furnished equipment described in
Appendices A, B, C and D of the contractor's Model Specification A-249
referred to above; engineering controls; fuel tanks and lines; oil tanks
and lines; and all electrical wiring except that necessary to operate the
retracting units and/or flaps. Brackets that do not contribute to the
structural strength of the airplane will also be eliminated. All power
units for operating retracting units and/or flaps shall be installed,
whether the equipment in question is Government furnished or is to be
furnished by the contractor. Final finish coating will not be applied.

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Colonel W. C. Swatland

- 2 -

March 22, 1944

Pricing Approach

As stated in our previous proposal of February 17, 1944, the total price quoted therein represents an over-all sales value for the entire P-75 program, and for the purpose of pricing, the total quantity was divided into segments of 500 and 1,000 airplanes. In establishing the price for this Static Test Article, therefore, we have prepared our cost estimate on a purely "marginal" basis and have included only the estimated direct materials, direct labor and variable manufacturing overhead, as these are the only additional program costs which can be anticipated through the inclusion of a Static Test ship into the P-75 program.

At the option of the Army Air Forces this price and the Static Test Article can be added to the first lot of 500 P-75 airplanes as quoted in Item 1 of our February 17, 1944 proposal, or can be listed as a new item under the contract.

Quantity and Price

<u>Quantity and Description</u>	<u>Sales Value</u>
1 Full Scale Skeleton Model P-75 Airplane, as described above under the heading "scope of work".	\$ 47,275.00

In addition to the Sales Value quoted herein for the Static Test Article it is our understanding, in accordance with the recent telephone call from Captain W. E. Hunt, that an amount of \$1,666,775.00 is to be contained in the P-75 Definitive Contract to establish a value for special hand tools and ground equipment which are to be furnished by the contractor in accordance with the provisions of Appendix 1 which is to be attached to and become a part of the Definitive Contract. The adjusted P-75 total contract value will therefore become \$260,680,800.00 as follows:

Total sales value contained in our proposal of February 17, 1944	\$ 258,966,750.00
Value established for special hand tools and ground equipment	1,666,775.00
P-75 Static Test Article, as quoted in this proposal	<u>47,275.00</u>
<u>Total Adjusted Sales Value</u>	<u>\$ 260,680,800.00</u>

Delivery

It is estimated that delivery of the Static Test Article can be made on or before August 31, 1944, and it is understood that our ability to meet this date is contingent upon the necessary facilities, tools, labor and materials being available in sufficient quantities and time.

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Colonel W. C. Swatland

- 3 -

March 22, 1944

Cost Exhibit

The estimated "marginal" cost and sales price development for the Static Test Article quoted upon in this proposal is as follows:

Material	\$ 11,083.00
Direct Labor	12,190.00
Manufacturing Overhead	<u>19,504.00</u>
Estimated "Marginal" Cost	\$ 42,777.00
Profit (9.51455% of Sales)	<u>4,498.00</u>
<u>Total sales Value</u>	<u>\$ 47,275.00</u>

General

All other terms and conditions contained in our proposal of February 17, 1944 are applicable to this procurement and we request an early acceptance of this proposal in order that we may insure timely completion of the Static Test Article. The Materiel Command letter above referred to requested an early quotation for the Static Test Article so that provision could be made therefor in the P-75 Definitive Contract presently being written. We respectfully request that the Definitive Contract not be held up for the inclusion of the Static Test Article, as the need for a Definitive Contract is most urgent and the contract could be supplemented at a later date for the Static Test Article.

Very truly yours,

GENERAL MOTORS CORPORATION
Fisher Body Division

E. F. FISHER
Vice President

cc: Chief, Procurement Division (5) ✓
Major H. G. Reclure
ARF Resident Representative (3)

AAFMC-414/WF-8-17-44-40M

Red **A**

Execute in triplicate
C- 19175
Class-

CHANGE ORDER
ARMY AIR FORCES
Materiel Command
Wright Field, Dayton, Ohio

Date 28 March 1944
Change Order No. 1 to
Contract No. W-535 ac-33962
XXXXXXXXXX

TO: General Motors Corporation, Fisher Body Division, Detroit, Michigan
 SUBJECT: Additional Cost

1. Under authority contained in the First War Powers Act, dated December 18, 1941, (Public No. 354 - 77th Congress) and Executive Order No. 9001, dated December 27, 1941, permitting the amending or modification of contracts to carry out the purposes specified in said Act and Executive Order, Contract W-535 ac-33962, as amended, is hereby further amended as follows:

- (a) Article 2 of the subject contract, as amended, is hereby further amended by increasing the total estimated cost in the sum of ----- **\$1,539,772.40**
- (b) The increase in total estimated cost shall result in no increase in the fixed fee to be paid under this contract.

REASON: The Contractor's original estimates were too low and additional money is urgently needed to complete this contract.



Handwritten signature

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Total increase in estimated cost \$ 1,539,772.00

Except as hereby amended, all the terms and conditions of the Contract affected shall remain unmodified and in full force and effect and shall also apply in carrying out the provisions of this Change Order.

UNITED STATES OF AMERICA

BY: C. T. WOODHOTT, 1ST. LT., AIR CORPS
Contracting Officer.

1ST INDORSMENT

Detroit, Michigan APR 10 1944
(Place) (Date)
 Detroit, Michigan April 10, 1944

TO: CONTRACTING OFFICER:

I, Contractor hereby accepts the above Change Order.

GENERAL MOTORS CORPORATION, FISHER BODY DIV.

General Motors Corporation, Fisher (SEAL)
Body Division (Contractor)

BY: *E. P. Fisher*
(Signature of Official with Office Seal)
 E. P. Fisher Vice President
 E. P. Fisher, Vice President

AFP No.: 372601

The supplies and services to be obtained by this instrument are authorized by, are for the purpose set forth in and are chargeable to the following allotments, the available balances of which are sufficient to cover cost of same:

DEBIT: ACA 1942-44, 2-1005 P 611-09 A 212/40705

Change Order No. 1 to Contract No. W-535 ac-33962

3822

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ARMY AIR FORCES
MATERIEL COMMAND
OFFICE OF THE COMMANDING GENERAL

JPA:rick:50

Contract No. W 535 10-3862
Contract Change Notification No. 10 (4-7680)
31 March 1944

CONTRACT CHANGE NOTIFICATION

Mr. Don Berlin
TO: General Motors Corporation
Fisher Body Division
Detroit, Michigan

1. Pursuant to the Article of the contract specified above relating to "Changes," the above named Contractor is hereby authorized to, and will, accomplish the changes listed on Exhibit A hereto in respect of the articles called for under said contract as the same has heretofore and may hereafter be amended.

2. In the event compliance with this Contract Change Notification will affect the delivery schedules contained in the contract or the performance characteristics of the articles to which the change hereby ordered applies and such change in delivery schedules or performance characteristics is not satisfactorily covered by Exhibit A hereto, the contractor shall notify the Contracting Officer thereof as soon as practicable after receipt of this Contract Change Notification. Such notice shall be sent to the Contracting Officer, Procurement Division, Wright Field, Dayton, Ohio. The failure of the contractor to submit such notice to the Contracting Officer within 30 days after receipt by the contractor of this Contract Change Notification (or within such additional period prior to the date of final settlement of the contract as the Contracting Officer, if he determines that the facts justify an extension of the above period, may approve) shall be taken as conclusively indicating that compliance with this Contract Change Notification will not affect delivery schedules or performance characteristics as aforesaid. Any notice given pursuant to the terms hereof will contain either (a) a detailed statement of the manner in which delivery schedules or performance characteristics will be affected, other than as provided in Exhibit A hereto, together with a proposal for amendment of the contract so as to avoid defaults by the contractor, or (b) a statement that the manner in which delivery schedules or performance characteristics will be affected cannot be ascertained within 30 days from the date of this Contract Change Notification, the reason therefor, and an estimate of the date upon which such information can be furnished. Any amendment to the delivery schedules or performance characteristics agreed upon by the parties as necessitated by this Contract Change Notification and not satisfactorily covered by Exhibit A hereto will be accomplished by further Contract Change Notification.

3. Within 90 days after receipt of Contract Change Notification No. 1 under the above contract and at intervals of approximately 90 days thereafter, the contractor shall submit to the AAF Resident Representative, or, if there be none, to the Area Representative an itemized list setting forth changes required by Contract Change Notifications received by the contractor in respect to the above contract and not included in any such list previously furnished. The change ordered by this Contract Change Notification must be incorporated in either the first or second quarterly list submitted after receipt hereof, unless (a) the contractor, prior to the submission of such second quarterly list, submits a separate proposal for negotiating a change in price or in estimated cost and fixed fee occasioned by compliance with this Contract Change Notification, as provided in paragraph 5 below, or (b) the Contracting Officer approves an extension of time for the submission of a proposal for negotiating such change in price or in estimated cost and fixed fee. The provisions of this paragraph constitute an extension of the period for asserting claims for adjustment under the "Changes" article of the above contract.

4. Each quarterly list submitted pursuant to the terms of paragraph 3 hereof shall indicate as to each change covered thereby the estimated increase or decrease in the contract price or estimated cost and fixed fee occasioned by such change, or shall state that no change in price or estimated cost and fixed fee will result. Such list shall also state the aggregate estimated net increase or decrease for all the changes shown thereon, and shall state either that the Contractor desires to initiate negotiations for a change order to give effect thereto, or, in the case of an aggregate estimated net increase, that the Contractor waives any claim for adjustment of the contract in respect thereof. Each such list will be accompanied by substantiating cost data for each change for which an adjustment is indicated and Contractor shall, upon demand of the Contracting Officer, submit substantiating cost data even though no adjustment is indicated. Any aggregate net increase or decrease determined as a result of any negotiations will be incorporated in an appropriate change order to the contract.

5. Notwithstanding the procedure set forth in paragraphs 3 and 4 hereof, the contractor may at any time within the period provided for presenting claims for adjustment under the "Changes" article of the above contract, as the same may be extended by the Contracting Officer, submit a proposal for negotiation of a separate change order to give effect to any increase or decrease in the contract price or estimated cost and fixed fee occasioned by compliance with this Contract Change Notification or with a group of Contract Change Notifications which includes this Contract Change Notification. In such event, this Contract Change Notification shall nevertheless be included in one of the lists to be furnished pursuant to paragraph 3, but such list will indicate that separate negotiations are being conducted in respect thereto, and shall contain appropriate reference to the Contractor's proposal initiating such negotiations.

6. Any disagreement in respect of any question of fact arising hereunder shall be determined in the manner provided in the article of the above contract relating to "Disputes".

7. Pending completion of the negotiations mentioned above, the Contractor will be paid at the unit prices or other consideration specified in said contract as amended from time to time for the articles affected by the change, subject to appropriate credit, refund or further payment.

8. The Contractor is requested to indicate receipt of this Contract Change Notification by signing and mailing the enclosed return postal card immediately upon receipt hereof.

Exhibit "A" consists of 2 pages.

Contracting Officer
BENJAMIN O. KESSEL, Capt., Air Corps

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Exhibit "A" to Contract Change

Notification No. 10 (N-7580) Contract W535-AC-33962

23 March 1944

ITEM 1. Armament as set forth in the following table shall be installed in airplanes on Contract AC-33962 when delivered:

AIRPLANE	ARMAMENT
Serial No. 43-46950	None
Serial No. 43-46951	Four .50 Caliber Synchronized Nose Guns.
Serial No. 44-32161	Four .50 Caliber Synchronized Nose Guns and Six Free-Firing .50 Caliber Wing Guns.
Serial No. 44-32162	Four .50 Caliber Synchronized Nose Guns and Six Free-Firing .50 Caliber Wing Guns.
Serial No. 44-32163	Four .50 Caliber Synchronized Nose Guns and Six Free-Firing .50 Caliber Wing Guns.
Serial No. 44-32164	Four .50 Caliber Synchronized Nose Guns and Six Free-Firing .50 Caliber Wing Guns.
Serial No. 44-32165	Four .50 Caliber Synchronized Nose Guns and Six Free-Firing .50 Caliber Wing Guns.
Serial No. 44-32166	Four .50 Caliber Synchronized Nose Guns and Six Free-Firing .50 Caliber Wing Guns.

ITEM 2. Gun cameras as set forth in the following table shall be installed in airplanes on Contract AC-33962:

AIRPLANE	CAMERAS
Serial No. 43-46950	None
Serial No. 43-46951	N-6 Gun Camera
Serial No. 44-32161	N-6 Gun Camera
Serial No. 44-32162	N-6 Gun Camera
Serial No. 44-32163	N-6 Gun Camera
Serial No. 44-32164	N-6 Gun Camera
Serial No. 44-32165	N-6 Gun Camera
Serial No. 44-32166	N-6 Gun Camera

ITEM 3. Gun chargers for the .50 caliber synchronized nose guns as set forth in the following table shall be installed in airplanes on Contract AC-33962:

AIRPLANE	GUN CHARGERS
Serial No. 43-46950	None

EX-317

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A

Attach A' to GFR No. 10 (7-7589).
 Contract AC-33962
 23 March 1944

AIRPLANE (Cont.)	GUN CHARGES (Cont.)
Serial No. 43-40951	Hydraulic Chargers
Serial No. 44-32161	Hydraulic Chargers
Serial No. 44-32162	Hydraulic Chargers
Serial No. 44-32163	Hydraulic Chargers
Serial No. 44-32164	Hydraulic Chargers
Serial No. 44-32165	Hydraulic Chargers
Serial No. 44-32166	Pneumatic Chargers

ITEM 4. Gun sights as set forth in the following table shall be installed in airplanes on Contract AC-33962:

AIRPLANE	GUN SIGHTS
Serial No. 43-40951	None
Serial No. 43-40951	1-7 Gun Sight
Serial No. 44-32161	2-7 Gun Sight
Serial No. 44-32162	2-7 Gun Sight
Serial No. 44-32163	2-7 Gun Sight
Serial No. 44-32164	2-7 Gun Sight
Serial No. 44-32165	1-7 Gun Sight
Serial No. 44-32166	1-7 Gun Sight

ITEM 5. Trigger switches as set forth in the following table shall be installed in airplanes on Contract AC-33962:

AIRPLANE	TRIGGER SWITCHES
Serial No. 43-40950	None
Serial No. 43-40951	2-5 Trigger Switch
Serial No. 44-32161	2-5 Trigger Switch
Serial No. 44-32162	2-5 Trigger Switch
Serial No. 44-32163	2-5 Trigger Switch
Serial No. 44-32164	1-5 Trigger Switch
Serial No. 44-32165	1-5 Trigger Switch
Serial No. 44-32166	2-5 Trigger Switch

ITEM 6. Generator Type 1-2 shall be installed in airplanes on Contract AC-33962.

AM-317

PROPERTY CLASSIFICATION CI-A

AAFMC-104-WF-1-4-42-76M sets of 3

30
QUADRUPLICATE

EX. 2-1015
No. 381452

Authority for Purchase

VENDOR _____ CONTRACT No. **W535 AC-41011**

PURCHASE ORDER No. _____

DELIVERY VIA TERMS METHOD PROPOSAL

THE ABOVE SPACE TO BE USED BY THE PURCHASE BRANCH ONLY

Item	Quantity	Unit	Estimated Unit Price	DESCRIPTION OF MATERIAL OR SERVICES TO BE PURCHASED.	Unit Price	Total Price
				REQUEST FOR SUPPLEMENTAL CONTRACT SEE EXHIBIT "A" ATTACHED "J" PROGRAM 1944 FISCAL YEAR		

Total Estimated Cost **847,275.00** CLASSIFICATION A—FUNDS C—FUNDS Total Actual Cost

EXPEND. ORDER No. MISCL. CHARGE No. Project No. Item No. Project No. Item No. Project No. Class No. Item No. Increase of Funds to Actual Cost Approved

MATERIAL TO BE OBLIGATED FOR PRODUCTION WANTED NOT LATER THAN (Date) Section Chief

DELIVER TO Procurement Data Number of Sets DATE FURNISHED Accounting Branch

Budget Officer

Remarks on the following master marked with "X" appear in the space below:

- Recommended Sources of Supply 2. Government furnished material _____ 3. Tools, patterns, etc., loaned by Government _____
- Should Serial Number be assigned _____ 5. Point of Inspection 6. Increase Existing Orders _____ 7. General Remarks:

- Fisher Body Division, General Motors Corporation, Detroit 2, Michigan
- Contractor's Plant
- Quotation contained in Fisher letter dated 22 March, 1944.

REASON: Due to front fuselage revision and entire empennage change, a static test article is required for production airplane since it differs from the experimental airplane.

Proc. Auth. No. P A

Proc. Auth. No. P A

Proc. Auth. No. P A

Upon due inquiry made it was found that the articles enumerated hereon could not be procured from any other branch of the Government without transfer of funds, or the immediate need of these supplies or the remoteness of this station from point of supply precludes their purchase from any other branch of the Government.

Date **4 April, 1944** **Manufacturing Branch Chief** Signed **W. H. NEDLAND, LT. COL. AC** **Section Chief** Signed **GEORGE E. PRICE, COL. AC** **Division Chief** Signed **ORVAL E. COOK, BRIG. GEN.**

PRODUCTION BRANCH, PWS **PROD. ENGR. SECTION** **PRODUCTION DIVISION USA**

Coordinated by Production Engineering Div. Chief, Contract Sec. Approved—Accounting Br. Approved—Budget Officer **F. L. KORNHINE, COL. AC**

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Exhibit "A" attached to and made a part of Authority for Purchase No. 381152 dated 4 April, 1944.

1. It is requested that a Supplemental Contract to Contract W535 AC-41011 be initiated with Fisher Body Division, General Motors Corporation, Detroit 2, Michigan, substantially as follows:

a. The Contractor shall furnish one (1) full scale skeleton static test model of P-75A-1-GC airplane constructed in accordance with Contractor's Specification No. A-249 dated 8 July, 1943, as revised 12 February, 1944, and shall consist of a complete airplane less the following:

1. That portion of the Government furnished equipment described in Appendices A, B, C, and D of the Contractor's Model Specification A-249 referred to above; engineering controls; fuel tanks and lines; oil tanks and lines; and all electrical wiring except that necessary to operate the retracting units and/or flaps. Brackets that do not contribute to the structural strength of the airplane will also be eliminated. All power units for operating retracting units and/or flaps shall be installed, whether the equipment in question is Government-furnished or is to be furnished by the Contractor. Final finish coating will not be applied.

TOTAL COST FOR ONE STATIC TEST P-75 AIRPLANE. . . \$47,275.00

b. Delivery of the Static Test Article, Item 1 a. above shall be made on or before 31 August, 1944.

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ERG:hbw

Maj. Gen. O. P. Echols

6 April 1944

Status of XP-75 Airplanes.

1. The second XP-75 which has incorporated all changes resulting from flight experience with the first airplane has recently been flown by Materiel Command officers. The landing and take-off characteristics are excellent. The vision in all directions is good and will be superior with the bubble canopy installed. Vision over the nose is given as 11 $\frac{1}{2}$ " and considered adequate. The airplane is reported comfortable, easy to fly and has no apparent peculiarities. It accelerates rapidly and has superior rate of climb. Lateral stability is satisfactory.

2. The following deficiencies were noted:

A. Longitudinal stability is unsatisfactory. To correct this, action is being taken to install the production tail on one or more XP-75's at the earliest possible date. This tail has considerably increased chord on the horizontal surfaces and, after installation, tests will be run throughout the entire center of gravity range. Eventually all of the last six experimental articles will have the production tail. As previously reported it is also planned to extend the nose of the airplane 11" to bring the C.G. forward.

B. Rudder forces are somewhat high but believed satisfactory. The ailerons are completely unsatisfactory. Layouts have been started on revised ailerons for the production airplane and all tooling of the parts which are affected by this change have been stopped. The new ailerons will involve a new wing tip and booster control similar to that on the P-38. Contractor estimates no delay in first production article will result from this change.

C. Engine cooling does not appear to be adequate. Complete instrumentation for conducting cooling tests is installed on No. 2 airplane. This airplane has had a number of functional difficulties so that, to date, only 6 hrs. flying time has been accumulated. The airplane now appears to be operating satisfactorily and it is expected that more information on which to base corrections to the cooling system will be available in the very near future.

D. The propeller has been throwing considerable oil. Aero-Products has been informed of the necessity of eliminating this condition. Materiel Command believes that, with the installation of H type blades which are to replace the "A" type, considerable improvement may be expected.

E. The opinion has been expressed by Materiel Command Officers that the speed of this airplane is mediocre as compared to other late models. Since no official high speed runs have been made, a definite figure cannot be quoted. It is believed, however, that an appreciable increase

COM FOR OFFICE

CHIEF, MATERIEL DIVISION

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F
MaJ. Gen. O. P. Echols

6 April 1944

Status of XP-75's. (Cont'd)

will be realized by retracting the tail wheel, installing the bubble canopy and general cleaning up. Speed at lower altitude can be increased with water injection and at higher altitude with the proposed inter-cooler.

3. Materiel Command representatives are in conference with the contractor today. Further report on proposed corrective measures will be forthcoming the first of next week.

██████████
Brig. Gen. B. W. Chidlaw

0475

6.001-16
44-16
44-16

WAR DEPARTMENT - ARMY AIR FORCES

RRG:hbr

Office, Asst. Chief of Air Staff, Materiel, Maintenance, and Distribution

Col. [Signature]
Inter-Desk Memorandum

TO: Major Gen. O. P. Nichols

Date 8 April 1944

SUBJECT: Status Report on XP-75 Airplanes.

9 mep [Signature]

1. A high-speed check with No. 3 airplane was made yesterday. The high speed of 415 m.p.h. at 24,600 ft. at 2040 h.p. was obtained. Estimated high speed at 2300 h.p. is 434 m.p.h. *The boost control is still giving trouble.*

2. Materiel Command Officers in recent conference with the contractor have reached the decision to redesign the ailerons and wing tips as previously reported, i.e., extend the ailerons to the wing tips and redesign the tip to approximate a rectangular plan form. This, together with the installation of a boost system, has been given top priority.

3. Five airplanes are now on flight status. No. 4 will be at Wright Field on 10 April. This airplane will not go to the Flight Section but will go to the armament hanger in preparation for firing tests. After ground firing the airplane will be taken for air firing tests over Lake Erie.

4. A K-14 compensating gun sight has been delivered to the contractor together with an automatic pilot. This equipment will be installed in No. 8 airplanes which will go to Bellin Field for tactical trials. No. 8 will have all new features, including dive flaps, bubble canopy and a new tail installation which will include the retractable tail wheel.

Let me know when this airplane is complete [Signature]

From *[Signature]*
Major Gen. E. W. [Signature]

THIS FORM WILL NOT BE USED OUTSIDE THE AG/AS/AM, M. & D.

M.M.D.#111

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FROM COPY
101491-1-27
1. Ref. Div. - 27
4/14/44

ERG:hbr

Maj. Gen. O. P. Bohls

17 April 1944

Report on XP-75 Airplanes.

1. Further information has been received on the loss of XP-75 No. 5, at Cleveland on 8 April.

2. Investigation of the wreckage discloses that the entire tail section was lost due to structural failure. The right aileron came off the airplane, but this is believed to be a secondary failure due to the airplane being out of control. The official report on this accident will contain substantially the statement that the pilot is believed to have engaged in maneuvers beyond established restricted limits. The airplane was restricted to certain speeds and maneuvers due to longitudinal instability. This condition, as previously reported, is being corrected by the installation of a completely new tail and shifting of C. G. forward.

3. It is considered that the responsibility for the loss of this airplane rests with the pilot who was killed. This pilot had approximately 1500 hours on various fighters and 17 1/2 hours on the XP-75. It was stated by the reporting officer that this pilot was known to disobey orders of the Chief Test Pilot in that he willfully engaged in maneuvers beyond those permitted by the restrictions.

4. None of the other XP-75's were flown during last week pending results of investigation. All Aero-Products propellers and governors are being analysed, but it is not now believed that a runway governor, as previously reported, contributed to the accident.

COPY FOR OFFICE OF CHIEF, MATERIAL DIVISION, AAS, WASH

Brig. Gen. B. W. Chidlaw

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*C. P. W. Investigation - Alleged Fraud
 CA, Detroit, 5-21-44 (1877) 41117*

**ARMY AIR FORCES
 MATERIEL COMMAND**

PRELIMINARY INVESTIGATION

File No. 6-OF-154 (Detroit, Mich.)
 Date 21 April 1944
 Subject: Fisher Cleveland Aircraft
Division, General Motors Corp.,
Plant No. 2, Municipal Airport,
Cleveland, Ohio.
 Status of Case Cloned

Investigation Requested by CPD District Intelligence Officer
 Office of Origin Detroit, Michigan
 Report Made at Detroit, Michigan
 Report Made by C. L. Randolph, Prin. Investigator
 Period Covered 11 to 16 April 1944
 Character of Investigation Possible Fraud Against the
U. S. Government

Summary: This investigation is predicated upon a communication and attachments (see Exhibits "A", "B", "C" and "D", attached) received by District Intelligence Officer, Detroit, Michigan from Lt. Col. E. K. Merritt, Air Corps, Intelligence Officer, Materiel Command, Wright Field, Dayton, Ohio to the effect that one Mr. Raymond Kennedy, 11807 Franklin Boulevard, Cleveland, Ohio, alleged in a communication to General H. H. Arnold that the subject corporation is guilty of a "colossal fraud" against the United States Government, and that there existed an irregularity in connection with a "time and attendance" report furnished subject corporation by an employee of the corporation. This irregularity, Mr. Kennedy alleged, was established as existing by means of a communication (Exhibit "C" attached) which refers to "doctoring hours (54)". Investigation as to the alleged irregularity referred to in Exhibit "C", "doctoring hours", was authorized.

Investigation disclosed that the above referred to communication (Exhibit "C") was written by one Mr. A. J. Diebold, Field Service Representative, Field Service Department of subject corporation to Mr. C. S. Trowbridge, Assistant Director, Field Service Department, subject corporation, and that same had been found and retrieved from Mr. Trowbridge's wastebasket by Mr. Kennedy. Further, that this communication (Exhibit "C") did not, in fact, indicate irregularity or fraud, but rather that the words "doctoring hours (54)" was an unfortunate choice of words, since the thought intended to be conveyed was "corrected, altered and amended" hours (54).

Investigation further disclosed that such correction and alteration of the referred to "time report" was requested by Mr. Diebold's superior, Mr. Trowbridge, Assistant Director, Field Service, with the consent and approval of Mr. Trowbridge's superiors, Mr. Wise, Director of Field Service and Mr. T. Schmitthausler, Director of Education. Further, that such correction was necessary because Mr. Diebold was then in charge of a group from subject corporation attending a training school at General Motors Corporation, Allison Division, Indianapolis, Indiana. This group included one Mr. Cornell, whose time and attend-

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CONFIDENTIAL

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**ARMY AIR FORCES
MATERIEL COMMAND**

PRELIMINARY INVESTIGATION

File No. 9-08-154 (Detroit, Mich.)
 Date 21 April 1944
 Subject: Fisher Cleveland Aircraft
 Division, General Motors Corp.,
 Plant No. 2, Municipal Airport,
 Cleveland, Ohio.
 Status of Case Closed

Investigation Requested by CPD District Intelligence Officer
 Office of Origin Detroit, Michigan
 Report Made at Detroit, Michigan
 Report Made by G. L. Randolph, Prin. Investigator
 Period Covered 11 to 16 April 1944
 Character of Investigation Possible Fraud Against Gov.
 U. S. Government

Summary: (cont. - pg. 2)

ance report showed only 48 hours per week in school attendance, whereas it should have shown, in addition, 6 hours' credit for study time, a total of 54 hours, rather than the 48 hours shown. Investigation disclosed that it had been established as a policy of the subject corporation to allow "trainees" attending this school to secure credit for 54 hours per week (48 hours attendance and 6 hours study time) since they would actually be so expending this time, and because they normally work 54 hours per week and to allow them less while attending this school, to which they were sent by subject corporation, would, in effect, be penalizing them for attending.

During the course of the instant investigation, it was further disclosed that Mr. Kennedy, original complainant on this matter, had in connection with this and other matters at subject facility, contacted in addition to General Arnold, the Federal Bureau of Investigation, Senator H. S. Truman, Chairman, Special Committee investigating the National Defense Program, National Labor Relations Board, War Manpower Commission and others.

Recommendations or Comments:

Inasmuch as investigation failed to sustain the allegation that irregularity existed in connection with the improper "doctoring" of a certain "time and attendance report" (Exhibit "C" attached), it is recommended that no further action be taken in this connection.

It is further recommended that this case be considered as closed by this office.

Details: (To be continued on next page)

DISTRIBUTION:

C.G., AAF, M.C., W/F, Dayton, Ohio, Attn:
 Intell. Officer, Orig. & 5 cys.
 CPD Distr. Intelligence Officer - 4 cys.

Approved: *W. N. Nicholls, Capt. AR*
 WILL J. SIBLEY
 for Captain, Air Corps
 District Intelligence Officer

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Ch. Mar. 30-31 (1944)

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DETAILS:

This investigation is predicated upon a communication and attachments (see Exhibits "A", "B", "C" and "D" attached), received by Army Air Forces, Central Procurement District, Intelligence Officer, Detroit, Michigan, from E. K. Merritt, Lt. Col., Air Corps, Intelligence Officer, Materiel Command, Wright Field, Dayton, Ohio to the effect that one Mr. Raymond Kennedy, 11807 Franklin Boulevard, Cleveland, Ohio, in a communication to General H. H. Arnold, Washington, D. C., dated 11 March 1944 (see Exhibit "B" attached), had alleged that the Fisher Cleveland Aircraft Division, General Motors Corporation, Plant #2, Municipal Airport, Cleveland, Ohio have foisted a "colossal fraud" upon the "government and taxpayers" in connection with the XP75 program. Further, that a certain note (see Exhibit "C" attached) indicates fraud in connection with the alteration or "doctoring" of "time reports" at this facility.

A copy of a communication dated 31 March 1944 (see Exhibit "D" attached), addressed to the above R. Kennedy, 11807 Franklin Boulevard, Cleveland, Ohio, signed H. H. Arnold, states (fifth paragraph) as follows: "A copy of the communication which accompanied your letter as evidence that a certain individual at the Fisher Plant has been 'doctoring his time reports' is being forwarded to the Commanding General, Materiel Command, Wright Field, Dayton, Ohio for investigation". Accordingly, investigation of this phase of R. Kennedy's allegations was instituted.

In accordance with Paragraph 2 of the communication dated 7 April 1944 from E. K. Merritt, Lt. Col., Air Corps, Intelligence Officer, Materiel Command, Wright Field, Dayton, Ohio (see Exhibit "D" attached) to District Supervisor, Central Procurement District, Army Air Forces, Materiel Command, Detroit, Michigan, wherein it is suggested that the Cleveland, Ohio Field Office of the Federal Bureau of Investigation, be contacted prior to any investigation or interviews with others, so as not to interfere with any investigation now being conducted by that organization, your Investigator on 12 April 1944 interviewed Mr. Daniel J. McCarthy, Special Agent, Federal Bureau of Investigation, Cleveland, Ohio Field Office, who stated substantially as follows: That the Federal Bureau of Investigation would interpose no objection to any investigation the Army Air Forces, Central Procurement District might wish to make of the instant matter. Further, that although the Federal Bureau of Investigation had been contacted by Mr. Kennedy and apprised by him of the allegations set forth in the instant matter, that they, the Federal Bureau of Investigation, did not intend to open a case thereon for the reason that Mr. Kennedy, while alleging a "colossal fraud" on the part of subject corporation, gave the Federal Bureau of Investigation, upon being interviewed, nothing concrete or specific to sustain such allegations and confined himself to sweeping allegations and generalities as to fraud, mismanagement and irregularity on the part of subject corporation, with the exception of allegations as to the possibly improper "doctoring" of a certain "time report".

In connection with this "time report", Special Agent McCarthy stated, the evidence Mr. Raymond furnished them did not of itself necessar-

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ily indicate irregularity; further, that it did indicate that if there was irregularity in this connection, it would be extremely minor in amount.

Further, and in addition, Special Agent McCarthy stated, the Federal Bureau of Investigation has a file on Mr. Raymond Kennedy which indicates and contains the following: A clipping from a Cleveland, Ohio newspaper, the Cleveland Press, dated in November 1938, wherein Mr. Kennedy's picture is printed and an alleged statement by him to reporters, to the effect that he was resigning his position as a Government Inspector of Navy materiel stationed at the Aluminum Company of America, Harvard Avenue, Cleveland, Ohio, for the reason that he was not earning the \$2000 per year being paid him, since inspection procedure was being grievously mishandled there by those in authority. Further, that he had contacted the then Secretary of the Navy Swanson concerning same.

Also and further, that as of 16 May 1942, the Federal Bureau of Investigation had received information from the Office of Naval Intelligence to the effect that Mr. Kennedy had been dismissed from a position as Assistant Inspector of naval materiel, and that thereafter, he had written numerous letters to various officials in Washington, D. C. which letters, by their tone, might indicate the writer as being subversive or disaffected.

Further, in June 1942, Mr. Kennedy contacted the Cleveland Field Office of the Federal Bureau of Investigation, with a complaint that the officials of the Cleveland Carpenter's Union, Local #11, A.F.L. were being bribed or "paid off" to award all available work to a certain few.

Further, that it was on 2 March 1941 that Mr. Kennedy complained to the Cleveland Federal Bureau of Investigation Field Office regarding the instant matter.

In conclusion, Special Agent McCarthy stated, the Federal Bureau of Investigation, as a result of conversation with Mr. Kennedy, are of the opinion that he is possessed of a certain "complaint complex" and for the reasons hereinbefore stated, have not and do not contemplate opening a case on the instant matter.

MR. RAYMOND KENNEDY, 11807 Franklin Boulevard, Cleveland, Ohio, interviewed by your Investigator on 14 April 1944, stated substantially as follows: That he had been employed by the Fisher Cleveland Aircraft Division, General Motors Corporation, Plant #2, Municipal Airport, Cleveland, Ohio until on or about 4 January 1941, at which time he was dismissed by the company. Further, that his dismissal was entirely unfair and had, in his opinion, its origin in the fact that he, along with certain others, had at one time during the course of his employment, signed a petition requesting that "smoking privileges while on duty" be extended employees of the department where he (Kennedy) was working. In connection with this dismissal, Mr. Kennedy stated he had written a letter to authorities of the National Labor Relations Board and was securing their cooperation.

Mr. Kennedy continued stating that upon the occasion of writing

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to General H. H. Arnold, he was attempting to call a number of deplorable and outrageous conditions existing at the subject facility to the attention of proper authorities who would and could institute corrective action. In this connection, Mr. Kennedy stated he had contacted, in addition to General H. H. Arnold and others, the Federal Bureau of Investigation, War Manpower Commission, National Labor Relations Board, Mr. Lawrence Fisher of the Fisher Body Division of General Motors Corporation, and various plant executives.

(Investigator's Note: Subsequently, by letter dated 15 April 1944, Mr. Kennedy informed your Investigator that he had also contacted Hon. Harry S. Truman, Chairman, Special Committee investigating the National Defense Program, concerning the instant matter).

Mr. Kennedy continued stating that while he understood your Investigator was only investigating the aspects of this matter that referred to the allegations of "doctoring" of a "time report" (Exhibit "C" attached hereto), that what he had referred to in his hereinbefore mentioned letter to General Arnold as a "colossal fraud" being perpetrated upon the government and taxpayers by subject corporation was as follows: (1) That misrepresentations must have been made to the government by subject corporation and the government mislead thereby, otherwise the government would not have agreed to spend the huge sums they are now spending on preparing for production, field representation, etc. of a "ship", the XP75, which is not any nearer to being in existence than is the XP75. The XP75, Mr. Kennedy stated, is not even satisfactorily in the advanced experimental stage, and yet already huge sums have been expended to produce and field service same.

Further (2), that in his opinion, the entire XP75 development might be called a "colossal fraud or mistake" since there exists not one reason to believe that the XP75, even if in the distant future eventually completed and all "bugs" worked out, will be as good a ship as the P38 or others already developed. For these reasons, Mr. Kennedy stated, as well as poor, inefficient management, improper inspection procedure, improper management attitude, management's careless "throwing away" of government money, improper utilization and wasting of labor, and other reasons, he (Mr. Kennedy) considers the entire XP75 program a "colossal fraud" or colossal mistake.

Mr. Kennedy stated, with reference to the alleged "doctoring" of a certain time record, hereinbefore referred to (see Exhibit "C" attached) that he had been in the office of Mr. C. S. Trowbridge, Assistant Director of Field Service, Fisher Cleveland Aircraft Division, General Motors Corporation, Plant #2, Municipal Aircraft, Cleveland, Ohio upon a certain occasion, the date which he does not presently recall, and that in order to find, if possible, a piece of cardboard which he desired for some purpose, he had looked into the waste basket. In so doing, Mr. Kennedy stated he found there an envelope or letter addressed to Mr. Trowbridge from one Alfred J. Diebold, Field Service Representative of subject corporation against whom Mr. Kennedy has a feeling of personal animosity for a number of reasons including the belief that Mr. Diebold is improperly deferred from the Selective Service draft.

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(Investigator's Note: Mr. Kennedy stated that he had contacted Draft Board officials on the matter of Mr. Diebold's possibly improper deferment).

Mr. Kennedy continued stating that he had, after finding this envelope, decided to see just what Diebold was writing to Mr. Trowbridge about, and accordingly had taken out the contents of the envelope, examined same and found, after piecing together, the four pieces into which it had been torn; that it referred to, among other things, "doctoring of time reports".

(Investigator's Note: A copy of the contents of the envelope referred to is attached hereto as Exhibit "C", the original being in the possession of the Cleveland, Ohio, Federal Bureau of Investigation Office).

Mr. Kennedy stated that in his opinion, this note is clearly indicative of fraud and irregularity. Further, that the writer of the note could not have been other than Mr. A. J. Diebold because, while the note is unsigned. Mr. Kennedy stated he made an investigation which disclosed that Mr. Diebold was away on a trip at the time the note is dated (12/28/43), and further, Mr. Kennedy stated he had checked at Grace Hospital, Detroit, Michigan and found that A. J. Diebold's wife "Wanda" (mentioned in Exhibit "C") was a patient there on the date of 28 December 1943. Mr. Kennedy stated that the fact that the note was unsigned further clearly indicated that its writer realized its incriminating nature.

Mr. Kennedy stated that he was not so aroused by the note revealing "doctoring" of the time report as he was by the attitude of Mr. E. E. Hintz, Executive Assistant of Second Shift for subject concern who upon being shown the note merely stated "so what". This, Mr. Kennedy stated, demonstrates clearly the lack of interest corporation officials have in fraud and irregularity existing there.

Mr. Kennedy stated in conclusion that since 16 March 1944, he had been employed as a foreman on the "Curtiss-Wright wing job" at Hudson Motor Car Company, Detroit, Michigan, and that he had resigned as of 12 April 1944 to return to his home, Cleveland, Ohio to re-enter the floor sanding business.

Present at this interview, in addition to Mr. Kennedy and your Investigator, was Mr. Clifford J. Bird, Investigator, Intelligence Section, Army Air Forces, Central Procurement District Headquarters, Detroit, Michigan.

On 13 April 1944, your Investigator interviewed Mr. Fred H. Hanson, Assistant Resident Manager of subject corporation, who stated substantially as follows: That he had been apprised by Mr. Hintz, Executive Assistant, second shift, of the allegations made by Mr. Kennedy, and had caused a thorough investigation to be made of same. This investigation, Mr. Hanson stated, had not disclosed any evidence supporting Mr. Kennedy's allegations of fraud and

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irregularity, but had disclosed evidence that Mr. Kennedy's discharge was entirely proper and that he did not possess the necessary qualifications to serve the subject corporation as a Field Representative.

Mr. Hanson stated in conclusion that the allegations made by Mr. Kennedy in reference to an irregularity in connection with a "time and attendance" report of a Field Service Representative, if true, would have involved an amount which would have ultimately been charged to the Government as cost on the XP75 program. That, however, no such irregularity was found in the investigation instituted by him (Mr. Hanson) to exist.

Mr. C. S. Trowbridge, Assistant Director, Field Service of subject corporation, interviewed 13 April 1944, stated substantially as follows: That he had received the hereinbefore mentioned note (Exhibit "C") which refers to him (Mr. Trowbridge) as "Chuck" and which referred to "doctoring" a time report, from Mr. A. J. Diebold, Field Service Representative of subject corporation, and that while the use of the term "doctoring" was unfortunate, since what was intended to be expressed was "corrected, altered and amended", the matter was entirely innocent and no fraud or irregularity existed or exists in connection therewith.

The true explanation of this note, Mr. Trowbridge stated, is as follows: At the time this note was written, 28 December 1943, Mr. A. J. Diebold, its writer, had been sent by the subject corporation to a school being conducted by the General Motors Corporation, Allison Division, Indianapolis, Indiana. Mr. Diebold had been sent there, Mr. Trowbridge stated, for the purpose of receiving training and to familiarize himself with certain work to which it was expected he would in the future be assigned as a Field Representative in connection with the XP75 airplane for subject corporation. Further, that he (Mr. Diebold) had been placed in charge of a group of other men who had been sent along with him to this school for this purpose.

The system used by subject concern, Mr. Trowbridge continued, in connection with expense reports, is to have persons making out expense reports make same out in long hand and send same in, accompanied with two signed expense form blanks. If the long hand expense account is found to be proper, acceptable and correct, it is then typed in at Mr. Trowbridge's office on the signed blanks and then sent forward for further approval and payment. This system, Mr. Trowbridge stated, made for accuracy, uniformity and legibility in their expense records and tended to keep payment of expense accounts prompt and current. This accounted, Mr. Trowbridge stated, for the reference in the above mentioned note (Exhibit "C") to Mr. Diebold having sent in "signed blanks" as well as a signed expense report.

The "Sister O'Connor" referred to in this note, Mr. Trowbridge stated, is a stenographer named Miss O'Connor, who works in Mr. Trowbridge's office and a part of whose duty it is to fill in such reports by typing.

Mr. Trowbridge continued stating that in the normal course of Mr. Diebold's work, he and others attending the school are employed 54 hours per

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week. Further, that since the Allison School only required 48 hours per week attendance, it had been decided by subject corporation, as matter of policy, to allow those so attending this school a total of six hours per week credit for study time, making in all a total of 54 hours per week for which they would be paid, as if they were working and had not been sent to school. However, Mr. Trowbridge stated, the time and attendance report of one of the men so attending the school, a Mr. Cornell, had not been so reported, such report only showing 48 hours school attendance, the six hours study time not being shown. Therefore, Mr. Trowbridge stated, the same had been returned by Mr. Trowbridge to Mr. Diebold, who was in charge of the school group, for correction to show 48 hours school attendance and six hours study time, a total of 54 hours. This explained, Mr. Trowbridge stated, Mr. Diebold's reference in the aforementioned note (Exhibit "C") to "doctoring" (meaning correcting) "hours (54)".

Mr. Trowbridge continued stating that the reason Mr. Diebold had sent the above "to Schmitthausler", Director of Education, subject corporation (see Exhibit "C") was in order to save time so that Mr. Cornell could be paid promptly. Mr. Trowbridge stated that he had instructed Mr. Diebold to do this since normal procedure is to send such reports to him (Trowbridge), and that he, after approving same, forwards them to Mr. Schmitthausler. However, Mr. Trowbridge stated he had theretofore discussed the matter (of showing 54 hours) with Mr. Schmitthausler, and therefore, it was permissible and proper in this instance, to send Mr. Cornell's report direct to Mr. Schmitthausler.

Mr. Trowbridge stated that he had assigned Mr. Kennedy to the work in which he was engaged at the time of his discharge, after having been informed by Mr. William Ross, Jr., Superintendent of Ground Operations on B19 aircraft, Wayne County, Michigan Airport, where Mr. Kennedy was then assigned, that Mr. Kennedy's services were unsatisfactory and that he did not want him there. Mr. Trowbridge stated that instead of discharging Mr. Kennedy at that time, it was decided to give him another chance, and that he had at that time called Mr. Kennedy in and informed him that he was being given a new job and a new chance. It was not, Mr. Trowbridge stated, until Mr. Kennedy had been found unsatisfactory in his new assignment, and he (Mr. Kennedy) had been informed by Mr. E. E. Hintz, Executive Assistant, Second Shift, that he was being dismissed; that he informed Mr. Hintz of the fact that he was in possession of the hereinbefore referred to note (Exhibit "C") which he considered incriminating.

Mr. A. J. Diebold, Field Service Representative, Field Service Department of subject corporation, interviewed 13 April 1944 by your Investigator, stated substantially as follows: That he resides at 19705 Lake Street, Cleveland, Ohio and that he is the writer of the note herein referred to as Exhibit "C". Further, that he had written the same to Mr. Trowbridge under the conditions and circumstances as hereinbefore stated by Mr. Trowbridge.

Mr. Diebold further stated that he realized that the choice of words, i.e., "doctoring hours (54)" was unfortunate, since it might be misconstrued as indicating something improper, but that in truth and fact, such was not the

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case. That what he had done was to correct a "time report" to show 48 hours school attendance and 6 hours study time instead of merely the 48 hours school attendance. Mr. Diebold further stated that the 54 hours thus shown, were actually so expended, and that the correction was made and the report forwarded to Mr. Schmitthausler at the suggestion of his superior, Mr. Trowbridge, in order to prevent needless and involved future explanation and delay in proper payment.

Mr. Wise, Director, Field Service, subject corporation (Mr. Trowbridge's immediate superior), interviewed 13 April 1944, confirmed the above statements by Mr. Trowbridge, and Mr. Diebold, adding that he had in his possession a file containing copies of letters Mr. Kennedy had written different individuals connected with the management of subject corporation, pertaining to the instant and other matters, including one letter addressed to himself (Mr. Wise) which opened with the salutation "Dear Bag-Eyes", and which stated that Mr. Wise had done him a favor by getting him (Kennedy) discharged since he (Kennedy) had since secured a better job.

Mr. Wise stated in conclusion, that in his opinion, the policy of the corporation in allowing those attending the school to be paid for six hours per week of study in addition to the 48 spent in attending classes, was fair and proper, since these men normally worked 54 hours per week and that not to permit them to get in 54 hours per week while attending school, would in effect be penalizing the men for attending such school.

MR. E. E. HINTZ, Executive Assistant, Second Shift, interviewed by your Investigator 13 April 1944, stated substantially as follows: That he (on or about 11 January 1944) had reviewed the matter of Mr. Kennedy's prospective discharge, and that when he informed Mr. Kennedy that he was going to be discharged, Mr. Kennedy had shown him the note (Exhibit "C") which Mr. Kennedy considered incriminating. Mr. Hintz stated that he did not recall that he stated to Mr. Kennedy "so what", as charged by Kennedy, but that he did tell Mr. Kennedy that such note would not alter the fact that he was discharged and that if he knew of any irregularities to report them and he (Hintz) would see that they were investigated. Mr. Hintz stated that thereafter, an investigation was instituted concerning the aforementioned note (Exhibit "C") which disclosed that it did not, in fact, indicate irregularity or fraud or anything improper.

(Investigator's Note: The foregoing statement by Mr. Hintz contradicts Mr. Kennedy's statement in his communication to General Arnold (line 8, paragraph 3, Exhibit "B" attached) to the effect that he (Mr. Kennedy) was discharged for bringing the note (Exhibit "C") to the attention of a "Fisher executive". Mr. Kennedy, in his statement to your Investigator, Page 2, last paragraph, details, instant report, also stated a different cause for his discharge than that alleged as above in the communication to General Arnold).

Thereafter, your Investigator, on 13 April 1944, was shown several expense reports which were, at that time, being processed in Mr. Trowbridge's office. The manner in which these were being handled conformed to the manner

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in which Mr. Trowbridge had stated Mr. Diebold's was handled.

Attached hereto as Exhibits "E", "F" and "G" are the contents of a letter received by your Investigator on 17 April 1944 from Mr. Kennedy, subsequent to your Investigator's interview with Mr. Kennedy, which are self-explanatory and which are attached hereto as being of possible interest in this matter.

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[REDACTED]

File No. 6-OF-154 (Detroit, Michigan)
Subject: Fisher Cleveland Aircraft Div.,
General Motors Corp., Plant No. 2,
Municipal Airport, Cleveland, Ohio.
Character: Possible Fraud Against the U. S. Gov't.

Included in this report are seven (7) exhibits listed as Exhibits "A through G". Same are described as follows:

- Exhibit "A" Copy of communication from E. K. Merritt, Lt. Col., Air Corps, Intelligence Officer, Materiel Command, Wright Field, Dayton, Ohio, to District Supervisor, CPD, AAF, Materiel Command, Detroit, Mich. dated 7 April 1944, Subject: Fraud Foisted on Government and Taxpayers by Fisher Aircraft Div., General Motors Corporation.
- Exhibit "B" Copy of a communication signed R. Kennedy to General H. H. Arnold, U. S. Army Air Forces, Washington, D. C. dated March 11, 1944 concerning alleged fraud and irregularity on the part of the Fisher Aircraft Div., General Motors Corp., Cleveland, Ohio.
- Exhibit "C" Copy of an unsigned communication, addressed with the salutation 'Hello Chuck', dated 12/23/43, concerning a certain expense report and an alleged "doctoring" hours (4).
- Exhibit "D" Copy of a communication signed H. H. Arnold, to Mr. Raymond Kennedy, 11807 Franklin Boulevard, Cleveland, Ohio dated March 31, 1944 in reply to Exhibit "B".
- Exhibit "E" Copy of the communication dated April 15, 1944, signed 'Ray Kennedy', addressed to Central Procurement District, U. S. Army Air Forces, Detroit, Mich., Attn: Mr. Randolph, Army Air Forces, Intelligence.
- Exhibit "F" Copy of a communication, signed Ray Kennedy to H. H. Arnold, Commanding General, U. S. Army Air Forces, Washington, D. C., dated April 15, 1944, concerning Mr. Kennedy's interview with Mr. Randolph and Mr. Kennedy's having contacted the Truman Committee.
- Exhibit "G" Copy of the communication, signed Ray Kennedy, addressed to Hon. Harry F. Truman, Chairman, Special Committee investigating the National Defense Program, Washington, D.C. dated April 12, 1944, concerning allegations as to various irregularities at the Fisher Cleveland Aircraft Div., Plant No. 2, General Motors Corporation.

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ARMY AIR FORCES
MATERIEL COMMAND

MEMO:31

Wright Field, Dayton, Ohio
7 April 1944

Subject: Fraud Foisted on Government and Tax-Payers by
Fisher Aircraft Division of General Motors Corp.

To: District Supervisor
Central Procurement District
AAF Materiel Command
8505 W. Warren Avenue
Detroit, 32 Michigan

1. There is attached correspondence concerning the subject matter which is furnished for your information in conducting necessary investigation.
2. It is suggested that the Cleveland field office of the Federal Bureau of Investigation be contacted prior to any investigation at the Fisher Aircraft Division, General Motors Corporation, or interview of R. Kennedy, informant, so as not to interfere with any investigation now being conducted by that organization.
3. A report should be submitted to this office at the earliest possible date.

By command of Major General BRANSHAW:

E. K. MERRITT
Lt. Colonel, Air Corps
Intelligence Officer, Materiel Command

- 2 Incls: .
Incl. 1-cy. Ltr.
to Mr. Kennedy
Incl. 2-cy. Ltr.
to Gen. Arnold

C
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EXHIBIT "A"

Ch. Mat Div-50 (13/244)

21

RAYMOND KENNEDY
11807 Franklin Boulevard
Cleveland, Ohio

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March 11, 1944

General H. H. Arnold,
U. S. Army Air Forces,
Washington, D. C.

Dear Sir:

Folks hereabouts are well aware of the good work being done by the Air Forces here and abroad but are wondering just how much longer the colossal fraud being foisted upon the government and tax-payers by the Fisher Aircraft Divisions of General Motors Corporation is going to be tolerated.

It is pretty clear to everyone here that that outfit is willfully and deliberately taking more than the usual advantage of permissible experimental costs with the XP-75 program. They say it cost \$850,000.00 to produce the first P-38, and that was considered a high figure, but if a thorough accounting of all time being charged to the XP-75 program is made, I believe the costs will run to ten-million dollars for each of the XP-75s built so far.

As a small example of Fisher approval of fraud against the U. S. Government, enclosed is a true copy of evidence that fraud to the extent of 'doctoring' time reports takes place or took place at least once. Omission of even a typed signature well demonstrates that its incriminating nature was known to the writer, who, incidentally is known to me. For bringing it to the attention of a Fisher executive, who retorted (So what?!, I was discharged as being unqualified 'diplomatically' for work as a technical or service representative, although I have had nineteen years aircraft experience as a mechanic, inspector and engineering student. Evidently the Fisher outfit wants no one around who knows airplanes and understands simple arithmetic, and who can recognize fraud when it becomes evident.

The original of the enclosed evidence was turned over to the local FBI, who may investigate it on their own initiative or may await orders from you. As a citizen and Air Corps veteran of the last war I hope that you will see fit to investigate the entire activity, accomplishment and costs of the Fisher aircraft venture.

C O P Y

Sincerely yours,
/s/ R. Kennedy

EXHIBIT "B"

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C O P Y

12/23/43

Hello Chuck:

Enclosed is a signed Expense Report. Say Chuck, with my last expense report, I attached a couple of "signed blanks" and thought they would be typed to agree with the "filled out report". Therefore, it should not be necessary to return copies for signature.

So enclosed is expense report for week-ending 12-25-43 with two signed blanks. Have Sister O'Connor type them to agree with filled out blank. If this procedure is not satisfactory, please notify me - thanks!

I am truly sorry I could not be in Cleveland for Xmas. Wanda is still in Grace Hospital; she should be discharged tomorrow.

I am sending Cornell's reports & time slip to Schmitthausler, as you directed and also am doctoring hours (54).

Bye now!

Happy New Year to the office gang & to your family.

C O P Y

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EXHIBIT "C"

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Ch. Gardner - 50-75/227

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C O P Y

AFDMA-1

Written 27 March 1944
RRG/Col. A.P. Tappan/sz 71885

Mar 31 1944

Mr. Raymond Kennedy,
11807 Franklin Boulevard,
Cleveland, Ohio.

Dear Sir:

Reference is made to your letter of 11 March 1944 in which it is alleged that certain irregularities are prevalent at the Fisher Body Division, General Motors Corporation. You have expressed the opinion that the cost of each XP-75 airplane will run to ten million dollars and that there is a general tendency on the part of the Fisher Organization to defraud the Government.

The price, or other terms of the contract under which the Fisher Body Division is executing this project, cannot be disclosed. However, the basic contract price for these airplanes is entirely in line with the average cost for equivalent articles produced by other contractors.

Practically all experimental contracts executed during the past two years have had to be adjusted to take care of unforeseen increases in production costs, largely due to increased wages. While this is true with respect to the XP-75 contract, the final cost to the Government has been determined and it is pointed out that this figure is still not above the average cost to the Government of similar projects after price adjustment.

A review of the matters which prompted your correspondence disclosed no evidence that there is any attempt on the part of the contractor to defraud the Government.

A copy of the communication which accompanied your letter as evidence that a certain individual at the Fisher Plant has been "doctoring his time reports" is being forwarded to the Commanding General, Materiel Command, Wright Field, Dayton, Ohio, for investigation. If the results of this investigation warrants the Federal Bureau of Investigation will be requested to take action against the individual or individuals concerned.

Very truly yours

cc. MEB
DMA-2
c.c., Wright Field
CGAAF
DMA-1 MEB

sgd.
H. H. Arnold

C O P Y

EXHIBIT "D"

0492

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RAYMOND KENNEDY
11607 Franklin Boulevard
CLEVELAND, OHIO

Boulevard 2171

April 15, 1944

Central Procurement District,
U.S. Army Air Forces,
8505 W. Warren Ave.,
Detroit, Mich.

Attn: Mr. Randolph, Air Force Intelligence

Dear Sir:

Since our meeting yesterday, I felt that in view of my altered point of view toward General Arnold, it would only be right and proper to let him know what has transpired thus far between the Truman Committee and I, inasmuch as more detailed information had been given to them prior to the meeting in your office. This detailed information was in the process of distation a week ago last Thursday, which was before the crash. You will undoubtedly get a copy of all the correspondence which I forwarded to General Arnold this evening, later on. The enclosed copies will enable you to glean more detailed information and more or less get the important details fixed in your mind.

Upon my arrival here in Cleveland, I called Fisher Aircraft to see if A.J. Diebold was still employed there and they told me he was, but was on vacation and will return this coming Monday. Why he'd buy a five-hundred dollar trailer to use on a one week vacation is something of a mystery. I don't know what, if anything that it could signify. Certainly he wouldn't want a trailer just to stand in storage for fifty one weeks a year. Oh well, what is to be known will be known eventually.

Sincerely yours,

/s/ Ray Kennedy
Ray Kennedy.

EXHIBIT "E"

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April 15, 1944

H.H. Arnold,
Commanding-General,
U.S. Army Air Forces,
Washington, D.C.

Dear Sir:

Yesterday, April 14th, after having learned that Mr. Randolph of Air Force Intelligence had endeavored to contact me on the matters referred to in my letter of February 21st., to you, I had a lengthy interview with him and a colleague in the offices of the Central Procurement District in Detroit.

He assured me that you are keenly interested and want a thorough and impartial investigation made. By his forthright manner he gave me the impression that your office is conscientiously interested in learning the facts and their effect upon the public welfare, with a view to taking action accordingly.

Frankly, the reason I did not bring the matter to your attention before February 21st, is because I did not believe that you would be interested, further than to acknowledge receipt and take steps to defend or protect those responsible.

However, having exhausted every effort without satisfaction or even civil response, to apprise Fisher Aircraft executives of the true state of affairs, especially insofar as mismanagement and unsafe fabrication practices were concerned, I decided that perhaps there was perhaps a remote possibility that your office of the Truman Committee, or both, would be sufficiently interested to take more than passing or perfunctory note. Thus I chanced writing both on the same date, March 11th. (February 21st shown above is error). In view of your earnest reply and the interview yesterday, it is clear that any doubts or misgivings which I previously entertained regarding your sincerity of purpose were erroneous, and therefore, I humbly apologize hoping that out of a generous understanding of my situation you will see fit to accept.

As I had previously received favorable response from the Truman Committee, and was still not convinced of your sincerity, I forwarded a letter in greater detail and followed it with another dated April 14th, written prior to the interview with Mr. Randolph. Feeling confident now that your interests are primarily and mainly aligned those of the public, I regard it as the only fair thing to do, to forward you copies of what has transpired. Too, these copies will serve to provide details.

EXHIBIT "F"

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page 2

Ray Kennedy, April 15, 1944

The enclosed copy of my letter of February 23rd to the National Labor Relations Board is forwarded merely to indicate the manner in which I was able to learn the facts, and to set forth the circumstances of my employment. In commenting on my dismissal from the Field Service Department of Fisher Aircraft, I believe that it became necessary to reduce the force. However, they did not wish to go on record as having made the mistake of over estimating the immediate personnel needs. That left two alternatives; (a) make the conditions of employment so untenable for those who were no longer wanted that they would resign; or, (b) find some kind of an excuse for discharging them outright.

They tried alternative (a) on me in varied forms, and nearly succeeded, but not quite; then they resorted to (b). Thus they not only disregarded my qualifications from the stand-point of aircraft experience, but actually scoffed (when I brought it to their attention) at my status as a veteran of World War I, preferring to retain men of draft age, with little experience, comparatively, no military experience, and, I can add, in the case of one in particular, a contemptuously expressed desire to avoid military service.

Mr. Randolph pointed out yesterday that it is quite common for people to use various ways or words to express a point of view on the same subject, and asked me if it would still be an accurate expression of my view-point on the Fisher deal to modify my charge of "colossal fraud" to a charge of "having made a great mistake in awarding the contract on the strength of only the expectancy of early and successful development of a fighter plane, and permitted the lavish preparations for mass-production just as though its success were a foregone conclusion," or words to that effect. I informed him that it would be, but that "the distinction between alleged mistake and fraud depends upon the conditions and circumstances under which the 'mistake' was made".

Trusting that this will prove of assistance to you, and assuring you of my cooperation, I remain

Sincerely yours,

Ray Kennedy

cc Truman Committee
Mr. Randolph, Air Force Intelligence, Detroit, Mich.

EXHIBIT "F"

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Ch. Mas. Div. 50 (19/2200)

27

April 12, 1944

Hon. Harry S. Truman, Chairman,
Special Committee Investigating the National Defense Program,
Washington, D. C.

Dear Sir:

In reply to your letter, D-330-L, signed Hugh Fulton, Chief Counsel, my contention that the operations of the Fisher Cleveland Aircraft Division, Plant #2 of the General Motors Corporation, constitutes a colossal fraud against the tax-payers and government is based on widely known and tremendously expensive malpractices attributable to mis-management. Among these, being mainly, widespread loitering as a result of labor hoarding, idle machinery because of lack of planning or schedule, wasted material, excessive labor turn-over, etc. Also, there is the excessive travel and communications between Detroit and Cleveland due to the unnecessary location of key personnel in Detroit, instead of Cleveland. Too, much of the personnel, especially, and nearly all of the Field Service Personnel was hired in Detroit and transferred at government expense along with dependents and families and household goods, first month's rent paid, to Cleveland. No effort whatsoever, or at most but very little, has been made to find qualified personnel in and about Cleveland for that department, and I know that such qualified personnel could have been found there, for the Field Service Department. It seems that there has been and still is a deliberate effort to see just how much money can be spent by that company in its war effort.

To experienced aircraft engineers and mechanics, there is little or no reason to believe that the XP-75 fighter airplane being developed by the Fisher organization for the Army Air Forces on a cost-plus contract, will ever reach the point of practicability and acceptability. Yet these elaborate plans and preparations for mass-production continue unabated at the tax-payers expense, just as though practicability and acceptability of the XP-75 were established facts.

The enclosed clippings from the Cleveland Plain Dealer of April 9th, 10th & 11th, tell the true story of the last twelve month's activity in experimenting or developing the XP-75. This particular ship was last one of a series of five to reach the flying stage of development and fabrication. It embodied the accrued design data determined from the previous four, and would naturally be expected to be a better airplane in all respects.

From the news item of the 9th, it would appear that there was a deliberate effort on the part of Fisher officials to prevent news of the crash becoming widespread. I know from conversation with Mr. Andrew Kraffert, the Plain Dealer photographer, that this effort was more to protect company interests than to comply with any military regulations effective for the purpose of national security.

EXHIBIT "G"

Ch. material-50-201-277
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 page 2

Ray Kennedy, April 12, 1944

The release of Air Force officials of the 10th assuring that there would be a thorough investigation of the crash to determine the cause, and that the findings would be made public, was undoubtedly the result of increased public opinions at efforts to suppress publicity. The latest release indicates that the board of inquiry has been appointed, but that it will take several months to determine the cause of the crash, and that the findings will have to be submitted to the district procurement officer before release. It would appear that plenty or more than the necessary time is going to be taken for a reason, and not a good one for the tax-payers. In the end the findings will be "white-washed" and during the interim, the tax-payers money will continue to be wasted on this project or experiment, as usual, unless your committee puts a stop to it.

From first hand knowledge of what has taken place at that plant, I regard this fatal crash as the natural consequence of bungling management and incompetent design engineering. From the news accounts, the tail control surfaces tore loose from the ship in normal flight, as parts of it were found strewn on the ground along the flight path. That such could be the case is understandable to we who know airplanes, because that tail assembly was designed and built for the Douglas A-20, a much earlier and slower type of airplane, which would come no where near to setting up the 'drag' forces on the tail surfaces that the XP-75 would, and evidently did.

Among other hazardous design features and details incorporated in the XP-75 are the wings being used. These wings were designed and built for the Curtiss P-40, a lighter ship of lower power and speed. Too offset this difference, "beefing-up" or reinforcement at critical stress points has been resorted to, and so far no wing failure has been encountered, but then there has been no real test to determine this. I predict that under repeated terminal velocity (power dives) with the required military load, these wings will collapse despite the reinforcement modification, because of the added load, power and speed. As in the case of the tail assemblies, Fisher engineers are guessing and hoping that this wing structure will prove strong enough, instead of knowing, as they should. In these days of advanced aircraft design data and testing facilities, there is positively no excuse for structural failure in normal or even abnormal flight. (By abnormal I mean great speeds or "pull-out" at the end of a dive with no more than maximum permissible load aboard). Aerodynamic conditions due to high velocity are not always predictable but structural loadings and requirements are.

It is apparent that Fisher officials have admitted themselves to be "taken in" by the high pressure representations of D. Berlin, a former Curtiss engineer, and designer of the XP-75. However, these officials hardly deserve criticism for this, since they are automobile manufacturers and since it appears that Berlin and his design were endorsed or at least approved by responsible and experienced Army Air Force officials. I believe that this point should be thoroughly investigated, for in view of the circumstances it certainly looks like public interests were deliberately cast aside for the benefit or personal gain of those in position to profit by it.

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page 3

Ray Kennedy, April 12, 1944

Just how far, if any, in view of the probable endorsement given by responsible Air Force officials, the Fisher people have gone into Berlin's back-ground, I have no way of knowing. However, I have met three different people who have been associated with him in his aeronautical activities in the past. All, at the Curtiss Airplane Division of the Curtiss-Wright Corporation in Buffalo, N.Y. One is J. T. Stevenson, 2001 E. Jefferson Ave., Detroit (7), Mich., a graduate aeronautical engineer of Massachusetts Institute of Technology, claims to be well acquainted with Berlin from several years of association in Buffalo at the Curtiss plant. He gives Berlin credit only for being the possessor of a "selling" personality, with a pretentious manner and complete disregard for complex but essentially important design details. From his statements, he is in position to relate numerous instances of Berlin's poor judgement as an aeronautical engineer, and undoubtedly will do so, if asked. Another, is Andrew Rallya, an Army Air Force civilian inspector stationed at Fisher Plant #2, in Cleveland. How he would react under questioning, or just what light he could or would bring to bear is an uncertain quantity. However, during my employment at the Fisher plant, he expressed great dissatisfaction with the whole set-up and informed me that he knew Berlin at the Curtiss plant in Buffalo, and that that he (Berlin) was never held in very high esteem as an engineer by anyone there. The other, a foreman at the Hudson Motor Car Co., Aircraft Division, Detroit may have rather general knowledge of Berlin's reputation, but I don't believe he would or has been in position where he could obtain specific information. Undoubtedly, an investigation of Berlin's back-ground, if thorough enough, would reveal much that is not now known.

Specifically, in the matter of the written, unsigned note in evidence of fraud, ("doctoring time reports"), which I enclosed with my letter of March 11, 1944, the circumstances outlined in the note were of such nature as to indicate only A.J. Diebold, of the Fisher Aircraft Field Service Department, a close personal friend and favorite of R.E. Wise, Director of Field Service, could have written it to none other than Charles "Chuck" S. Trowbridge, Asst-director of Field Service. Just how much money was involved by it or how many time reports were "doctored", I have no way of knowing.

However, the point of greater importance for its significance, was the reaction of E.E. Hintz, a member of the executive board at plant #2, upon being presented with this evidence in the evening of December 8, 1944, in the presence of R. E. Wise and C.S. Trowbridge. His first statement upon reading it, was a contemptuous, "So what?". Whereupon I informed him that in view of his attitude I would assert my civil rights and interests by bringing the matter to the attention of proper government officials. At this, he commented that he had no "use" for such people and that for considering such action, he regarded me as an unfit person to have in the organization and ordered my immediate discharge as being unqualified "diplomatically" for the position of field service representative, technician or engineer. Hintz's reaction can only be construed as executive approval of fraudulent practices, so long as the practice is confined to friends and favorites of management, thus making him a party to this particular act.

EXHIBIT "3"

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 page 4

Ray Kennedy April 12, 1944.

Further evidence that The Fisher outfit has something they wish to be kept under cover, is the fact that they have, since my separation from their employe, made a complete investigation of my life history, apparently in hopes of learning something that will have the effect of nullifying my claims, or will alter the facts against them. However, since such an investigation is in their private interests, I am curious to know whether or not the government or tax-payers are also footing the bill for that. Undoubtedly, it also, will or has been charged to the cost-plus XP-75 contract. Certainly, if they had nothing to conceal, they would have no reason to be concerned with what I reveal to your or any other government committee. I am not the least bit concerned that that they are or have investigated my past. It is more or less an open book since I have worked most of my years for the government in one capacity or another.

My belief that one or more Air Force official are equally responsible for the conditions prevailing at the Fisher Cleveland Aircraft Division, is the manifest indifference displayed toward Air Force officials. At the meeting, on January 8th, with E.E. Hints, instead of registering concern that I would bring that particular incident to the attention of Army officials, he implied by his attitude, that the Army would not even be interested. Further, at the same meeting, I informed him of production practices taking place that were entirely unsafe and conducive to the ultimate failure of the XP-75 program. He replied with an indifferent shrug of the shoulders, "Well, the Army knows what is going on and is entirely satisfied", so why should we be concerned with your opinion?".

Enclosed, herewith, is a copy of a letter which I wrote H.H. Arnold, Commanding General, U.S. Army Air Forces, Washington, D.C., along with his reply. I must disagree, that the increased costs are "largely" due to increased labor costs, as he claims. The exorbitant costs are due entirely to bungling management as previously set forth in this letter. Also enclosed, is a letter which I wrote E.F. Fisher, General-manager of the Fisher Body Division of GMC, along with his reply. It seems entirely a strange situation that both these men should profess so much knowledge of the situation and yet the circumstances be as they are. At any rate both replies constitute written records, of their opinions at the time of writing.

note: I have just received a call from my wife that a Mr. Randolph, of the Army Air Forces Procurement office in Detroit wishes me to call on him Friday in regard to this set-up. Whether the intention, is to try to shut me up by process of intimidation, or to proceed in an impartial fact finding investigation, I do not know at the moment. I am now in Detroit but plan to return to my home in Cleveland this coming Saturday. If it is possible, I would like very much to have one of your representatives accompany me to Mr. Randolph's office this coming Friday afternoon, that you may have first hand knowledge of the manner in which the Air Force command is going to conduct its investigation and along what lines. I am stopping at the YMCA, 10401 E. Jefferson Ave., Detroit 14, Mich. Please advise via wire, whether or not it is possible, to have your representative meet me.

Very truly yours,

Ray Kennedy

EXHIBIT "C"

AFM-Sub-M-5-42-200M

A P-1

**ARMY AIR FORCES
MATERIEL ~~ENGINEER~~ COMMAND
ENGINEERING DIVISION
MEMORANDUM REPORT ON**

SUBJECT: Structural Tests of
the Aileron Control System
of the Fisher XP-75 Airplane.

TJH:es:51
Date 28 April 1944.

~~ENGINEER~~ Aircraft Laboratory.

SERIAL No. ENG-51-4302-6-13, Add. 5.

Contract No. AC-33962
Expenditure Order No. 430-120
Purchase Order No.

A. Purpose.

1. To report the results of structural tests conducted on the aileron control system of the Fisher XP-75 Airplane.

B. Factual Data.

1. On 6 April 1944, the subject aileron control system was tested in the maneuvering condition. With the Manufacturers recommended value of 65 pounds initial cable tension in the system, the deflection of the aileron at 70 percent limit load was 7 degrees. The initial cable tension was increased to 100 pounds to permit application of ultimate load. At 110 percent of ultimate load, the stick force was 150 pounds. The system withstood the 110 percent ultimate load and the test was discontinued.

2. On 6 April 1944, the subject aileron control system was tested in the Positive Low Angle of Attack Condition. The initial cable tension was increased in increments up to 150 pounds and aileron deflections were measured. It was impossible to stay within the required 10 degree aileron deflection at 70 percent limit load.

3. Present stress analyses of the aileron and aileron control system of the subject airplane are obsolete and incomplete.

C. Conclusions.

1. The aileron control system is structurally satisfactory for 110 percent of the ultimate load in the maneuvering condition.

2. The aileron control system is structurally unsatisfactory for the Positive Low Angle of Attack Condition.

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AAFCM-264-WF-11-14-42-75M

Page 2

Engineering Division
Memorandum Report No. ENG-51-4302-6-13, Add. 5.
28 April 1944.

D. Recommendations.

It is recommended that:

1. The subject aileron control system be structurally modified to meet the rigidity requirements set forth in the Handbook of Instructions for Airplane Designers, and the revised aileron control system be submitted for static test to substantiate both the rigidity and ultimate strength requirements.

2. Complete and correct stress analysis reports for the aileron and aileron control system be prepared by the Contractor and submitted along with the static test article to the Materiel Command for approval.

Concurrence:

.....
.....

Distribution:

- Aircraft Proj. Sect. Eng. Div.
- AAF Res. Repr. (thru Airc. Proj.)
- Fighter Br. P.E.S.
- AAF Dist. Superv. (thru Airc. Proj.)
- Fisher Body, Detroit Div. Gen. Motors Corp. (thru Airc. Proj.)
- Eval. Br., Tech. Data Lab.

Thomas J. Hart
Prepared by THOMAS J. HART, Captain, A.C.
(Name)

Paul H. Kemmer
Approved by PAUL H. KEMMER, Colonel, A.C.
Chief, Aircraft Laboratory.

John F. Alldredge
Approved by J. F. ALLDREDGE, Major, A.C.
Brig. General, U.S.A.
Chief, Engineering Division.

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D. A. T. T.
Proc. Headquarters
P.O. Box 99
806 (1944)
MAIL

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



HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

ATTENTION

[8 May 1944]

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Balancing Production Program in Line with Requirements

1. A study of Army Air Forces airplane requirements, together with estimated Lend Lease requirements (based on "asked for" figures and not commitments which will probably be less), show that in certain models immediate adjustment of production will be required to prevent abnormal surpluses and waste of productive effort. (See Inclosure #1 and 2.)

2. Immediate action should be taken on the following models, upon which Army Air Forces requirements do not exist or have been drastically reduced in the near future.

a. B-24 - Army Air Forces requirements drop sharply after January 1945, discontinuing entirely in August 1945.

Action Recommended: (See Inclosure #3.)

- (1) Continue all companies on present W-10 schedules through December 1944.
- (2) Discontinue production at North American, Dallas, plant February 1945 at completion of 1000th article.
- (3) Taper Ford, Willow Run, production starting in January 1945 to a level of 200 per month by October 1945.

b. A-20 - U.S.S.R. have stated they will have no requirement for the A-20 after June 1944.

Action Recommended: (See Inclosure #4.)

- (1) Reduce production immediately to meet Army Air Forces requirements only if no commitments are made to U.S.S.R. after June 1944.

c. P-38 -

Action Recommended:

- (1) Taper P-38 production in the last half of 1945 providing capacity for acceleration of P-50.

d. P-47 - Army Air Forces requirement steps in December 1944. Small decreasing Lend Lease requirements through 1945.

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80.

U.S. Govt. Rep.
12/14/44

56 [REDACTED]

Memo to C/AS

Action Recommended: (See Inclosure #6.)

- (1) Discontinue production of P-47 at Republic, Evansville, in December 1944.
- (2) Reduce production at Republic, Farmingdale, to 100 per month as quickly as possible in 1945.
- (3) ~~Drop plans for installation of R-2800-C engines in the P-47.~~

g. P-63 - No Army Air Forces requirement and reduced U.S.S.R. requirement.

Action Recommended:

- (1) Reduce production to balance U.S.S.R. requirement only.

g. P-72 - No Army Air Forces requirement.

Action Recommended:

- (1) Cancel project immediately.

g. P-75 - No Army Air Forces requirement.

Action Recommended:

- (1) Reevaluate P-75 requirements after tactical availability tests have been conducted at Eglin Field, approximately July 1944.

h. C-46 - Reduced Army Air Forces requirement in 1945.

Action Recommended: (See Inclosure #6.)

- (1) Reduced planned peak at Curtiss, Buffalo, from 150 to 120 per month for the balance of 1944 and a further reduction to 60 per month in 1945 and Curtiss, Louisville, from 100 to 50 per month in 1944.
- (2) As Higgins will only get into production during late 1944 and considerable additional funds will be required to bring this facility in, it is recommended that immediate cancellation of this project be made.

3. With the exception of the above mentioned companies, sufficient flexibility exists and the time element is such that a review can be made any day or at such time as Lend Lease commitments for last of 1944 have been agreed upon and such further adjustments to the production schedules can be made as would be indicated.

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Memo to O/AS

The above recommendations are based on Army Air Forces requirement figures as furnished to the Chief of Air Staff by the Assistant Chief of Air Staff, Operations, Plans and Requirements in memorandum dated 28 April 1948, a copy of which was furnished the Assistant Chief of Air Staff, Material, Maintenance and Distribution, to which have been added "asked for" Lend Lease requirements, tabulated in Enclosure #1 and 2. Within the next two weeks the Army Air Forces will be required to defend their budget estimates before Congress. Assuming these requirement figures are correct and to avoid embarrassment to the Commanding General, Army Air Forces, our production program should be balanced immediately with the stated requirements and our budget estimate revised or the statement of requirements should be revised to provide an adequate defense of our Fiscal 1949 budget.

B. H. Meyer

6 Incls.

- Chart #1 - Req. vs Prod.
- " #2 - Req. Study
- " #3 - B-34 Study
- " #4 - A-20 Study
- " #5 - P-47 Study
- " #6 - C-48 Study

AIRPLANE REQUIREMENTS VS W-10 PRODUCTION

	July - Dec 1944			Jan - Dec 1945		
	Total Req.	W-10 Prod.	\$ Bal.	Total Req.	W-10 Prod.	\$ or - Bal.
B-29	936	936	--	4243	4243	--
B-32	102	102	--	1017	1017	--
B-35	--	--	--	--	2	2
B-36	--	--	--	--	15	15
B-17	1814	2568	754	3439	2590	-849
B-24a1	4503	5341	838	3347	7391	4044
B-25	2310	1719	-591	2157	1450	-707
B-26	1059	780	-339	22	3	-19
A-20a2	566	1319	753	225	1423	1198
A-26	700	659	-41	4680	4849	169
F-30a2	2374	2453	79	5385	6085	1558
F-39	81	96	15	15	--	-15
F-41	375	360	-15	648	780	132
F-42	--	--	--	--	135	135
F-39, 20a1	1200	2122	922	2000	2400	400

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ORDERS VS W-10 PRODUCTION SUMMARY

Jan - Dec 1945			Jan - June 1946			Cumulative
W-10	\$ or -		Total	W-10	\$ or -	\$ or -
Prod.	Bal.		Req.	Prod.	Bal.	Bal.
4243	--		2310	2310	--	--
1017	--		960	960	--	--
2	2		--	55	55	57
15	15		--	50	50	63
2590	-249		1183	1236	73	-22
7391	4044		1080	3000	1920	6000
1450	-707		--	--	--	-1298
3	-29		--	--	--	-1327
1483	1258		--	--	--	2021
4849	229		2730	2895	165	2186
6883	1558		2496	4875	2379	4565
--	-25		--	--	--	--
780	138		294	398	104	560
135	135		--	660	660	1220
9400	2000		1200	2700	1500	2720

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P-47 ⁵	3574	3600	26	1200	7200	6000
P-51	3751	4114	363	7779	8014	835
P-78 ⁶	--	59	59	--	41	41
P-79 ⁷	--	155	155	--	2550	2550
P-80	--	--	--	585	500	114
P-11	--	--	--	--	56	56
C-54	446	331	-115	1490	1112	-378
C-69	--	9	9	--	85	85
C-74	--	--	--	--	12	12
C-87	35	29	-6	1	--	-1
C-16 ⁸	855	1109	254	795	3465	2671
C-82	--	11	11	69	82	9
C-47	2750	2161	-589	3636	3756	120
UC-49 ⁹	595	604	9	788	1948	520
UC-61	186	186	--	--	--	--
UC-67 ¹⁰	270	295	25	336	480	144
TOTAL			2,717			20,927

*1, 2, 3, 4, 5, 6, 7 & 8 -- Immediate action recommended in accordance with Memoranda.

*9 & 10 -- Decision in July.

Incl #1.

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88	7200	6000	600	3500	3000	311
79	8014	235	3657	2605	-1050	9085
	41	41	--	--	--	100
	2550	2550	--	1500	1500	1000
85	500	114	600	1405	85	100
	56	56	--	60	60	116
90	1112	-378	476	976	100	-375
	85	85	--	48	48	100
	12	12	--	30	30	42
1	--	-1	--	--	--	-7
85	3466	2671	372	1800	1400	4300
89	81	5	42	42	--	16
96	3756	120	1902	1860	40	-311
88	1848	520	304	600	296	800
	--	--	--	--	--	--
96	480	144	168	240	72	241
	20,927			11,630		36,297

in accordance with Memoranda.

10-75
No. Prod. Co.
Sub. (2/577)

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- 2 -

attrition must be provided for.

5. It is highly important to adjust the aircraft program to meet present requirements because

- a. Excess aircraft inventories will build up rapidly if the presently planned production is maintained.
- b. Ordnance and Signal Corps items are procured to meet the W-10 schedules which means that inventories of related material will also be excessive.
- c. Approval of cut-backs at this time will permit a more uniform reduction in airplane production and a more economical conversion of the industry.

C. H.
C. H. BYSON
Colonel, Air Corps
Control Officer
AC/AS, M. M. & D.

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Number of AAF tactical airplanes estimated to be delivered from factories in excess of AAF requirements and on which production may be cut back after allowance for possible giveaways to others

	2nd half 1944	1st half 1945	2nd half 1945	1st half 1946	Total F. Y. 1945 & 1946	Changes in possible cut-backs due to bids by others
P-24 Excess over AAF req'mts	1364	2707	2951	3060	10082	Russian bids for 600 and additional RAF requirements may use up an additional 675 B-24's
Estimated giveaways	873	873	873	873	3492	
Possible cut backs	491	1834	2078	2187	6590	
A-24 Excess over AAF req'mts	836	1065	269	-	2170	Possible Russian refusal to use these may increase cut backs by 1395 A-20's
Estimated giveaways	615	615	269	-	1499	
Possible cut backs	221	450	0	-	671	
P-38 Excess over AAF req'mts	0	104	806	1198	2108	
Estimated giveaways	0	0	0	0	0	
Possible cut backs	0	104	806	1198	2108	
P-61 Excess over AAF req'mts	45	206	216	216	683	Increase in navy allocation would reduce cut backs by 315 P-61's
Estimated giveaways	60	75	75	75	285	
Possible cut backs	-15	131	141	141	398	
P-39 Excess over AAF req'mts	1912	2400	2400	2400	9112	Subject to continuation of Britain for Russia account
63 Estimated giveaways	1495	1740	1740	1740	6715	
Possible cut backs	417	660	660	660	2397	
P-47 Excess over AAF req'mts	939	3600	3600	3600	11739	Includes 800 for Russia none for China
Estimated giveaways	730	730	730	730	2920	
Possible cut backs	209	2870	2870	2870	8819	
P-51 Excess over AAF req'mts	469	1072	1001	-537	2005	British bids if met would increase possible allocations to others by 1200 P-51's
Estimated giveaways	300	300	300	300	1200	
Possible cut backs	169	772	701	-837	805	
P-75 Excess over AAF req'mts	12	270	930	1200	2432	
Estimated giveaways	0	0	0	0	0	
Possible cut backs	12	270	930	1200	2432	

	2nd half 1944	1st half 1945	2nd half 1945	1st half 1946	Total F.Y. 1945 & 1946	Changes in possible out-backs due to bids by others
C-46 Excess over AAF req'ts	64	1095	1455	1440	3994	Increased navy bids and Russian requests would reduce out-backs by 500 C-46's
Estimated giveaways	60	90	90	90	330	
Possible out backs	<u>4</u>	<u>905</u>	<u>1365</u>	<u>1350</u>	<u>3664</u>	
UC-45 Excess over AAF req'ts	370	480	480	480	1810	
Estimated giveaways	346	325	325	325	1321	
Possible out backs	<u>24</u>	<u>155</u>	<u>155</u>	<u>155</u>	<u>489</u>	
UC-64 Excess over AAF req'ts	270	235	240	240	1005	
Estimated giveaways	30	30	30	30	120	
Possible out backs	<u>240</u>	<u>205</u>	<u>210</u>	<u>210</u>	<u>865</u>	
Total Possible out backs	1772	8436	9916	9134	29258	

1/ Estimates as of 5 May based on W-11
 AAF requirements from Program Control Office, O.C.&R. revised through 5 May 1944
 Assuming the same level of allocations to others as that tentatively provided by M.A.C. for the period
 June through December 1944

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P. 5, Para. 8a
32(5/77)

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Number of A
W-10 Schedule, Estimated to be deliv
possible excess after

	July - Dec. 1944						Jan - Jun 1945						W-10
	W-10	Fact. del est	AAF req'mts	(2)-(3)	Give-aways	Excess (4)-(5)	W-10	Fact. del est	AAF req'mts	(2)-(3)	Give-aways	Excess (4)-(5)	
	(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)	(3)	(4)	(5)	(6)	(1)
Total Tactical	32289	30172	22093	8079	6930	1149	33043	30052	15540	14512	6142	8370	319
B-29	936	826	826	0	0	0	1933	1578	1578	0	0	0	2
B-32	102	79	70	9	0	9	316	290	290	0	0	0	7
B-33	-	-	-	-	-	-	-	-	-	-	-	-	-
B-36	-	-	-	-	-	-	-	-	-	-	-	-	-
Total V. Heavy bombers	1038	905	896	9	0	9	2249	1868	1868	0	-	-	30
B-17	2568	2520	1857	663	50	613	1342	1305	1650	-345	0	-345	12
B-24	5341	5279	3915	1364	873	491	4241	4182	1475	2707	873	1634	31
Total Heavy bombers	7909	7799	5772	2027	923	1104	5583	5487	3125	2362	873	1489	43
B-25	1719	1627	1230	397	433	-36	1350	1560	978	582	433	149	1
B-26	720	720	799	-79	514	-593	3	28	22	6	28	-22	1
Total Medium bombers	2439	2347	2029	318	947	-629	1353	1588	1000	588	461	127	1
A-20	1319	1320	484	836	615	221	1248	1230	165	1065	615	450	2
A-26	659	573	580	-7	0	-7	2019	1620	1620	0	0	0	28
Total Light bombers	1978	1893	1064	829	615	214	3267	2850	1785	1065	615	450	30
P-38	2453	2271	2271	0	-	-	3186	2852	2743	104	0	104	36
P-59	96	81	81	0	-	-	-	15	15	0	0	-	-
P-61	360	295	250	45	60	-15	390	380	174	206	75	131	3
P-82	-	-	-	-	-	-	1	-	-	-	-	-	-
Total Fighters, 2-eng.	2909	2647	2602	45	60	-15	3577	3247	2937	310	75	235	42
P-39, P-63	2128	1912	-	1912	1495	417	2700	2400	-	2400	1740	660	27
P-40	1200	1200	870	330	358	-28	182	140	-	140	40	100	-
P-47	3600	3600	2661	939	730	209	3600	3600	-	3600	730	2870	36
P-51	4114	3620	3151	469	300	169	4396	4022	2950	1072	300	772	34
P-72	59	9	-	9	0	9	41	91	-	91	0	91	-
P-75	155	12	-	12	0	12	1050	270	-	270	0	270	15
P-80	-	-	-	-	0	0	31	15	1	14	0	14	-
Total Fighters, 1-eng.	11256	10353	6682	3671	2883	788	12000	10538	2951	7587	2810	4777	11
C-54	331	270	336	-66	20	-86	537	503	690	-187	20	-207	-
C-69	9	4	-	4	0	4	35	19	-	19	0	19	-
C-74	-	-	-	-	0	0	1	-	-	-	0	-	-
C-87	29	38	32	6	19	-13	-	-	-	-	0	-	-
C-46	1109	739	675	64	60	4	1666	1235	180	1055	90	965	14
C-82	11	4	-	4	0	4	39	32	27	5	0	5	-
C-47	2161	2119	1775	344	861	-517	1872	1800	857	943	843	100	14
UC-45	624	600	230	370	346	24	624	600	124	480	325	155	-
UC-43	5	13	-	13	13	0	-	-	-	-	0	0	-
UC-61	186	171	-	171	153	18	-	30	-	30	0	30	-
UC-64	295	270	-	270	20	240	240	255	-	255	30	225	-
Total Transports	4760	4228	3048	1180	1502	-322	5014	4474	1874	2600	1308	1292	5

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Number of AAF tactical airplanes
 to be delivered by Materiel Command, AAF requirements, and
 excess after provision for allocation to others

Mo- ys	Excess (4)-(5)	Jul - Dec. 1945						Jan - Jun 1946						Jul 1944 - Jun 1945			
		W-10 (1)	Fact. del est (2)	AAF req'ts (3)	(2)-(3) (4)	Give- aways (5)	Excess (4)-(5) (6)	W-10 (1)	Fact. del est (2)	AAF req'ts (3)	(2)-(3) (4)	Give- aways (5)	Excess (4)-(5) (6)	W-10 (1)	Fact. del est (2)	AAF req'ts (3)	(2)-(3) (4)
42	8370	31943	30101	14873	15228	5551	9677	31835	29974	13977	15977	5006	10971	129110	120279	66483	7
0	0	2310	2265	2265	0	0	0	2310	2310	2310	0	0	0	7489	6979	6979	
0	0	701	638	614	24	0	24	960	946	690	256	0	256	2079	1953	1664	
-	-	5	2	-	2	0	2	59	34	-	34	0	34	64	36	-	
-	-	15	3	-	3	0	3	50	45	-	45	0	45	65	48	-	
-	-	3031	2908	2879	29	0	29	3379	3335	3000	335	0	335	9697	9036	8643	
0	-345	1248	1200	1592	-392	0	-392	1240	1200	1121	79	0	79	6398	6225	6220	
73	1334	3150	3060	109	2951	873	3078	3130	3060	-	3060	873	2187	15862	15581	5499	1
73	1489	4398	4260	1701	2559	873	1686	4370	4260	1121	3139	873	2266	22260	21806	11719	1
33	149	100	359	83	276	276	-	-	-	-	-	-	-	3169	3546	2291	
28	-22	-	-	-	-	-	-	-	-	-	-	-	-	723	748	821	
61	127	100	359	83	276	276	-	-	-	-	-	-	-	3892	4294	3112	
15	450	252	269	0	269	269	-	-	-	0	-	-	-	2819	2819	649	
0	0	2830	2510	2400	110	0	110	2895	2700	2260	440	0	440	8403	7403	6860	
15	450	3082	2779	2400	379	269	110	2895	2700	2260	440	-	440	11222	10222	7509	
0	104	3697	3410	2604	806	0	806	2875	3694	2496	1198	0	1198	12211	12227	10119	
0	0	-	-	-	-	-	-	-	-	-	-	-	-	96	96	96	
75	131	390	390	174	216	75	141	390	390	174	216	75	141	1530	1455	772	
-	-	134	40	-	40	-	40	860	770	-	770	-	770	925	810	-	
75	235	4221	3840	2778	1062	75	987	4125	4354	2670	2184	75	2109	14832	14588	10987	
40	660	2700	2400	-	2400	1740	660	2700	2400	-	2400	1740	660	10228	9112	-	
40	100	-	-	-	-	-	-	-	-	-	-	-	-	1382	1340	870	
30	2870	3600	3600	-	3600	730	2870	3600	3600	-	3600	730	2870	14400	14400	2661	
00	772	3618	3700	2699	1001	300	701	2625	2055	2592	-537	300	-837	14753	13397	11392	
0	91	-	-	-	-	0	-	-	-	-	-	0	0	100	100	-	
0	270	1500	950	-	950	0	950	1500	1200	-	1200	0	1200	4205	2432	-	
0	14	469	385	385	0	0	0	1425	600	600	0	0	0	1925	1000	986	
10	4777	11887	11035	3084	7951	2770	5181	11850	9855	3192	8663	2770	3893	46993	41781	15909	
20	-207	575	576	580	-4	0	-4	576	576	366	210	0	210	2019	1925	1972	
0	19	48	41	-	41	0	41	48	48	-	48	0	48	140	112	-	
0	-	11	6	-	6	0	6	30	24	-	24	0	24	42	30	-	
0	-	-	-	-	-	-	-	-	-	-	-	-	-	29	38	32	
90	965	1800	1615	180	1435	90	1345	1800	1620	180	1440	90	1350	6375	5209	1215	
0	5	42	42	42	0	0	-	42	42	42	0	0	0	134	120	111	
43	100	1884	1800	1026	774	843	-69	1860	1800	1026	774	843	-69	7777	7519	4684	
25	155	624	600	120	480	325	155	620	600	120	480	325	155	2492	2400	590	
0	0	-	-	-	-	-	-	-	-	-	-	-	-	5	13	-	
0	30	-	-	-	-	-	-	-	-	-	-	-	-	186	201	-	
30	225	240	240	-	240	30	210	240	240	-	240	30	210	1015	1005	-	
08	1292	5224	4920	1948	2972	1288	1684	5216	4950	1734	3216	1288	1928	20214	18572	8604	

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requirements, and
others

Jan - Jun 1946								Jul 1944 - Jun 1946					
Give-aways	Excess (4)-(5)	W-10	Fact. del est	AAF req'mts	(2)-(3)	Give-aways	Excess (4)-(5)	W-10	Fact. del est	AAF req'mts	(2)-(3)	Give-aways	Excess (4)-(5)
(5)	(6)	(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)	(3)	(4)	(5)	(6)
5551	9677	31835	29974	13977	15977	5006	10971	129110	120279	66483	53976	23629	30167
0	0	2310	2310	2310	0	0	0	7489	6979	6979	0	0	0
0	24	960	946	690	256	0	256	2079	1953	1664	289	0	289
0	2	59	34	-	34	0	34	64	36	-	36	0	36
0	3	50	45	-	45	0	45	65	48	-	48	0	48
0	29	3379	3335	3000	335	0	335	9697	9016	8643	373	0	373
0	-392	1240	1200	1121	79	0	79	6398	6225	6220	5	50	-45
873	3078	3130	3060	-	3060	873	2187	15862	15581	5499	10082	3492	6590
873	1686	4370	4260	1121	3139	873	2266	22260	21806	11719	10087	3542	6545
276	-	-	-	-	-	-	-	3169	3546	2291	1255	1142	113
-	-	-	-	-	-	-	-	723	743	821	-73	542	-615
276	-	-	-	-	-	-	-	3892	4294	3112	1182	1684	-502
269	-	-	-	0	-	-	-	2819	2819	649	2170	1499	671
0	110	2895	2700	2260	440	0	440	8403	7403	6860	543	0	543
269	110	2895	2700	2260	440	-	440	11222	10222	7509	2713	1499	1214
0	806	2875	3694	2496	1198	0	1198	12211	12227	10119	2108	0	2108
-	-	-	-	-	-	-	-	96	96	96	-	0	0
75	141	390	390	174	216	75	141	1530	1455	772	683	285	398
-	40	860	770	-	770	-	770	995	810	-	810	-	810
75	987	4125	4854	2670	2184	75	2109	14832	14588	10987	3601	285	3316
740	660	2700	2400	-	2400	1740	660	10228	9112	-	9112	6715	2397
-	-	-	-	-	-	-	-	1382	1340	870	470	396	72
730	2870	3600	3600	-	3600	730	2870	14400	14400	2661	11739	2920	8819
300	701	2625	2055	2592	-537	300	-837	14753	13397	11392	2005	1200	805
0	-	-	-	-	-	0	0	100	100	-	100	-	100
0	950	1500	1200	-	1200	0	1200	4205	2432	-	2432	-	2432
0	0	1425	600	600	0	0	0	1925	1000	986	14	-	14
770	5181	11850	9855	3192	6653	2770	3893	46993	41781	15909	25872	11233	14639
0	-4	576	576	366	210	0	210	2019	1925	1972	-47	40	-87
0	41	48	48	-	48	0	48	140	112	-	112	0	112
0	6	30	24	-	24	0	24	42	30	-	30	0	30
-	-	-	-	-	-	-	-	29	38	32	6	19	-13
90	1345	1800	1620	180	1440	90	1350	6375	5209	1215	3994	330	3664
0	-	42	42	42	0	0	0	134	120	111	9	0	9
343	-69	1860	1800	1026	774	343	-69	7777	7519	4684	2835	3390	-555
325	155	620	600	120	480	325	155	2492	2400	590	1810	1321	489
-	-	-	-	-	-	-	-	5	13	-	13	13	-
-	-	-	-	-	-	-	-	186	201	-	201	153	48
30	210	240	240	-	240	30	210	1015	1005	-	1005	120	885
338	1684	5216	4950	1734	3216	1288	1928	20214	18772	8604	9968	5386	4582

FORM 7-44
13 Prod. Re.-36
1944

63 [REDACTED] 63

WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES

Washington, D. C.

9 May 1944

TO: Chief, Material Division AC/AS MM&D
~~Attention: Col. J. P. Higgins~~

SUBJECT: Excerpts from minutes of the Aircraft Production Board Meeting.

1. Quoted below for your information is an excerpt from 8 May 1944 the minutes of the Aircraft Production Board meeting for 8 May 1944.
2. It is desired that the necessary action on this item be instituted and suitable memorandum submitted to this office prior to Saturday, noon, 13 May 1944, on action taken.

PROGRAMS: FISHER, CLEVELAND (P-75's): Mr. Wright informed the Board that Mr. Murphy of War Production Board had inquired as to the degree of realism in the W-10 Production Schedule for the P-75 airplane. Mr. Murphy in questioning this schedule, stated that the high living rate at Fisher was interfering with recruitments at other plants in the Cleveland area. The question appears to be one similar with one discussed at last week's Board Meeting, namely Higgins. The production schedule appears to be such as to cause doubt whether the numbers of employees required could be hired and trained to a degree sufficient to meet this schedule. General Meyers advised that a study is being prepared at Wright Field, of the W-10 Schedule, and that the results of this study will be presented at the next Board Meeting.

J. W. SESSUMS, Jr.,
Colonel, Air Corps
Executive, MM&D.

[REDACTED]

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HEADQUARTERS, ARMY AIR FORCES
WASHINGTON



10 May 1944

MEMORANDUM FOR CHIEF OF THE AIR STAFF

Subject: May 9 Meeting of Aircraft Requirements Board.

1. The Aircraft Requirements Board met on May 9, 1944, the following members present:

Lieutenant General Giles	Brig. General Jamison
Brig. General Meyers	Brig. General Timberlake
Brig. General Kuter	Brig. General Cross

2. The following recommendations as regard production of aircraft agreed upon at the meeting are submitted for approval:

RECOMMENDATIONS:

a. Reduce B-24 airplane production to provide production of not more than ~~4,000~~ B-24 airplanes during 1945.

b. Reduce A-20 airplane production to provide a total production during the last six months of 1944 of 600 airplanes and to produce not more than a total of 115 airplanes in 1945.

c. P-63 airplane - Reduce production immediately to provide not more than 300 airplanes per month.

d. P-47 airplane - Terminate production at the Evansville Plant by the end of 1944; reduce production at the Farmingdale Plant by tapering that production to 250 a month and providing not more than 250 a month production during 1945.

e. P-75 airplane - Expedite completion of performance tests of this airplane; report comparative performance with P-51 and P-38 airplanes; consideration of eliminating P-75 production to be contingent upon comparative performance.

f. P-80 airplane - Accelerate production as fast as practicable.

g. C-54 airplane - Accelerate and increase production to maximum, ACAS, NEED to report maximum production possibilities at next Requirements Board meeting.

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h. B-35 airplane - The remainder of the B-25 production to be with its current engine and no action be taken to substitute the R-2800 engine in this airplane.

i. B-35 airplane - Cancel production contract with Glenn L. Martin Company; accelerate construction of the three (3) experimental and thirteen (13) service test articles only, further consideration of production to be contingent upon completion of the experimental and service test airplanes and the satisfactory completion of tactical suitability tests.

Mervin E. Gross

MERVIN E. GROSS
Brig. General, U. S. A.
Chief, Requirements Division
Office of Asst. Chief of Air Staff
Operations, Commitments & Requirements

10 May 1944

APPROVED:

Borley W. Giles

BORLEY W. GILES
Lieutenant General, U. S. A.
Chief of the Air Staff

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Major Hoyt/afn/6320

6.4365

MAJOR GENERAL O. P. ENCHOLS

13 May 1944

Status Report on XP-75 Airplane.

1. Nos. 1 and 2 airplanes are both making routine flights.
No. 3 airplane is still on ground test of the wide blade propeller.
No. 4 airplane is on gun firing tests. 3000 rounds per gun have been fired through the contra-rotating propellers and the synchronizers are working nicely.
No. 6 is almost ready for flight tests. Range checks will be made.
No. 7 will be ready for flight test approximately June 2.
No. 8 airplane will have the new tail on approximately June 2. It will be used shortly thereafter for official flight tests.
2. There has been a change of contract calling for installation on all X airplanes of the new tail and the new wing tips with ailerons extending to the tip.

J. F. PHILLIPS, Col., A.C.

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60
WAR DEPARTMENT—OFFICIAL BUSINESS

OUTGOING CLASSIFIED MESSAGE

Office of origin HQ AAF, AFMA-4D Date 13 May 1944
(Division, branch, section, and symbol)
Colonel E. G. Barber/As Telephone 4860
(Originating officer)
Classification Confidential Precedence Priority
(Restricted—Confidential—Secret) (Deferred—Routine—Priority—Urgent)

To:
COMMANDING GENERAL, MATERIEL COMMAND
WRIGHT FIELD, DAYTON, OHIO

4317

~~ORDER~~ TO BALANCE PRODUCTION IN LINE WITH REQUIREMENTS, IT IS DIRECTED THE FOLLOWING
ADJUSTMENTS BE MADE TO PRESENT PRODUCTION PLANS. ATTENTION: TECHNICAL EXECUTIVE,
FROM AFMD-2, SIGNED ARNOLD. (A) THE LEVELING OF PRODUCTION FOR B-24'S BE ADJUST
SO AS TO PROVIDE A TOTAL OF 4,000 B-24'S IN 1945, WITH A LEVEL OF APPROXIMATELY
200 PER MONTH IN DECEMBER 1945. (B) THE P-63 WILL BE ADJUSTED TO PROVIDE NOT MORE
THAN 300 PER MONTH DURING 1944 AND 1945. (C) THE P-47 PRODUCTION AT EVANSVILLE
WILL BE TERMINATED IN DECEMBER 1944. THE FARMINGDALE PRODUCTION OF P-47'S WILL
CONTINUE THROUGH 1944 AT THEIR PRESENT LEVEL OF 350 PER MONTH AND BE REDUCED SO
AS TO PROVIDE NOT MORE THAN 250 PER MONTH IN 1945. (D) EVERY EFFORT WILL BE MADE
TO EXPEDITE COMPLETION OF THE FIRST PRODUCTION ARTICLE OF THE P-75 AND COMPARATIVE
PERFORMANCE TESTS OF THIS AIRPLANE WILL BE MADE AND SUBMITTED WITH THOSE OF THE
P-51 AND P-38 IN ORDER TO ADEQUATELY EVALUATE THE MERIT OF THE P-75. (E) THE
PRODUCTION OF THE P-80 WILL BE ACCELERATED AS RAPIDLY AS POSSIBLE TO A LEVEL OF
450 PER MONTH. THIS MAY BE ACCOMPLISHED BY REDUCING ONE FOR ONE PRODUCTION OF THE
P-38. (F) EVERY EFFORT WILL BE MADE TO ACCELERATE THE C-54 PRODUCTION DURING THE
DISTRIBUTION:

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authenticated by _____

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WAR DEPARTMENT—OFFICIAL BUSINESS

OUTGOING CLASSIFIED MESSAGE

Office of origin EQ AAF, AFMA-4D Date 13 May 1944
(Division, branch, section, and symbol)
Colonel E. G. Barber/hia Telephone 4800
(Originating officer)
Classification Confidential Precedence Priority
(Restricted—Confidential—Secret) (Deferred—Routine—Priority—Urgent)

To:

BALANCE OF 1944 AND 1945 WITHIN THE EXISTING FACILITIES. THE STUDY IN REFERENCE TO THE ACCELERATION OF THE C-54 IN THE SANTA MONICA PLANT SHOULD BE MADE ON THE BASIS OF TERMINATION OF THE A-20 PRODUCTION IN SEPTEMBER 1944 AS RECOMMENDED IN YOUR TELETYPE PROD-T-88 DATED 11 MAY 1944. THE FINAL DECISION ON THE TERMINATION OF THE A-20 WILL BE GIVEN TO YOUR OFFICE APPROXIMATELY 17 MAY OR UPON COMPLETION OF NEGOTIATIONS WITH U.S.S.R. (C) PRODUCTION OF THE B-25 WILL BE TERMINATED AS RECOMMENDED IN YOUR LETTER DATED 25 APRIL, SUBJECT: "STATUS OF B-25 AND B-26 PROJECTS", WRITTEN TO THE ATTENTION OF GENERAL O. P. STEWEL FROM THE DEPUTY CHIEF OF STAFF.

DISTRIBUTION:

Content and classification authenticated by

J. E. WEINER
Major General, U.S.A.

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P 95 Fisher
A.S. Prod. Or. -37
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General Meyers.

13 May 1944.

P-75 Production at Fisher, Cleveland.

1. Per information received from Wright Field this date (Major Burrucker):

a. A specific study on the attached excerpt has not been made; however, -
b. Design changes, as a result of flight tests, have necessitated additional tooling, and, consequently, present W-10 schedule should be set back two months with production starting in September instead of July.

2. This should more nearly bring production in line with labor availability.

J. F. PHILLIPS,
Colonel, Air Corps.

1 Incl:
A.P.B. Minutes.

FISHER BODY DIVISION
GENERAL MOTORS CORPORATION
DETROIT 2, MICHIGAN



May 15, 1944

War Department
Material Command
Right Field
Dayton, Ohio

Attention: W. J. Swatlow, Colonel, Air Corps
Chief, Procurement Division

Subject: Proposal to Convert Contract 635 ac-33962
(AP-75) from a Cost-Plus-a-Fixed-Fee to a
Fixed Price Contract

Gentlemen:

Following a conference at Right Field on April 25, 1944 between representatives of the Army Air Forces, Material Command, and Fisher Body Division, we submitted proposals dated May 9, 1944, for the conversion of Contracts 7536 ac-27331 (AP-39) and 7536 ac-33362 (AP-19A) from Cost-Plus-a-Fixed-Fee to Fixed Price Contracts. In view of the fact that the AP-75 experimental contract is so closely related to the AP-39 and AP-19A projects from the standpoint of supervision, design and construction, and accounting functions, we feel it is desirable and mutually beneficial to convert the AP-75 contract to a fixed price basis. To efficiently administer these contracts, it is important that all three have a common contractual basis.

General Considerations

A conversion of this contract to a fixed price basis will effect substantial and special advantages to the Government principally through a reduction in the liability of the Government under this Contract, estimated to be in excess of \$3,500,000.00. Other expenses usually incident to Cost-Plus-a-Fixed-Fee contracting will be eliminated.

Scope of Work

The work to be performed under the converted fixed price contract shall be the same as that presently specified in Article 1 of CPFF Contract 635 ac-33962 and will include, in addition thereto, certain other items of work for which proposals are now pending at Right Field.

*See how
to Proc Div
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These additional items of work include a group of engine mount parts as covered in the contractor's proposal of April 6, 1944, the furnishing of one additional center wing section for the Static Test Article (Contract Change Notification Number 6), as covered by our proposal of April 6, 1944, and certain supplementary spare parts as quoted upon in our proposal of April 12, 1944.

The spare parts called for under Item 6 of Paragraph (a) of Article 1 are detailed in exhibits "1" and "2" attached and the unit and total prices for such spare parts are the same as the estimated costs and fixed fees which were quoted in our proposals of February 7, and April 12, 1944, respectively.

Paragraph (d) of Article 1 should be revised in accordance with the usual practice for fixed price contracts to require approval of each demonstration flight, only, and to state that representatives of the Army Air Forces shall be in attendance during such demonstration flights. Such a revision would not require specific approval for each flight of the airplane other than demonstration flights.

All changes ordered by Contract Change Notifications numbered from 1 to 6, inclusive, are also included in the scope of work covered by this fixed price proposal.

Price

We quote a fixed price of \$4,476,833.64 for the work outlined above and exhibit "C" attached hereto details the development of this fixed price. It will be noted that the amount of the fixed price quoted is the same as the present contract authorization plus the amounts shown on the three above mentioned proposals which have been presented to and are pending with the Army Air Forces.

Actual booked expenditures through March 31, 1944 amounted to \$6,022,960.00 and we estimate that an additional 12,000,000.00 will be required to complete the project. This develops a total estimate for the program of approximately \$8,000,000.00 of estimated cost on a *CPAF* contract basis so that the fixed price quoted above represents a potential reduced Government liability under this contract of over \$3,600,000.00.

The Fisher Body Division proposal dated February 7, 1944, requesting allotment of additional funds to complete the contract, was accompanied by a letter from the Contracting Officer dated February 22, 1944. That letter stated that the books of the Contractor had been examined by the AAF Audit Section, whose analysis showed total booked expenditures of \$4,794,170.09 as of December 31, 1943. We wish to point out that the fixed price quoted in this proposal is less than the

December 31, 1943 booked expenditures and for this reason we have not requested the Contracting Officer for a similar letter to be attached to the proposal.

Payments

The Contractor shall be paid the contract prices upon completion and delivery of all items called for under the fixed price contract.

Payments received by the Contractor to the date of conversion for the reimbursement of costs are fixed fee earned, under contract WBS ac-33962, shall, for the purposes of the "Buyer's" articles, be considered as partial payments of the total contract price.

Delivery

The airplanes called for under this contract shall be ready for initial flight tests on the following dates and the Government shall take final delivery thereof, at Contractor's Cleveland Aircraft Plant No. 2, upon the completion of normal functional tests not to exceed a total of three (3) hours flight time:

<u>Airplane No.</u>	<u>Date</u>
1	11-17-43
2	1-27-44
3	1-24-44
4	4-1-44
5	4-5-44
6	May, 1944
7	June, 1944
8	June, 1944

It is understood and agreed that the Contractor has accomplished complete contractual performance with respect to airplane No. 5.

Delivery of all other items and work called for under the fixed price contract shall be as presently provided in the contract.

Title to Property

Title to all property, which by reason of the terms of CWF Contract WBS ac-33962 would have, or has already, vested in the Government, shall upon conversion to the fixed price contract be in the

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Contractor. It is, of course, understood that all items of Government-
owned equipment shall remain the property of the Government.

Other Contractual Conditions

This proposal is of necessity conditioned upon a like con-
version of contracts WSO no-2302 and WSO no-2731 to a fixed price
basis.

It is a condition hereof that the conversion contemplated
herein be made retroactive to October 1, 1949, the effective date of
contract WSO no-2302.

Conclusion

As it is extremely important that the status of this con-
tract be determined at an early date, we shall greatly appreciate your
arranging a conference at right time with representatives of our
local department for the purpose of drafting a new proposed fixed price
contract.

Very truly yours,

WALTER D. FISHER, JR.
Finance Body Division

W. D. Fisher, Jr.
W. D. FISHER, JR.
Vice President

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EXHIBIT "C"

AF-75 CONTRACT W-535-C-14962
DEVELOPMENT OF ENGINE AND WING PRICE PRICE

Original Contract Est. Cost (Less Spares)	\$ 2,786,271.60
Original Contract Est. Cost - Spares	50,000.00
Original Contract Fixed Fee	<u>75,163.10</u>
Total Original Contract Value	\$ 2,911,434.70
Change Order Number 1, dated 3-28-1944	
Increased Est. Cost to -	\$ 4,336,651.70
Adjusted Spare Parts to -	37,392.30
Fixed Fee	<u>75,163.10</u>
Total Present Contract Value	\$ 4,451,207.10
Reduction in Fixed Fee due to decrease in estimated value of spare parts in accordance with Contractor's proposal dated February 7, 1944	\$ 504.30
Proposal of April 6, 1944 for Engine Mount Parts	2,230.00
Estimated Cost	89.20
Fixed Fee	
Proposal of April 6, 1944 for Center Wing Section - Static Test (CCN No. 6)	13,266.00
Estimated Cost	530.64
Fixed Fee	
Proposal of April 12, 1944 for Additional Spare Parts	9,630.00
Estimated Cost	<u>365.20</u>
Fixed Fee	
<u>Total Proposed Fixed Price</u>	<u>\$ 4,476,833.24</u>

Note: The above price includes provision for changes
ordered by Contract Change Notifications Numbers
1 through 6.

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16 May 1944

Chief, Procurement Division
Wright Field

Proposal by Fisher Body Division to Convert Contract
AC-3362 From a Cost-Plus-a-Fixed-Fee to a Fixed Price
Contract.

1. In accordance with understanding reached at conference held
this date in Colonel H. Z. Bogert's office between personnel of the
Procurement Division, Engineering Division, and Fisher Body Division,
it is requested that the Procurement Division take appropriate action
to convert contract AC-3362 from a Cost-Plus-a-Fixed-Fee to a
Fixed Price Contract in general accord with Fisher Body Division letter
dated 15 October 1942, signed by Mr. S. F. Fisher, original copy of which
is attached.

2. The Fisher Body letter mentioned in Paragraph 1 above does
not apparently take into account a number of changes which have been
deemed necessary subsequent to Contract Change Notification No. 6.
All of these changes, however, will be included in a new edition of
the Model Specification which will be revised as of 16 May 1944, and
it is, therefore, further requested that changes in the costs quoted
in the above mentioned letter be negotiated with the Fisher Body Division
so that the Fixed Price Contract to be written will call for XP-75 air-
planes in accordance with Fisher Body Division Model Specification No.
X-92, dated 15 October 1942, as revised 16 May 1944. These changes will
include among other things, changes recommended by the 689 Committee, the
installation of a dive recovery flap on at least one airplane, the
installation of an automatic pilot in at least one airplane, the instal-
lation of production outer wing panels including revised ailerons and
production tails including retractable tail wheels on all experimental
airplanes.

3. Also, in accordance with the above mentioned conference, it
is understood that a Service Contract will be negotiated with the
Fisher Body Division to cover the contractor's cost involved in flight
test work.

*mfj
fa
clb*
AC-317

F. O. CARROLL
Brig. General, U.S.A.
Chief, Engineering Division

Att:
Fisher Body ltr.
Copy to:
Prod. Engr. Sect. - Fighter Br.

88

FORM 101-A-WE-1-16-11-1 M

ARMY AIR FORCES
MATERIEL COMMAND

OFFICE OF THE COMMANDING GENERAL

Contract No. W 501 A-3962
Contract Change Notification No. 11-7-77
1944

CONTRACT CHANGE NOTIFICATION

TO: General Motors Corporation
Fisher Body Division
Detroit, Michigan

1. Pursuant to the Article of the contract specified above relating to "Changes" the above named Contractor is hereby authorized to, and will, accomplish the changes but shall submit a heretofore respect of the articles called for under said contract as the same has heretofore and may hereafter be amended.
2. In the event compliance with this Contract Change Notification will affect the delivery schedules contained in the contract or the performance characteristics of the articles to which the change is being ordered applies and such change in delivery schedules or performance characteristics is not satisfactorily covered by Exhibit A hereto, the contractor shall notify the Contracting Officer thereof as soon as practicable after receipt of this Contract Change Notification. Such notice shall be sent to the Contracting Officer, Procurement Division, Wright Field, Dayton, Ohio. The failure of the contractor to submit such notice to the Contracting Officer within 30 days after receipt hereof shall constitute this Contract Change Notification for within such additional period prior to the date of final settlement of this contract as the Contracting Officer if he determines that the facts justify an extension of the above period may approve shall be final and conclusively indicating that compliance with this Contract Change Notification will not affect delivery schedules or performance characteristics as aforesaid. Any notice given pursuant to the terms hereof will contain either (a) a detailed statement of the manner in which delivery schedules or performance characteristics will be affected, other than as provided in Exhibit A hereto, together with a proposal for amendment of the contract so as to avoid defaults by the contractor, or (b) a statement of the manner in which delivery schedules or performance characteristics will be affected and the reasons therefor within 30 days from the date of this Contract Change Notification, the schedules or performance characteristics affected upon the facts stated hereon may be furnished. Any amendment to the delivery schedules or performance characteristics affected upon the facts stated hereon shall be furnished by the Contract Change Notification and not satisfactorily covered by Exhibit A hereto will be accomplished by further Contract Change Notification.
3. Within 90 days after receipt of Contract Change Notification No. 11-7-77 under the above contract and at intervals of approximately 30 days thereafter, the contractor shall submit to the Contracting Officer, Procurement Division, Wright Field, Dayton, Ohio, an itemized list setting forth changes required by Contract Change Notifications received by the contractor in respect to the above contract and not included in any such list previously submitted. The change ordered by this Contract Change Notification must be incorporated in either the first or second list submitted after receipt hereof, unless (a) the contractor, prior to the submission of such a contract change list, has submitted a proposal for negotiating a change in price or in estimated cost and fixed fee occasioned by compliance with this Contract Change Notification, as provided in paragraph 5 below, or (b) the Contracting Officer approves an extension of time for submission of a proposal for negotiating such change in price or in estimated cost and fixed fee. The provisions of this paragraph shall constitute an extension of the period for asserting claims for adjustment under the "Changes" article of the above contract.
4. Each quarterly list submitted pursuant to the terms of paragraph 3 hereof shall indicate as to each change covered thereby the estimated increase or decrease in the contract price or in estimated cost and fixed fee occasioned by such change, or shall state that no change in price or estimated cost and fixed fee will result, and it shall also state the aggregate estimated net increase or decrease for all the changes mentioned in it shall also indicate that the Contractor desires to initiate negotiations for a change order to give effect thereto, or, in the case of an aggregate estimated net increase, that the Contractor waives any claim for adjustment of the contract in respect thereto. Such a list shall be accompanied by substantiating cost data for each change for which an adjustment is indicated and Contractor or subcontractor, on demand of the Contracting Officer, submit substantiating cost data even though no adjustment is indicated. Any aggregate net increase or decrease determined as a result of any negotiations will be incorporated in an appropriate change order to the contract.
5. Notwithstanding the procedure set forth in paragraphs 3 and 4 hereof, the contractor may at any time within the period provided for presenting claims for adjustment under the "Changes" article of the above contract, as the same may be extended by the Contracting Officer, submit a proposal for negotiation of a separate change order to give effect to any increase or decrease in the contract price or estimated cost and fixed fee occasioned by compliance with this Contract Change Notification or with a group of Contract Change Notifications which includes this Contract Change Notification. In such event, this Contract Change Notification shall nevertheless be included in one of the lists to be furnished pursuant to paragraph 3, but such list will indicate that separate negotiations are being conducted in respect thereto, and shall contain appropriate reference to the Contractor's proposal initiating such negotiations.
6. Any disagreement in respect of any question of fact arising hereunder shall be determined in the manner provided in the article of the above contract relating to "Disputes".
7. Pending completion of the negotiations mentioned above, the Contractor will be paid at the unit prices or other consideration specified in said contract as amended from time to time for the articles affected by the change, subject to appropriate credit, refund or further payment.
8. The Contractor is requested to indicate receipt of this Contract Change Notification by signing and mailing the enclosed return postal card immediately upon receipt hereof.

MA-317

Contracting Officer
BENJAMIN C. H. JELL, Captain, A.C.

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JFA:fkx:50

Exhibit "A" to Contract Change

Notification No. 11(N-9877) Contract W535-40-33962

11 May 1944

- ITEM 1. The contractor shall install production type tail assemblies including retractable tail wheels on all airplanes on this contract.
- ITEM 2. The contractor shall install production type outer wing panels including increased span ailerons on all airplanes on this contract.

MX-317

PROPERTY CLASSIFICATION 01-A

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S198

JFA:fkf:50

18 May 1944

Chief, Procurement Division
Wright Field

Acceptance of XP-75 Airplane,
Serial No. 44-32163.

1. The subject airplane crashed and was completely destroyed
8 April 1944. This crash was thoroughly investigated by a properly
appointed Crash Board, and the findings of this board were briefly
as follows:

a. Structural failure of the tail occurred in flight
resulting in an uncontrolled descent and crash.

b. The tail of the airplane was structurally sound, but
due to longitudinal instability which existed in the airplane it was
possible to impose unduly high air loads on the tail.

c. The basic cause for the accident is thought to be this
longitudinal instability, although it is believed the accident could
have been avoided had the pilot exercised more caution.

d. The pilot had been properly authorized to fly this type
airplane by the Resident Representative, and the flight during which
the airplane crashed had been properly authorized by the Resident Rep-
resentative.

2. In view of the above, it is thought to be desirable to accept
the airplane as of the date of its destruction.

m.e.
F. D. CARROLL
Brig. General, U.S.A.
Chief, Engineering Division

Classification cancelled or changed to
By _____
per _____

COM. GEN.
TECH. EXC.
ADM. EXC.
C. O.
BUD. OFF.
EXP. ENG.
CONTRACT
INSP.
PROD. DIV.
PROD. ENG.
PROD. CONT.
I. P. S.
A. S. C.
TECH. DATA
CIV. PERS.
OTHERS

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RECEIVED
MAY 21 1944

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*Task
#25 Fisher
W. Field. Bq. 32
1944*

~~CONFIDENTIAL~~
Col E.C. Barber/3189

General Meyers

20 May 1944

P-75 Production at Fisher, Cleveland.

1. Reference is made to IDM to your office dated 13 May, subject as above.

2. This office has been informed by Wright Field that no labor problems are anticipated on the P-75 project at Fisher, Cleveland.

J. F. PHILLIPS
COLONEL, AIR CORPS

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1 P-75
Deris - 19 1/2 1/2

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TAG:vl:HQ

CCFY
Headquarters of the Materiel Command

Wright Field, Dayton, Ohio

26 May 1944

SUBJECT: P-75

TO: Commanding General, Army Air Forces,
Office, Asst. Chief of Air Staff,
Materiel, Maintenance and Distribution,
Washington 25, D. C.

Attention: Colonel S. S. Brentnall,
Asst. Chief, Materiel Division

1. Forwarded herewith for your information is report of
Production Engineering Section dated 15 May 1944 on the P-75. Note
that the Project Engineers of Production Division take a dim view
of the likelihood of either making a tactical or technical success
of the P-75 or its engine.

For the Commanding General:

/s/ T. A. Sims
T. A. SIMS,
Colonel, Air Corps,
Deputy Chief of Staff

Incl.

Cy ICM 5/10/44
Cy ICM 5/15/44

CCFY

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AP-75
LOR-17(3/44)

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RESTRICTED

INTER-OFFICE MEMORANDUM
Army Air Forces
Material Command
Office of The Commanding General

Lark H. Bradley, Jr.
Col., Air Corps
Telephone 2-6223

Wright Field, Dayton, Ohio
Date 16 May 1944

TO: Chief, Production Division

THRU: Production Engineering Section

SUBJECT: Present Status of P-5 Project

1. The attached report is submitted for your information. It is concurred in completely by the undersigned and while it is recognized that other factors enter the picture, it is felt that the present program of contemplated cut-backs in airplane schedules is an excellent plan for the listing of the P-5.

GEORGE E. PRICE
Colonel, Air Corps
Chief, Production
Engineering Section

Attach:
1. 15 May 44

COPY

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INTER-OFFICE MEMORANDUM
Army Air Forces
Material Command
Office of the Commanding General

Lt. Col. J.R. Schellkopf
mjs-70-3
Ex. 2-1215

Wright Field, Dayton, Ohio
Date 15 May 1944

TO: Chief, Airplane Projects
Prod. Engr. Section

SUBJECT: Present Status of P-75 Project

1. Design:

a. Factors determining desirability of producing this airplane at signing of contract have been lost in re-design:

- (1) Spare parts of P-40, A-24 and P-4U airplanes cannot be used as contemplated under any circumstances.
- (2) Similarity in maintenance and operation of P-75 and P-40 has disappeared completely.
- (3) Because of Major redesign of all major components including outer wings, forward fuselage and entire empennage, an operational airplane will not be available any sooner than any other airplane starting without benefit of so-called existing components. It is estimated that an operational group could not be expected before March, 1945.

b. Design engineering is approximately six weeks behind schedule:

- (1) Major components which are still in the design stage will have to be built and test flown before it is possible to determine whether or not the airplane will be a satisfactory article.

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INTER-OFFICE MEMORANDUM
Army Air Forces
Material Command
Office of The Commanding General JFS:ajg-70-3

Wright Field, Dayton, Ohio

Date: 15 May 1944

TO: Chief, Airplane Projects

SUBJECT: Present Status of P-75 Project

- (2) Flight tests to date cannot be used as indication of what the production airplane will do. Increased weight plus additional tail and fuselage area will tend to decrease performances which are now considered marginal.
 - Get water injection - WHEN
 - how much horsepower -
 - what SPEED

2. Flight tests:

a. As indicated above, flight tests of experimental airplanes have indicated that performance of this airplane will be unsatisfactory even if airplanes could be delivered on schedule.

- (1) Experimental airplanes are unsuitable from both a directional and longitudinal stability standpoint.
- (2) Rate of roll is inadequate and aileron stick forces require the use of a boost mechanism.
- (3) Maximum velocity at critical altitude is not expected to reach guaranteed figures.
- (4) Because engine has not passed type test and has delayed flight tests repeatedly, range and fuel consumption figures are not available.

I understood that these were being put on

I told W.F. this would happen

My understanding this being corrected

- (5) Cooling is definitely marginal and may be entirely inadequate.

(comments in red type made by CPE)

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DWB-17(4/100)

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INTER OFFICE MEMORANDUM
Army Air Forces
MATERIAL COMMAND
Office of the Commanding General
Wright Field, Dayton, Ohio

JFS:mjs-70-3
Ex. 2-1215

Date 15 May 1944

TO: Chief, Airplane Projects

SUBJECT: Present Status of P-75 Project.

- (6) In tunnel tests indicate the airplane will have poor recovery characteristics. This is new information - why haven't we been informed before?
- (7) Empennage changes have prevented any investigation of maneuvering characteristics.

3. Summary:

a. Accurate and conclusive data on the performance and operational suitability of the production airplane cannot be expected before October 1, at the earliest.

b. Present indications are that airplane will probably not meet guarantees which in the light of today's performance of other airplanes are substantially below the average. What are present indications - I was told that airplane flew 4 mph with tail e

c. The high rate of fuel consumption which is to be expected in an engine of this size will not be desirable in combat areas where transportation of fuel is a determining factor in extent of operations. at 2300 hp

C. H. MITCHELL
Lt. Colonel, Air Corps
Chief, Fighter Branch
Prod. Engr. Section

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(Comments in red type made by CPE)

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CONGRESS OF THE UNITED STATES
HOUSE OF REPRESENTATIVES
WASHINGTON, D. C.

May 31, 1944

Hon. Robert P. Patterson
Under Secretary of War
Washington, D. C.

My dear Mr. Secretary:

I would like the following information regarding the Fisher Body Bomber Plant at Berea, Ohio. This plant, I am informed, is supposed to make B-29 bombers and is now making P-75 fighters.

1. The total cost of the plant.
2. The date construction of the plant started.
3. The date construction was completed.
4. The number of planes produced annually to date.
5. The total production and unit cost.

Very sincerely yours,

/s/ Albert J. Engel

AJE-hlk

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10000
P-75 Fisher
Proc. Prod. 44-39
77-0

106
[REDACTED]
Col E. G. Barber/his
AFDMA-4D 4869

(Written 1 June 1944)

MEMORANDUM FOR: Recorder, Joint Aircraft Committee

Subject: P-75 Production Adjustment at Fisher, Cleveland

1. Production delays incidental to the production of a new type airplane will result in setting the present W-10 schedule back two months.

2. The new schedule will start in September 1944 instead of July and will result in 118 less P-75 airplanes being accepted in 1944 and 288 less in 1945.

3. The approval of the Joint Aircraft Committee to the above schedule adjustment is requested.

For the Commanding General, Army Air Forces:

J. W. SESSUMS,
Colonel, Air Corps,
Executive, Office,
AC/AS, MM&D

(First letter that was written on 30 May 1944 was lost or rather got into General Echols' Office, thus another was written.)

AFDMA-4D AFDMA-1 AFMMD-2

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P-75 Fisher
Asst. Prod. Asst.
42(1)-PP
MMND

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

69
~~CONFIDENTIAL~~
HEADQUARTERS, ARMY AIR FORCES
WASHINGTON



ATTENTION:

2 June 1944

MEMORANDUM FOR GENERAL MEYERS

SUBJECT: P-75 Production Adjustment at Fisher

1. With reference to the attached proposed memorandum to the JAC requesting a setback in the P-75 program, I have just talked with Mr. Fisher on the telephone for the purpose of finding out why this delay in these airplanes, which seems to be contrary to the information he had given me when I was in Cleveland ten days ago. He states that it is his opinion that he will make the deliveries scheduled in W-10, and does not deem it necessary that we make a change in the schedule.

2. Mr. Fisher states that the origin of this proposed change was a telephone call from Wright Field, which informed him that he was having cooling trouble and therefore he would have a delay in delivery and should submit a new schedule by twelve o'clock that day. He stated that Mr. Berlin, Chief Engineer, and his Assistant were absent and he could get no adequate information on the cooling difficulty, and therefore told the engineer working on this problem to give him the worst picture in regard to the time which it would take to overcome the cooling difficulty as explained to him. This engineer told him two months. Upon Mr. Berlin's return, the matter was investigated. Mr. Berlin determined that it would require no structural changes to modify the cooling, and it is his opinion that he can do it within the time limit available. In view of this I do not believe it is advisable to change the P-75 schedule at this time, unless Wright Field has positive and definite information that there is a delay.

O. P. Nichols
O. P. NICHOLS
Maj. General, U. S. A.
Asst. Chief of Air Staff
Material, Maintenance & Distribution

Incl.
Proposed memo for JAC
dtd 5/30/44

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A.S. Prod. Div.
92/2/477)

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

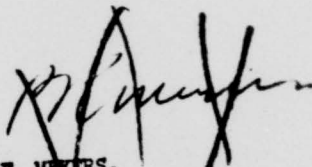
MAY 30 1944

MEMORANDUM FOR: Recorder, Joint Aircraft Committee

Subject: P-75 Production Adjustment at Fisher, Cleveland

1. Production delays incidental to the production of a new type airplane will result in setting the present W-10 schedule back two months.
2. The new schedule will start in September 1944 instead of July and will result in 116 less P-75 airplanes being accepted in 1944 and 385 less in 1945.
3. The approval of the Joint Aircraft Committee to the above schedule adjustment is requested.

For the Commanding General, Army Air Forces:


BENNETT E. MEYERS,
Major General, U. S. Army,
Deputy Assistant Chief of Air Staff,
Material, Maintenance & Distribution



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P-25 Filled
Ans. Pres. Be. - Yo
MAY 10

67 ~~CONFIDENTIAL~~

WAR DEPARTMENT—OFFICIAL BUSINESS

OUTGOING CLASSIFIED MESSAGE

Office of origin EQ 1AF, AFMA-43 Date 22 Jun 1944
(Division, branch, section, and symbol)
Colonel E. G. Barber JUN 22 13 24 Telephone 4888
(Originating office)
Classification Confidential MESSAGE AND CABLE DIVISION Precedence Priority
(Restricted—Confidential—Secret) TELETYPE BRANCH (Deferred—Routine—Priority—Urgent)

To:

COMMANDING GENERAL,
 MARSHAL COMMAND,
 WRIGHT FIELD, DAYTON, OHIO

080

WITH REFERENCE TO TELETYPE AFMA-43-628 DATED 2 JUNE REGARDING P-75 PRODUCTION
 REVISION AT FISHER BODY. ATTENTION: TECHNICAL EXECUTIVE, FROM AFMA-43, SIGNED
 ARNOLD. REPORT 20 TO CASE 8600 PRESENTED TO THE JOINT AIRCRAFT COMMITTEE REQUESTING
 THAT THE P-75 SCHEDULE BE SET BACK TWO MONTHS HAS BEEN WITHDRAWN. IT IS REQUESTED
 THAT ALL PARTIES CONCERNED BE NOTIFIED THAT THE ORIGINAL W-10 SCHEDULE WILL HOLD
 FOR THE PRODUCTION OF P-75 AIRCRAFT

42-WF-AW-2229

~~CONFIDENTIAL~~

DISTRIBUTION: Content and classification authenticated by _____

E. R. MINTHALL
Colonel, Air Corps

*Carton P-7. - Inmate. Allowed travel
Ch. that dir. 5/21/44
no record* 32

June 5, 1944.

MEMORANDUM For the Chief, Legislative Services, AAF
Attn: Colonel Warren S. Age

• Subject: Truman Committee Investigation -
Fisher Aircraft Division of
General Motors Corporation.

Annexed is letter of June 3, 1944, from
Mr. Fulton, Chief Counsel of the Truman Committee,
requesting that the Committee be advised as to the
result of an alleged investigation that was made of the
Fisher Aircraft Division of General Motors Corporation as
a result of a complaint by Mr. Raymond Kennedy of Cleveland.

It is requested that a memorandum be prepared furnish-
ing the information requested by the Committee and forwarded
through this office for transmittal to the Committee.

MILES H. KNOWLES
Lt. Colonel, JA2D

For: Julius G. Amberg
Special Assistant to
the Secretary of War

Encl.
hf

98.

ch. Mat Div. 52-61

33

HARRY S. THURMAN, MD., CHAIRMAN	RALPH D. BREWSTER, MAINE
TOM CONNALLY, TEX.	HAROLD H. BURTON, OHIO
JAMES M. HEAD, N. Y.	JOSEPH R. BALL, MINN.
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CARL A. HATCH, N. MEX.	
HARLEY M. STAGGERS, W. VA.	
HUGH FULTON, CHIEF COUNSEL	

United States Senate

SPECIAL COMMITTEE INVESTIGATING
THE NATIONAL DEFENSE PROGRAM

June 3, 1944

Mr. Julius H. Amberg
Special Assistant to the
Secretary of War
Rm. 3-E-779, Pentagon Building
Washington, D. C.

In Reply
Refer To: D-63-L

Dear Mr. Amberg:

The Committee has been advised that the War Department has recently made an investigation of the Fisher Aircraft Division of General Motors as a result of a complaint by Mr. Raymond Kennedy of Cleveland.

We will appreciate being advised as to the result of such investigation.

Very truly yours,

HUGH FULTON
Chief Counsel

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DEPARTMENT - ARMY AIR FORCES 50870
 Office, Asst. Chief Air Staff, Materiel, Maintenance and Distribution
 Inter-Desk Memorandum Col. Phillips/sz 71500
 TO: Development Engineering Branch Date 5 June 1944
 SUBJECT: XF-75 Project **RESTRICTED**

1. You will note from General Nichols' comments on attached copy of a pessimistic Wright Field report, attached, that he is dissatisfied with progress of these aircraft. This dissatisfaction is largely based on:

(the P-75) a. Belief that numerous individuals at Wright Field are opposed to it, and that numerous of their objections are unsound or inapplicable.

b. That getting performance figures from flight test articles is being unduly delayed.

c. That water injection and 3,000 h.p. must be gotten out of these engines as soon as possible.

d. That when the airplanes are turned over to Eglin Field for comparative tests with P-38's and P-51's, there is a grave danger of the airplane being "sold short."

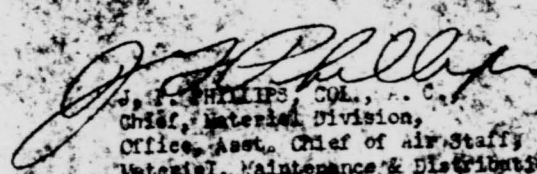
2. I have advised Colonel Sims of the above. In addition to this, the following must be done:

a. Push engineering performance tests.

b. Get 3,000 h.p. W.E. operation approved quickly.

c. Get a fix on water injection for this engine (same may be applicable to the AB-39) *if it comes thru well*

d. Insure that the production prototype or prototypes get down to Eglin Field for comparative tests, as already set up, without delay and that some ~~vigorous~~ *vigorous* Wright Field officer and some ~~vigorous~~ *vigorous* Fisher Body representative be on hand during the Eglin Field tests.


 J. P. PHILLIPS, COL., U. S. A.
 Chief, Materiel Division,
 Office, Asst. Chief of Air Staff,
 Materiel, Maintenance & Distribution

Incl.

c.c. ltr. 26 May 44 Col. Sims; W.F., to
 CGMAF, Attn: Col. Brentnall, above subject,
 w/2 incls.

c. c. Production Br. *12-4*

RESTRICTED

From _____

THIS FORM WILL NOT BE USED OUTSIDE THE AG/AS, M. M. & D.

M. M. D. #111

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Contract W 535 ac-41011

CONTRACTOR: General Motors Corporation
Fisher Body Division
Detroit, Michigan

X

X

X

X

X

X

Approval Recommended;
May 1944

APPROVED: _____
By direction of the Under Secretary
of War under the provisions of the
First War Powers Act of 1941 and
Executive Order No. 9001 dated 27
December 1941.

Phillips W. Smith

W. F. Jones
Maj. General, U.S.A.
Chief, Procurement Division
Office, Department (Chief of Air Staff
Procurement, Maintenance & Distribution)

PHILLIPS W. SMITH, Colonel
~~ALBERT J. COOPER, Major~~
Brigadier General, General Staff Corps
Special Representative of the Under
Secretary of War.

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Material Command Contract Form No. 3

Contract No. W 535 ac-41011
(10920)

CONTRACT

(SUPPLIES)

LWD/CIM

ANMB Preference

WAR DEPARTMENT

GENERAL MOTORS CORPORATION
(PILGER BODY DIVISION)
(Contractor)

Contract for 2,500 B-75 Airplanes, Spare Parts, Special Tools Amount, \$258,285,297.50
and Ground Equipment and Data
Place, Army Air Forces, Materiel Command, Wright Field, Dayton, Ohio.

The Finance Officer, U. S. Army, Jefferson and Livernois Avenues, Detroit, Michigan, is designated as the officer to make payments in accordance with this contract. The supplies and services to be obtained by this instrument are authorized by, are for the purposes set forth in, and are chargeable to allotments below enumerated, the available balances of which are sufficient to cover the cost thereof.

AFW: 229747

Class: 01-A
01-G

ACA 1942-44, 2-4005 F 110-09 A 212/10705

This contract supersedes Letter Contract Special Form dated 3 July 1943.

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CONTRACT FOR SUPPLIES

THIS CONTRACT, entered into this 19th day of April, 1944, by THE UNITED STATES OF AMERICA, hereinafter called the Government, represented by the Contracting Officer executing this contract, and

GENERAL MOTORS CORPORATION
(FISHER BODY DIVISION)

a corporation organized and existing under the laws of the State of Delaware

of the city of Detroit, in the State of Michigan hereinafter called the Contractor, witnesseth that the parties hereto do mutually agree as follows:

ARTICLE 1. Definitions and Miscellaneous Provisions—(a) The term "Secretary of War" as used herein shall include the Under Secretary of War, and the term "his duly authorized representative" shall mean any person or board authorized to act for him other than the Contracting Officer.

(b) Except for the original signing of this contract, and except as otherwise stated herein, the term "Contracting Officer" as used herein shall include his duly appointed successor or his authorized representative.

(c) Unless otherwise expressly provided herein, all the supplies to be furnished hereunder shall be manufactured and supplied in strict accordance with the specifications, schedules and drawings respectively applicable thereto, as stated herein. Unless otherwise provided herein, all specifications, schedules and drawings referred to herein or in any exhibit or appendix attached hereto are hereby made a part hereof.

(d) This contract was negotiated under the authority of the First War Powers Act, 1941, and Executive Order No. 9001, December 27, 1941.

ARTICLE 2. Changes.—Where the supplies to be furnished are to be specially manufactured in accordance with drawings and specifications, the Contracting Officer may at any time, by a written order, and without notice to the sureties, make changes in the drawings or specifications. Changes as to shipment and packing of all supplies may also be made as above provided. If such changes cause an increase or decrease in the amount due under this contract, or in the time required for its performance, an equitable adjustment shall be made and the contract shall be modified in writing accordingly. Any claim for adjustment under this Article must be asserted within 90 days from the date the change is ordered, provided, however, that the Contracting Officer, if he determines that the facts justify such action, may receive, consider and adjust any such claim asserted at any time prior to the date of final settlement of the contract. If the parties fail to agree upon the adjustment to be made the dispute shall be determined as provided in Article 12 hereof. But nothing provided in this Article shall excuse the Contractor from proceeding with the contract as changed.

ARTICLE 3. Extras.—Except as otherwise herein provided, no charge for extras will be allowed unless the same have been ordered in writing by the Contracting Officer and the price stated in such order.

ARTICLE 4. Inspection.—(a) All material and workmanship shall be subject to inspection and test at all times and places and, when practicable, during manufacture. In case any articles are found to be defective in material or workmanship, or otherwise not in conformity with the specification requirements, the Government shall have the right to reject such articles, or require their correction. Rejected articles, and/or articles requiring correction shall be removed by and at the expense of the Contractor promptly after notice so to do. If the Contractor fails to remove promptly such articles and to proceed promptly with the replacement and/or correction thereof, the Government may, by contract or otherwise, replace and/or correct such articles and charge to the Contractor the excess cost occasioned the Government thereby, or the Government may terminate the right of the Contractor to proceed as and subject to the conditions provided in Article 5 of this contract, the Contractor and surety being liable for any damage to the same extent as provided in said Article 5 for terminations thereunder.

Article 15. - Products and Materials to be Furnished - (a) The Contractor shall furnish and deliver to the Government all of the following articles, materials and products specified below, in the quantities and at the prices hereinafter set forth:

- Item 1 - a One (1) lot (to be considered as one article for the purposes of Articles 8 and 30 hereof) of Five Hundred (500) Single-Place, Single-Engine, Fighter, AAF Model P-75A-130 Airplanes, complete and in accordance with Contractor's Specification No. X-249, dated 8 July 1943, as revised 12 February 1944, at a total price of \$75,259,130.00.
- b Two Thousand (2,000) Single-Place, Single-Engine, Fighter, AAF Model P-75A-130 Airplanes, complete and in accordance with Contractor's Specification No. X-249, dated 8 July 1943, as revised 12 February 1944, at the unit price of \$65,948.87, and at the total price of \$131,897,740.00.
- Item 2 - Spare Parts for the Airplanes called for under Item 1. The items and quantities of such spare parts and the respective unit and total prices thereof, shall be determined in accordance with the provisions of Appendix 1, hereinafter referred to, to this contract. The total amount to be paid for such spare parts shall not exceed \$49,461,652.50.

Attached hereto and by reference made a part hereof as Appendix 1 to this contract, is an Appendix known as "3-Air and entitled "Army Air Forces Spare (Maintenance) Parts Provisioning". The Government and the Contractor shall in all respects comply with the provisions of said Appendix, except that Contractor shall not be required to furnish any emergency kits, notwithstanding the provisions of the Appendix with reference thereto and said Appendix is hereby expressly amended to exclude therefrom any and all requirements for the furnishing of said emergency kits and all reference thereto and to exclude therefrom Table I of the Supply Tables therein referred to and all reference thereto.

- Item 3 - The Contractor shall be responsible for the design and development of Special Hand Tools and Special Ground Equipment necessary for the repair and maintenance of the Airplanes called for under Item 1 and shall furnish such items of Special Hand Tools and Ground Equipment as may be selected by the Government, all as provided in Appendix 1 hereto. The total amount to be paid for such Special Hand Tools and Ground Equipment shall not exceed \$1,666,775.00.

Aircraft Checkers Report will be accomplished and furnished by the Contractor for each aircraft in accordance with AAF Specification No. 40135, dated 14 June 1943 and Amendment No. 1 thereto, dated 27 July 1943.

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(h) The city where Contractor's plant is located is Cleveland, Ohio.

(i) The Airplanes called for by Item 1 of Article 15 (a) shall be delivered to the Government in accordance with the following schedule:

The Lot of Five Hundred (500) Airplanes called for by Subdivision a of Item 1:

<u>Quantity</u>	<u>During Month Of</u>
1	July 1944
4 additional	August 1944
10 additional	September 1944
25 additional	October 1944
45 additional	November 1944
70 additional	December 1944
100 additional	January 1945
130 additional	February 1945
115 remaining	March 1945

The remaining Two Thousand (2,000) Airplanes called for by Subdivision b of Item 1:

<u>Quantity</u>	<u>During Month Of</u>
45	March 1945
190 additional	April 1945
220 additional	May 1945
250 additional	June 1945
250 additional	July 1945
250 additional	August 1945
250 additional	September 1945
250 additional	October 1945
250 additional	November 1945
45 remaining	December 1945

(j) The spare parts and special hand tools and special ground equipment called for by Items 2 and 3 of Article 15 (a) shall be delivered to the Government in accordance with the provisions of Appendix 1 hereto.

(k) In respect of articles called for hereunder, other than Airplanes delivered for flyaway as aforesaid, the Contractor shall make written request to the Office of Traffic and Transportation, Traffic Section, Department 33, AAF, Materiel Command, Wright Field, Dayton, Ohio, for shipping instructions not later than fifteen (15) days prior to the date when any such articles are ready for shipment.

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ARTICLE ⁴⁶—Letter Contract Special Form.—This is the contract contemplated by Letter Contract Special Form addressed by the War Department to the Contractor under date of
8 July 1943
and this formal contract supersedes said Letter Contract Special Form. In the event of conflict between said Letter Contract Special Form and this formal contract, this formal contract shall govern.

W 535 ac-41011

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(43-a)

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ARTICLE 7 Approval—This contract shall be subject to the written approval of the Secretary of War or such individual as said Secretary may designate and shall not be binding until so approved. The date of such approval shall be deemed to be the true date for the purpose of determining all times of performance.

In witness whereof, the parties hereto have executed this contract as of the day and year first above written.

THE UNITED STATES OF AMERICA

Type or print under their respective signatures the names of the witnesses and Contractor's representative

By

Robert A. ...

ROBERT A. ...

Contracting Officer

(Official title)

Two witnesses:

[Witness signatures]

GENERAL ...

(Official title)

E. F. Fisher

Contractor

...
(Business address)

I, ...

, certify that I am the

Secretary of the corporation named as contractor herein; that

who signed this contract on behalf of the contractor, was then of said corporation; that said contract was duly signed for and in behalf of said corporation by authority of its governing body, and is within the scope of its corporate powers.

[CORPORATE SEAL]

I hereby certify that, to the best of my knowledge and belief, based upon observation and inquiry,

, who signed this contract for

, had authority to execute the same, and is the individual who signs similar contracts on behalf of this corporation with the public generally.

Contracting Officer

...

15
AAFMC-265-A-WF-3-7-44-100M

8
INTER-OFFICE MEMORANDUM
ARMY AIR FORCES
MATERIEL COMMAND
Office of The Commanding General

Lt. Col. C. E. Mitchell/hl/70-3
2-711 Wright Field, Dayton, Ohio

Date 9 June 1944

TO: Chief, Production Division

SUBJECT: P-75 Airplane Production

1. Based on recent observation of the production and assembly tooling program at the Fisher Body Cleveland Plant for the manufacture of the P-75, the Fighter Branch, Production Engineering Section, believes that the permanent tooling will not be complete until the middle of July - that is provided no additional design changes become necessary as a result of flight tests on the new design tail surface to be installed on No. 8 experimental airplanes.

2. The first new design tail surface is scheduled for delivery by the end of this week to Fisher for incorporation on the rear fuselage assembly of the No. 8 airplane. It is estimated that this will be completed by 15 June. However, it is the opinion of the Fighter Branch that the No. 8 experimental airplane will not be ready to fly before the first of July.

3. By observation, it is estimated that the first production airplane will be placed in the main assembly jig by the first of July and will not be ready to fly until the latter part of August.

4. Inasmuch as the present assembly production program is behind approximately two months, and based on the rapid acceleration rate scheduled for this airplane, it is the opinion of the Fighter Branch that only thirty-five (35) airplanes will be delivered in the year of 1944.

C. H. MITCHELL
Lt. Colonel, Air Corps
Chief, Fighter Branch
Prod. Engr. Section

Signature *guy* *brod*

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ADDRESS REPLY AND ENVELOPE TO: *68*
Pr 5, Read. Be. V. /
0
COMMANDING GENERAL
AAF MATERIEL COMMAND
PRODUCTION DIVISION
DEPARTMENT 70-A
WRIGHT FIELD, DAYTON, OHIO.

ARMY AIR FORCES
MATERIEL COMMAND

Wright Field, Dayton, Ohio.
9 June 1944. *949*

Subject: P-75 Airplane Production.

To: Commanding General,
Army Air Forces,
Washington 25, D. C.

Attention: Assistant Chief of Air Staff,
Materiel, Maintenance, and Distribution,
Major General B. E. Meyers.

1. In accordance with your oral instructions, experienced personnel of Production Division, Materiel Command, have visited the Fisher Plant in Cleveland and, in conjunction with personnel of the Central Procurement District, have reviewed production possibilities on the P-75 airplane.

2. While the permanent production tooling for manufacture of the P-75 is incomplete and records indicate that 97 to 98 percent of the permanent tooling will be complete by the end of June, it was found that Fisher is now using temporary wood jigs for initial production. This temporary tooling is sufficiently substantial to last until permanent tooling is completed.

3. Changes to the empennage to correct unsatisfactory flight characteristics are being made, and it is expected that the No. 8 experimental airplane incorporating a revised tail structure will be ready to fly on or about 15 June. The first production airplane is scheduled to be placed in the main assembly jig on 20 June, and it is estimated that this airplane will be ready to fly sometime during the latter part of July. The second production airplane is closely following the first one. We estimate that it should be ready to fly about twenty days after the first one flies. These estimates are based upon the assumption that the redesigned tail will be satisfactory without any major changes.

4. The Materiel Command representatives who inspected the Fisher Plant tooling and production plans are of the opinion that Fisher will not quite meet the W-10 Schedule on the P-75 initially, even if no further major changes to the airplane are necessary. However, they are of the opinion that Fisher will pick up production very rapidly after they once get started. Therefore, in view of the above, it is recommended that no change be made at this time in the current W-10 P-75 schedule.

For the Commanding General:

Orval R. Cook
ORVAL R. COOK, B1ig.General, USA,
Chief, Production Division.

437 (SAP)
17 May 44

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Captain Frederic L. Ross/ea/71290

EGR

Executive Office, Materiel Division, ACAS, MM&D.
Attn: Lt. Col. A. F. Tappan
Inquiry of Congressman Albert J. Engel
Re: Fisher Body Humber Plant at Berea, Ohio

10 June, 1944

Answers requested to questions 4 and 5 of subject letter are:

- 4. None. First production article to be delivered in July 1944.
- 5. For the twenty-five hundred P-75's on contract 41011, the unit fly-away cost is estimated at \$111,000, subject to price redetermination. This estimate does not include Ordnance, Signal Corps equipment or spares.

Incl:
Cy ltr to Under Sec'y of War
31 May '44

E. G. Barber
Col., Air Corps

Colonel E. G. Barber
58-917

Handwritten: 72

WAR DEPARTMENT ARMY AIR FORCE
Office, Asst. Chief of Air Staff, Material, Maintenance, and Distribution
Inter-Desk Memorandum

TO: Production Branch, Material Division, ACAS, M&D
ATTN: Col. P. C. Warner
SUBJECT: Inquiry of Congressman Albert J. Engel,
Re: Fisher Body Bomber Plant at Berea, Ohio

Date 7 June 1944
AP:fmh

1. Attached is a copy of a letter from Congressman Engel to Under Secretary of War Robert P. Patterson, wherein five questions are asked concerning the Fisher Body Bomber Plant at Berea, Ohio.
2. It is requested that your office furnish the answers to questions four and five in the attached letter.

Handwritten: RECD
MAY 20 1944

Handwritten: A. P. TAYLOR
Lt. Col., Air Corps

Incl:
By ltr to Under Sec'y of War
2 May 44

From HO 204

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1st Ind.

Subject: Inquiry of Congressman Albert J. Engle, Re: Fisher Body
 Bomber Plant at Berea, Ohio.

Office, C. of E., 10 June 1944.

To: THE COMMANDING GENERAL, ARMY AIR FORCES
 (ATTN: Chief, Materiel Division.)

1. In accordance with request contained in basic letter, the following information is forwarded from records presently available to this office for the Cleveland Aircraft Assembly Plant:

- a. Total construction cost of plant (includes Runways) - \$15,705,930.
 Note: The above amount includes additional facilities presently under construction, estimated at \$103,700.
- b. Cost of Real Estate - \$326,581.
- c. Total cost of plant - \$16,032,511.
- d. Date construction started - 7 May 1942.
- e. Date construction completed -
 - (1) Major portion, approximately 84.40% of total construction cost of plant - 31 March 1943.
 - (2) Minor portion, approximately 11.88% of the total construction cost of plant - 30 September 1943. This work consisted of minor items not completed as of 31 March 1943 such as painting, grading, seeding, interior painting, parking areas, roads, electrical work, taxiway, aprons, hangar and provision of cranes and hoists.
 - (3) Minor portion approximately 2.30% of the total construction cost of plant - 1 February 1944.
 - (4) Minor portion approximately 0.76% of the total construction cost of plant - 20 April 1944.
 - (5) Minor portion approximately 0.66% of the total construction cost of plant - 15 June 1944 (estimated completion).

2. Completions indicated in paragraph 1 e (1) and 1 e (2) are dates provided for the construction of the subject plant as contemplated in letter of your Headquarters to this office, dated 20 March 1942, subject: "Government-owned Aircraft Assembly Plant No. 7, Cleveland, Ohio". The remaining completion dates listed in par. 1 e are for additional facilities constructed in accordance with subsequent requests of Headquarters, Army Air Forces.

For the Chief of Engineers:

H. C. ... Major C.E.
 Major, Corps of Engineers
 Assistant, Troop Facilities Branch
 Military Construction Division

Incl: n/c

- 2 -

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

mil. Const.

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

AFDVA-1

27 June 1944

SUBJECT: Inquiry of Congressman Albert J. Engel,
Re: Fisher Body Bomber Plant at Berea, Ohio

TO: Office of the Chief of Engineers
Military Construction Division
Assistant Troop Facilities Branch

Attention: Major J. A. Downs

1. Attached is copy of a memorandum on the above subject for the Legislative Division from Mr. Julius H. Amberg, Special Assistant to the Secretary of War, together with a copy of a letter, dated 31 May, from Congressman Engel to the Under Secretary.

2. It is requested that such information as your records may reveal be furnished to this office in answer to the first three questions in the letter from Congressman Engel.

For the Commanding General, Army Air Forces:

Alan P. Tappan Lt. Col.
for J. E. PHILLIPS, COLONEL, A.C.
Chief, Materiel Division
Office, Ass't Chief of Air Staff
Materiel, Maintenance & Distribution

Incl:
Cy Memo for Legis Div,
3 June 44
✓ Cy Ltr to Under Sec'y of
War, 31 May 44



Ref: H. E. Trimbach - 00-1-2
Telephone 29296

Special Orders #136,
Par. 24, dated 5 June 1944.

12 June 1944,

P-75 Airplane.

RESOURCES CONTROL

ISB-M-612

A. Purpose:

1. To determine the contributing factor to delayed production of the P-75 Airplane.

B. Factual Data:

1. Under Special Orders #136, Paragraphs 24 and 25, dated 5 June 1944, Mr. H. E. Trimbach and Mr. H. E. Sennett, Manufacturing Methods Staff, Industrial Service Branch, Resources Control Section, visited the Fisher Body Division, General Motors Corporation, Cleveland, Ohio, for the abovementioned purpose.

2. Contact was made with the following personnel during this survey:

Lt. Colonel W. W. Phelps -- Area Supervisor
 Captain L. D. Fykse -- Area Production Executive
 Mr. Ray Montoro, Civilian Chief, Production Section

At the Plant:

Major R. L. Peck - Resident Representative
 Mr. James Delaney - Intelligence Section
 Mr. Dalecke - Resident Manager of Fisher Body
 Mr. Frost - Assistant Resident Manager in charge of non-production.
 Mr. Welker - Assistant Resident Manager in charge of production
 Mr. Carl Hoel - Factory Manager
 Mr. Jay Botbyl - General Superintendent on P-75 Airplane

3. There are approximately 3,000 people engaged at the present time on the P-75 project. This is divided equally in three shifts.

4. Sub-assemblies of this airplane are being built in several Fisher Body Corporation plants. The empennage assembly and the ailerons are to be fabricated and assembled by Fisher Body at Lansing, Michigan. The small blanked and formed parts are to be made in Cleveland Fisher plant #1. The

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Memorandum Report 612
dated 12 June 1944.

canopy is to be made in Detroit, as are the small fabricated assemblies. The main sub and all major assemblies, of course, to be completed at Fisher Body Plant #2 in Cleveland.

5. The method being used to start production is that parts are being made by combination of three or four methods, by hand, temporary tooling, combination temporary, and hand tooling and some permanent tooling already received. Ten airplanes will be built by this process. These parts have already been produced. They are being followed immediately by parts to complete forty (40) additional airplanes. However, parts are being produced from permanent tooling as quickly as the tools are received. All tools are designed, including main assembly jigs, many of which are already at their destination.

6. Records indicate that 97% to 98% of all the tooling will be completed by the end of June. Major jigs, major gages and match plates, necessary to insure interchangeability of parts, are scheduled to be completed on 12 July. The designing of all tools and masters incident to this airplane was accomplished by Fisher Body Corporation in Detroit, and the actual fabrication distributed among the facilities of this organization.

7. The above status of tooling will vary considerably with the information compiled in the Statistical Department. The graphs on exhibit show only the delivery of permanent tooling against a promised schedule of tooling but no record in this department is maintained of temporary or semi-permanent tooling now being used for the fabrication of the first production article. These graph charts are continuing to show this long delay in delivery because no pressure is being placed on delivery of permanent tools, so long as the temporary tools are satisfactory for the particular operation.

8. Major airplane parts are in the following status:

Center Section -- 3 center sections are completed through the assembly jig. One is assembled and ready for the main assembly line. Two center sections are now in the assembly jigs.

Forward Fuselage -- The fuselage #1 Airplane is in assembly jig and will be taken out of this jig in one week. The side panels for airplane #2 fuselage are still in their respective jigs and will be placed in the joining jig by the 9th of June. Five days is required for assembly in this jig.

Aft Fuselage -- The outer panels already are in their respective jigs for the first airplane. The work in these jigs will be completed by 10 June. They will be placed in the joining jig and approximately one week of assembly work is required in this jig.

Outboard Wings -- The outboard wings for #1 ship are approximately 35% completed. They will be in the major joining jigs on approximately 11 June.

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Memorandum Report ISB-M-612
dated 12 June 1944.

15 days is required in these main jigs.

9. There is no shortage of GPE or raw materials. An adequate supply of purchased parts are on hand. Labor is sufficient, at least for the present. There are no general production difficulties encountered, with the exception of the slow progress, which is normal for the beginning of the manufacture of an article of this type. In other words, this company must necessarily feel their way through the early stages, particularly to determine the quantity of electric wiring and other installations which might be included in sub-assembly prior to assembly into the main structure.

C. Conclusions:

1. The contributing factor causing the delay of complying with the W-10 schedule is engineering, due to information as a result of flight test and static tests, the structure of the wing is changed, resulting in designing an entire new wing. The other contributor was the empennage assembly. This has been redesigned several times and the first tail assembly of the most recent design will be assembled to #EX article. If the flight tests prove this tail to be satisfactory, production should accelerate rapidly. It was, also, necessary to move the CG forward 11". This change was made in the forward fuselage immediately forward of the engine.

2. Barring an emergency, the first airplanes will be placed on main assembly jig on 20 June. This to include the engine installation. By 25 June, the wings should be attached. The wings will have the entire landing gear assembled to them, prior to meeting the center section on the main line. The first pair of wings will be ready by 25 June. From this information, it may be concluded that the first airplane will fly prior to the end of July. The second airplane is following through channels as closely as possible, and it may be concluded that it will be ready for flight approximately 20 days later.

3. Major sub-assemblies and airplane assembly jigs are already on the conveyor tracks in large quantities and as soon as the production article is accepted in inspection, this company, if sufficient labor is available, will within a short time comply with the requirements of the W-10 schedule.

4. While it is obvious that Fisher has planned for large quantity production, it is pointed out that the rate of acceleration will depend largely upon the functioning of the newly designed empennage and acceptance of the airplane by the Army Air Forces.

Memorandum Report ISE-M-612
dated 12 June 1944.

D. Recommendations:

None.

H. E. Sennett
H. E. SENNETT
Manufacturing Methods Staff
Industrial Service Branch

Cent. Dist. Supervisor (2)
Cleveland Area Office (3)
AAFBR-Fisher Body Div. G.M.C.
Aircraft Branch, R.E.S.
Fighter Branch, P.E.S.
Chief, Resources Control Section

R. F. Trimbach
R. F. TRIMBACH, Chief,
Manufacturing Methods Staff
Industrial Service Branch

G. H. Moriarty
G. H. MORIARTY, Lt. Col., A.C.
Ind. Service Branch

E. W. Rawlings
E. W. RAWLINGS, Colonel, A.C.
Chief, Resources Control Section

Inspection Division (2)

Chief, Ind. Service Branch
Mfg. Methods Staff (6)

0-211
Production Division - AC/AS, MMWD
12 June 44

U.S. DEPARTMENT - ARMY AIR FORCES
Office, Asst. Chief of Air Staff, Material, Maintenance, and Distribution

Inter-Desk Memorandum

TO: Lt. Col. A. P. Tarran
Production Division - AC/AS, MMWD
SUBJECT: Fisher Body Bomber plant at Berea, Ohio
Date: 12 June 1944
ELM:pmg/3750
AFMRS-2

1. With reference to your memorandum, dated 7 June 1944, relative to a request for information pertaining to the Fisher Body Bomber plant at Berea, Ohio the following information is outlined:

- a. Construction of subject plant was started 7 May 1942 and completed 31 March 1943.
- b. The total estimated cost per square foot for the construction of the buildings was \$6.50.
- c. The total estimated cost of construction is to date \$15,705,930 of which \$2,022,400 pertains to the cost of airport, (runways, taxiways and etc.).
- d. Total cost of the machinery and equipment for this plant is estimated to cost \$10,000,000 of which about \$6,000,000 in machines and equipment has been installed.

2. In comparing the cost of construction with other similar plants authorized by this Headquarters the Fisher Bomber plant was constructed at a cost of \$6.50 per square foot which is comparatively low for this type of construction.

0-21819

John T. Hough
John T. Hough
Proc. F. M. Hopkins, Jr.
Brig. Gen., U.S.A.

0564

ARMY AIR FORCES
HEADQUARTERS OF THE MATERIEL COMMAND

ALF:lvr:87-1A
Wright Field, Dayton, Ohio
12 June 1944

SUBJECT: Letter Contract
Dated 8 July 1943
Designated W 535 ac-41011 (10920)

Amendment No. 6 to
subject Letter Contract

TO: General Motors Corporation
Fisher Body Division
Detroit, Michigan

1. Subject Letter Contract placed an order with you for certain Airplanes, Spare Parts and Data at a total estimated price of \$325,000,000.00 and authorized you to make expenditures in accordance with the terms thereof in an amount not to exceed \$97,500,000.00.

2. It is now considered that it will facilitate the prosecution of the War to amend subject Letter Contract as follows:

a. By deleting the words and figures "At a total estimated price of \$325,000,000.00" appearing in paragraph 1 thereof and inserting in lieu thereof the words and figures "At a total estimated price of \$260,633,525.00".

b. By deleting the figures "\$97,500,000.00" appearing in paragraph 5 thereof and inserting in lieu thereof the figures "\$260,633,525.00".

3. If the foregoing is acceptable to you, kindly so indicate on the original and two copies of this letter and return same to the Contracting Officer forthwith, whereupon subject Letter Contract shall be deemed amended accordingly.

4. This Amendment was negotiated under the authority of the First War Powers Act, 1941, and Executive Order No. 9001, December 27, 1941.

Robert A. Watson
ROBERT A. WATSON, Major, Air Corps
Contracting Officer

ACCEPTED JUN 17, 1944

GENERAL MOTORS CORPORATION
FISHER BODY DIVISION
(Contractor)

BY: *E. J. Fisher*
(Name and Official Title)

APP No.: 229747

Class: 01-A /

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Carbon X P-25
Investigation - Fisher P. and Ohio
El. Mat. Div. - 42-1/37
mmh

Inquiry of Congressman Albert J. Engel, Re: Fisher Body Bomber Plant at
Berea, Ohio

AC/AS, M&D

5 June 1944

Office of Legislative Services

JMM/ec/Tub89

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1. Attached hereto is copy of memorandum on the above subject, dated
3 June 1944, addressed to the undersigned by Julius H. Amberg, Esq., Special
Assistant to the Secretary of War, together with copy of letter dated 31 May
1944, addressed by Congressman Albert J. Engel to the Under Secretary of War.

2. It is requested that information be furnished to his office on which
to prepare a memorandum in reply to Mr. Amberg's memorandum.

WARREN S. BOE
Colonel, Air Corps
Chief, Legislative Services

2 Incls.

- 1 - Copy Ltr from Cong. Engel
5/31/44
- 2 - Copy ltr from J. H. Amberg, Esq.,
6/3/44

To: Office of Legislative Services.

16 June 1944

From: AC/AS, M.M. & D.

Comment No. 2
Lt. Col. Tappen/ec 71885

1. The information given below is in answer to the five questions from
Congressman Albert J. Engel:

(1) Total cost of plant?

Answer: The total estimated cost of construction is, to date,
\$15,705,930 of which \$2,022,400 pertains to the cost of the airport (runways,
taxiways, etc). Total cost of machinery and equipment for this plant is estimated
at \$10,000,000 of which about \$6,000,000 in machinery and equipment has been in-
stalled.

(2) The date construction of the plant was started?

Answer: Construction on the aircraft plant was started 7 May 1942.

CONFIDENTIAL

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Inquiry of Congressman Albert J. Engel, Re: Fisher Body Bomber Plant at Berea, Ohio.

2 (Cont'd)

- (3) The date construction was completed?

Answer: The major amount of construction of the aircraft plant was completed 15 May 1943 which was slightly ahead of schedule. The flying field was completed 1 June 1943. A very minor portion, approximately 0.66% of the total construction cost of the plant, is estimated for completion 15 June 1944.

- (4) The number of planes produced annually to date?

Answer: This plant is producing major subassemblies for the B-29 bomber program and also eight experimental XP-75 airplanes of which six have been completed to date. The Joint Aircraft Committee W-10 Production Schedule indicates that production of P-75 aircraft in this plant is to commence with the delivery of one airplane in July 1944 and will progressively increase monthly to 250 aircraft in June 1945 at which level such production is to be sustained through 1945.

- (5) The total production and unit cost?

Answer: Unit costs for production are not yet available.

2. The following additional information is supplied for your discretionary use:

a. Of the eight XP-75 models on contract, six have been flown to date, one of which has been lost. Two are yet to be flown which it is expected will be done during the month of June. None of these experimental models has been accepted to date.

b. Regarding unit cost, the estimate is \$111,000. This figure is obtained by taking the estimated cost of the first 500 airplanes as \$151,000. This figure includes experimental models and tooling. On the balance of 2,000 airframes, the cost is estimated as follows:

Airframe	\$66,600
Engine	30,000
Propeller	11,000
Other G.P.E.	3,400
TOTAL	\$111,000

This is the estimated fly-away price excluding ordnance and Signal Corps equipment and exclusive of spares. It should be emphasized that these figures are all estimates. The contract is on a fixed price basis and is subject to renegotiation. Total airplanes on production contract - 2500.

ck. Mar 49 (3/3pp)

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Inquiry of Congressman Albert J. Engel, Re: Fisher Body Bomber Plant at Berea, Ohio.

2 (Cont'd)

3. Information concerning the Fisher Body Plant was previously furnished to you on R&R Comment No. 2, dated 10 March 1944, from AC/AS, P.M. & D., to Office of Legislative Services, over signature of Major General G. P. Echols; subject: - Senate Investigation - Building at Fisher Body Plant, Cleveland, Ohio.

4. On 8 June 1944, your office was furnished with our file entitled: - "Investigation - Alleged Fraud Foisted on Government and Tax Payers by Fisher Aircraft Division, General Motors Corporation. This accompanied our Comment No. 2 of your R&R, subject: - Truman Committee Investigation -- Fisher Aircraft Division, General Motors Corporation. Supplementing the last named report, the final report from the Air Inspector, Materiel Command, on "Complaint of Raymond Kennedy against the Fisher Aircraft Division, General Motors Corporation" is being forwarded to you separately.

5. Since Congressman Engel has raised some of the same questions as Mr. Raymond Kennedy, it may be that Mr. Amberg's office will want to consider all of the information contained in the various reports, referred to above, in framing their answers to Congressman Engel and the Truman Committee.

6. In answer to question No. 4, the total number of airplanes on contract has not been mentioned; the reason being that all airplane schedules are "Confidential" and you may not want to give confidential information in your answer. Complete information has been given, however, in paragraphs two through five for your own guidance.

2 Incls:
a/c

Carbon
8-75-Aisher
P.S. Prod. 24.-YV
14-D

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Capt F. Egan/his--71280

~~CONFIDENTIAL~~

Lt. Colonel A. P. Tappan

13 June 1944

Inquiry of Congressman Albert J. Engel.
Re: Fisher Body Bomber Plant at Berea, Ohio

1. Following is the information requested in supplement to Inter-Deck Memorandum from this office dated 10 June, regarding the above subject.

2. There are 8 XP-75 models on contract. Six have been flown to date, one of which was lost. Two are yet to be flown. None of these experimental models has been accepted to date.

3. Contract 41011 on airframes is on a fixed price basis.

4. The estimated cost of \$110,000 has been arrived at as follows:

Airframe only - 1st 500 - \$151,000 (This figure can be disregarded, as it includes experimental models and absorbed tooling cost.)

Balance of 2,000 - \$66,600 (Since no deliveries have been made, this is the present estimated cost, subject to price redetermination.)

Airframe - \$66,600 - Estimated

Engine - 30,000 - "

Propeller- 11,000 - "

Other GFI- 3,400 - "

TOTAL \$111,000 - (This is the estimated fly-away price excluding ordnance and Signal Corps equipment and exclusive of spares.)

S. E. BRENTNALL
COLONEL, AIR CORPS

~~CONFIDENTIAL~~



O-P-95
Invest. Section
Ch. Mat. Sec. 4/1/44
m'mak

ARMY AIR FORCES
MATERIEL COMMAND
OFFICE OF THE COMMANDING GENERAL

RUM:iv



WRIGHT FIELD, DAYTON, OHIO

10 June 1944

4

SUBJECT: AAF Government-Owned
Aircraft Plant No. 7
Fisher Body Company, Operator
Cleveland, Ohio

TO: Commanding General
Army Air Forces
Washington 25, D. C.

Attention: Assistant C/AS, MMT
Col. A. P. Tappan

1. Reference is made to telephone request to this Headquarters dated 6 June 1944, wherein letter request of Hon. Alfred J. Engd, M. C., was transmitted relative subject plant.

2. The records of this Command indicate the following information as applicable to the above inquiry:

- a. (1) The Corps of Engineers has reported the total cost of the original plant to be \$15,210,318.54. This amount is for land and buildings and is carried as an AAF Government-owned facility.
- (2) Subsequently there was acquired through DPC an additional \$1,609,107 in land and buildings.
- (3) Machinery and equipment was also subsequently acquired by DPC for AAF use in the amount of \$25,292,215.

b. Construction on the Aircraft Plant was started 7 May 1942.

c. Construction of the Aircraft Plant was completed 15 May 1943, which was slightly ahead of schedule. The flying field was completed 1 June 1943.

d. This plant is producing subassemblies for the B-29 Bomber Program, as well as eight experimental XP-75 airplanes, of which six have been completed to date.

6-6-579

4077 de 11027

Ch. Man. Ser. - 45-6/1944

2

Com. Gen., AAF, Wash., D. C.
Subj: Fisher Body Airc. Plant No. 7
10 June 1944

e. The Joint Aircraft Committee W-10 production schedule indicates that line production of P-75 aircraft in this plant is to commence with the delivery of one airplane in July, 1944, and progressively increase monthly to 250 aircraft in June, 1945, at which level such production is to be sustained through 1945. Unit costs for such production are not yet available.

For the Commanding General:

T. A. Sims
T. A. SIMS
Colonel, Air Corps
Deputy Chief of Staff

Atch:
Extract of tel. conv.
dtd 6 June 44

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19 15 CP
A
INTER-OFFICE MEMORANDUMARMY AIR FORCES
MATERIEL CENTER
Office of The Commanding GeneralCapt. G.H.Selvin/hl/70-3
2-6228
Wright Field, Dayton, Ohio
Date 16 June 1944
MWSTO: Chief, Production Division
Attn: Technical Executive

SUBJECT: Report on P-75 Airplane

1. Design Engineering - Estimate of 99% complete will remain constant due to necessity of changes prior to completion of first airplane.

2. Fabricating Tooling Engineering - Estimate of 90% complete remains unchanged.

3. Assembly or Production Tooling Engineering - Estimated 79% complete on both fabricating and assembly tooling. Considerable progress has been made during the past week which cannot be reflected in Fisher's percentages as they are constantly adding additional hours to build permanent fabricating tooling and additional complements of assembly tools to meet their program requirements. The percentages reported will be as close 100 per cent as possible when the first airplane is flown even though Fisher will continue with their tooling program as outlined above.

4. Purchase Parts and Raw Materials - The following outstanding critical shortage reports have been issued:

Report No. & Date Filed	Vendor	Part No.	Ord No. & Date
A-320 4-14-44	Lear Avia	159-P Power Unit	CP-9472 4-10-44
A-321 4-14-44	Lear Avia	577-A Screw Jack	CP-9467 4-10-44
A-325 4-19-44	Otis Elevator	I-540-517 Wing Flap Act. Cyl. Assy.	CP-7125 10-26-43

5. Government-furnished Equipment - Fisher is awaiting the delivery of the landing gear strut assemblies, left and right. Materiel Command has requested Cleveland Pneumatic to ship immediately.

Signature

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IOM to
Ch. Prod. Division
Attn: Tech Exec.
16 June 1944

-2-

6. Fabricating and Assembly Operation - Progress has been made in the assembly of the major sections of the airplane, and except for necessary changes is proceeding satisfactorily.

7. This office still believes the first airplane will not be ready for flight until the end of August.

W. H. Jones, Maj. i.c.

for
C. H. MITCHELL
Lt. Col., Air Corps
Chief, Fighter Branch
Prod. Engr. Section

Concurred in after visit to factory on

6/14/44 msb

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C-8-17
1115
C.F. 447 204/177

JUN 22 1944

MEMORANDUM FOR: JULIUS R. KENNEDY, MAJ., Special Assistant to the Secretary of War

Attention: Lt. Colonel Miles H. Knowles

Subject: Process Committee Investigation - Fighter Aircraft Division of General Motors Corporation

1. This memorandum is submitted with reference to your memorandum on the above subject dated 5 June 1944, addressed to the Chief, Legislative Services, Headquarters, Army Air Forces.

2. A general investigation of the charges made by Mr. Raymond Kennedy in a letter addressed by him under date of 11 March 1944 to the Commanding General, Army Air Forces was made by the Office of the Air Inspector, Material Command, Army Air Forces and the report was rendered under date of 9 June 1944. There was also another investigation made by the Intelligence Officer of the Central Procurement District, Material Command. His investigation was confined to Mr. Kennedy's charge that payroll time reports were "doctored". His report was dated 21 April 1944.

3. There is submitted herewith a summary of the conclusions contained in the two reports:

a. There is no evidence of "doctored" or "doctoring" of any payroll reports for illegal or fraudulent purposes. The term "doctoring" was used in the communication referred to by Mr. Kennedy as the equivalent of "padding," and referred merely to the necessity of correcting the time and attendance report so as to show 5 1/2 hours rather than 4 1/2 hours in school attendance. It was contemplated that each employee attending school would spend 4 1/2 hours in school and six hours in study, and accordingly would be compensated for a total of 10 1/2 hours.

b. No evidence of fraud being perpetrated against the Government was elicited from Mr. Kennedy, and no evidence of such a nature was found elsewhere.

c. The Cleveland Plant No. 2 has been faced with the problem of getting into production on a complicated airplane (XP-75), and has been experiencing the same difficulties which are found in any aircraft factory during the stage of getting into production.

OFFICE GENERAL INVESTIGATION	AFOLS	ACPMAL	AFMMD
CHIEF OF BUREAU	<i>[Signature]</i>	<i>[Signature]</i>	<i>[Signature]</i>
DEPUTY CHIEF OF BUREAU	<i>[Signature]</i>	<i>[Signature]</i>	<i>[Signature]</i>
CLERK	<i>[Signature]</i>	<i>[Signature]</i>	<i>[Signature]</i>

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d. There is no substantiation of the charge that unsafe assemblies for the B-29 airplane have been furnished by this plant. It is illogical to imply lack of safety in the fabrication of B-29 assemblies because an XP-75 airplane has crashed. It is also illogical to conclude that there has been lack of regard for safe fabrication merely because an airplane has been destroyed in an accident while the airplane was in the experimental stage.

e. Mr. Kennedy admitted that he knew of no evidence of graft on the part of any Army Air Forces officer or civilian employee, and no such evidence could be found.

f. While there is evidence of the opening of Government furnished equipment, this was due to a misunderstanding of Army Air Forces instructions, and the opening of such equipment was done in a limited number of instances.

4. Samuel U. Davis, an Assistant Administrative Procurement Inspector, Office of the Area Representative, Cleveland, Ohio, Army Air Forces Materiel Command, and Andrew R. Rallyn, Chief Procurement Inspector for the Army Air Forces at the Cleveland Plant #2 of the Fisher Aircraft Division of General Motors have been requested by Hugh Fulton, Esq., Chief Counsel of the Truman Committee in letters dated 3 June 1944, to make statements with regard to the Cleveland Plant of the Fisher Aircraft Division of General Motors. Said employees have prepared statements and forwarded them through channels to this office. Attached hereto are copies of Mr. Fulton's letters and the originals and copies of the statements. The statements of Andrew R. Rallyn are dated 3 June 1944 and 19 June 1944. The statements of Samuel U. Davis are dated 6 June 1944 and 21 June 1944.

For the Commanding General, Army Air Forces:

Donald Wilson,
Brigadier General, U.S.A.
Deputy Chief of Air Staff.

6 Incls.

- Incl 1 - Copy ltr fm S. Fulton to Mr. Rallyn 6/3/44
- Incl 2 - Copy ltr frm H. Fulton to Mr. Davis, 6/3/44
- Incl 3 - Ltr frm Mr. Rallyn to AAF Resident Rep., 6/8/44
- Incl 4 - Ltr frm Mr. Rallyn to AAF Resident Rep. 6/19/44 (in dupl)
- Incl 5 - Ltr frm Mr. Davis to H. Fulton 6/6/44
- Incl 6 - Ltr frm Samuel U. Davis to H. Fulton 6/21/44 (in dupl)

COPY

*Carbon Copy P75. Invest. Alleged Fraud 24
Ch. Martin 22*

WAR DEPARTMENT
ARMY AIR FORCES
Office of the Air Forces Resident Representative

AER:il

Fisher Cleveland Aircraft Division GMC
Plant #2, Municipal Airport, Cleveland

19 June 1944

SUBJECT: Request for Information from Senate Committee

TO: AAF Resident Representative
Fisher Cleveland Aircraft Division
GMC, Plant 2, Municipal Airport
Cleveland, Ohio

1. In accordance with request made by the District Judge Advocate in 1st Ind. NFL: jr, 12 June 1944, Paragraph 3, I have the following statement to make:

2. I have no information indicating improper conditions in connection with the operation of the Cleveland Plant of the Fisher Aircraft Division of General Motors.

3. In regard to Mr. Raymond Kennedy's statements in the letter from Chief Counsel of the Special Committee Investigating the National Defense Program, 3 June 1944, 1st paragraph, this evidently refers to various conversations which I had with Mr. Kennedy in the past, in which conversations opinions were voiced by him and by me but insofar as my opinions are concerned, I had no factual knowledge substantiating such opinions. I believe that Mr. Kennedy's statements at those times were largely based upon prejudice or ill feeling as a result of having been discharged by Fisher Cleveland Aircraft management.

s/ Andrew E. Rallia

ANDREW E. RALLIA
Chief Procurement Inspector



RESTRICTED
FISHER BOB DETROIT DIVISION
AIRCRAFT DEVELOPMENT SECTION
GENERAL MOTORS CORPORATION
DETROIT 2, MICHIGAN

July 1, 1944

Ltr. to N.A.C.A. dated 7 July 1944 SWB
File: 88-5e

To: Commanding General
Army Air Forces, Materiel Command
Wright Field, Dayton, Ohio

Attention: Chief, Production Division
Fighter Branch, Production Engineering Section

Subject: Stability of P-75 Airplane

Reference: Progress Report dated May 20, 1944 from Materiel Command Liaison Officer
at NACA Laboratory, Langley Field, Virginia

1. The statement is made in the reference progress report, paragraph 4, that the Materiel Command Liaison Officer at Langley Field understands that the P-75 airplane is longitudinal and directionally unstable. The contractor assumes that reference should have been made to the XP-75 since no P-75 airplane has been flown. The contractor wishes to clarify the situation concerning the stability of the P-75 airplane in order that no misunderstanding concerning its characteristics will exist.

2. During initial flights of the XP-75 airplane the contractor determined that the airplane possessed insufficient directional stability and marginal longitudinal stability for the loading conditions that the airplane was required to carry. Reference to wind tunnel tests made by the contractor both at Wright Field and at Massachusetts Institute of Technology disclosed that directional stability had been adversely affected by an unexpected amount as a result of the employment of dual rotation propellers. Longitudinal stability had been decreased by rearward displacement of the center of gravity on the actual airplane with reference to the predicted position.

3. Immediately after obtaining the information, the contractor initiated corrective action. An improved vertical tail was designed and installed on the experimental airplane which resulted in satisfactory directional stability. As a result of flight tests on the tail, the vertical tail on the production airplane was redesigned and tested in the wind tunnel, assuring that the production airplane would have directional characteristics superior to those obtained on the modified experimental airplane.

4. Corrective action taken by the contractor in order to improve longitudinal stability was correspondingly positive. The center of gravity of the production airplane was shifted by extending the forward fuselage and an increase of internal fuel was simultaneously obtained. In addition to this, the horizontal tail surface of the

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Commanding General
July 1, 1944
Page 2

production airplane was redesigned in order to obtain stability at center of gravity locations considerably aft of the limiting values for the experimental airplane. The combined effect of the two changes in the production airplane has been determined from wind tunnel test and from analysis of flight tests on the experimental airplane. Careful study of the results enables the contractor to give assurance that there will be no deficiency of longitudinal stability on the production airplane over the entire range of center of gravity locations to which the production airplane will be subjected.

5. In order to assure that the directional and longitudinal characteristics of the experimental airplanes will be satisfactory to the Materiel Command upon delivery, the contractor has designed and constructed a new aft fuselage section for all experimental airplanes which provides for the installation of the production tail surfaces on these airplanes. This modification to all XP-75's will be completed prior to delivery and Army acceptance.

6. In view of the information set forth in the preceding paragraph it is believed that the statement made in paragraph 4 of the reference progress report is incorrect. It is requested that the information contained in this letter be transmitted to the Materiel Command Liaison Officer for his review. The contractor welcomes any comments or suggestions that the Materiel Command or the Materiel Command Liaison Officer care to make concerning stability of the P-75 airplane.

Very truly yours,

Don R. Berlin
Director
Aircraft Development Section

JBW:WK

CC: Lt. Col. H. Humlong
Dist. Exper. Engr. Office
Maj. R. L. Peck - Cleveland
Mr. A. J. Fisher

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AAFMC-265-A-WF-8-18-42-750M

INTER-OFFICE MEMORANDUM
ARMY AIR FORCES
MATERIEL CENTER
Office of The Commanding General

Major J. F. Aldridge
FKK: Ext. 2-5236

Wright Field, Dayton, Ohio
Date 11 July 1944

TO: Chief, Production Engineering Section
Wright Field

SUBJECT: P-75 Full-Scale Wind Tunnel Tests.

1. In accordance with recent verbal discussions, it is requested that the third production airplane be assigned to full-scale wind tunnel testing at the N.A.C.A. Ames Laboratory at Moffett Field. The tunnel schedule is being so arranged that this airplane should arrive at Moffett Field not later than 1 September 1944, preferably earlier if possible in order to provide a greater length of time for instrumentation.
2. These tests will include drag clean-up, complete stability investigations, and engine cooling investigations followed by correlation flight tests by Ames personnel. This program is considered highly desirable and in view of the differences between the experimental and production airplanes, the assignment of a production airplane is warranted.
3. The Engineering Division will coordinate all details of the testing and forward recommendations for changes to the Production Division as soon as the tests indicate the need.

H. Z. ROBERT
Colonel, Air Corps
Chief, Technical Staff
Engineering Division

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Signature

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IOM to
Chief, Production Division
26 July 1944

-2-

~~CONFIDENTIAL~~

d. Flight Tests - The only flight testing conducted to date has been on the experimental airplanes. As of this date, the highest speed obtained was 420 MPH at 22,000 feet and approximately 2200 BHP. This was accomplished on No. 3 experimental airplane, the only airplane with a wide blade propeller and at a gross weight of approximately 13,500 pounds. It is expected that further increase in high speed can be obtained when the unsatisfactory operation of the automatic boost control is corrected so that full rated power can be obtained at altitude. To date, the 2300 HP at 22,000 feet has not been obtained. The external appearance of the experimental airplanes is extremely dirty and a drag clean-up is planned for the third production airplane which is scheduled for test at the NACA Ames full-scale wind tunnel. Ram values obtained to date have been very low, approximately 1500 feet at high speed. Considerable improvement is expected in the redesign of the scoop undertaken by Fisher. The only figures available on rate of climb is an average rate-of-climb of 3000 feet per minute to 20,000 feet at 2100 BHP (normal power). This was at 13,600 pounds gross weight. Only preliminary range checks have been made by the Flight Section, Engineering Division on No. 6 experimental airplane and these indicate a possible maximum radius of action of approximately 1250 miles.

e. Cooling troubles have been encountered and the Contractor is revising the cooling duct to permit air to pass through each individual radiator, rather than utilize the present tandem arrangement.

f. The unsatisfactory directional and longitudinal stability conditions reported by Materiel Command pilots are also to be remedied on the production airplane by increased area on both the horizontal and vertical tail surfaces and the fuselage nose extension of 11 inches which resulted in the forward movement of the center of gravity of 3% M.A.C.

g. The poor ailerons with resultant poor rate of roll will be corrected on the production airplane with the installation of longer span ailerons of NACA development (wedge trailing edge type) increased throw and seal balanced for higher aerodynamic balance. In addition, in order to assure that light aileron stick forces will be available, a hydraulic aileron boost system is to be installed. A thorough check on the above remedies for determining satisfactory flying characteristics of the airplane cannot be made until flight tests are conducted on the first production airplane.

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IOM to
Chief, Production Division
26 July 1944

-3-

h. The No. 5 experimental airplane now has the production type tail surfaces installed and is flying. A preliminary check is to be made with this airplane to determine whether the tail redesign is satisfactory. Performance tests are also to be made as soon as possible on No. 5 experimental airplane.

G. H. MITCHELL
Lt. Col., Air Corps
Chief, Fighter Branch

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C.G., A.A.F.,
Attn: AC/AS, MM&D, Materiel Division
"XP-75 Project"
17 July 1944

2700 hp. at 17,000 feet. This is without water. We are attempting to put a manual water injection system on one engine to determine its war emergency power with water. This is in reality only a laboratory test as it is not known whether or not such a method can be used in an airplane. This is being investigated and, if it is possible, we will install water injection with manual control on one of the XP-75 airplanes in order to determine its high speed at war emergency powers. There is need for an automatic water injection control and some modifications to the engines prior to the time they can be delivered for use with this equipment. It is estimated at the present time that these changes cannot be incorporated until after 300 engines have been delivered. We hope to obtain between 3400 and 3500 hp. at 75 inches manifold pressure by this means.

For the Commanding General:

F. O. CARROLL,
Brig. General, U.S.A.,
Chief, Engineering Division.

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- 2 -

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Address reply & ENVELOPE to:

104-177
 DE-3 (2/377)

Commanding General
 AAF Materiel Command
 Engineering Division
 Reference: Dept. 50
 Wright Field, Dayton, Ohio

Colonel M. S. Roth:
 aj - Ext. 2-3217

6.4365

17 July 1944

XP-75 Project.

RESTRICTED

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

Att'n: AC/AS, MRRD, Materiel Division

1. Reference is made to your letter dated 9 June 1944, commenting on the progress being made on the XP-75 airplanes. Performance figures on the XP-75 airplanes are not being procured as rapidly as is desired. The principle reason for failure to obtain good performance figures is the fact that the engines do not appear to be putting out the required horsepower. Prior to running an official performance check on these airplanes, we are anxious to obtain a guaranteed horsepower at the guaranteed altitudes. Preliminary performance figures have been extremely erratic. Checks made to date have indicated high speeds anywhere between 370 and 420 mph. One of the best ways to kill this project is to come out with official performance figures indicating an extremely low speed. It is the Materiel Command's belief that since we have gone into this project and have invested considerable money in the development of this airplane, we must obtain a good indication of the airplane's actual performance before making any further decisions relative to the desirability of cancelling this project.

2. It is our desire and plan to turn these airplanes over to Eglin Field for comparative tests with other fighters as soon as possible. However, we feel sure that if we turn one of the XP's over to Eglin Field at the present time the project will be sold short. The last two of the present group of XP airplanes are almost production prototypes except that they do not have the extended nose which is necessary in order to give the airplane proper stability characteristics. We therefore desire to send one of the first production airplanes to Eglin Field. One of these should be flying by the end of July 1944.

3. The present ratings on the Allison V-3420 engine are 2600 hp. at 48 inches manifold pressure for take-off and 2300 hp. at 20,000 feet. From recent running on the torque stand, we are about ready to release this engine with a war emergency rating of 2680 hp. at sea level with 57-1/2 inches manifold pressure and

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AAAFMG 901A-E-3-7-44-100M

37 ~~CONFIDENTIAL~~
INTER-OFFICE MEMORANDUM

ARMY AIR FORCES
MATERIEL COMMAND

Office of The Commanding General

Capt. G.N. Selvin
ira-70-3 Ext. 22257
Wright Field, Dayton, Ohio

Date 26 July 1944

TO: Chief, Production Division
Wright Field

SUBJECT: P-75 Airplane

P-75 File

1. The following is a resume of the production P-75 airplane from observation of the production line by the project officer on the 21st of July.

a. No. 1 airplane has the fore and aft fuselage section joined, engine installed, reduction gear box installed, engine accessories installed, wing fuel cells and piping installed, most of fuselage gun provisions installed, and the vertical fin and stabilizer are installed. Items to be completed are installation of pulleys and brackets for control surfaces, electrical wiring, radio installation, cooling system installation, engine installation plumbing, hydraulic system installation, fuselage nose gun installation, rudder elevator and tail cone section, instrument panel and cockpit switch panel and controls, installation outer wing panels and landing gear. The No. 1 outer panels are approximately 90% complete and have most all provisions for wing guns installed. The gun installation and miscellaneous electrical wiring is now being accomplished. As a result of the above, it is estimated that the first production article will not be ready for flight prior to 15 August.

b. Two additional fuselage assemblies are on the assembly line. Engines should be installed in these in approximately two (2) weeks.

c. No. 2 wing is 50% complete and No. 3 wing approximately 30% complete. At the present time, the outer wing panels are holding up the production. The reason for this being that the panels were last to be released for production. Additional permanent tooling is being received each day to expedite the outer wing panel assembly. Many wood fixtures are still being used. It is estimated that the acceptances for the first three (3) months will be:

- August -- 1
- September -- 2
- October -- 4.

Signature

~~CONFIDENTIAL~~

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P R I O R I T Y

AAF Materiel Command
Wright Field, Dayton, Ohio

Major J.F. Aldridge
FHE:50: Hxt. 2-5236

27 July 1944 9:15 A.M.

H. Z. BOBERT
Colonel, Air Corps

115

MR. DON BURLIN
GENERAL MOTORS CORPORATION
PROJECT STUDIOS - AIRCRAFT DEVELOPMENT
B-907 RENFARGE BUILDING
DETROIT, MICHIGAN

ENG -661 REPROJECT MK-517. IN ACCORDANCE WITH RECENT VERBAL DISCUSSIONS, IT IS REQUESTED THAT THE SIXTH EXPERIMENTAL AIRPLANE, SERIAL NO. 42-32164, BE PREPARED AS SOON AS FEASIBLE TO THE ALLISON DIVISION ON A TEMPORARY LOAN BASIS. THIS AIRPLANE IS TO BE USED BY ALLISON FOR FLIGHT TESTS IN CONNECTION WITH CORRECTION OF DIFFICULTIES WITH THE AUTOMATIC BOOST CONTROL AND CARBURATOR MIXTURE CONTROL. ALLISON IS ALSO TO INVESTIGATE CAUSES OF APPARENT POWER LOSSES AT ALTITUDE WHICH WERE INDICATED BY TESTS ON THE ALTITUDE DYNAMOMETER AT THE MATERIEL COMMAND. THE CAUSE FOR REOCCURENCE OF OYKREATING OF THE CENTER DRIVE SHAFT BEARING WILL ALSO BE INVESTIGATED BY ALLISON AS WELL AS RELATIVELY MINOR TROUBLES SUCH AS EJECTION OF OIL FROM THE BEARING DURING GROUND OPERATION OF THE ENGINE IN THE AIRPLANE. IT IS REQUESTED THAT THE CONTRACTOR SEND TO ALLISON SUFFICIENT GROUND CREW PERSONNEL TO INSURE PROPER MAINTENANCE OF THE AIRPLANE AND AT LEAST ONE INSPECTOR. AIRPLANE SHOULD BE FURNISHED TO ALLISON BY ONE OF CONTRACTOR'S PILOTS AND AN ALLISON PILOT SHOULD BE CHECKED OUT IN THE AIRPLANE AT CLEVELAND AND AFAME

MATERIEL COMMAND, WRIGHT FIELD

Copies to:
AAF Hqs. Espr.
AAF Hqs. Espr., Cleveland
Fisher Body Div., Cleveland
Allison Division
AAF Hqs. Espr., Allison Div.
Power Plant Lab.
G.F.S. Branch
Central Dist. Supr.

Handwritten initials and scribbles

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TELETYPE MESSAGE

7/11/50 (100) 20573

DATE: 3 August 1944
8:45 P.M.

Engineering Division

REPRODUCTION:

10/25, 11/2
DEVELOPMENT ENGINEERING BRANCH

W. G. CARROLL
Brig. General, U.S.A.

ENGINEER CONSIDERABLE CONFUSION SEEMS TO EXIST AS TO WHETHER A XP-75 OR A
 P-75 AIRPLANE IS SCHEDULED FOR DELIVERY TO EGLIN FIELD FOR PURPOSE OF TACTICAL
 TRIALS. THIS MATTER WAS DISCUSSED AT A CONFERENCE ATTENDED BY GENERAL WOLFE,
 COLONEL SAGE, COLONEL ROSE, COLONEL COOPER, AND PROJECT OFFICERS. AS A RESULT
 OF THIS CONFERENCE, NO EXPERIMENTAL AIRPLANE WILL BE SENT TO EGLIN BECAUSE OF
 DIFFERENCES BETWEEN THE EXPERIMENTAL AND PRODUCTION AIRPLANES. THE PRINCIPAL
 DIFFERENCE IS THE NOSE EXTENSION OF ELEVEN INCHES WHICH IS INCORPORATED IN ALL
 PRODUCTION AIRPLANES BUT WHICH IS NOT INCLUDED ON ANY EXPERIMENTAL AIRPLANES.
 IT IS STILL ESTIMATED THAT THE FIRST PRODUCTION AIRPLANE WILL FLY APPROXIMATELY
 15 AUGUST 1944 AND THAT EITHER THIS AIRPLANE OR ONE OF THE SUBSEQUENT PRODUCTION
 AIRPLANES WILL BE AVAILABLE FOR DELIVERY TO EGLIN FIELD THE EARLY PART OF SEPTEMBER.
 PLEASE NOTE THIS WHEN BEING ACKNOWLEDGED AND REPLY

WOLFE, MATERIEL COMMAND

Copies to:
 General Carroll
 Colonel Cooper
 Colonel Rose
 Project Engineer
 Materiel Command Lia. Office
 Materiel Command
 Materiel Command, Fighter Branch

WAR DEPARTMENT ARMY AIR FORCES
 Office, Asst. Chief of Air Staff, Maintenance & Distribution
 Inter-Desk Memorandum
 Development Engineering Branch
 Production Branch
 Col. Phillips/sz 71500
 Date 4 August 1944
 SUBJECT: Fisher Body P-75 Airplanes

1. Following excerpt from Aircraft Production Board Meeting of 31 July 1944 is quoted:

"FISHER BODY (P-75): Mr. Wilson brought up the question of this facility's production by stating that there was an extremely bad labor situation in the Cleveland area, and he questioned whether or not the effort which is being set forth to get P-75's, was going to be worth while, particularly with respect to the time factor. Mr. Wilson continued by stating that the P-75 carried a high labor urgency, the facility paid high wages, and that it was good work, and all of these factors were being cited by the labor people as causing too much of a drain on the available labor in that area. General Echols answered by stating that recently the Army Air Forces had put in more gas tanks in a P-47, and changed the wings a bit, and preliminary tests on this airplane indicated that it is highly possible that it will perform the function for which the P-75 was developed. If such be the case, he continued, it would change the outlook entirely on the P-75 picture. Definite results of detailed tests on this P-47 model would not be available for at least another 60 days, and it was agreed by the Board that no action will be taken on the P-75 program for a two month period, pending the report of General Echols to the Board at the end of that time regarding the P-47. "

2. Above should be kept in mind by all concerned until the XP-47N is tested by Wright and Eglin Fields which testing should be expedited to the fullest.

J. F. Phillips
 J. F. PHILLIPS, COL., A. C.,
 Chief, Material Division,
 Office, AC/AS, M&S.

From _____

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Carbon P-75
2-4-45
D.C.B.-4
M-3

Maj. Hoyt/4x/6330

365

MEMORANDUM FOR MAJOR GEN. O. P. SCHOLS,

10 AUGUST 1944

STATUS OF THE XP-75 AIRPLANES.

1. Numbers I and VII airplanes are being modified to the same configuration as number VIII. Number VII will be used for demonstration spin tests, dives and acrobatics.
2. Airplane numbers III and IV are on routine tests.
3. Number VI is at Allison on engine tests.
4. Number VIII has made 5 flights to date. Unsatisfactory characteristics were discovered, and a dorsal fin has been added as suggested by a representative of Aircraft Laboratory (Material Command). The elevator control system has been changed to lessen the large amount of friction.

J. F. PHILLIPS, COL., A. C.

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~~CONFIDENTIAL~~

ARMY AIR FORCES
Headquarters of the Materiel Command

Wright Field, Dayton, Ohio

12 August 1944

*Copy P-75
436
DE 6-2-44/200
M+S*

*6.4385
MCD
DWA
③*

SUBJECT: P-75 Airplane

To: Commanding General, Army Air Forces
Washington, D. C.

Attention: Asst Chief of Air Staff, M&S

*File
XP-75-*

1. The following is a resume of the progress of the production P-75 airplane from observation of the production line by Materiel Command project office on 3 August 1944:

a. The #1 airplane is approximately 90% complete. The fuselage is complete; entire empennage is installed; engine, reduction gear box and engine accessories are installed; wing and fuselage fuel cells and plumbing are installed; synchronized fuselage gun installation is complete; and outer wing panels and landing gear are attached. Items to be completed are the pulleys and brackets for the control system, electrical wiring, radio installation, cooling system and plumbing, wing gun installations, and functional inspection and test. The airplane should be completed in one week and should be ready for its initial flight on 15 August 1944.

b. The balance of the production is approximately six weeks behind schedule. Four additional fuselages are now on the production pick-up line. Number 2 has the engine installed. Number 3 fuselage should have an engine by the first of next week.

c. The assembly of the outer wing panels is behind schedule due to the late production engineering release. Many wood facilities are being used until such time as permanent tooling is received. The first lot of outer panels will be largely hand-built in order to expedite the outer panel assembly program.

d. It is estimated that the deliveries for the balance of the year 1944 shall be:

August	- 1
September	- 2
October	- 4
November	- 9
December	- 20

2. Flight Tests - Flight testing conducted to date on the experimental airplane has resulted in the following performance:

a. High Speed - 418 mph at 22,000 feet at 2200 hp at 13,600 pounds gross weight. This figure was obtained by the Contractor. Flight testing accomplished by Materiel Command pilots has indicated high speeds between 368 and 418 mph. This erratic performance is due to variations in horsepower and engine critical altitude. Both Allison and Fisher Body are putting forth all effort in order to correct engine operation.

Copy: Development Engineering Branch

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P-75
6.436
De 8
Commanding General, A. Air Forces
Washington, DC, Attn: AC/AS, M&S
12 August 1944

2.

b. Rate of Climb - An average rate of climb of 3000 feet per minute to 20,000 feet was obtained at 2100 hp at 13,600 pounds gross weight.

c. Range - A single preliminary range check made by the Flight Section, Materiel Command, on airplane #6 when corrected to maximum internal fuel of 638 gallons and two 110 external tanks, resulted in a combat radius of approximately 1000 miles.

The above performance figures are below the guarantee and expected values for the following reasons:

- (1) Difficulties have been experienced with carburetion due to high mixture temperatures and approximately 12 per cent over-richness of the fuel metering.
- (2) Number 6 airplane has consistently required higher power settings for same speed, than other airplanes.
- (3) Airplane Number 6 did not have installed the wide blade propeller

d. Taking into consideration the above data, it is believed a maximum combat radius of 1250 miles can be achieved when all of the deficiencies are corrected. In order to expedite improved engine performance, an experimental airplane has been assigned to the Allison Engineering Division for flight test to obtain necessary remedies.

3. The external appearance of the experimental airplanes is extremely aerodynamically dirty. A drag clean-up program is planned for the third production airplane which is scheduled for tests at the NACA Ames full-scale wind tunnel. The ram values obtained to date with the present design scoop have also been very low. A redesign is in process to improve this condition to endeavor to raise the critical altitude of the airplane to 25,000 feet from the 22,000 foot critical now obtained.

4. General cooling troubles have been encountered. The present cooling system is entirely unsatisfactory. A modification to the present cooling system to be incorporated in all the production airplanes is expected to result in a satisfactory cooling system for the power available from the presently furnished engine. A complete cooling system redesign and inter-cooler design is in process to accommodate the higher powered engine expected to be available for the production airplanes in about six months.

5. Initial flight tests on the experimental airplanes revealed both directional and longitudinal instability. This was attributed to inadequate vertical and horizontal fin area and aft c.g. position. The first production airplane will incorporate the new design empennage of increased area on both the horizontal and vertical tail surfaces. A fuselage extension of 11 inches has been incorporated which resulted in the forward movement of the c.g. of 3% M.A.C.

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~~CONFIDENTIAL~~
Commanding General, Air Forces
Washington, D. C. Attn: AC/AS, MAS
12 August 1944

3.

6. The poor rate of roll on the experimental airplanes is expected to be corrected on the production airplane with the installation of the longer span ailerons of NACA development (wedge trailing edge type), increased throw and seal balanced for higher aerodynamic balance. In addition, in order to assure that light aileron stick forces will be available, a hydraulic aileron boost system is to be installed.

7. A thorough check on the above remedies for determining whether or not satisfactory flying characteristics have been achieved cannot be made until flight tests are conducted in the first production airplane. It is planned to have the Contractor install instrumentation and a photo recorder in the first production airplane and conduct preliminary stability flight tests and obtain additional performance data. Materiel Command pilots will then run preliminary official performance tests prior to the airplane being delivered to Eglin Field for comparative tests.

8. The Number 8 experimental airplane now has the production type tail surface installed and has completed three flights. However, investigation of stability was interrupted due to the redesigned tail surface failing during static test.

9. It is still hoped that this airplane will meet its performance guarantees. It is believed that no action should be taken to curtail the program until the Materiel Command and the Proving Ground Command have had an opportunity to fully evaluate the performance and tactical utility of the production configuration.

For the Commanding General:

/s/ K. B. Wolfe

K. B. WOLFE
Brig, General, USA
Commanding

Carlin - P-75
Fichters
Chief Mater Div. - 9/8/44
mfb

Col. J.F. Phillips/meh/71500

AFDWA-1

12 August 1944

MEMORANDUM FOR GENERAL EBHOLS:

SUBJECT: Aircraft Production Board Item on Fisher Body P-75's

1. Reference attached backslip, following is status as of noon Saturday (today) of possible switch-over of the P-47 production to P-47E (long-range airplanes):

- a. The XP-47E was given expedited engineering performance testing at Wright Field the week ending August 5 using standard formula for comparison with other standard ships. Combat radius of action was 1100 miles at 218 MPH at 28000 feet with 570 gallons internal fuel and two 300 gallon external tanks. High speed at military power 423 MPH; high speed at MFR (without wing tank fittings) estimated at 463 MPH at 28000 feet. Wright Field has recommended switch-over of all P-47N's at Farningdale to P-47E's.
- b. Eglin Field has had the airplane since 7 August with one long-range flight partially completed yesterday (thunder storm prevented completion). As of noon today Eglin Field hopes to complete their tests tomorrow and Sunday and OGAH expects to give us their recommendations Monday, 14 August.
- c. It is pretty safe to assume that OGAH will recommend M&S switch over to P-47E airplanes as soon as possible. According to Republic the following schedule may be possible:

1944 --	September	100
	October	20
	November	50
	December	120
1945 --	January	200
	February	Total Farningdale production.

J. F. PHILLIPS, COLONEL, A.C.
Chief, Materiel Division
Office, ACAS, M&S

Incl:
Backslip from Col Baldwin
to Gen Ehbols - 2 Aug 44

cc: AFDWA-4, Rm 2L-315

Copy for AFDWA-1 File

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HEADQUARTERS ARMY AIR FORCES

ROUTING SLIP

TO: General Echols

2 Aug 44

Remarks: AIRCRAFT PRODUCTION BOARD MEETING
31 JULY 1944

FISHER BODY (P-75): Mr. Wilson brought up the question of this facility's production by stating that there was an extremely bad labor situation in the Cleveland area, and he questioned whether or not the effort which is being set forth to get P-75's, was going to be worth while, particularly with respect to the time factor. Mr. Wilson continued by stating that the P-75 carried a high labor urgency, the facility paid high wages, and that it was good work, and all of these factors were being cited by the labor people as causing too much of a drain on the available labor in that area. Gen. Echols answered by stating that recently the AAF had put in more gas tanks in a P-47, and changed the wings a bit, and preliminary tests on this airplane indicated that it is highly possible that it will perform the function for which the P-75 was developed. If such be the case, he continued, it would change the outlook entirely on the P-75 picture. Definite results of detailed tests on this P-47 model would not be available for at least another 60 days, and it was agreed by the Board that no action will be taken on the P-75 program for a two month period, pending the report of Gen. Echols to the Board at the end of that time regarding the P-47.

Col. Phillips has this information.

FROM: /s/ TAB

Name: Theodore A. Baldwin,
Lt. Colonel, Air Corps

copy

0593

WDAC-5-WF-12-12-41-390M

2

TELETYPE MESSAGE

Maj. J. F. Aldridge
PH: 50, Ext. 2-5236

DATE: 26 August 1944 845 A.M.

FROM Engineering Division

ATTENTION: ASST. C/AS, M. & S.,
DEVELOPMENT ENGINEERING BRANCH

F. O. CARROLL
Brig. General, U.S.A.

ENG-574 NO. 3 MX-317 AIRPLANE, SERIAL NO. 41-32161, WAS DESTROYED IN A CRASH
25 AUGUST 1944. PILOT WRECKED. PILOT BAILIED OUT AT APPROXIMATELY 4000 FEET AND IS
ESSENTIALLY UNINJURED. PILOT WAS MAKING SPEED RUNS AT 23,000 FEET AND AN
EXPLOSION, PROBABLY A BACKFIRE, WRECKED THE AIRPLANE AND STARTED A FIRE IN THE
ENGINE COMPARTMENT. PILOT LOST HIS ELEVATOR CONTROL AND WAS ATTEMPTING TO
BRING THE AIRPLANE IN FOR AN EMERGENCY LANDING WHEN FIRE GOT OUT OF CONTROL JUST
PRIOR TO THE PILOT BAILING OUT. IMMEDIATELY AFTERWARDS THE AIRPLANE APPEARED
TO DISINTEGRATE IN THE AIR DUE TO ANOTHER EXPLOSION PROBABLY OF THE GASOLINE.
ALLISON AND FISHER BODY DIVISION ARE NOW EXAMINING THE WRECKAGE IN AN ATTEMPT
TO DETERMINE BASIC CAUSE OF EXPLOSION END AFAMC

Copies to:
General Carroll
Col. Bogert
Col. Roth

WOLFE, MATERIEL COMMAND

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30 August 1944

MEMORANDUM FOR GENERAL GILES:

Subject: P-75 Airplane.

1. Reference your call this afternoon concerning the P-75 the following information is furnished:

- a. On order - 2500
- b. Delivered to date - 8 experimental airplanes and one production airplane
- c. Expected delivery - 1 more production airplane in August and build up to 70 airplanes per month by December 31, 1944 and continue at that rate.
- d. Combat radius of action - manufacturer claims 1250 miles but this has not been tested. Our fighter people believe the radius will be nearer 1,000 miles.
- e. High speed at 25,000 feet - 427 miles per hour. This is by actual test.
- f. As a result of recent test on the P-75 it has been found necessary to:
 - (1) Install another type tail for stability purposes
 - (2) Install an entire new cooling system
 - (3) Install a different type engine having greater horse power
- g. Estimated performance of the airplane except for range approximates that of the P-38J.

2. The P-75 does not offer nearly the possibilities of the P-47N which has a high speed of 463 miles per hour at 30,000 feet and a combat radius of action of 1300 miles. Present production estimates on the P-47N indicate that we will get 100 or more of them per month by

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P-75
AF-AAF-11(3/370)

December of this year building up to 250 per month early in 1945.

3. Recommend that the P-75 be eliminated.

WILLIAM F. MOYNE
Colonel, USAF
Director, Plans and Air Staff,
Operations, Requirements & Requirements

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Carbon P-75
4521
CE, AAF-11 (1/30)

AFAMS-1
Maj. Gen. O. P. Echols/jj/2128

8 September 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF

SUBJECT: P-75 Airplane

1. In accordance with the action taken by the Requirements Board on September 7th, it is recommended that action on the P-75 be held in abeyance until tests have been completed at Eglin Field. This airplane is scheduled to go to Eglin Field for test about September 15th.

(Signed) O. P. Echols

Incl.
Memo to Gen. Giles
fr O&R 8/30/44

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

4521 Documents

APPROVED

/s/ P.W.T.

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

SEP 12 1944

OFFICE SYMBOL	1 2727M	2 4521	3	4	5	6
SIGNATURE OF RESPONSIBLE OFFICER		<i>Timberlake</i>	SECRET			
INTERNAL OFFICE COORDINATION		<i>yes</i>		<i>yes</i>	<i>4521</i>	<i>(1500) 123</i>

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Telephone Conversation between Colonel M. S. Roth and
Colonel J. F. Phillips, Materiel Division

Wright Field, Dayton, Ohio
12 September 1944

Phillips - What are you going to do about the 75? General Echols called General Meyers about it today and I presume he passed the word on down.

Roth - Yes, I got a note on my desk now to call General Meyers and give him the latest dope. Along about the 20 of August Don Berlin promised that the airplanes would go to Eglin Field 15 September.

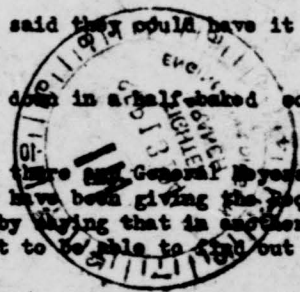
Phillips - I think General Echols would like to talk to Mr. Hunt about that.

Roth - Since that time there have been a lot of difficulties and they are about two weeks behind schedule. On 20 August I had a conference with Generals Wolfe and Cook, Col. Price and Aldridge in General Cook's office and it was directed by General Wolfe at that time that we would take the airplanes and de-bug it, as much as possible and run our own performance on it here to find out whether it was a suitable airplane prior to the time we sent it to Eglin Field. That information, I believe, was sent in to Washington by teletype that day, signed by General Wolfe, stating what he was going to do. These are the instructions we got. On the airplane itself we have had some difficulties - the buckling of the fuselage due to the silly episode of tying down the tail wheel and then jacking it up to change the tire and buckling the thing which delayed the tests a couple days; we ran into rudder leak condition which is now fixed; we are still unstable; and the new horizontal stabilizer was put on today and the airplane is expected to fly this p.m. but due to weather conditions I doubt if they will even take it out of the hangar. The thing looks now like it will be flyable by the 15th. However, General Wolfe's instructions were that we would not send it to Eglin until it is complete and suitable for their testing.

Phillips - Did not he know that General Echols said they could have it down there?

Roth - Yes, he does. We can still send it down in a half-baked condition on the 15th.

Phillips - As you know and everybody knows out there and General Meyers knows too, that ever since last spring we have been giving the requirements people sort of the brush off by saying that in another month we will have the 75 out. They ought to be able to find out what we are going to do.



J. F. Phillips

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Telephone conversation Col. Roth and Col. Phillips
12 Sept. 1944

- Roth - I think the last date we officially gave you in Washington was the end of September. I am quite sure we said the end of September but Don Berlin told somebody in Washington he would have it out by the 15th. Now it appears we have a series of problems to whip - one is carburetion, another longitudinal instability and now we determine, after all these years of arguing with Allison they decidedly think they should use aftercoolers on it. That is another thing to go on it - they are putting that on #3. The thing is heartbreaking, there is no question about it. I feel like I am personally responsible for it but I don't know what I can do about it.
- Phillips - I do not think any one person is responsible for it. I suppose the initial lead is Don Berlin when he promised the thing so quickly. It puts General Echols in a bad state here, but he does not want to see the thing dropped until it is given a fair test.
- Roth - I don't either.
- Phillips - He has for the past three or four months been telling ^{Generals} Giles and Craig, in effect, give us a little more time and we will give you some answers on it.
- Roth - He made those remarks based on information from us which, at the time given him were correct if everything worked out all right but, as we know, everything does not always work out on experimental airplanes.
- Phillips - When will the second production airplane be out?
- Roth - I imagine in a week or so. It has the test engine in it now. They had to take the engine back out to make installation of some equipment. It is the one that goes into the tunnel. We do not intend to send that one to Eglin, we intend to send #3. That should be out by the end of the month.
- Phillips - I think the answer will be that there will be some doubt about it going into production. He certainly would like to see the thing thoroughly tested before throwing it out the window.
- Roth - That was General Wolfe's idea. He said before sending it down there in a half-backed condition he wanted to see that it is functionally correct first. Those are our immediate instructions which I have in writing because I knew I was going to be behind the eight-ball on it.
- Do you have anything else?
- Phillips - No, I believe not.

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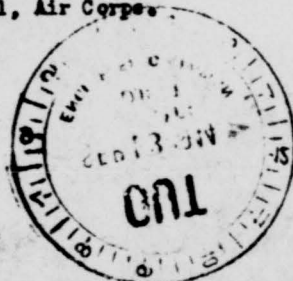
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Telephone Conversation between Cols. Roth and Phillips
12 September 1944

- Roth - Do you know anything about Colonel Borden in G-5?
- Phillips - He is a General Now. He used to be with Ordnance. I took him down to Eglin Field about a year ago this summer on rockets. He is the guy who never did much on rockets. He recently replaced General Henry as Chief of the new Developments Division on the General Staff. Bim Wilson just told me he wanted to come out to Wright Field to see Holloman next Tuesday.
- Roth - He also told Wilson, who just called Col. Bogert, that we did not give Ordnance cooperation on the JB-2. That is a direct unjustified statement.
- Phillips - I know what you are going to say and Bim passed that on I am sure.
- Roth - Their people were and have been in on every single conference without exception from the original one held in General Meyer's office, including the one with Republic, Bell, and our people - an Ordnance man was sitting in that day too and has on all the conferences ever since. I think the representative here has not been forwarding General Borden the information.
- Phillips - Get hold of him and ask him to explain why Borden asked the questions.
- Roth - Is General Borden the one that brought it up?
- Phillips - Apparently so. I got it from Bim.
- Roth - If there is any information they do not have it is because they have either forgotten about it or it has not been sent in by their representative here.
- Phillips - All right.

Original to -
Fighter Br., Attn. Majors Aldridge and Ketcher

M. S. Roth
M. S. ROTH,
Colonel, Air Corps.



183
Bill
+ P-75

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Wright Bn.

Telephone Conversation between Colonel M. S. Roth and
Mr. Don Berlin, Fisher Body Div., Cleveland, Ohio

Wright Field, Dayton, Ohio
13 September 1944

Roth - We are having an awful blitz right now and the XP-75 is as hot as a fire cracker. We are either going ahead or going to give up on it. I am very anxious to do what we can to get as much information as possible so that a just decision can be made. We can send a crew up there and after the airplane is calibrated, a couple of high speed test, rate of climb and range tests made in the next couple days and send the thing to ~~England~~ We got instructions last night to send the airplane there immediately after it was flyable regardless of what information we had. That has been tempered a little bit this morning, through the efforts of General Carroll and myself, and we are to run a little performance and sort of shake-down flights before sending it out. But we can't hold off any longer, the pressure is too great. We have to do it or just quit.

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Berlin - I realize the situation. There is only one thing we have got to do. The airplane is completely instrumented with meters and a lot of other stuff, the most of which, however, we can disconnect in a hurry. For any quick check on performance you want, such as photo observer, it is all in and operating so that the only thing we have to do is to pull off the yaw meter, the boom, and the H.A.C.A. air-speed indicator and we will be all set for morning.

Roth - Did it fly yesterday?

Berlin - The weather was absolutely too bad.

Roth - I knew it was. How about this morning?

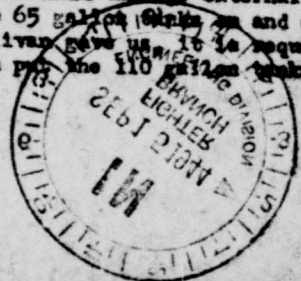
Berlin - It just cleared up about noon time. It should get flown this p.m. It is still cloudy and the visibility is not too good but we are going to fly it anyway if we can get a half way break.

Roth - Suppose we get our people up there tomorrow and you start the ball rolling so they can start right away.

Berlin - Will do. One thing we were working on as far as range tests are concerned, we only had a maximum tankage externally of 110 gallons and we are working to get the 65 gallon tanks on and clean it up and from information Major Sullivan gave us, it is requested. That is not quite ready but we can put the 110 gallon tanks on.

Roth - Put those on.

Handwritten signature



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Telephone Conversation between Col. Roth and Mr. Berlin
13 September 1944

- Berlin - We can do that but the answer will not be as good as we would like.
- Roth - Where is #2?
- Berlin - In inspection now getting ready for 689.
- Roth - When, the 18th?
- Berlin - They have set it for the 20th now.
- Roth - When did they do that?
- Berlin - The people from Wright Field could not make it before then.
- Roth - How about #3?
- Berlin - We are putting intercooler in it.
- Roth - That has to go to *Eglin* too. When will it be in?
- Berlin - It will take a good part of next month to complete the whole thing.
- Roth - When will the next airplane be available to go to Eglin?
- Berlin - Do you want to send more than one down there?
- Roth - Yes.
- Berlin - I didn't know that. I cannot give you any exact data on that without checking.
- Roth - Suppose we took #2 airplane and instead of using it for 689 inspection send it to Eglin - how quick can we do that?
- Berlin - What are you going to do about the tail?
- Roth - We are going to have to restrict it to 3 or 4 g's.
- Berlin - We will have to. We are having the reinforced tails made up right now to take the extended tips but we can't do that over night and it will be at least a week before we have one.
- Roth - After running the performance tomorrow, we ought to be able to finish it in three or four days; that will be the 18th; and then when will we have a pair of tails?

373 8
 Telephone Conversation between Col. Roth and Mr. Berlin
 13 September 1944

- Berlin - I think we will have that in about one week, at least by the latter part of next week we will have a complete tail for that airplane.
- Roth - For Nos. 1 and 2? *not Sunday*
- Berlin - At least for No. 1. I am not sure about No. 2.
- Roth - Are they working 24 hours a day on that?
- Berlin - Yes. I will turn all the heat on that.
- Roth - What is your thought on cancelling the 629 inspection and sending the second airplanes?
- Berlin - I have no objections in view of the circumstances. In fact we have got to get something decided on these airplanes and get them in the hands of the operating people and see what they think. What I think is that there is more to be gained on the program at the moment than to tie it up in wind tunnel tests or anything else.
- Roth - OK, let's do it.
- Berlin - I will go along with that.
- Roth - Let's fix that up and get the two airplanes completed just as rapidly as possible and send them to Eglin. When is it due in the wind tunnel?
- Berlin - About 14 October, I believe.
- Roth - Then we can still make it with one from Eglin Field.
- Berlin - How long is it going to be at Eglin?
- Roth - We are going to limit them to 10 or 12 days and then ~~send~~ fly it from there out to the wind tunnel.
- Berlin - We might do that.
- Roth - OK, let's do that.
- Berlin - Anything else?
- Roth - No, only I can't express too much the importance of this.
- Berlin - I have been frantic about it myself and I know others have too.

Distribution - Orig. cys to Brig. General *Meyers* M. S. ROTH,
 Cy. to: Fighter Br., Major Aldridge Colonel, Air Corps.

O-7-75
Chief, M+1

WAR DEPARTMENT - ARMY AIR FORCES
Office Asst. Chief of Air Staff, Materiel, Maintenance, Distribution
Inter-Desk Memorandum
Col. Phillips/et 71500

TO: General O.P. Echols

Date 16 Sept 1944

SUBJECT: Status B-39 and P-75 Airplanes.

1. Per telephone conversation this date with Colonel Futt, the B-39 will be shop completed about the 1st of October. Delay has been caused by completing engine installation, hook-ups and compliance with numerous safety Technical Orders. First flight is anticipated by 10th of October.

2. Number 1 production P-75 flew yesterday. It will be ready for delivery to Eglin Field by Monday or Tuesday. Number 2 production P-75 will be ready for Eglin Field delivery within two weeks. You will be notified upon the arrival of Number 1 article at Eglin Field, as follows:

Number 1 completed high speed run yesterday at full combat weight of 17,800 lbs. with all guns and full internal fuel of 640 gals. At critical altitude of 22,000 ft., it made 405 mph. Climb is being run today and range being run tomorrow prior to going to Eglin.

S. E. Phillips
S. E. PHILLIPS, Col., A. C.,
Chief, Materiel Division.

From _____

THIS FORM WILL NOT BE USED OUTSIDE THE AC/AS, M. M. & D.

9/b

O.P.T.S
Chief, Mrs. S. 2

Lt. Col. Gibbs/ihg 6330

HEADQUARTERS ARMY AIR FORCES
Office, Asst. Chief of Air Staff, Materiel and Services

Inter-Desk Memorandum

575

TO: GENERAL ECHOLS

Date 19
13 September 1944

SUBJECT Performance of Production P-75.

1. The following official performance on the first production model P-75 was received from Wright Field this date:

	<u>GROSS WT.</u>	<u>M.P.H.</u>	<u>ALT. FEET</u>	<u>B.H.P.</u>
High speed	17,800 lbs.	404	22,000	2300
Rate of climb at sea level	2400 ft.per.min.			
Rate of climb at 19,540 feet	1900 ft. per.min.			
Range (859 gal. gasoline) ^(incl 2-150 gal External)	3030 miles	19,418 lbs.	at 314 mph	at 25,000 ft.

During these tests, carburetor air temperature was excessive at 106°F and the coolant temperature rose to 149°F which is 29°F above maximum allowable.

2. The number one production P-75 was ~~due to leave~~ ^{left} Cleveland this afternoon for Eglin Field trials.

at 2:13 P.M.

J. F. Phillips
J. F. PHILLIPS
From COLONEL, AIR CORPS

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6.4365
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Maj. Hoyt/dk/6330

File
6.4365

Colonel J. F. Phillips

27 September 1944

Status of P-75.

1. Number I production airplane had flown a total of seven flights at Eglin Field when the packing on the left main landing gear strut vent out. It should be in commission on 2 October. Five people have checked out to date on this airplane.

2. It is estimated that it will take two or three weeks to run suitability tests on this airplane.

3. Number II production P-75 is still at Cleveland. It is estimated that it will fly to Eglin Field next week.

R. C. WILSON Col., A.C.

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

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

MEMORANDUM FOR CHIEF OF THE AIR STAFF:

Subject: October 3 Meeting of Aircraft Requirements Board.

1. The Aircraft Requirements Board met on 3 October 1944, the following members present:

Lt. General Giles	Brig. General Welsh
Major General Echols	Brig. General Gross
Brig. General Timberlake	Brig. General Loutzenheiser
Brig. General Jamison (representing Gen. Kuter)	Dr. Learned

2. The worksheets prepared by Dr. Learned of Office of AC/AS, OCR, showing estimated deliveries against quantity requirements, were examined and used by the Board in reaching the recommendations listed below and submitted herewith for approval. The preliminary report of the AAF Board on tests of the P-75 airplane was considered in connection with that airplane.

RECOMMENDATIONS:

a. Increase L-5 production to approximately 150 per month, reducing L-4 production by the amount of the L-5 increase. Reason: ETO, MTO, and Far Eastern Air Forces all have indicated preference for the L-5. Recent Ground Force Board examining airplanes at Wright Field expressed preference for the improved L-5. Test by Ground Force units so far executed, indicate a growing preference for L-5.

b. Limit the production of the P-75 airplane to not more than 30 airplanes. Cancel remaining scheduled production. Reason: Estimated performance of P-75 does not compare favorably with performance of P-47N and P-51H. Preliminary flight tests by Proving Ground Command indicates general failure of P-75 to meet estimated performance. A period of 6 months estimated as required to eliminate present defects of P-75. There appears to be no advantages to be gained by continuing the development and production of this airplane.

4 October 1944

APPROVED:



Barney M. Giles
BARNEY M. GILES
Lt. General, U. S. A.
Chief of the Air Staff

Mervin E. Gross
MERVIN E. GROSS
Brig. General, U. S. A.
Chief, Requirements Division
Office of Asst. Chief of Air Staff
Operations, Commitments & Requirements

~~SECRET~~

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105 334 (143) 129

0607

AAFMC-207-A-WF-8-7-44-100M

INTER-OFFICE MEMORANDUM

ARMY AIR FORCES
MATERIEL COMMAND
Office of The Commanding General

TSBPRJP-1
SWB/hl

Wright Field, Dayton, Ohio
Date 4 October 1944

TO: TSBPR
Thru: Channels

SUBJECT: Visit to Eglin Field, Florida 29 September 44 to Check on
Progress of P-75 Test

P-75

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1. The progress of the #1 production P-75 airplane test program at Eglin Field was discussed with the project personnel of the Proving Ground Command on 29 and 30 September. The following deductions are submitted:

- a. That the results of the tests will be substantially as obtained by the Contractor and Flight Section ATSC, and that known shortcomings of the airplane will hamper complete evaluation of its performance.
- b. Military climb tests have been unsatisfactory and incomplete because of inadequate cooling system in this particular airplane.
- c. Insufficient power output of the engine and malfunction of the auxiliary stage at altitude has reduced design performance.
- d. The pilots are very favorably impressed with the ground handling, take-off and initial climb and landing characteristics.

S. W. BISHOP
Lt. Col., Air Corps
Asst. Chief
Fighter Branch

File
THH
JPT
EYS

Signature

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WDAC-5-WF-12-12-41-200M

TELETYPE MESSAGE

Maj. J.P. Aldridge
PRK: Ext. 2-5236

P R I O R I T Y

DATE: 4 October 1944
2:45 P. M.
FROM: Engineering Division

ATTENTION: AC/AS, M. S.S.,
DEVELOPMENT ENGINEERING BRANCH

F. O. CARROLL
Brig. General, U. S. A.

TRAP-633 RESTATUS F-75 PROJECT IN EGLIN FIELD. NO. 1 AIRPLANE NOW UNDER-
GOING FURTHER PERFORMANCE CHECKS TO DETERMINE CAUSE OF MALFUNCTIONING OF AUTOMATIC
BOOST CONTROL. AIRPLANE WILL BE OFF FLIGHT STATUS FOLLOWING FLIGHTS THIS AFTERNOON
UNTIL APPROXIMATELY 9 OCTOBER 1944 FOR INSTALLATION OF FINAL TYPE VERTICAL AND
HORIZONTAL TAIL AND REVISED EXHAUST SYSTEM. REVISED EXHAUST SYSTEM HAS CONSIDERABLE
REDUCED EXIT AREA AND PROTRUDES ONLY SLIGHTLY FROM EXTERIOR OF AIRPLANE. SIZEABLE
INCREASE IN JET THRUST AND DECREASE IN DRAG IS EXPECTED. WRIGHT FIELD PILOT NOW
AT CLEVELAND FOR PURPOSE OF FERRYING NO. 2 AIRPLANE TO EGLIN FIELD AND AATSC

WOLFE-MEYERS, AIR TECHNICAL SERVICE COMMAND

Copies to:
General Carroll
Colonel Rota

*Ja
pha*

Classification of this document is as follows:
1. This document is classified as "Secret" because it contains information the disclosure of which would be injurious to the national defense.
2. This document is classified as "Secret" because it contains information the disclosure of which would be injurious to the national defense.

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*Carbon copy
to
Mr. MacQuinn
etc.*

Colonel E.G. rber/hia/4889

General Echols THRU: General Powers

4 October 1944

P-75 Production at Fisher

1. General Teck reported on the P-75 that they would probably complete 18 to 21 articles but requested that they be authorized to cut P-75 production back not to exceed 30 articles.

2. The Director, Air Technical Service Command, plan to move the B-29 nacelles from the Fisher-Lansing plant to Fisher-Cleveland; the B-29 outer wings from Hudson to the Fisher-Cleveland plant and the B-29 cowls from Chrysler to Republic-Evansville.

**J. F. PHILLIPS,
COLONEL, AIR CORPS.**

Copy for Colonel Phillips' Office

Adm
11 I - P. 15
AAZ
- (1177)

CONFIDENTIAL

3

Colonel E.G. Barber/hia/4869

(Written 5 October 1944)

5 OCT 1944

J *(1)*

MEMORANDUM FOR THE UNDERSECRETARY OF WAR:

Subject: Termination of P-75 Production at Fisher, Cleveland.

1. At the 3rd October 1944 meeting of the Army Air Forces Aircraft Requirements Board, the P-75 project was reviewed; and, in light of the present state of the P-75 development, it was decided that the P-75 would be surplus to the Army Air Force requirements by the time full production could be attained.
2. Upon recommendation of the Army Air Forces Aircraft Requirements Board, action is being taken to cancel production of the P-75 at Fisher, Cleveland.
3. This proposed termination is being submitted to the Production Executive Committee of the War Production Board in accordance with instructions contained in letter from Justice Brynes of the Office of War Mobilization, dated 5 June 1944.

For the Commanding General, Army Air Forces:

X 452.01 Production (Signed) O. P. Echols

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

452.1 Production

18
11/1
SPM

OFFICE SYMBOL	1 AFDMA-4D	2 AFDMA-1	3 AFDMA AMS	4	5	6
SIGNATURE OF RESPONSIBLE OFFICER	<i>[Signature]</i>	<i>[Signature]</i>	<i>[Signature]</i>			
INTERNAL OFFICE COORDINATION	<i>[Signature]</i>					

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hw/

Telephone Conversation between Major General O. P. Echols, Washington, D. C., and Brig. General Orval R. Cook, Procurement Division, Wright Field, Dayton, Ohio.

5:45 A.M.
6 October 1944.

SUBJECT: Re. P-75 Airplane

DIST: Col. E. W. Rawlings TSGRA Chief, Prod. Section TSBPR
Miss Trotter TSCSW Orig. 1. Col. E. A. Shepard
1. Col. J. F. Schoelkopf TSBPR3B 2. Mr. W.E. Donnelly
2. Maj. W. C. Barrueker TSBPR3B 3. Gen. Cook's P-75 Airpl.
Tel. File

Gen. E: We sent you a teletype yesterday on the 75. I don't know whether you've gotten it or not.

Gen. C: I haven't gotten it yet, but General Arnold called General Knudsen, and the information was relayed to me, and I have already informed the Fishers.

Gen. E: Yes. I called Knudsen yesterday myself. He wanted me to let him know on account of the type of the thing. In this teletype there's a statement that you will accept not to exceed 30 airplanes.

Gen. C: Yes, sir.

Gen. E: Well that is wrong. I let it go thru because I wanted to get it on thru rather than rewrite it.

Gen. C: Yes, sir.

Gen. E: Barber wrote it in there and I don't know why he wrote it. We'll accept whatever airplanes are necessary to dry-up the line - in other words we'd be willing to take 50 of them.

Gen. C: I don't think that we'll have to take more than 20 General.

Gen. E: All right.

Gen. C: Because they have 15, the latest information that I had, we've been watching it closely, and they had 15 joined up as of two or three days ago.

Gen. E: Well what is the status of the pieces for the others?

Gen. C: They only had four sets of wings.

Gen. E: Well as I say, you can disregard that. The only reason that I let it go was because I was told at first there wouldn't be that many.

Gen. C: Yes, sir.

Gen. E: And second, because I wanted to get the thing on out. I called Knudsen and the reason I did it was because I knew that Hart and these other people had been talking to me and I thought maybe they would talk to him.

Gen. C: Yes, sir.

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Telephone Conversation between Major General O. P. Echols, Washington, D. C., and Brig. General Orval R. Cook, Procurement Division, Wright Field, Dayton, Ohio.

8:45 A.M.
6 October 1944.

- Gen. C: I telephoned Mr. A. J. Fisher, and we have the termination papers all ready fixed up here, and I'm waiting on him to let me know what the minimum number would be in his opinion economical to complete.
- Gen. E: That's the point - whatever is economical to complete.
- Gen. C: Yes sir.
- Gen. E: And that 30 is to be disregarded.
- Gen. C: All right, we'll disregard that then sir.
- Gen. E: If it's 50 or 60 we wouldn't care.
- Gen. C: Yes sir.
- Gen. E: I think we can use them, test them, test the engines and get something out of them.
- Gen. C: All right, sir.
- Gen. E: The thing at 30 was I left it in there, it said not to exceed. Barber wrote it in as a result of a conversation.
- Gen. C: Well it was as a result of conversation I believe with me, because someone in there called me and said what is the maximum number do you think would be required as a limitation, ^{and I said 30} because of the fact that only 15 fuselages had been completed and joined up, and they had only four sets of wings completed.
- Gen. E: What I didn't like about it was it said not to exceed, in all that stuff that's what I'm trying to make them do - say approximately, use language that gives you a little leave way, do you see?
- Gen. C: Yes, sir.
- Gen. E: So ^{that you} ~~the~~ people can figure these things out.
- Gen. C: Yes sir.
- Gen. E: So if you pick an arbitrary number it might make a mess for everybody.
- Gen. C: Oh, yes.
- Gen. E: In any case ^{if} you get an arbitrary number like that and it causes you trouble just call me, will you?

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3/3

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Telephone Conversation between Major General O. P. Echols, Washington, D. C., and Brig. General Orval R. Cook, Procurement Division, Wright Field, Dayton, Ohio.

8:45 A.M.
6 October 1944.

Gen. C: Yes, sir, I will.

Gen. E: That isn't the intent at all to tell you 30. It was just an approximate indication of thinking that's all.

Gen. C: Yes, sir.

Gen. E: Okay.

ORVAL R. COOK,
Brig. General, U. S. A.,
Chief, Procurement Division

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Telephone conversation between Mr. A. J. Fisher, Fisher Body, Detroit, Michigan, and Brig. General Orval R. Cook, Chief, Procurement Division, Air Technical Service Command, Wright Field, Ohio.

SUBJECT: Re. P-75 Airplane termination.

lh/
6 October 1944
11:35 AM

DIST: cc: TSNMA - Colonel E. W. Rawlings
TSGSU - Miss Helen Trotter
TSBPR - Colonel G. E. Price ✓ Orig. P-75 Airplane Tel. File
TSBPR3B - Lt. Col. Schoellkopf
TSBPR3E - Major W. C. Burrucker
1. TSBCCO - Colonel H. A. Shepard
2. TSBUY - Mr. W. E. Donnelly

Mr. F: General, we sort of digested this thing as well as we can in this short time, and of course it means, naturally, stopping all material commitments this afternoon, and I suppose we should shut the gang down tomorrow. There is no use spending another day working on it, and it's a question of what we're going to tell them comes up. That is one of the first things. I was wondering if you would shoot me a wire, giving me a formal order to do this thing, and if you could word this wire in such a way that it would help us out from that end of it, from the publicity angle I'll say with the people in Cleveland, as well as the people we employ, our employees.

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Gen. C: Yes, we can do that. I don't know whether I can get it to you this afternoon though.

Mr. F: It's a touchy one, and how do you feel about our shutting the help off tomorrow, Saturday?

Gen. C: I don't think that would be bad at all. We'll try to - I'll try to get a wire out to you this afternoon, but I'm not sure that we can because of some of the red tape connected with this production executive committee clearance.

Mr. F: Yes, I appreciate that. If it could be we would like something that would help us out from that angle of course naturally we've got something to answer with our employees, the people in Cleveland, and with the vendors, and naturally the Army have too, and we all dislike it. I know you do, and we ought to make the best of it.

Gen. C: Yes. I'll try to get something out to you, but is there any way that - you could just let them go couldn't you, for Saturday?

Mr. F: Just shut down tomorrow, and we could start our purchasing department this noon at stopping all of our vendors, and then we ought to have something pretty quick.

Gen. C: Yes, well, you'll get something pretty quick.

Mr. F: Yes, in other words it might be this afternoon, and if not probably tomorrow.

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Tel. conv. Mr. A. J. Fisher, and Brig. General Orval R. Cook.

lh/
6 October 1944
11:35 AM

Gen. C: Yes.

Mr. F: We'll appreciate it a lot General. I was just talking to Wilson and the Hunt and the crowd on the 11th floor, and we would like to do the thing so that there will be an answer for these people.

Gen. C: Yes. How how many airplanes do you think?

Mr. F: I hadn't gotten into that very deep. I got hold of Ed and Don Berlin down at Florida this morning, and I think that the two of them will slide back here, and it all depends - when you say, build, to give a number of airplanes you would naturally want this inner cooler developed, and the tail surfaces corrected, and you would naturally want these airplanes so that they're flyable, and good airplanes.

Gen. C: That's right.

Mr. F: In other words it would mean to carry on a little longer with part of the engineering at least, and so when we get through, if we build 15, or build 20 as Mr. Wilson said we at least would want to build them so it's an airplane. That is your idea then?

Gen. C: Yes, that would be my idea.

Mr. F: It wouldn't be just a case of taking 15 because they're joined together, and finish them up, and rolling them off.

Gen. C: No, we want something we could use and get some information out of. We expect to get something in return for the investment.

Mr. F: That is correct, and the Corporation would feel that same way about it, so we'll get into that, and would you want that figure in sending this telegram?

Gen. C: Yes, I'll have to have it.

Mr. F: All right, I'll be able to call you back right after lunch on that, and we'll tell you where we would like to stop, and then the Army will accept those airplanes then?

Gen. C: Yes.

Mr. F: Alright, General. We'll appreciate that wire, and if you'll word it so it will help us out of the hole, I think it will help. It will be very helpful both to the Corporation and to the Army.

Gen. C: All right.

ORVAL R. COOK
Brig. General U.S.A.
Chief, Procurement Division.

Telephone conversation between Mr. A. J. Fisher, Fisher Body, Detroit, and Brig. General Orval R. Cook, Chief, Procurement Division, Air Technical Service Command, Wright Field, Ohio.

Also Mr. L. D. Caruso, Fisher Body.

SUBJECT: Re. Cancellation of P-75 Airplane.

In/
6 October 1944
3:50 PM

CC: TSBPR - Colonel G. A. Price ✓

GEN COOK DOES NOT LIKE MR C'S IDEA & WE DISRECOMMEND UNLESS OTHERWISE INSTRUCTED

- Mr. F: General, our people have gone over this thing pretty thoroughly, and they would rather have a complete cancellation.
- Gen. C: How do you mean?
- Mr. F: Cancel the whole 2500 airplanes, and then when we get Berlin back here, and the engineers can get together, decide on how many should be reinstated, and just what they're going to be like.
- Gen. C: That leads to two terminations, in effect. I suppose it could be handled that way, but I don't know what all the difficulties are that are involved.
- Mr. F: Are you anxious from the Army's standpoint, to build any of the 2500?
- Gen. C: I'll tell you, the wire that is coming up to you says that at least 470 of Item one on the contract, which is for 500 will be terminated, and that all of Item one V, which is for the 22,000 will be terminated, so that that leaves a possibility of completing 30 airplanes. Now what we would like to have. The Government has invested in those airplanes a certain amount of money. The propulsive unit, the engine and the propeller on it is a new unit. We haven't used them on any other airplanes, and we hope, out of what we have invested in it, to get a little return in the way of information.
- Mr. F: I think the corporation would feel that way as well. They would naturally like to, but they felt to start off with, it would be better to make a clean cut cancellation of the whole 2500 airplanes, and then work out whatever you would like to do from there on.
- Gen. C: Just a minute . . . Why do you want to do this Mr. Fisher, is it because of the appearance of the cost?
- Mr. F: I don't know. I talked to L. D. Caruso, and he in turn talked to some of the people on the 14th floor, and he comes back and says that he would prefer a clean cut cancellation of the whole thing, and then when we get Berlin back here next week, and we can get to what the Army would like, how many and what the airplanes are going to be etc., then work something out further.

Tel. conv. Mr. A. J. Fisher, and Brig. General Orval R. Cook.

lh/

Also Mr. H. D. Crusoe.

6 October 1944
3:50 PM

Gen. C: Well, that kind of stops operations to do that, where on a partial termination of this kind you continue to operate until the thing is cleaned up.

Mr. F: Just a minute. You can talk to Crusoe here.

Mr. C: General, we felt that it would certainly simplify our termination proceedings and the whole thing if we cut this order off clean, and then reinstate as you wanted to on a basis, a new basis, any new work, because we don't have any price for 30 airplanes. This first lot of airplanes is 500 in one lot, and we just feel that it would be cleaner all around. Our purchasing department doesn't want to leave every procurement order open.

Gen. C: No, you wouldn't leave every -

Mr. C: Well, we don't want to cut off all but 30. We would like to clean it right up so there are no complications on it at all, and then review the situation, and any development work, that should be under a development contract of some kind.

Gen. C: Well, of course we don't want to continue with any development beyond what has already been expended on the airplane. That is, what you have in the mill now we want put on the airplanes.

Mr. C: If we just build up 30 of what's there that isn't necessarily the thing we would want to build. You might not want them that way, because we wouldn't want to bleed the lines that way. We would have airplanes built that you wouldn't want, and we wouldn't want.

Gen. C: But with the tail surfaces that you have, now, and this new oil cooler, and inter-cooler arrangement that was the big change that was to make the airplanes a useable airplane.

Mr. C: That would take lots of time, and while we're getting that job done our termination would be involved.

Gen. C: That's true, but I think that with the termination procedures that we have worked up now it would work out to be a clean deal.

Mr. C: We've given it a lot of thought here, many hours of discussion amongst us, but you have the right of course to cancel it any way you wish, but we think it would be far better all around if it was a clean cut deal, and then go back and survey it and see what you want to do.

Gen. C: Just offhand - we'll certainly consider that - but offhand I would say that we don't want to do it that way, because we don't want the development to drag out over a long period of time.

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Tel. conv. Mr. A. J. Fisher, Mr. L. D. Crusoe, and Brig. General Orval R. Cook.

1b/

6 October 1944
3:50 PM

Mr. C: We wouldn't have any obligation for any development if you cancel out this 2500.

Gen. C: But we would have if we reinstated -

Mr. C: That's right, but it would be on a basis that would be measured in relation to the job as we see it, and the kind of a price would have to be different. We'll have to modify our entire program here, because we had hitched up with this job a big production setup. Just 30 airplanes doesn't mean anything from a production standpoint. They'll have to be built on a tool room basis anyway. What we've got to do is to take this thing all apart, and then start over on an entirely different basis if we want to develop any of these jobs.

Gen. C: But you already have 30 airplanes, the parts and pieces for them mostly there, haven't you?

Mr. C: Well, yes and no. I don't know how much modification would be involved, but we think that could be handled later. We think it would be far better, because just from a very practical standpoint this thing was set up on a huge scale to get this production, and just from a psychological standpoint we've got to start over again on an entirely new basis to build a modest quantity of airplanes.

Gen. C: Yes, I know you have.

Mr. C: - Than to just continue this thing, and just cut it back. Do you see what I mean?

Gen. C: Yes.

Mr. C: We think it's lots better to go right through with it, and then erect a new program as we need it.

Gen. C: You don't have to start all over again though Mr. Crusoe, because you have already accomplished a large part of the work that is required on we'll say 20, or 25 airplanes.

Mr. C: Well, we will have to start over in a sense General, when we think of our designing engineering department, development department, and our production engineering, a big part of this organization is now in the preparation stages of the thing. Did you send us a wire here in Detroit?

Gen. C: I don't know whether it will be up there before some time early this evening or tonight, but I asked the people here to read it to the District over the telephone.

Mr. C: Well, the District called us. In the meantime we were trying to get you

Tel.conv. Mr. A. J. Fisher, Mr. Crouse, and Brig. General Orval R. Cook. lh/

6 October 1944
3:50 PM

Mr. C: (cont'd) to do about what we wanted to do on this clean cut-off, and we would just rather have it that way, then we're not committed to each other at all.

Gen. C: In the meantime work would have to stop.

Mr. C: Well, of course we'll stop anyway, as soon as we get your wire, but this 30 airplanes, or 5, or 10, or whatever you're going to want, that ought to have some very careful consideration and a survey, and that might take quite a little while to decide that.

Gen. C: We limited it to 30 in that wire, but the understanding is that the exact number can be negotiated, and that can be altered by an amendment later on, up or down, but we wanted to get something definite out to you on termination so that you could notify your sub-contractors and your vendors, and your labor.

Mr. C: Yes, we would need to do that. Now we would like very much - Colonel Johnson called us from the District, and he wanted to go down to Cleveland tonight and arrange publicity there right now. We would like very much to have him come here in the morning, and release the kind of publicity that is going to suit General Motors, because the thing is pretty hot for us right now.

Gen. C: The reason that we don't want to delay getting some publicity out on this, in the past there have been leaks that have gotten into the newspapers before the management had an opportunity to notify their employees, and kind of placed the management in an embarrassing position.

Mr. C: Of course General Motors Publicity department is in Detroit, and not in Cleveland, although we have local representation there. This is a General Motors job, and there are other Divisions besides Fisher interested in it.

Gen. C: I would suggest that you move pretty fast on your publicity, because if you don't you're going to find out that it will leak out in the newspapers and your employees will find out about it from the newspapers before they do from you.

Mr. C: We thought that if he would be here in the morning at 9:00 o'clock we could settle it very quickly.

Gen. C: You think so?

Mr. C: Yes.

Gen. C: Well, that's up to you. You can make your arrangements with him.

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Tel. conv. Mr. A. J. Fisher, and Mr. Crisoe, and Brig. General Orval R. Cook. lh/

6 October 1944
3:50 PM

Mr. C: We'll talk with him again. We didn't know whether he had a "must" order from down there.

Gen. C: He didn't have a "must" order. The only thing is, there was one public relations officer here who wanted to go up tomorrow morning, and I told him that I thought that he should get off right away, because if we delay too long on this thing, your employees are going to find out about it through the newspapers, and I don't think you want them to do that.

Mr. C: Well, it's 5:00 o'clock now, and we thought it could be done in the first hour of the morning.

Gen. C: OK, whatever you want to do, ^{with} Colonel Johnson.

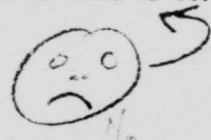
Mr. C: Yes, we would like to have you consider, very much, cutting this off cold to simplify our terminations proceedings, because we spent a lot of money on this, and there is no airplanes, and we've got a real problem on our hands.

Gen. C: We'll certainly consider that here, and then let you know later what we think about it.

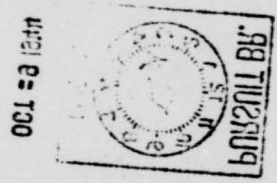
Mr. C: If we had it that way, then we could just kick this thing loose through our purchasing department, it's going to make it easy.

Gen. C: All right, we'll take a look at it and let you know what we think of it.

Mr. C: All right sir.



ORVAL R. COOK
Brig. General U.S.A.
Chief, Procurement Division.



PRIORITY
TELEGRAM

Official Business - Government Rates

FROM: WAR DEPARTMENT
AIR TECHNICAL SERVICE COMMAND
WRIGHT FIELD, DAYTON, OHIO
Captain Joe A. McCloud:ms:TSRTD4A
Ext. 3-9112 Docket No. 9091
6 October 1944

GENERAL MOTORS CORPORATION
FISHER BODY DIVISION
ROOM 3-161 G. M. BUILDING
DETROIT 2, MICHIGAN

DISTRICT SUPERVISOR
CENTRAL PROCUREMENT DISTRICT
ATTENTION: TERMINATION SECTION

AAF RESIDENT REPRESENTATIVE
GENERAL MOTORS CORPORATION
FISHER BODY DIVISION
ROOM 3-161 G. M. BUILDING
DETROIT 2, MICHIGAN

for *E. W. Rawlings*
E. W. RAWLINGS
COLONEL, AIR CORPS
CHIEF, READJUSTMENT DIVISION

TSRTD4-10-7 . . . GENERAL MOTORS CORPORATION, FISHER BODY DIVISION, ROOM 3-161
G. M. BUILDING DETROIT 2, MICHIGAN . . . EFFECTIVE IMMEDIATELY THE GOVERNMENT
HEREWITH PARTIALLY TERMINATES FOR CONVENIENCE CONTRACT NO. W 535 AC-41011 BY CAN-
CELLING AT LEAST 470 UNITS OF ITEM NO. 1(a), P-75ALGC AIRPLANES AND IF A GREATER
NUMBER IS CANCELLED, THIS AMOUNT WILL BE DETERMINED BY NEGOTIATION. CANCEL
2,000 UNITS EACH OF ITEM 1(b) SAME MODEL AIRPLANE AND SPARE PARTS, SPECIAL GROUND
EQUIPMENT AND TOOLS FROM ITEMS 2 AND 3 IN QUANTITIES TO BE DETERMINED. YOU ARE
DIRECTED TO DISCONTINUE ALL WORK AND MAKING OF ALL COMMITMENTS ON ITEMS 2 AND 3
PENDING THE FURNISHING OF DETAILED LIST OF ITEMS TO BE CANCELLED. YOU ARE FURTHER
DIRECTED TO DISCONTINUE ALL WORK AND THE MAKING OF ALL COMMITMENTS WITH RESPECT
TO SUCH TERMINATED PORTION. YOU ARE FURTHER DIRECTED TO IMMEDIATELY ADVISE YOUR
SUBCONTRACTORS, VENDORS AND OTHER SUPPLIERS UNDER SAID CONTRACT TO CEASE SHIPMENTS
IMMEDIATELY EXCEPT AS TO THOSE PARTS REQUIRED TO COMPLETE ARTICLES NOT AFFECTED BY
THIS TERMINATION. YOU ARE FURTHER DIRECTED TO IMMEDIATELY NOTIFY YOUR SUBCON-
TRACTORS, VENDORS AND OTHER SUPPLIERS UNDER THIS CONTRACT TO DISCONTINUE ALL WORK
AND THE MAKING OF ALL COMMITMENTS WITHIN A REASONABLE TIME NOT TO EXCEED SEVEN
(7) DAYS FROM THE RECEIPT OF THIS NOTICE OF TERMINATION, EXCEPT AS TO THOSE PARTS
NEEDED TO COMPLETE ARTICLES NOT AFFECTED BY THIS TERMINATION. THIS NOTICE IS NOT
APPLICABLE TO ITEMS PREVIOUSLY SHIPPED. NO SHIPMENT OF THE ITEMS CANCELLED SHALL
BE MADE AFTER RECEIPT OF THIS NOTICE. YOU ARE AUTHORIZED TO DIVERT TO OTHER WAR
PRODUCTION ANY EXCESS MATERIALS, EQUIPMENT OR SUPPLIES FOR WHICH NO CHARGE WILL
BE MADE IN YOUR TERMINATION CLAIM, AND TO SIMILARLY AUTHORIZE YOUR SUBCONTRACTORS.
YOU ARE REQUESTED TO NOTIFY THE WORKERS AFFECTED AND THEIR UNION REPRESENTATIVES,
IF ANY, OF THIS TERMINATION AND THE REASONS THEREFOR INSOFAR AS YOU HAVE BEEN
INFORMED. FURTHER, YOU ARE REQUESTED TO COOPERATE WITH THE WMC IN DETERMINING

COORDINATION
[Handwritten signature]

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PAGE 2
TSR/TS-10-7
OCTOBER 1944

THE WORKERS TO BE RELEASED, IF ANY, AND IN PLACING THEM ELSEWHERE. WORKERS ABOUT TO BE RELEASED SHOULD BE NOTIFIED OF THEIR PENDING SEPARATION AND OF THE ASSISTANCE THE WMC CAN PROVIDE IN OBTAINING OTHER EMPLOYMENT. FURTHER, YOU ARE REQUESTED TO NOTIFY YOUR SUBCONTRACTORS AND SUPPLIERS OF THE REASON FOR THIS TERMINATION AND FURNISH THE WMC WITH THE NAMES OF SUCH SUBCONTRACTORS AND SUPPLIERS THAT MAY BE SUBSTANTIALLY AFFECTED BY THIS TERMINATION. THE REASON FOR THE TERMINATION IS: CHANGE IN MILITARY REQUIREMENTS. REQUEST YOU CONTACT DISTRICT SUPERVISOR, CENTRAL PROCUREMENT DISTRICT, AIR TECHNICAL SERVICE COMMAND, WEST WARREN AVENUE & LONZO STREET, DETROIT 32, MICHIGAN, ATTENTION: TERMINATION SECTION, FOR ANY INFORMATION IN CONNECTION HEREWITH. WRIGHT FIELD LOCKET NO: 9091. LETTER AND INSTRUCTIONS FOLLOW. END AATSC.

D. B. INGAMILLS
MAJOR, AIR CORPS
CONTRACTING OFFICER

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MDAC-5-WF-12-12-41-300M

12
TELETYPE MESSAGE

DATE: 11 October 1944
1:30 P. M.
FROM Engineering Division

ATTENTION: AG/AS, M. & S.,
DEVELOPMENT ENGINEERING BRANCH

F. O. CARROLL
Brig. General, U. S.A.

TSEAP-226 NO. 1 PRODUCTION P-75 AIRPLANE DESTROYED IN A CRASH AT EGLIN FIELD
10 OCTOBER 1944. PILOT, MAJOR BOLSTER, WAS KILLED. PRELIMINARY INFORMATION
INDICATES PROPELLER LOST OIL AND PILOT CUT ENGINE OFF AND ATTEMPTED A FORCED
LANDING IN ROUGH COUNTRY. SHIP DID NOT BURN END AATSG

WOLFE-MYERS, AIR TECHNICAL SERVICE COMMAND

Copies to:
General Carroll
Col. Roth

Jfa
Kag
Pha

Classification or changed to
By authority of Asst. Chief, Material Division,
per Material Division Notice dated

75

138

ARMY AIR FORCES
HEADQUARTERS OF THE AIR TECHNICAL SERVICE COMMAND
TECHNICAL INSTRUCTIONS

Project: TSTKI
Wright Field, Dayton, Ohio
12 October 1944

Serial No.: CTI-1400, Add. No. 61
Subject: "J" Program, Fiscal Year 1944
To: Procurement Division

Cys: Gen. Carroll
Deputy Chief, S.D.
Airc. Proj. Secy
Fighter Br. ✓
Cargo Br.
Bomb. Br. (2)
ARL (4)
Airc. Sub. (3)
Flt. D. Unit; EST: (1)

1. Problem Presented:

a. The Assistant Chief of Air Staff, Materiel and Services has directed that the production of the P-75 airplanes be terminated in the most expeditious manner possible and that not more than thirty (30) of the airplanes may be produced.

2. Factual Data:

a. CTI-1400, Addendum No. 2, dated 7 August 1943 directed procurement of 2500 P-75 airplanes for Fisher, Cleveland on Contract 41011 on the "J" Program.

3. Authority:

a. Commanding General, Army Air Forces, by teletype WAR-4187E, dated 5 October 1944, from the Assistant Chief of Air Staff, Materiel and Services.

4. Action Desired:

- a. That the Procurement Division take immediate action to cancel 2470 P-75 Airplanes from Fisher, Cleveland and adjust the "J" Program accordingly.
- b. These Technical Instructions amend CTI-1400, Addendum No. 2.

By Command of Lt. General KNUDSEN:

I. A. SIMS
Colonel, Air Corps
Office, Chief of Administration

cc: Engineering Div.
Supply Div.
Maintenance Div.

*John
the
file*

g-56790-26

PRIORITY
TELEGRAM

Official Business - Government Rates

GENERAL MOTORS CORPORATION
FISHER BODY DIVISION
ROOM 3-161 G. M. BUILDING
DETROIT 2, MICHIGAN

DISTRICT SUPERVISOR
GENERAL PROCUREMENT DISTRICT
ATTENTION: TERMINATION SECTION

AAF RESIDENT REPRESENTATIVE
GENERAL MOTORS CORPORATION
FISHER BODY DIVISION
ROOM 3-161 G. M. BUILDING
DETROIT 2, MICHIGAN

FROM: WAR DEPARTMENT
AIR TECHNICAL SERVICE COMMAND
WRIGHT FIELD, DAYTON, OHIO
Lt. Murray C. Passt:ms:TSRTE4A
Ext. 3-9112 Docket No. 9091
16 October 1944

E. W. RAWLINGS
COLONEL, AIR CORPS
CHIEF, REARMAMENT DIVISION

TSRTE-10-29 GENERAL MOTORS CORPORATION, FISHER BODY DIVISION, ROOM 3-161
G. M. BUILDING DETROIT 2, MICHIGAN . . . RE CONTRACT NO. W 535 AC-41011, WRIGHT
FIELD DOCKET NO. 9091. INITIAL NOTICE TSRTE-10-7, THIS COMMAND, DATED 6 OCTOBER
1944, IS HEREBY AMENDED BY DETERMINING THE SPARE PARTS, SPECIAL GROUND EQUIPMENT
AND TOOLS TO BE CANCELLED. SAID INITIAL NOTICE IN RESPECT TO ITEMS 2 AND 3, IS
HEREBY AMENDED TO READ AS FOLLOWS: CANCELLING ALL SPARE PARTS FROM ITEM 2 AND
ALL SPECIAL GROUND EQUIPMENT AND TOOLS FROM ITEM 3. IN ALL OTHER RESPECTS SAID
INITIAL NOTICE REMAINS UNCHANGED AND OF THE SAME FORCE AND EFFECT. END. 140

JOE R. McCLOUD
CAPTAIN, AIR CORPS
CONTRACTING OFFICER

END

AAFMG-265-A WF-8-18-12-750M

14

INTER-OFFICE MEMORANDUM
ARMY AIR FORCES
HQ. ~~MAINTENANCE~~ ATSC
Office of The Commanding General

Maj. J. F. Aldridge
FKR: Ext. 2-5236

RESTRICTED

Wright Field, Dayton, Ohio
Date 19 October 1944

TO: Chief, Aircraft Projects Section
Engineering Division

SUBJECT: Conference at Fisher Body on Cancellation of P-75 Contract.

1. A conference was held 18 October 1944 for the purpose of determining the most economical cut-off point in the P-75 program, termination of which has been ordered by higher authority. The termination directive stated that not more than thirty airplanes should be built.
2. Three airplanes are now on the final assembly line in an almost completed condition. One production airplane is in the flight hangar in flying condition and one additional production airplane has been moved from the final assembly line where it was completed to a separate section of the factory where work was in progress on the intercooler installation. The first production airplane to be completed was destroyed in a crash at Eglin Field. This means that five production airplanes can be completed and placed in flying condition with very little additional work.
3. Fisher Body Division proposed to complete these five airplanes and to modify and develop these airplanes for a total additional expenditure, over what has already been spent on the whole program, of \$6,000,000. Fisher Body estimated this program would require approximately one year's work and would involve complete wind tunnel tests at Moffett Field, modification of all airplanes in accordance with the results of the wind tunnel tests, installation of new cooling system and intercoolers in all airplanes, a complete flight test and demonstration program, further wind tunnel tests at M.I.T. and spin tests at Langley Field, completion of static test at Wright Field, miscellaneous structural tests and approximately thirty miscellaneous design changes to all airplanes. This program is of course far more extensive than anything contemplated, and it is the writer's opinion that the desired development work can be carried forth for not more than 1/10 of the cost estimated by Fisher body for the very extensive program outlined above.
4. In view of the undesirable characteristics of the airplane; namely, high speed and cooling characteristics, it was the opinion of the personnel present at the conference that no production airplanes should be completed in accordance with the present model specification and if further airplanes were completed at all they should include the

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Signature

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Chief, Aircraft Projects Section
 Cancellation of P-75 Contract
 19 October 1944

intercooler installation and other principle modifications. It was therefore concluded that the P-75 contract should be terminated completely and no further work done under the contract. If further development of the airplanes was desired, the personnel present at the conference recommended that the contractor enter into a separate agreement with the Army Air Forces through the Engineering Division to complete the required number of airplanes in accordance with the desires of the Engineering Division. Accordingly, Fisher Body is preparing a revised estimate of greatly curtailed development program and will submit this program and cost within the next few days.

5. The writer did not agree with the method of handling the termination for if a development program is carried out it will require that the Engineering Division allocate out of limited funds not only the money to modify the airplanes but also the money to actually complete the fabrication. It appears to the writer that it will be far more desirable and much more in line with the directive from Washington to issue a Change Order of similar instrument to the Production contract calling for five airplanes instead of 2500, the five airplanes to be built with modifications in accordance with the desires of the Engineering Division. In this manner not only would the Engineering Division's limited funds be conserved, but also the Procurement Division would be able to show some concrete return for the approximate \$50,000,000 (writer's estimate) which has already been spent. As it now stands the production contract will be canceled after spending an estimated \$50,000,000 with absolutely nothing to show for it. At the very least, the termination should include completion of these five airplanes as now planned so that expenditures on the development program will be necessary only for modification and test.

6. In any event, the writer strongly recommends that if any development program whatsoever is undertaken the Procurement Division be requested through the proper agencies to withhold disposition of the tooling jigs and fixtures for the production of the P-75 airplane. This tooling is complete and all who have seen it will agree that it is one of the best examples of tooling for mass production of aircraft. It can certainly be said that the factory was "ready to roll". If the factory is let stand until the development program is complete, the Fisher Division could start production almost immediately on the modified airplanes if a production quantity was desired at that time. Not more than 30 percent of the total floor area is occupied by the P-75 assembly and sub-assembly lines and Fisher is well ahead of schedule on B-29 parts; consequently, there appears to be no immediate need to utilize this additional space for other production.

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M. F. COOPER
 Colonel, Air Corps
 Chief, Fighter Branch
 Aircraft Projects Section

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OFFICE OF THE AIR FORCE ENGINEER IN CHIEF
FISHER BODY DIVISION, DETROIT, MICHIGAN
ROOM 1010, FISH BLDG., DETROIT, MICHIGAN

WT:ban

19 October 1944

SUBJECT: Progress Report, Project MX-317
Contract #535-ac-33962, AF-75
Fisher Body Division, GPO
Detroit 2, Michigan

TO: Chief, Engineering Division
Air Technical Service Command
Wright Field
Dayton, Ohio
Attention: Technical Staff
(Aircraft Projects)

1. The Contractor has voluntarily halted all experimental flight testing on subject project, pending the investigation of the crash of P-75 Ship #1, AAF Serial No. 44-44549, at Eglin Field, Florida. The proposed flight testing program remains essentially the same as reported on 12 October 1944. No flights have been made during the previous week, and the total flight time on this project to date remains 616 hours and 30 minutes.

2. A meeting was held at Fisher Body Cleveland Plant No. 2 on 18 October 1944, attended by ATSC representatives, GPO representatives, and Contractor personnel. Decisions were reached concerning the future status of subject project.

3. No work, either engineering or assembly, has been performed on the production models since the partial termination of the production contract. Decisions were made at the meeting mentioned in paragraph 2 concerning future work on the production contract.

For the Sr. AAF Resident Representative:

[Handwritten signature]

NOV 01 50 15 25 HARRY T. WHITIN
2nd Lt., Air Corps
Engineering Division Representative

cc: Chief, Eng. & Prod. Div., AF
Attn: Technical Executive
Attn: Major J. F. Aldridge,
Eng. Div., (Airc. Projects)
GPO, attn: Eng. Div. Liaison Officer

*Orig thru Airc Proj
to PG 10-21-44
Cy to Gfe 10-21-44*

MX-317

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AAFMC-265-A-WF-8-28-42-750M

INTER-OFFICE MEMORANDUM

ARMY AIR FORCES
AIR TECHNICAL SERVICE COMMAND
MATERIEL CENTER
Office of The Commanding General
Director

Lt. Col. C. E. Scobell
Wright Field, Dayton, Ohio
Date 27 October 1944

P-75 files noted
gmc

TO: T80X
Attention: Brig. General Oran K. Cook

FROM: T808 - Colonel G. E. Price

SUBJECT: Termination Conference held at Fisher-Cleveland, 9:40 a.m., 17 October 1944.

1. Results of P-75 termination conference held yesterday at Cleveland are as follows:

a. P-75 contract covering eight (8) experimental airplanes is to be cancelled with the six (6) existing P-airplanes accepted and delivered as is.

b. Total of 2,500 P-75 airplanes plus all spares and ground handling equipment cancelled. Through termination negotiations and property disposal action, five (5) partially completed P-75 airplanes will be removed to flight hangars along with certain spare parts to be designated by Engineering Division. Engineering Division will consider these five (5) airplanes for further development and will enter into whatever contractual arrangements seem desirable with Fisher for further modification.

2. Colonel Johnson who presided at the meeting called General Farfoll and in General Cook's absence spoke to General Price. Decision was made at Wright Field to follow the program outlined in paragraph 1. above and it was relayed to the Fisher Corporation at the afternoon session of the meeting.

Col Carter

cc: Mr. Price - act.
Mr. Fisher - act.

Colonel, Air Corps
Chief, Production Section

Signature

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AAFM 265-A-WE 42-7508

17

INTER-OFFICE MEMORANDUM
ARMY AIR FORCES
~~HEADQUARTERS~~ ATSC
Office of The Commanding General

Major J. F. Aldridge
FAA: Ext. 2-5236

Wright Field, Dayton, Ohio
Date 24 October 1944

TO: Chief, Procurement Division
Wright Field

Attention: Aircraft Termination Unit

SUBJECT: Termination of P-75 Contract W535-AC-41011.

1. It is requested that termination of the subject contract allow for the completion of the following work:

No. 2 Airplane:

This airplane will be completed and placed in flyable condition and such modification work including fittings done as is necessary to prepare it for wind tunnel tests at Ames Aeronautical Laboratory. One additional set of exhaust manifolds of modified design will be furnished.

No. 3. Airplane:

This airplane will be completed and placed in flyable condition with new intercoolers and radiators, oil and fuel tanks, and production tail.

No. 4 Airplane:

This airplane will be completed and made flyable in the same condition as No. 2 except for wind tunnel fittings.

No. 5 Airplane:

Same as above

No. 6 Airplane:

No new work will be done except that wing panels will be completed. This airplane will be delivered as a spare.

2. In order to avoid prolonging termination proceedings unnecessarily, it is satisfactory to the Engineering Division to place a time limit so that no further work will be done on the subject contract after 31 January 1945. It is further requested that as soon as the work outlined above is completed on each airplane, it be accepted and assigned to the Engineering Division.

Signature

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Chief, Procurement Division
Termination of P-75 Contract W535-AC-41011
24 October 1944

3. The Engineering Division contemplates proceeding with a curtailed development program on the above airplane under a service contract which will be separately negotiated with the contractor.

4. The above request is in accordance with the understanding reached at a conference 23 October 1944 attended by representatives of the Engineering and Procurement Divisions and the contractor.

M. S. ROTH
Colonel, Air Corps
Chief, Aircraft Projects Section
Engineering Division

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AAFM-888-1-WF-1-16-48-5000

13
INTER-OFFICE MEMORANDUM

ARMY AIR FORCES

~~HEADQUARTERS~~
Office of The Commanding General

U.S. AIR TECHNICAL SERVICE COMMAND Wright Field, Dayton, Ohio

Date 25 October 1944

TO: Chief, Readjustment Division
Attn: Capt. McCloud
Termination Section

SUBJECT: Amendment of Termination Authority #9091,
Contract W-515 ac-41011 I-75A,
Fisher Body, Cleveland, Ohio.

1. It is requested that subject termination authority be amended
to allow for the completion of the following work only on three
specific airplanes.

No. 1 Airplane:

This airplane has crashed and will be accepted by the AAF.

No. 2 Airplane:

This airplane will be completed and placed in flyable con-
dition and such modification work including fittings done as is
necessary to prepare it for wind tunnel tests at Ames Aeronautical
Laboratory. One additional set of exhaust manifolds of modified
design will be furnished.

No. 3 Airplane:

This airplane will be completed and placed in flyable con-
dition with new intercoolers and radiators, oil and fuel tanks,
and production tail.

No. 4 Airplane:

This airplane will be completed and made flyable in the same
condition as No. 3 except for wind tunnel fittings.

No. 5 Airplane:

Same as above.

No. 6 Airplane:

No new work will be done except that wing panels will be com-
pleted. This airplane will be delivered as a spare.

Signature _____

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Chief, Procurement Division
1-751-1164
10 October 1948

2. In order to avoid protracted termination proceedings unnecessary, it is requested that no further work will be done on the subject contract after 3003, January 1949.

3. For your information, the Engineering Division contemplates proceeding with a curtailed development program on the above airplanes under a service contract which will be separately negotiated with the contractor.

WILLIAM W. COOK
Lieut. General, U.S.A.
Chief, Procurement Division

0634

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¹⁵
AIR TECHNICAL SERVICE COMMAND TELETYPE NETWORK

AAP, Hq., Air Technical Service Command
Wright Field, Dayton, Ohio
Major R. E. Hunt
REM:viao:TSMT3F2
27 October 1944

AAP RESIDENT REPRESENTATIVE
FISHER BODY DIVISION
GENERAL MOTORS CORPORATION
~~DESERT 2, FIGHTER~~
Cleveland Ohio

GEORGE E. PALCE
Colonel, Air Corps
Chief, Production Section
Procurement Division

TSMT3F2-10-114 ... RE CONTRACT AC-41011 ... REQUEST THAT FIRST PRODUCTION
AIR LANE DELIVERED ON SUBJECT CONTRACT BE ACCEPTED IN CONDITION AS OF BEFORE THE
CRASH. THIS SHOULD BE DONE IN ACCORDANCE WITH FOM 103. RECEIVING AND ACCOUNTABILITY
REPORT SHOULD SET FORTH AS EACH TENDS ANY WORK NOT ACCOMPLISHED OR INSTALLATIONS
NOT MADE. END. RAYCO.

HOLFE - MEYERS
AIR TECHNICAL SERVICE COMMAND

cc:
G.D. SONGTV.

File
CHC
JPP

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16

P R I O R I T Y

T E L E G R A M

Official Business - Government Rates

GENERAL MOTORS CORPORATION
FISHER BODY DIVISION
ROOM 3-161 G. M. BUILDING
DETROIT 2, MICHIGAN

DISTRICT SUPERVISOR
CENTRAL PROCUREMENT DISTRICT
ATTENTION: TERMINATION SECTION

AAC RESIDENT REPRESENTATIVE
GENERAL MOTORS CORPORATION
FISHER BODY DIVISION
ROOM 3-161 G. M. BUILDING
DETROIT 2, MICHIGAN

FROM: WAR DEPARTMENT
AIR TECHNICAL SERVICE COMMAND
WRIGHT FIELD, OHIO
Capt. Joe A. McCloud:ep
TSRTELLA Tel. Ext. 3-9112
Docket No. 9091
27 October 1944

E. W. RAWLINGS
COLONEL, AIR CORPS
CHIEF, READJUSTMENT DIVISION

TSRTEL-10-67 . . . GENERAL MOTORS CORP., FISHER BODY DIV., DETROIT, MICHIGAN . . .
TELEGRAM TSRTEL-10-7 DATED 6 OCTOBER 1944 FROM D. D. INGAMILLS, MAJOR, AIR
CORPS, CONTRACTING OFFICER, PARTIALLY TERMINATING CONTRACT NO. W 535 AC-41011
IS HEREBY AMENDED TO READ AS FOLLOWS: "BY CANCELLING 494 UNITS OF ITEM NO.
1 (a), P-75 AIGC AIRPLANES." IN ALL OTHER RESPECTS SAID TELEGRAM REMAINS
UNCHANGED AND OF THE SAME FORCE AND EFFECT. WRIGHT FIELD DOCKET NO. 9091.
END. AATSC.

JOE A. McCLAUD
CAPTAIN, AIR CORPS
CONTRACTING OFFICER

PREPAID

[Handwritten signature and initials]

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XX
HQ, AIR TECHNICAL SERVICE COMMAND

AGS/DA/111473

31 October 1944

XXXXXXXXXXXX
XXXXXXXXXXXX
XXXXXXXXXXXX
XXXXXXXXXXXX
XXXXXXXXXXXX

1. Report of special studies after completion
airline and stores on the P-75A
fighter body, Cleveland, Ohio

District Supervisor
Central Procurement District
ACT Air Technical Service Command
8505 W. Warren Avenue
Detroit 32, Michigan

Handwritten signature and initials

1. Attention is called to the fact that the P-75A airplanes
manufactured by General Motors Corporation, Fisher Body Division,
Cleveland, Ohio is no longer scheduled for production.

2. Army Division and Engineering Division advise that no
additional procurement of spares is planned for this airplane. The
six (6) airplanes that will be accepted on Contract # 535 ac-41011
are to be used for experimental purposes only. All spare parts pro-
vided under Contr. # 535 ac-41011 have been cancelled.

3. In accordance with instructions received from AC/AS, R&D,
pursuant to Paragraph 3a (3) of AF Regulation 55-80, it is desired
that the District inform the Contractor that he is not required to
retain the jigs, tools, dies, and fixtures peculiar to the P-75A
airplane. The same applies to all sub-contractors having special
tooling peculiar to this model airplane.

4. An inventory of the government-owned tools, jigs, and fix-
tures peculiar to the manufacture of the P-75A airplane (including
tooling at sub-contractors' and/or vendors' plants) is to be reported
by the Contractor to the Resident Property-Disposal Office who
will issue the necessary instructions for their disposition thereof.

By Command of Lt. General RHEB M:

111473

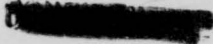
WILLIAM E. F. III
Colonel, Air Corps
Chief, Production Section
Procurement Division

- cc: Chief, Arm. Disp. Section
- Head, Aircraft Division
- Chief, Industrial Service Section, HQ
- ASAC, Planer - Cleveland
- Chief, Fighter Branch
- Chief, Aircraft Production Section

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*P-75 2 order
013, Rep. Av. -2
(11/44)*

Major F. L. Rowe/cs/71230
Room 5D-919
27 Oct. 1944



4
11/6
3
AFDMA-4S

31 OCT 1944

REFERENCE FOR: Recorder, Joint Aircraft Committee

SUBJECT: P-75 Air Planes at Fisher Body, Cleveland

It is requested that the Joint Aircraft Committee approve the acquisition of 6 P-75 airplanes at Fisher Body, Cleveland, to be accepted in January, 1945.

For the Commanding General, Army Air Forces:

(Signed) E. M. Powers

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

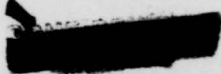
616-DC MOON

AFDMA-4S

AFDMA-4

AFDMA-1

AFAMS-2



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AT Form No. 43 (16 SEP 44)

~~CONFIDENTIAL~~

AIR TECHNICAL SERVICE COMMAND

WMB:ear:TSTEX
Wright Field, Ohio
1 November 1944

COM. SECTION	
DIRECTOR'S OFFICE	
AIR STAFF	
AIR GROUPS	
AIR DIVISIONS	
OPERATIONS DIV.	
INSPECTION DIV.	
TRAINING DIV.	
PERSONNEL DIV.	
PLANNING DIV.	
RESEARCH & DEV. DIV.	
ENGINEERING DIV.	
PROCUREMENT DIV.	
ADJUST DIV.	
OTHER	cc: Engineering Div. Maintenance Div. Budget & Fiscal

CTI-1400, ADDENDUM NO. 63

"J" Program, Fiscal Year 1944

Procurement Division

1113

1. Problem Presented:
 - a. To cancel two thousand four hundred ninety-four (2494) P-75 Airplanes from Fisher, Cleveland on the "J" Program, Fiscal Year 1944.
2. Factual Data:
 - a. CTI-1400, Addendum No. 2, dated 7 August 1943, directed procurement of two thousand five hundred (2500) P-75 Airplanes from Fisher, Cleveland on Contract 41011 on the "J" Program.
3. Authority:
 - a. Commanding General, Army Air Forces, by teletype WAR-41878, dated 5 October 1944, from the Assistant Chief of Air Staff, Materiel and Services.
4. Action Desired:
 - a. That the Procurement Division take immediate action to cancel two thousand four hundred ninety-four (2494) P-75 Airplanes from Fisher, Cleveland and adjust the "J" Program accordingly.
 - b. These Technical Instructions cancel and supercede CTI-1400, Addendum No. 61. and amend CTI-1400, Add. No. 2.

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By Command of Lt. General KNUDSEN:

T. A. SIMS
Colonel, Air Corps
Chief of Administration

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802.1-7
Nov 1944
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RETURN TO
Historical Research Division
ASI/HOA
Maxwell AFB, AL 36112

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SUPPLEMENT TO CASE HISTORY
OF
XP-75, P-75 AIRPLANE
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SUPPLEMENT TO CASE HISTORY
OF
XP-75, P-75 AIRPLANE

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SUPPLEMENT TO CASE HISTORY

OF

XP-75, P-75 AIRPLANE

Prepared By
Historical Office
Executive Secretariat
Air Materiel Command
Wright-Patterson Air Force Base
April 1948

By

Amy C. Fenwick
Historian

Prepared under provisions of AR 345-105 and AAF Regulation No. 20-8
as a part of the USAF Historical Program.

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PREFACE

The research for this supplement covers the period from October 1944 to the conclusion of the project in 1946. The research for the period from September 1942 to October 1944 is covered in the basic case history on this project, "XP-75, P-75 Airplane," prepared in 1945 by the Historical Office, Air Materiel Command. When personnel of Aircraft Projects Section, Engineering Division, Wright Field, were consulted regarding correspondence files of that Section, it was stated that these files had been destroyed when the Final Report No. 5505, dated 26 June 1946, on Procurement, Inspection, Testing, and Acceptance of the General Motors Fisher Body Division XP-75 Airplane was written. Personnel of that office were aware that a case history had been written on this project and assumed that it included all necessary information from its inception to the completion. When a check was made of the Fighter Branch (Procurement Division, Wright Field) correspondence files, personnel of that office stated that all correspondence files had been forwarded to Contract Files, Procurement Division.

The classification of this project was canceled by CD-356, dated 1 October 1945.

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READING AIDS

Numbers in the text refer to documents filed in the separate document file.

Asterisks in the text refer to footnotes.

Charts compiled by the Historical Office, Air Materiel Command, show the experimental and production contracts, supplements, and change orders for the XP-75 and P-75 airplanes. These are filed as Document 67 in the separate document file.

If not otherwise described, offices or sources are Wright Field agencies.

Dates given for contractual instruments are Government approval dates.

SUGGESTED REFERENCES

Case History of Fisher-Cleveland, Historical Office, Air Materiel Command.

Case History of Fighter Airplane Range Extension Program, Historical Office, Air Materiel Command.

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SUPPLEMENT TO CASE HISTORY

OF

XP-75, P-75 AIRPLANE

INTRODUCTION

The XP-75 interceptor type fighter was a new design submitted in October 1942 by Fisher Body Division, General Motors Corporation, Cleveland. This fighter was to be built around the V-3420 liquid-cooled Allison engine which was in the process of development and production. Major structural assemblies from existing production airplanes were to be mounted on a newly designed fuselage and center section. These assemblies included: P-40E or P-51 outer wing panels; P-40E windshield, canopy, and instrument panel; A-24 or F-4U landing gear; and A-24 or P-47 tail surfaces. By utilizing these major sub-assemblies Fisher Body estimated that the airplane would reach the flight test stage approximately six months after the signing of the contract. The military characteristics set forth by the Director of Military Requirements, Washington, for this fighter were as follows: high speed of 440 miles per hour at 20,000 feet, rate of climb at sea level of 5600 feet per minute, service ceiling of 38,000 feet, weight of 12,000 pounds, wing loading of 35 pounds per square foot, and armament consisting of four to six .50 caliber guns. Initially, the object of this development was to provide, with a minimum of delay, a fighter airplane having exceptional climb performance.

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Letter Contract W535 ac-33962, approved in November 1942 by Contract Section, Wright Field, (for procurement of two experimental models) estimated delivery of the first airplane within six months from that date. However, as early as March 1943 Operations, Commitments, and Requirements, Washington, realized that the XP-75 project was not progressing in a satisfactory manner. That office believed that certain engineering and construction difficulties had been encountered which would delay production and seriously affect the performance of this airplane. When Materiel, Maintenance, and Distribution (Washington) and Materiel Center (Wright Field) were questioned early in 1943 regarding the advisability of continuing this project or the alternative of developing a new design around the engine, continuation of the project was recommended. The Materiel Center was not aware of any engineering or construction difficulties but realized that the project was definitely behind the original optimistic schedule. Brigadier General F. O. Carroll, Chief of the Engineering Division at Wright Field, gave three explanations for this delay in delivery: difficulty in handling required government-furnished equipment, incompetent personnel at General Motors who requisitioned large amounts of incorrect and unnecessary government-furnished equipment components, and original optimistic estimates made by Fisher Body.*

Early in 1942 the various theaters of operation expressed the necessity for increasing the combat range of pursuit, dive bomber,

* Case History, "XP-75, P-75 Airplane," dated Nov. 1944, Hist. Office, AMC.

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and light bombardment type airplanes then in use. General Arnold, Chief, Army Air Forces, directed that studies should be initiated to increase the effective range of the lighter combat types. Therefore, a program was undertaken by the Engineering Division to modify all projected pursuit aircraft and all models then in operation, including the P-38, P-39, P-40, P-47, P-51, and P-61, to obtain this combat range. Military Requirements Policy 8, dated 12 May 1943, from the Director of Military Requirements, Washington, specified that this increase in combat range in fighters was to be obtained preferably by the use of droppable, non-leakproof tanks in order not to reduce existing combat performance. In June 1943 General Arnold stated that either existing fighter aircraft had to be modified or a new fighter built which could escort our bombers into Germany. He specified that by January 1944 all bombers leaving the United Kingdom for Germany were to have fighter escort.* Engineering Division, Wright Field, believed that the XP-75 airplane could accomplish this mission.

A conference was held between Fisher Body representatives and Army Air Forces personnel in Washington on 6 July 1943 to discuss the P-75 escort fighter. The decision was made to add internal wing tanks for range extension, to increase the experimental contract from two to eight airplanes, and to place an order for 2,500 P-75 production models. This order for production models would enable Fisher Body to order materials, establish subcontractors, and to build the required organization. General Arnold made the

* Case History, "Fighter Airplane Range Extension Program," dated Feb. 1945, Hist. Office, AMC.

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notation on the report of this conference that the entire production of P-75 airplanes depended upon performance of the first article, and that if the Army Air Forces requirements were not met, all orders might be canceled.

Thus, the formal Cost-Plus-a-Fixed-Fee Contract W535 ac-33962, approved 1 October 1943, provided for the procurement of eight XP-75 airplanes at a cost of \$2,836,271.60. Early in 1944 the contractor requested an increase of \$1,539,772.40 in the contract price because the original estimates had been too low. Change Order 1, dated 28 March 1944, to this contract provided for the increase.*

The procurement of the 2,500 P-75 airplanes was provided for by Letter of Contract Intent W535 ac-41011, approved 16 July 1943 by the Under Secretary of War, for \$325,000,000. However, a later proposal submitted by Fisher Body reduced the contract price to \$258,966,750. When Fixed-Price Contract W535 ac-41011 was approved on 7 June 1944, the reduced price was accepted.*

The augmentation of the Air Corps' program early in 1942 included an expansion for the production of B-29 heavy bomber airplanes and sub-assemblies to be produced by Fisher Body Division. This facility, constructed by the Corps of Engineers, constituted approximately 320 acres directly adjoining the Cleveland Municipal Airport. This plant was known as the Fisher Body-Cleveland Plant No. 2 of the Government-owned Aircraft Plant No. 7. However, when

* Case History, XP-75, P-75 Airplane, dated Nov. 1944.

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it was realized that the fulfillment of the P-75 long range fighter contract would require the use of certain facilities at this plant, that company was relieved of certain commitments in connection with the B-29 program.***

The initial flight of the first experimental model occurred on 17 November 1943, one month later than the estimated date. As flight testing continued and additional airplanes were flown, a number of engineering difficulties became apparent. Such problems included unsatisfactory longitudinal instability, loss of engine power, inadequate engine cooling, low rate of roll, and poor spin characteristics. Efforts were made by Fisher Body to improve various features of the airplane. However, some of these changes seriously impaired the value of the original plan to utilize production of ready-built components.

The flight test and engineering program throughout 1944 was chiefly concerned with elimination of these and many minor difficulties. Some of these engineering problems can be attributed to the following: use of an experimental engine; pressure for immediate production; and the fact that engineering was accomplished in the Detroit office, while production engineering was carried out in Cleveland. However, a satisfactory design had evolved by the time the first production airplanes were ready.

By July 1944 the Engineering Division at Wright Field stated that performance figures as of 17 July indicated that high speeds

** Case History, "Fisher-Cleveland," Hist. Office, AMC. This history was in the process of preparation at the time the supplement to the history of the XP-75, P-75 Airplane was completed.

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of between 370 and 420 miles per hour could be obtained. The Division recommended that since considerable money had been invested in this project, a good indication of the airplane's performance should be obtained before any decision regarding cancellation was made.

Material, Maintenance, and Distribution, Washington, became aware in May 1944 that an adjustment in the procurement of certain models of aircraft would be required in order to prevent an abnormal surplus and waste of productive effort. It was recommended by Material, Maintenance, and Distribution that the requirements for the P-75 be re-evaluated after the tactical availability tests had been conducted at Eglin Field in July 1944. The Aircraft Requirements Board, Operations, Commitments, and Requirements (Washington) concurred in this recommendation. Therefore, Materiel Command, Wright Field, was directed to expedite the first production article, and to submit comparative performance tests of the airplane and those of P-51 and P-38 airplanes in order to evaluate the merits of the P-75.

The pressure on the P-75 project increased during the summer of 1944. The Engineering Division stated on 17 July that performance data indicated that the XP-75 was not as fast as desired. The principal reason for this failure appeared to be the fact that the engines were not producing the required horsepower. In order to investigate the engine shortcomings, one of the XP-75 airplanes was made available to the Allison Division in Indianapolis.

In August 1944, Operations, Commitments, and Requirements recommended to the Chief of Air Staff that the P-75 be eliminated.

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However, Major General O. P. Echols, Assistant Chief of Air Staff, Materiel and Services, Washington, requested that this cancellation be held in abeyance until comparative performance tests had been completed at Eglin Field.

When the first production P-75 was flown at Fisher-Cleveland on 15 September, 1944, a high speed of 404 miles per hour at 32,000 feet was obtained with a gross weight of 17,800 pounds. Although the first and second production P-75 airplanes were sent to Eglin Field for tactical suitability trials in September and October 1944, these tests were not completed because of a change in aircraft requirements. The Aircraft Requirements Board had recommended reduction of P-75 production to not more than 30 airplanes. The reason given for this cutback was that estimated performances did not compare favorably with performances of the P-47N and P-51H airplanes. Also, preliminary flight tests by the Proving Ground Command, Eglin Field, indicated that actual performance had not come up to estimated performance. The recommendation to cancel all except 30 production airplanes was concurred in by Lieutenant General Barney M. Giles, Chief of Air Staff, on 4 October 1944.

When Fisher Body was notified of the cancellation of all except 30 production airplanes on 6 October 1944, they suggested that the entire production program be canceled in order to meet what appeared to be the maximum convenience of General Motors Corporation. Brigadier General O. R. Cook, Wright Field, opposed this recommendation because these thirty planes were in the process of completion. However, the determination of the exact cut-off point in production was given

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careful consideration even after the cancellation of all except 30 airplanes had been accomplished. At the termination conference held at Fisher Body on 18 October 1944, the decision was made to cancel the experimental contract with the delivery of the six remaining airplanes (the third and fifth experimental models had been destroyed in crashes in April and August 1944, respectively). Also, it was decided to cancel the entire 2,500 on the P-75 production program. However, on 27 October 1944 an amended notice was forwarded to Fisher Body specifying that on the production contract all except six models were to be canceled. The Engineering Division, Wright Field, contemplated proceeding with a curtailed development program on these production airplanes under a service contract which was to be negotiated with Fisher Body.

PROPOSED CONVERSION OF EXPERIMENTAL CONTRACT TO FIXED PRICE BASIS

As early as December 1943, informal discussions had been held between representatives of Air Technical Service Command, Wright Field, and Fisher Body representatives regarding conversion of the experimental cost-plus-a-fixed-fee contract to a fixed-price basis. However, no definite offer was made until 15 May 1944 when Fisher Body submitted a proposal to convert the contract to a fixed-price agreement of \$4,476,833.34. An amended proposal was executed on 22 June 1944 which included additional items of work and increased the proposed fixed price

* Case History, "XP-75, P-75 Airplane," dated Nov. 1944, Hist. Office, AMC.

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to \$4,565,399. Supplemental Agreement 4 to Contract W535 ac-33962 was received on 25 September 1944 by Fisher Body. While the contractor was conducting a review of this Supplemental Agreement, notices of partial termination of production Contract W535 ac-41011 and cancellation of F-75 spare parts, special hand tools, and ground equipment were received. In view of the change in circumstances, Fisher Body withdrew their proposal for converting the experimental contract. ^{1,39}

INCREASED ALLOCATION FOR EXPERIMENTAL PROGRAM

When Fisher Body realized that the costs of the first 500 F-75 airplanes under the production contract would be much lower than the estimates, the idea was conceived to absorb some of the costs of the experimental contract from the profits of the production contract. Consequently, in April 1944 Fisher Body transferred \$4,000,000 of costs from the experimental contract to the production contract. Upon the termination of the production contract the entry was reversed on the books of that company. ³⁹

Therefore, when Fisher Body withdrew its proposal in the fall of 1944 for converting the experimental Cost-Plus-a-Fixed Fee Contract W535 ac-33962 to a fixed price, a request was submitted for an additional allotment of \$4,627,475. ^{1,39} This was to cover total expenditures made by the contractor to that date and estimated expenditures through 21 October 1944. General Motors Corporation took the attitude that it had proceeded in good faith in the performance of the work desired by the Army Air Forces. Therefore, they believed they were entitled to receive payment for such work even though they had not technically complied with the terms of the contract. ³⁹

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Throughout 1944 Air Technical Service Command had been aware that substantial expenditures were being incurred by the contractor on experimental work in excess of the allotted funds. Nevertheless, the Army Air Forces had given the contractor continual encouragement to proceed with the development of the experimental models. However, the Air Technical Service Command believed that when a contractor made an offer to convert a contract to a fixed-price basis, and in accordance with such an offer took none of the steps set forth in the contract to provide for the allotment of additional funds, there might be a question as to whether such action did not constitute a waiver of the right to such additional funds.^{2,39}

Air Technical Service Command recognized the uncertainty which might exist in the allocation of expenses between work done on the experimental contract and on the production contract. However, it was realized that a substantial amount of the work under the experimental contract was of direct benefit to the production contract, and that its scope was unquestionably influenced by the existence of a production requirement.³⁹ Therefore, Air Technical Service Command believed that the experimental contract could be amended by adding the provision for a negotiated settlement of termination claims to permit flexibility in the allocation of expenses between the two contracts. Thus, on 1 February 1945, Fisher Body submitted a formal termination claim for an additional allotment of \$4,627,475. However, the rules and regulations covering the determination of expenses incurred under the cost-plus-a-fixed-fee contract made the re-allocation of any substantial portion of the expenses between the two contracts

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impracticable from an auditing or accounting point of view. Consequently, Air Technical Service Command was not in a position to authorize the allotment of additional funds.³⁹ Since the legal liability of the Government was involved, Air Technical Service Command referred the determination of the contractor's rights under the claim to the Office of the Under Secretary of War for decision. Authority was received from that office on 31 May 1945 to allot the amount requested because it appeared that the value of the work actually performed exceeded the allotment of funds then available under the contract and that no other means existed to compensate the contractor⁴² for the costs incurred.

Although this authorization was for \$4,627,475, the contractor in the meantime had increased the request to \$4,733,312.28.⁴⁴ When Change Order 6 to Contract W535 ac-33962 was issued on 5 June 1945,⁴⁵ the latter amount was allowed.

TERMINATION OF EXPERIMENTAL CONTRACT

A meeting of Fisher Body representatives and personnel of the Engineering and Procurement Divisions was held at Wright Field on 23 October 1944 to discuss termination procedures of the XP-75 and P-75 contracts. At the time of the termination of the production contract, six production airplanes were in the process of construction. Therefore, the conferees decided that these production airplanes would be completed and utilized in the experimental development program (chiefly flight development of the Allison V-3420 engine).⁶⁵ Thus, Engineering Division notified Procurement Division that the first

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XP-75 which was in the process of modification was to be surveyed and disposed of in accordance with existing regulations. The second, fourth, seventh, and eighth models were to be put into flyable condition and ferried to Wright Field for disposition. The sixth experimental model was at Allison Division of General Motors Corporation for engine development tests where it was to remain until completion of the tests. At the conclusion of these tests, that article was to be ferried to Wright Field for disposition. ^{3,65}

By March 1945 the second, fourth, sixth, seventh, and eighth experimental models had been delivered to the Army Air Forces, and were to be placed in Class 26 upon arrival at Wright Field. ²⁹ (Class 26 includes articles of all classes of property which are set aside as school equipment for ground instructional purposes.) Inasmuch as the experimental program was terminated for the convenience of the Government prior to completion of the work called for on the contract, Fisher Body was not afforded the opportunity to accomplish all modifications and experiments to make these models more airworthy. Therefore, the contractor stated that he would be unable to make any warranties with respect to performance characteristics of these airplanes in any type of flight or operation. ²⁹

When the final settlement of Contract W535 ac-33962 was made on 31 October 1945, the final contract price was set at \$9,099,073.06. ⁵⁹

TERMINATION OF PRODUCTION CONTRACT

Several conferences were held concerning the manner by which the completion of the production airplanes would be handled. At first it

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was decided to make the termination complete and to require Engineering Division to pay for any further work on the production airplanes. This decision was later modified when it was realized that this procedure would interfere with termination proceedings. ^{5,65} A final compromise was reached which provided that Fisher Body continue work under production contract W535 ac-41011 as planned for the third, fourth, and fifth airplanes and assemble the sixth model for use as a source of spare parts. Termination was to become complete on 31 January 1945; no further work was to be accomplished under the contract. ⁶⁵

On 1 February 1945 the contractor submitted the original settlement claim proposal of \$44,000,935.72 which included: contractor and subcontractor claims to 31 January 1945, estimated expenses to 31 January 1945, and a calculation for interest. ⁵⁵ This settlement proposal was not accepted in its entirety by the Termination Contracting Officer at Fisher Body because it included large amounts for estimated additional expenditures. On 26 February 1945 the contractor filed a revised settlement proposal in which the original claim was increased by \$1,185,071.72, thereby bringing the revised proposal to \$45,186,007.44. ⁵⁵ When the contractor reviewed the audit which had been made of his books, he offered to settle the entire claim, including payment of interest through 26 June 1945, for \$41,536,715.20. However, the Termination Contracting Officer was of the opinion that a net settlement of \$40,855,010.45, plus interest at rate of \$1,051.99 per diem from 27 June 1945, was reasonable. ⁴⁹ The Detroit Regional Settlement

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Review Board approved this settlement on 20 July 1945. Supplemental Agreement 8 to Contract W535 ac-41011 was executed on 28 July 1945 to provide for complete termination of the contract at a net settlement of \$40,885,010.45.⁵¹

P-75 ENGINEERING AND RESEARCH PROGRAM

Early in February 1945 the Air Technical Service Command decided to negotiate with Fisher Body for engineering and research work on the P-75 airplanes, including flight testing of the third production article. This program was to be in addition to the work designated for completion under the continued portion of the terminated P-75 contract.¹⁷ Originally, an appropriation of \$200,000 was requested by the Engineering Division to cover this work. However, Fisher Body submitted a proposal on 12 February 1945 specifying an allocation of \$449,319 for this work which was to cover the period from 1 November 1944 to 15 August 1945.^{7,8,17} When this proposal was discussed at a meeting at Wright Field, the decision was reached that Fisher Body and Allison Divisions would attempt to arrange a more economical division of work to be done and that an attempt would be made to reduce the program cost to the Government.^{18, 27}

On 14 March 1945, Fisher Body submitted a cost estimate of \$253,530 for this work which included the following: general engineering changes on the third, fourth, and fifth production articles; packing and crating the sixth article for delivery as spare parts; the flight of the second article to Moffett Field; and assistance in the wind tunnel and flight tests of the second article at Moffett Field.^{27,65}

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This quotation did not include flight test costs on the other planes as General Motors Corporation had indicated their desire to conduct these tests at their Allison Division.³¹ This proposal was accepted as reasonable, and bailment Contract W33-038 ac-6620 was approved on 15 May 1945 to cover this work at a fixed price of \$253,530.^{34, 40} When the war ended, the Procurement Division at Wright Field notified the Readjustment Division that this contract was to be canceled. The contractor was formally notified of such action on 5 September 1945.^{56,57} Fisher Body requested reimbursement for the full amount of the contract because all items on this contract with exception of aerodynamic reports covering tests of the second P-75 at Moffett Field had been completed.⁴⁸

By 3 December 1945, all engineering data required on the contract had been submitted to the Air Technical Service Command. These data were considered satisfactory for the purpose intended.⁶¹ When Termination Supplemental Agreement 1 to Contract W33-038 ac-6620 was issued on 28 February 1946, the final contract price was fixed at \$252,985.58.⁶⁴ Some of the costs for completing the work after 31 January 1945 on production Contract W535 ac-41011 were included in the bailment contract.⁶⁵

After the final decision had been made to segregate the flight testing and the engineering research on the P-75 airplanes, Allison Division submitted a quotation of \$95,600 for 100 hours of flight time, and \$150,490 for 200 hours of flight time. It was suggested that the 200-hour flight program would give Allison an opportunity to check completely their V-3420 engines under actual operating

conditions, in addition to completing the flight tests on the P-75. However, Contract W33-038 ac-11440 was negotiated on 15 June 1945⁴⁶ for only 100 hours of flight testing on the third P-75. Because of the end of the war, this contract was completely terminated with only four hours of flight time completed.^{53,54,58} When Termination Supplemental Agreement 2 to Contract W33-038 ac-11440 was issued on 29 January 1946, the final contract price of \$10,072.34 was accepted.⁶³ However, since the airplane was instrumented and ready for flight, Allison requested that it be assigned to them under their blanket no-cost bailment contract for ten hours of flight testing. This assignment was accomplished as requested.⁶⁵

DISPOSITION OF P-75 AIRCRAFT

By 12 March 1947 all production P-75 aircraft, with exception of one which had been purchased by Allison Division for continuation of engine testing, had been declared excess and disposed of through the War Assets Administration.⁶⁶

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BIBLIOGRAPHY

WRIGHT FIELD FILES

Air Materiel Command Central Files

- 452.1 General Motors P-75, 1944-1945
- 452.1 Accident - General Motors P-75, 1944-1945

Procurement Division Contract Files

- W535 ac-41011 and correspondence
- W535 ac-33962 and correspondence
- W33-038 ac-6620 and correspondence
- W33-038 ac-11440 and correspondence

Readjustment Section, Procurement Division Files

- Termination Docket File No. 9091
- Termination Docket File No. 9974
- Termination Docket File No. 23618
- Termination Docket File No. 25188

Administrative Branch, Flight Test Division, Engineering

Card Index of Flight Performance Tests on XP-75 and P-75 Aircraft

Aircraft Projects Section, Engineering Division, Engineering

General Correspondence Files on XP-75 and P-75 Aircraft

When the Final Report No. 5505, dated 26 June 1946, on Procurement, Inspection, Testing, and Acceptance of the General Motors Fisher Body Division XP-75 Airplane was written by Engineering Division, Air Materiel Command, the general correspondence files of that office were destroyed.

WAR DEPARTMENT FILES

United States Air Force Central Files, Classified

- 452.1 Fighters, 1944-1945
- 452.01 Production, 1944-1945

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452.1 Fighters, 1944-1945

Aircraft Branch, Research and Engineering Division, Assistant
Chief of Air Staff-4

XP-75 and P-75 General Correspondence Files

Administrative Branch, Research and Engineering Division,
Assistant Chief of Air Staff-4

XP-75 and P-75 General Correspondence Files

Procurement & Industrial Planning Division, Assistant Chief
of Air Staff-4

XP-75 and P-75 Contractual and General Correspondence Files

Aircraft Branch, Requirements Division, Assistant Chief of
Air Staff-3

Fisher Body Division, General Motors Corporation, facilities files

SUPPLEMENT TO CASE HISTORY
 OF
 XP-75, P-75 AIRPLANE
 (SUPPORTING DOCUMENTS)
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RETURN TO
 Historical Research Division
 ASI/HOA
 Maxwell AFB, AL 36112

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FISHER BODY DIVISION

GENERAL MOTORS CORPORATION

DETROIT 2, MICHIGAN

October 19, 1944



COMPRESSORS
DEPARTMENT

ac-33962

War Department
Army Air Forces
Air Technical Service Command
Wright Field
Dayton, Ohio

Attention: S. C. Switland, Colonel
Air Corps, General Procedures Division

Subject: Increase in Allocation to Cover Costs in Connection with
Contract #535 ac-33962

Gentlemen:

Contract #535 ac-33962, dated December 11, 1943, between the Army Air Forces and Fisher Body Division, General Motors Corporation, provides for the manufacture and delivery of eight XP-75 experimental Airplane, one Wind Tunnel Model, one Full Scale Mock-up, one full scale skeleton model Airplane and certain Spare Parts and Engineering Data. Work on this program was begun on October 1943 upon the issuance of a Letter Contract approved for the Secretary of War on November 16, 1943. The original Definitive Contract was in the amount of \$2,911,424.70, including a fixed fee of \$75,163.16. Change Order No. 1, dated March 28, 1944, increased the Total Estimated Cost in the amount of \$1,539,772.40, with no increase in the amount of the Fixed Fee. Change Order No. 2, dated May 12, 1944, increased the Total Estimated Cost by \$17,491.09 and the Fixed Fee by \$611.84. Change Order No. 3, dated June 8, 1944, effected a net increase in the Total Contract Value of \$9,510.83. The present Total Estimated Cost provided for in the Contract is \$4,461,170.00 with the Fixed Fee at \$75,665.83, developing a Total Contract Value, at this date, of \$4,536,835.83.

It became apparent in January 1944 that the costs were about to exceed the authorized total estimated cost provided in the contract. Accordingly, by our Proposal dated February 7, 1944, we requested an additional allotment and an increase in the total estimated cost of \$1,539,772.40. This request was granted and incorporated into the Contract by the execution of Change Order no. 1 dated March 23, 1944. On June 7, 1944, Contract #535 ac-41011 was approved by direction of the Secretary of War and covered 2500 P-75 Airplanes, Spare Parts, Special Tools, and Ground Equipment and Data.

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19 Oct 44

War Department
Wright Field
Dayton, Ohio

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On May 15, 1944 we submitted our Proposal offering to convert Contract W5B ac-13962 from a Cost-Plus-A-Fixed Fee Contract to a Fixed Price Contract at a fixed price of \$4,476,833.84. This Proposal was amended on June 22, 1944 to include additional items of work and increasing the proposed total Fixed-Price to \$4,565,399.00. Supplemental Agreement No. 4 was received on September 25, 1944, the provisions of which were not in accordance with our proposals, providing for a conversion in the amount of \$4,476,833.83. While conducting our review of Supplemental Agreement No. 4, we received notice of partial termination of Contract W5B ac-41011 on October 7, 1944 and on October 17, 1944 we were further informed of the cancellation in full of I-75 spare Parts, Special Hand Tools and Ground Equipment.

In view of the change in circumstances, we hereby withdraw our Proposal of May 15, 1944, as amended.

As of September 20, 1944, there has been expended on the XP-75 Contract a total of \$8,762,952.83 and we estimate that expenditures from September 20, 1944 through October 21, 1944 will require further charges in the amount of \$265,692.17.

Article 6, 'Payments', Paragraph (d) of Contract W5B ac-13962 is quoted below:

"Notwithstanding any other provisions of this contract the Contractor shall not be bound to take any action in connection with the performance of this contract that would cause the amount for which the Government will be obligated hereunder to exceed the sum allotted for this contract, and the obligation of the Contractor to proceed with the performance of this contract shall be limited accordingly. If at any time the Contractor has reason to believe that the amount to be expended by it in the next succeeding 30 days, when added to all previous expenditures and to the total amount of the Contractor's fixed-fee, will exceed the sum allotted for this contract, it shall notify the Contracting Officer to that effect, giving a new estimate of its total expenditures under this contract, so that an appropriate increase may be made in the sum allotted for this contract. Anything in this contract to the contrary notwithstanding, the Government shall not be obligated to pay to the Contractor either

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19 Oct. 44

War Department
Wright Field
Dayton, Ohio

Page 3

for reimbursement of expenditures or fixed fee or otherwise any amount in excess of the sum allotted for this contract; provided, however, that if the Contractor makes any expenditures for which funds are not allotted, the Contracting Officer may ratify such expenditures when funds are allotted."

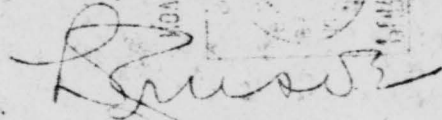
By the terms of this Paragraph we were not obligated to take any action which would cause the amount, for which the Government would be liable, to exceed the contract authorization, and by the terms of the same Article, the Government is not obligated to pay the Contractor for expenditures in excess of funds allotted. However, provision is made in the Article for ratification by the Contracting Officer of expenditures made by the Contractor in excess of funds allotted.

We, therefore, request that the allotment for Contract #135 ac-33962 be increased to \$9,174,300.00 to cover the total expenditures made by the Contractor to date and for estimated expenditures through October 31, 1944. No request is made for any increase in the present Fixed-Fee amount. From this allotment, we ask that a Supplement be negotiated by the Army Air Forces and Fisher Body Division to incorporate contractually those expenditures made by the Contractor which are properly applicable to Contract #135 ac-33962.

We trust that you will favorably consider this request and that the necessary funds will be made available.

Very truly yours,

GENERAL MANAGERS CORPORATION
Fisher Body Division


L. B. Crusoe
Assistant Treasurer

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DETROIT WICH /159/ OCT 30 1957
CHIEF, ENGINEERING AND PROCUREMENT

TECHNICAL SERVICE

COMMAND WRIGHT FIELD

FBI-CO-105 REMTEL TELETYPE-10-97 DATED 24 OCTOBER AND LETTER DATED 19 OCTOBER FROM FISHER BODY DIVISION CMA SIGNED L D CRUSOE PD THE UNDERSIGNED HAS VERIFIED AMOUNT CHARGED TO CONTRACT AC-33962 ON CONTRACTOR'S BOOKS AS OF 30 SEPTEMBER AS STATED IN HIS LETTER PD CONTRACTOR'S ESTIMATE OF EXPENDITURES FROM 20 SEPTEMBER THROUGH 21 OCTOBER NOT CURRENTLY SUSCEPTIBLE TO VERIFICATION PD ALL AAF PERSONNEL INTERESTED IN THIS CONTRACT ARE COGNIZANT OF THE FOLLOWING FACTS IN THIS CONNECTION:

FIRST IT BECAME EVIDENT EARLY THIS YEAR THAT CONTRACTOR WOULD EXPEND GREATLY IN EXCESS OF ALLOTTED FUNDS IF THE WORK WAS CARRIED TO COMPLETION SECOND CONTRACTOR WAS NOT INSTRUCTED TO CEASE WORK THIRD REIMBURSEMENT BEYOND 90 PER CENT OF ALLOTTED FUNDS HAS BEEN WITHHELD FOURTH AT CONFERENCES BETWEEN THE CONTRACTOR AND AAF-WRIGHT FIELD CMA IT WAS ESTABLISHED THAT CERTAIN COSTS INCURRED IN THE XP-75 PROGRAM WOULD DIRECTLY BENEFIT THE P-75 PROGRAM CMA AND RATHER THAN REQUEST AN INCREASED ALLOTMENT CMA THE GREATER PART OF SUCH COSTS WOULD BE CONSIDERED WITH THE P-75 PROGRAM FIFTH NEGOTIATIONS TO CONVERT CONTRACT AC-33962 FROM CFFB TO EP BASIS WERE NOT CONCLUDED PRIOR TO CANCELLATION OF THE P-75 CONTRACT PD IN VIEW OF THE ABOVE FACTS THE UNDERSIGNED RECOMMENDS THE CONTRACTOR'S REQUEST FOR ADDITIONAL ALLOTMENT OF \$4,627,475.00 TO PERMIT REIMBURSEMENT TO THE CONTRACTOR OF THOSE EXPENDITURES WHICH CMA IN THE OPINION OF THE CONTRACTING OFFICER ARE WARRANTED PD

MAURICE FISHER BODY

13:07

FBI

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 [Handwritten signatures and initials]

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Major J.F. Aldridge
FKK: Ext. 2-5236

INTER OFFICE MEMORANDUM
ARMY AIR FORCES
HQ AIR MATERIEL COMMAND
OFFICE OF THE COMMANDING GENERAL

Wright Field, Dayton, Ohio
Date 30 October 1944

TO: TSBPR, Production Section
Attention: TSBPR-3E, Termination Unit.

SUBJECT: Termination of Contract W535-AC-33962, XP-75 Airplane.

1. As a result of termination of Contract W535-AC-41011 for production quantity of P-75 airplanes, the Engineering Division will acquire four production type airplanes for experimental development. Since these airplanes will be available for such development the necessity no longer exists for the proto type XP-75 airplanes being procured under Contract W535-AC-33962. It is therefore requested that the necessary action be taken to terminate Contract W535-AC-33962 under the following conditions and to determine any allocation of additional funds required by termination settlement:

a. Reference Article 1 - Statement of Work:

(1). Item 1 - The two airplanes called for in this item have been flown for a large number of hours in the past year. The first airplane, Serial No. 43-46950, is in the process of modification and since a considerable expenditure of time and funds would be required to place it in flyable condition, it is requested that the airplane be surveyed and disposed of in accordance with the existing regulations. The second airplane, Serial No. 43-46951, should be placed in flyable condition, that is, certified as satisfactory for flight by the Resident Representative and will then be flown to Wright Field for final disposition.

(2). Item 2 - The six airplanes called for under this item have all been flown for a large number of hours. The first of these six, Airplane, Serial No. 44-43161, was completely destroyed in a crash and consequently no further action was required in regard to this airplane. The second of these six, Airplane Serial No. 44-32162, should be handled in the same manner as Airplane Serial No. 43-46951 in item 1 above. The third airplane of these six, Airplane Serial No. 44-32163, was completely destroyed in a crash and consequently no further action is required in regard to this airplane. The fourth airplane of these six, Airplane Serial No. 44-32165, is in flyable condition and at the Allison Division plant in

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TSEPR, Production Section
Termination of Cont. W535-AC-33962
30 October 1944

Indianapolis for engine development test. This airplane should remain there until Allison has completed their tests and will then be ferried to Wright Field for final disposition. The fifth airplane of these six, Airplane Serial No. 44-32165, should be placed in flyable condition including installation of increased area horizontal and vertical tails. This airplane will then be ferried to Wright Field for final disposition. The sixth airplane of these six, Airplane Serial No. 44-32166, should be placed in flyable condition. This airplane will then be ferried to Wright Field for final disposition.

(3). Item 3 - The wind tunnel model called for in this item has been delivered and tested and consequently no further action is required.

(4). Item 4 - The full-scale mock-up called for in this item has been delivered and inspected at the Contractor's plant and consequently no further action is required.

(5). Item 5 - The full-scale skeleton model called for in this item has been delivered and tested and consequently no further action is required.

(6). Item 6 - The spare parts called for under this item were covered in detail in Change Order No. 3 to the subject contract. It is requested that a survey be made of these parts as have been fabricated and that such parts be forwarded to the Supply Officer, Wright Field, Attention: Experimental Parts Warehouse. No additional spare parts should be fabricated other than those which have already been completed.

(7). Item 7 - Engineering data called for under this item, as revised by Contract Change Notification No. 4 (N-4405) dated 17 January 1944, should be completed and forwarded to the Air Technical Service Command, Attention: TSESE-2C.

2. To summarize the above, no further work is required by the contractor under this contract except such work as is required to place airplanes Serial Nos. 43-46951, 44-32162, 44-32165 (including installation of the increased area tail on this airplane) and 44-32166 in flying condition plus completion of the engineering data.

Copies to:
G.F.S. Branch
Statistical Control Br.
Resources Control.

F. O. CARROLL
Brig. General, U.S.A.
Chief, Engineering Division

1148

HQ. // ATSC

TSPBR2/JOS/Lah

30 October 1944

TSCBP

Termination of P-75 Contract

1. On 15 October, conference was held at Fisher Cleveland Aircraft Division Plant No. 2 with respect to the termination of the P-75 contract. At that meeting, the Fisher representatives presented a proposal of work to be done on ships 2, 3, 4, 5 and 6, which would have required approximately one year to complete at a cost of approximately \$6,500,000. At that time, after consultation with Wright Field, it was determined not to proceed with the program as outlined in the Fisher proposal, but to terminate the contract completely.

2. On 23 October, a conference was held with Fisher representatives in General Carroll's office, at which it was determined that the P-75 production contract would be terminated, except as follows:

No. 2 airplane. This airplane will be completed and placed in flyable condition and such modification work including fittings done as is necessary to prepare it for wind tunnel tests at Ames Aeronautical Laboratory. One additional set of exhaust manifolds modified will be furnished.

No. 3 airplane. This airplane will be completed and placed in flyable condition with new intercoolers and radiators, oil and fuel tanks, and production tail.

No. 4 airplane. This airplane will be completed and made flyable in the same condition as No. 2 except for wind tunnel fittings.

No. 5 airplane. Same as above.

No. 6 airplane. No new work will be done except that wing panels will be completed. This airplane will be delivered as a spare.

At this meeting, Fisher representatives estimated that all of the work would be completed within approximately four weeks, except that called for on No. 3 airplane, which would be delayed for 60 to 90 days. It was determined that a final cutoff date would be set as of 31 January, after which no work would be done under the production contract. It was also determined that at some future time, presumably after the completion and

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TSCIP
Subj: Termination of F-75 Contracts

30 Oct 44

analysis of the wind tunnel tests on No. 2 airplanes, the Engineering Division would enter into a new contract covering such work on the modification of one or more of the five airplanes as is indicated to be desirable.

3. To put the foregoing program into effect, termination notice was revised to reduce the quantity of airplanes remaining on the contract from 30 to 6, and appropriate notification is being given to the contractor as to the exact work to be done on the remaining 6 airplanes. The revised termination notice did not stipulate the date of 31 January for the complete termination of all work in the event it had not been previously completed, but such final date is being included in the formal termination notice about to be delivered to the contractor.

4. Questions have arisen as to the best method of handling the work described in paragraph 2. Three possibilities are available:

a. The completion of the work as the unexpired portion of the original production contract.

b. The revision of the termination notice so as to call for a complete immediate termination and the completion of all or part of the desired work under the terminated production contract upon the authority of the Termination Contracting Officer.

c. The complete immediate termination of the contract and the completion of the work under a separate new contract.

5. It is generally agreed that the method outlined under b above is highly undesirable. The discussions which have arisen concern the relative merits of completing the work presently determined to be necessary under a or c above. It is pointed out that the work being discussed covers only that set forth in Ex. A attached, it being agreed that any further work will be handled by a separate contract.

6. It has been the position of the Procurement Division that the completion of the above described work on planes 2, 3, 4, 5 and 6 should be accomplished on the present contract. Reasons which have led to this conclusion are set forth below:

a. The delivery of the airplanes is already called for under the contract and it is believed that the completion of work on the unexpired portion of the contract should be under the same contractual instrument unless there are substantial reasons for entering into a new contract. Such reasons are not believed to exist.

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Subj: Termination of P-75 Contracts

30 Oct 44

b. It is believed that accounting work in connection with the termination of the contract will be simplified by the completion of the designated work under the same contract. At the present time, all work being done on the P-75 airplanes is chargeable to the one contract. If a separate contract were to be negotiated for the balance of the work, it would be necessary to install and maintain a separate set of records covering the additional work and also to forthwith effect a physical segregation of inventories to be used for such work and to continue this segregation until the work was moved out of the plant. Inasmuch as all of the work except that called for on No. 3 airplane is expected to be completed within approximately four weeks, it is believed that the segregation of accounting records and inventories is not practicable.

c. The negotiation of a new contract covering the designated work to be done on airplanes 2 through 6 would be extremely difficult. It would require an appraisal of the amount of work already done and remaining to be done, together with an itemization and description of all parts, supplies, etc. to be used in the work. It is believed that if such determination were to be made, it would delay the completion of the work and postpone the time when it could be removed from the No. 2 plant. Without such a determination, the new contract would represent merely the grossest form of guesswork. The present program provides for an appropriate cutoff point (either through the completion of the designated work or the final date of 31 January), at which it will be possible to stop the accumulation of expenses under the production contract and to enter into a subsequent contract for modification of the airplanes if Engineering Division so desires.

d. Concern has been expressed as to the possibility that the continuation of work on the original contract would result in delay in effecting the final conclusion of a termination settlement. At the time that Fisher estimated one year to complete the work, there was believed to be a real basis for such concern. However, with the present curtailed program of work and the final cutoff date of 31 January, it is believed that no delay in final settlement will result from accomplishing the designated work under the contract. A substantial portion of work involved in termination, such as settlement of subcontractors' claims, audit of past expenditures and the disposition of property can proceed forthwith and it is believed will not be adversely affected by the work to be done upon the unterminated portion of the contract. In fact, it is the opinion of this office that it will be much simpler to bring the subject airplanes to the state of completion indicated in Ex. A than it would be to endeavor to segregate costs, materials, etc. at the present time and carry on such work under a separate contract.

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Subj: Termination of P-75 Contracts

30 Oct 44

e. By continuing the production contract until the work on the five planes has been completed, the amount of funds required to be allotted by Engineering Division will be limited to the cost of such modification work as it may subsequently wish to undertake.

7. The Procurement Division concurs with Readjustment Division in the necessity of a separate contract for any subsequent modification of the planes after their original delivery. The differences in procedure involve only the point at which the transfer of responsibility occurs. It is the belief of this Division that the administration of this contract and of the subsequent one will be simplified if the cutoff point occurs after completion of the designated work rather than in the middle of it. It is the intention of the Procurement Division to expedite the completion of the work so presently designated and to leave all future engineering changes or modification to the contemplated Engineering Division contract.

8. The problem raised in connection with the P-75 termination is present in greater or less degree in every partial termination of a contract. There already have been a number of partial terminations and it is anticipated that there will be many more. It is deemed impractical to effect complete terminations and re-procurements instead of the present practice of partial termination when the government's requirements are reduced but not completely eliminated. In all instances, the attempt is made by the Divisions handling the administration of the continuing portion of the contract to assist in every way possible Readjustment Division in effecting a termination settlement with respect to the terminated portion of the contract.

ORVAL R. COOK
Brig. General, U.S.A.
Chief, Procurement Division

0679

ADMINISTRATIVE

INTER-OFFICE MEMORANDUM

ARMY AIR FORCE

HEADQUARTERS, AIR TECHNICAL SERVICE

Col. G. B. ...

20 October 1946

TO: TSCGP

SUBJECT: Recommendations as to Procedure in Terminating P-75 Production Contract.

1. Readjustment Division favors complete termination of the P-75 production contract and transfer of any remaining work to a separate contract or new contract for the following reasons:

- a. This procedure would make the termination a "total termination";
- b. A "total termination" is easier and simpler to wind up than a "partial termination";
- c. The reason why a total termination is easier to wind up than a partial termination is because, in partial terminations, the contractor has great difficulty in separating the continued part of the contract from the terminated part of the contract, e.g., difficulty in segregating tools, materials, work-in-process, subcontractors' claims, miscellaneous costs, etc. Furthermore, the AAF will order changes with respect to the continued portion of the contract, thereby affecting the terminated portion of the contract from time to time in respect of disposal of materials, changing sub-contract terminations, etc.
- d. It is frequently claimed that the continued portion of the contract can be completed without complication and without interfering with the terminated portion. However, continued portion of the contract usually becomes more complicated and takes much longer to complete than originally anticipated, and does, invariably, interfere with the terminated portion.
- e. Experience has proved the validity of a, b, c, and d. (O-76 case at Louisville; B-37 case at Lockheed; A-25 case at St. Louis; AT-21 cases with Fairchild, Bellanca and McDonnell.)
- f. The above principles apply to the P-75 production contract with unusual force. The continued portion is in effect to

Signature _____

2/24
ICM to SAC
30 October 1944

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Page 2

Subj: Recommendations as to Procedures in Terminating
P-75 Production Contract.

constitute experimental work rather than production work. This is different from the work called for by the production contract. The airplanes to be delivered will be different airplanes from those called for by the production contract. The continued scope of the work cannot be exactly defined at present. It is anticipated that innumerable changes, not now known, may be ordered before this experimental work on the airplanes is completed. Costs of this experimental work have been roughly estimated as high as \$6,000,000, although no figure has been officially estimated.

2. It is the judgment of the Readjustment Division that continuation of work under the production contract will materially interfere with termination proceedings. Since the contract price of the cancelled items is approximately \$240,000,000, and total termination costs are estimated at \$50,000,000, this termination case will be the largest case in the Command. While it is realized that the continuation of some work may be desirable, it is believed that carrying this work under a separate contract, such as the existing experimental contract for P-75s, would be the most desirable manner of handling such continued work from the point of view of expediting termination proceedings.

Edwin S. Pillsbury
for E. W. RANKINGS Col. A.C.
Colonel, Air Corps
Chief, Readjustment Division

cc: Chief, Proc. Div. (Lt. Col. Scarff)
Chief, Eng. Div. (Lt. Col. Schoellkopf)
Chief, Term. Sec., Readjustment Div.

CONFIDENTIAL

AUXAD/28: JPS
Ext. 2413 TECH. EXC.

3 November 1944

SUBJECT: P-75 Airplanes

TO: Mr. H. E. Shutt
Fisher Body Division, GMC
General Motors Building
Detroit, Michigan

mx-317

1. On 2 November 1944, the Joint Aircraft Committee approved the scheduling of 6 P-75 airplanes at Fisher Body, Cleveland, to be accepted in January, 1945.

AIRCRAFT SCHEDULING UNIT:

E. M. STURHANN
Major, Air Corps
Recorder

Copy to:
AAFRR, Fisher
Cent. Dist. Supvr.

Classification cancelled
or changed to _____

AUTH:
By cd 356
Signature and Grade

Date 10-1-45

COM. GEN.
ADM. EXC.
3 November 1944
C. O.
BUD. OFF.
EXP. ENG.
CONTRACT
INSP.
PROD. DIV.
PROD. ENG.
PROD. CONT.
I. P. S.
A. S. C.
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Y-79393

CONFIDENTIAL

ORIGINAL

Authority for Purchase

Contract No. 3221
11/30-3384-2223
(13124)

VENDOR

PURCHASE ORDER No.

DELIVERY VIA TERMS METHOD PROPOSAL

USE THE ABOVE SPACE TO BE USED BY THE PURCHASE BRANCH ONLY

Item Quantity Unit Estimated Unit Price DESCRIPTION OF MATERIAL OR SERVICES TO BE PURCHASED Unit Price Total Price

Request that an appropriate "open-end" contract be negotiated with Fisher Body Division, General Motors Corporation to cover essentially the development work and associated flying and service on the P-75 airplane as outlined in Exhibit "A" attached to this Authority For Purchase. This contract should also include necessary provisions for assignment of P-75A1-GC airplanes, Serial Nos. 44-44550, 44-44551, 44-44552 and 44-44553 to Planer Body Division for performance of the desired development work. Approximately one year's time will be required for performance of this work.

Approval of Price Analysis Branch not required. file X
11/29/44

work completed

Total Estimated Cost \$200,000.00

COMMUNICATION

MC-317

C. R. A. H. [Signature]

\$ 253,530.00

EXPEND ORDER No. 430-120

MATERIAL TO BE OBLIGATED FOR

WANTED NOT LATER THAN

DELIVER TO Procurement Data Number of Sets

DATE FURNISHED

Checkmarks in the following circles marked with "X" appear in the space below

- 1. Recommended Source of Supply X 2. Government furnished material X 3. Tools, patterns, etc., loaned by Government X 4. Should Serial Number be assigned X 5. Point of Inspection X 6. Increase Existing Orders X 7. General Remarks X

- 1. Fisher Body Division, General Motors Corporation
- 2. P-75 airplane, Serial No. 44-44553 will be furnished to the contractor unassembled to use as a source of spare parts along with additional parts which were fabricated prior to termination of the production contract W555-AC-41011.
- 4. Serial numbers have been assigned
- 7. This development program is desired in order that all useful information may be obtained from the four production airplanes essentially completed at time of termination of production contract.

W. J. Aldridge
Aircraft Division
November 1944

[Signature]
11-17-44

Proc. Auth. No. 212/50705 P A
Proc. Auth. No. 502-5150 P A
Proc. Auth. No. P A

Upon due inquiry made it was found that the articles enumerated herein could not be produced from any other branch of the Government without transfer of funds, or the immediate need of these supplies or the requirements of this station from point of supply precludes their purchase from any other branch of the Government.

Date 7 November 1944
Coordinated by J. F. Aldridge, Major, A.C. Fighter Br., Airc. Projs. Tel: 2-5236
Chief, Contract Sec.
H. Z. BOGERT, Colonel, AC. F.O. GARROLL
Chief, Service Engr. Sect. Brig. General, U.S.A. Chief, Engineering Div.
Approved: [Signature] Accounting Br.

EXHIBIT "A"

to
Authority for Purchase No. 322212

Outline of Development Work and Associated Flying
and Service on the P-75 Airplane

- A. Work in connection with wind tunnel tests of airplane, Serial No. 44-44550 at Ames Aeronautical Laboratory. (Engineering, liaison, service and shop)
- B. Flight testing and associated engineering and liaison work on airplane, Serial No. 44-44551 with first design intercooler installation.
- C. Engineering and associated work in connection with design of final type intercooler installation and construction of mock-up of cooling and intercooler installation for flow tests.
- D. Installation of final type intercooler and cooling arrangement along with other changes dictated by the wind tunnel, flow tests and other considerations in airplanes Serial Nos. 44-44552, and 44-44553.
- E. Flight tests and associated engineering and liaison work on airplane Serial Nos. 44-44552 and 44-44553.

Mr. H. V. Hunt
Room: 1518
Ext. 2-5213

XXXXXXXXXXXXXXXXXXXXXXXXXXXX
HEADQUARTERS, AIR TECHNICAL SERVICE COMMAND

7 November 1944

Contract W537 ac-41011

Fisher Body Division
General Motors Corporation
Detroit 2, Michigan

1. Reference is made to the Notice of Termination and request for negotiated settlement of Contract W537 ac-41011, dated 6 November 1944, addressed to your Company.

2. In connection with the reduction in the requirements of the Government as set forth in such Termination Notice, there has occurred a revision in the requirements for data as set forth in Article 15-A of subject contract. Consequently, there has been drawn a Supplemental Agreement to reflect the revisions in data requirements, four copies of which are forwarded herewith; three copies should be executed and returned and the Advance Copy may be retained for your files.

3. From time to time, changes have been ordered in the scope of the work in accordance with the Changes Article of the contract. In view of the issuance of the Termination Notice referred to in paragraph 1, any claim for adjustment arising out of such changes shall be negotiated as a part of the Termination Settlement. The time limitation for the presentation of claims under the Changes Article is hereby extended accordingly.

4. It is the desire of the Government that the work remaining on the contract be accomplished as expeditiously and economically as possible and in any event, not later than 31 January 1945. Such work as changes of Contract Change notifications and amendments to the contract involve, substantially are following:

a. Item 1-a of article 15.

(1) No further work is required with respect to plane No. 1, AFD No. AF15-150.

(2) Plane No. 2, AFD No. AF15-150, shall be completed in accordance with existing specifications as modified up to such date, including the modification work and fitting to prepare it for wind tunnel tests.

COM. GEN.
CH. STAFF
DEP. CH. STAFF
TECH. EXEC.
ADJ. GEN.
EXEC. PROC.
AIR. INSP.
INTELL.
COMPTROLLER
C. O.
BUD. OFF.
ENGR. DIV.
PROD. DIV.
INSP. DIV.
PROC. DIV.

Subj: Contract #535 as-44011
To: Fisher Body Division, JMC
Detroit 2, Michigan

However, the present exhaust stacks shall remain on the plane and the modification exhaust stacks shall not be installed but shall be delivered separately for subsequent installation.

- (3) Plane No. 3, AAF Serial No. AF14-44551 shall be completed in accordance with existing specifications as modified up to such date, including the installation of supercharger intercooler, new coolant system and new oil system.
- (4) Plane No. 4, AAF Serial No. AF14-44552 shall be completed on the same basis as Plane No. 2, except that the modification work and fittings necessary to prepare it for wind tunnel tests shall not be accomplished.
- (5) Plane No. 5, AAF Serial No. AF14-44553 shall be completed on the same basis as Plane No. 2, except that the modification work and fittings necessary to prepare it for wind tunnel tests shall not be accomplished.
- (6) Plane No. 6, AAF Serial No. AF14-44554 shall be completed on the same basis as the 4th plane, except that the contractor will not attach or install completed parts not already attached or installed.

- b. Item 4, Static Test Article, and the test program in connection therewith, shall remain as set forth in the contract.
- c. Under Article 15-4, the requirements will be as called for by the Supplementary Agreement referred to in paragraph 2 hereof.

2. With respect to the work called for under the contract, the contractor shall provide complete or modify as may be necessary, any items of tooling required for the completion of the work referred to herein, the provisions of paragraph (b) of Article 15 applying.

3. All provisions of the contract as amended remain in effect with respect to the continuing portion of the work except as such provisions have been altered by notice given under the Changes Article,

COM. GEN.
CH. STAFF
DEP. CH. STAFF
TECH. EXEC.
ADJ. GEN.
EXEC. PROC.
AIR. INSP.
INTELL.
COMPTROLLER
C. O.
BUD. OFF.
PERS. SEC.
ENG. DIV.
PROD. DIV.
INSP. DIV.
PROC. DIV.
OTHERS

Subj: Contract #35 ac-11011
To: Fisher Body Division, GM
Detroit 2, Michigan

or by Termination Notice. However, from time to time, the Government may determine to accept delivery of the articles and to waive some of the requirements with respect to flight testing or other matters now covered by the contract and the specifications. If any such requirements are subsequently waived, you will be properly advised thereof. However, nothing contained in this letter is intended in any way to constitute a waiver of any such requirements.

Red
ROBERT J. HUNT
Major, Air Corps
Contracting Officer

cc:
AAF. Rep.
C.D. Superv.

COM GEN.
CH STAFF
DEP. CH. ST.
TECH EXEC.
ADJ. GEN.
EXEC. PROC.
AIR INSP.
INTELL.
COMPTROLLE.
C. O.
BUD. OFF.
PERS. SEC.
ENG. DIV.
PROD. DIV.
INSP. DIV.
PROC. DIV.
OFFICES

PRIOR

CPFF-F

OFFICE OF THE DIRECTOR

FROM: WAR DEPARTMENT
AIR MEDICAL SERVICE COMMAND
WRIGHT FIELD, DAYTON, OHIO

GENERAL MATERS CORPORATION
FISHER BOY DIVISION
DETROIT, MICHIGAN

Lt. Murray C. Fuerst:ms:TSRTE4A
Ext. 3-9112, Pocket No. 9974
6 November 1954

GENERAL MATERS CORPORATION
FISHER BOY DIVISION
DETROIT, MICHIGAN

GENERAL MATERS CORPORATION
FISHER BOY DIVISION
DETROIT, MICHIGAN

Murray C. Fuerst
LTC, USAF (Ret.)
10000 E. 12th St., Dayton, Ohio

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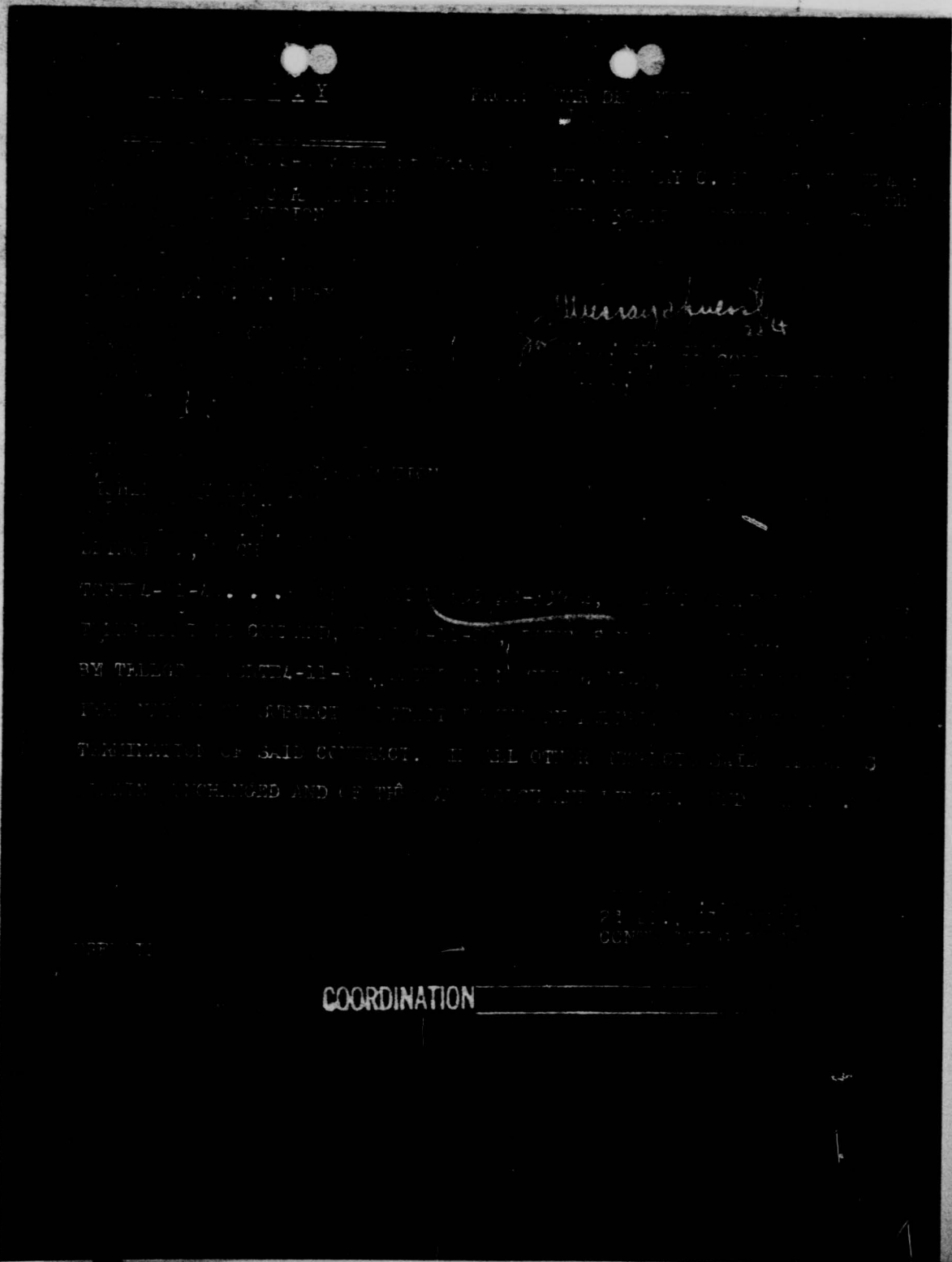
XCCCV- TSRTE-41-10

W 435 AC-1000

REPLY TO THE DIRECTOR OF THE AIR MEDICAL SERVICE COMMAND
ATTENTION: MR. [Name] ROOM 2412, 435 AC-1000
WRIGHT FIELD, DAYTON, OHIO 45433 (INTER 2) IN
YOUR HANDS.

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TO: SAC, NEW YORK
 FROM: SAC, NEW YORK
 SUBJECT: [Illegible]

[Illegible typed text]

Massachusetts
 7/24

RE: [Illegible]
 BY TELETYPE [Illegible]
 TERMINATION OF SAID CONTRACT. ALL OTHER [Illegible]
 [Illegible]

COORDINATION



RESTRICTED
ARMY AIR FORCES
MATERIEL COMMAND

HTW:jmf



OFFICE OF THE AIR FORCES RESIDENT REPRESENTATIVE

16 November 1944

SUBJECT: Progress Report, Project MX-317
Contract W33-ac-63962 YP-75
Fisher Body Division, GMC
Detroit 2, Michigan

TO: Chief, Engineering Division
Air Technical Service Command
Wright Field
Dayton, Ohio
Attention: Technical Staff
(Aircraft Projects)

1. Ship #2, AAF Serial No. 44-46951, Ship #4, AAF Serial No. 44-32165, Ship #7, AAF Serial No. 44-32165, and Ship #8, AAF Serial No. 44-32166 are all stored in the hangar, with engines tickled. Ship #1, AAF Serial No. 44-46950, remains in the shop. No further work has been performed on this ship. Ship #6, AAF Serial No. 44-32164, remains at Allison in Indianapolis. No further work has been performed on subject projects.

2. Developments on Contract W33-ac-11011 are as follows:

a. Ship #2, AAF Serial No. 44-44550, was accepted on 14 November 1944. The plane has been flown twice by Contractor personnel prior to acceptance. These flights were functional checks. At the present time, the plane is awaiting delivery to Moffett Field, California for full scale wind tunnel tests.

b. Ship #3, AAF Serial No. 44-44551, has been moved to the hangar, where the installation of the supercharger intercooler and the new cooling system will be made. Engineering work is in progress on the installation, and parts are being hand-made in Detroit at the present time. The undersigned is unable to estimate the completion date on this ship.

c. Ship #4, AAF Serial No. 44-44552, is now ready for final inspection. Ship #5, AAF Serial No.

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Chief, Engr. Div., AFSC, AF

11-16-44

HTH:jmf

44-44553, will be ready for final inspection next week, and
Ship #6, AAT Serial No. 44-44554, will be ready for inspection
soon thereafter.

For the Sr. AMF Resident Representative:

Harry T. Whitin
HARRY T. WHITIN
2nd Lt., Air Corps
Engineering Division Representative

cc: Chief, Engr. & Proc. AFSC, AF
Attn: Technical Executive
Attn: Major J.P. Aldridge,
Engr. Div. (Airc. Projects)
CPD, Attn: Engr. Div. Liaison Officer.

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FISHER BODY DETROIT DIVISION

GENERAL MOTORS CORPORATION
AIRCRAFT DEVELOPMENT SECTION
DETROIT 2, MICHIGAN



December 12, 1944

File: 88-5e
ac - 44011
1-2-45

To: Chief, Engineering and Procurement
Air Technical Service Command
Wright Field, Dayton, Ohio

Attention: Department 50, Fighter Branch

Subject: P-75 Airplane No. 2 Moffett Field Wind Tunnel Tests

Enclosure: Two (2) copies of tentative Flight Test Program.

1. In accordance with telephone conversation of this date with Major J. F. Aldridge, there are enclosed herewith two (2) copies of a proposed Flight Test Program for subject airplane after completion of Full Scale Wind Tunnel tests currently in progress.
2. This outline was obtained by Mr. B. T. Hulse at the time of delivery of the airplane to Moffett Field and does not represent what may be the final Flight Test Program.

Yours very truly,

Don R. Berlin
Director

Aircraft Development Section

DRB:JD

Enclosures as noted

CC: Lt. Col. Humlong
Dist. Engr. Div. Officer
Mr. A. J. Fisher

DEC 19 1944

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PROPOSED FLIGHT TEST PROGRAM - F-75 AIRPLANE NO. 2

AT MOFFETT FIELD

F-75 Airplane Handling Qualities
Flight-Test Program

*10/2/54
12 sheets*

I. Longitudinal Stability and Control

A. Dynamic longitudinal stability. - At three different airspeeds abruptly deflect and release elevator control while trimmed in steady straight flight in the climb condition, center of gravity normal.

B. Static longitudinal stability. -

(1) Short steady runs in straight flight at about 12 airspeeds from minimum steady to maximum permissible, trim tab constant. Test for following conditions with three center-of-gravity locations at intervals of about 0.05 mean aerodynamic chord:

(a) Climb - flaps and gear up, normal rated power.

(b) Cruise - flaps and gear up, cruise power.

(c) Dive - flaps and gear up, power off.

(d) Approach - flaps and gear down, approach power.

(e) Landing - flaps and gear down, power off.

(2) At four airspeeds, vary elevator trim tab setting to give about six different values of control forces, center of gravity normal for same conditions of IB(1).

C. Elevator maneuvering characteristics. - Short runs in steady turns at three airspeeds in the climb condition. Tests to be performed for the same three center-of-gravity locations as in IB(1).

D. Power of longitudinal trimming device. - Short steady runs at various airspeeds, trimming to zero force in the landing and approach conditions, center of gravity forward.

E. Trim changes due to variations in power, flap and gear settings. Simulated wave-off maneuvers, center of gravity normal. (New chart).

II. Lateral and Directional Stability and Control. (Center of gravity normal).

A. Rudder-fixed aileron rolls. - Perform tests with about five different abrupt aileron deflections, left and right, at five airspeeds in the climb condition and three airspeeds in the approach condition.

B. Characteristics in steady sideslips. - Short runs in steady straight flight at about eight angles of sideslip, left and right, at one air-

4

20/2 to
12 Dec. 24

speed ($1.2 V_{su}$) in the approach and wave-off conditions and at three airspeeds in the climb condition (the minimum speed being the speed for best climb).

- C. Power of the rudder in rudder rolls. - Perform aileron-fixed rudder rolls with various abrupt rudder deflections, left and right, at two airspeeds in the climb condition.
- D. Ability to hold zero yaw in rolls. - Perform abrupt full-aileron-deflection turn entries and exits using rudder to hold zero yaw at two low airspeeds in the climb condition.
- E. Dynamic lateral stability. - Trim in the steady straight flight. Put airplane into small sideslips, left and right, and release controls. Perform tests in the cruise condition at level flight speed and in the dive condition for three airspeeds.

III. Stalling Characteristics. (Center-of-gravity normal).

- A. Stalls entered slowly from steady straight flight in the cruise, dive, approach and landing conditions.
- B. Stalls entered slowly from steady turning flight for same configuration as III(A).

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Estimated Number of Flights for F-75 Airplane
Handling Qualities Flight-Test Program

26/12/50.
12 Dec. 54

	<u>Flights</u>
Familiarization and instrument check	2
Airspeed calibration	2
Dynamic longitudinal and lateral stability	1
Static longitudinal stability	9
Tab effectiveness	3
Steady turns	4
Power of trim tab	1/2
Trim changes	1/2
Aileron rolls	3
Steady sideslips	2
Rudder rolls and zero-yaw entries and exists	1
Stalls	2
Total	30

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ARMY AIR FORCES

MATERIEL COMMAND

OFFICE OF THE AIR FORCES RESIDENT REPRESENTATIVE
CENTRAL AIR FORCE DISTRICT
REAR OPERATIONS DIVISION

PRINT



29 December 1944

SUBJECT: Fisher Body Division, GMC, Estimate of
Cost of Completing P-75 Airplanes --
Contract # 535 ac-41011

TO: Director
Air Technical Service Command
Wright Field
Dayton, Ohio
Attention: Readjustment Division,
Chief, Terminations Section
TSXTE-4A

1. Inclosed is one copy of an estimate, submitted to this office on 28 December 1944 by Fisher Body Division, GMC, of the estimated cost of completing the continuing work on the P-75 Airplanes (Contract # 535 ac-41011).

2. This copy is submitted for your information and for that of other interested divisions of the Air Technical Service Command at Wright Field. It is purely informal in nature and was submitted to this office for informational purposes only.

PAUL C. MARTIN
Major, Air Corps
Chief, Readjustment Section

Incl.

cc: Chief, Terminations Sect., CD

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ESTIMATE OF COST OF P-75 CONTINUATION BY AN
ORDER NO. 110 (CONTRACT AA-
PERIOD NOVEMBER 1, 1944 TO JANUARY 31, 1945

	Direct Material	Hours	Direct Labor		Burden		Flight Test	Other
			Rate Per Hour	Amount	Rate	Amount		
<u>Cleveland No. 2</u>								
Fabrication	-	1,550	\$ 1.44	\$ 2,225	\$ 5.02	\$ 7,740	-	\$ -
Assembly	-	3,895	2.03	7,731	5.27	20,047	-	\$ 1,000
Flight Test (November only)	-	-	-	-	-	-	\$ 12,535	-
<u>Total Cleveland No. 2</u>	-	5,355	\$ 1.86	\$ 9,956	\$ 5.20	\$ 27,827	\$ 12,535	\$ 3,000
<u>Aircraft Development Section</u>								
Engineering	-	26,000	\$ 2.04	\$ 53,040	\$ 3.75	\$ 97,500	-	\$ 10,000
Fabrication (O.M.S.)	-	21,000	1.69	35,490	7.00	147,000	-	\$ 12,000
Hangar (Assembly)	\$ 20,000	12,500	1.75	20,625	5.25	65,625	-	\$ 9,000
<u>Total Aircraft Development</u>	\$ 20,000	64,500	\$ 1.85	\$ 119,155	\$ 5.22	\$ 316,375	-	\$ 33,000
<u>Fleetwood - Assembly</u>	-	65	\$ 1.68	\$ 109	\$ 1.49	\$ 97	-	\$ -
<u>Detroit Aircraft - Assembly</u>	-	90	\$ 1.34	\$ 121	\$ 2.69	\$ 242	-	\$ -
<u>Wesling - Assembly</u>	-	689	\$ 1.19	\$ 820	2.45	\$ 1,687	-	\$ 1,000
<u>Total</u>	\$ 20,000	70,699	\$ 1.84	\$ 130,161	\$ 4.76	\$ 366,228	\$ 12,535	\$ 37,000
Contingency for excess G.M. Styling costs that may result if Fisher does not provide a capacity volume								
<u>Total Including Contingency</u>								

December 15, 1944
 Retyped -
 December 19, 1944

Cost Standards

W P-75 CONFIRMATION BY AM
 20-110 (CONTRACT AM-
 1, 1944 THRU JANUARY 31, 1945

Direct Material	Direct Labor		Burden		Flight Test	Other	Total	
	Hours	Rate Per Hour	Amount	Rate				Amount
-	1,550	\$ 1.44	\$ 2,225	\$ 5.02	\$ 7,780	-	\$ 700	\$ 10,705
-	3,805	2.03	7,731	5.27	20,047	-	1,945	29,723
-	-	-	-	-	-	\$ 12,535	877	13,412
-	5,355	\$ 1.86	\$ 9,956	\$ 5.20	\$ 27,827	\$ 12,535	\$ 3,522	\$ 53,840
-	26,000	\$ 2.04	\$ 53,040	\$ 3.75	\$ 97,500	-	\$ 10,538	\$ 161,078
-	21,000	1.69	35,490	7.00	147,000	-	12,774	195,264
\$ 20,000	17,500	1.75	30,625	5.25	91,875	-	9,975	152,475
\$ 20,000	64,500	\$ 1.85	\$ 119,155	\$ 5.22	\$ 336,375	-	\$ 33,267	\$ 508,817
-	65	\$ 1.68	\$ 109	\$ 1.48	\$ 97	-	\$ 14	\$ 220
-	90	\$ 1.34	\$ 121	\$ 2.69	\$ 242	-	\$ 25	\$ 388
-	689	\$ 1.19	\$ 820	2.45	\$ 1,687	-	\$ 176	\$ 2,683
\$ 20,000	70,699	\$ 1.84	\$ 130,161	\$ 4.76	\$ 366,228	\$ 12,535	\$ 37,024	\$ 565,948
								\$ 130,000
								\$ 695,948

Cost Standards and Analysis Section

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ARMY AIR FORCES
MATERIEL COMMAND

OFFICE OF THE AIR FORCES RESIDENT REPRESENTATIVE
OF THE BOARD OF AIRCRAFT SECTION
WRIGHT FIELD, OHIO



8 January 1945

SUBJECT: Estimated Cost of Completion of P-75 Airplanes ~~14-11111~~
Contract # 575 cc-41011

TO: Director
Air Technical Service Command
Wright Field
Dayton, Ohio
Attention: Acquisition Division
Chief, Terminations Section (TSPTM)
Major C. H. Holt

1. Beginning 22 October 1944, and weekly thereafter, Fisher Body Division, GM, has been submitting to this office estimates of the cost of the continuing portion of the work on the P-75 airplanes. Said costs include only those actually incurred in connection with the airplanes themselves and exclude engineering costs contemplated by Section 154 of the Contract.

2. The latest figures show that, of the total estimated expenditure of \$508,412.00, there has been expended to 1 January 1945 \$412,242.00 and that the estimated future expenditures to and including 31 January 1945 are \$96,170.00. It is noted that the difference between the total estimated expenditure and the sum of the actual and anticipated expenditures is \$1,998.00.

3. It will be remembered that the original estimate of the cost of completing the P-75 airplanes was \$1,2500,000.00.

4. These figures are submitted solely for your information. If any break-down of these expenditures is desired, this office will secure and submit it to you.

5. Also, if any substantial change occurs in the actual or estimated total expenditures, this office will advise you promptly.

PAUL G. L. HARRIS
Major, Air Corps
Terminations Contracting Officer

cc: Chief, Terminations Section, CC

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ARMY AIR FORCES
MATERIEL COMMAND

OFFICE OF THE AIR FORCES RESIDENT REPRESENTATIVE

ATTENTION: CONTRACTS SECTION
ROOM 3111, WRIGHT FIELD, DAYTON, OHIO

HW: jmf



9 February 1945

SUBJECT: Progress Report, Project M-17,
Contracts W33-ac-33962, M-75
Airplane, and W33-ac-41011, M-75
Airplane

TO: Director
Air Technical Service Command
Wright Field
Dayton, Ohio
Attention: Technical Staff
(Aircraft Projects)

cc-33962 + 41011
CONTRACT FILES
Jha /erson
2-15-45

1. Developments on Contract W33-ac-33962 are as follows:

a. Ship #1, AAF Serial No. 43-49950, is stored in the hangar at Fisher Cleveland Plant No. Two. By direction from the ATSC, this ship will be included in the termination inventory, and will be treated as work in progress, to be disposed of by the local Plant Clearance Officer.

b. Ship #2, AAF Serial No. 43-49951, and Ship #4, AAF Serial No. 44-32162, are still stored in the hangar. Ship #6, AAF Serial No. 44-32164, has been flown to Cleveland from the Allison plant, and is in the same status as Ships #2 and 4.

c. Ship #7, AAF Serial No. 44-32165, and Ship #8, AAF Serial No. 44-32166, are also stored in the hangar. Production type empennages are now available for these two ships, and will be installed in the very near future.

d. The ATSC has directed the contractor to remove the type A-10 automatic pilot installation from Ship #8, returning all parts to Wright Field. It is desired to point out that the removal of the electric driven gyro instruments in this ship involves a considerable amount of work. The instrumentation in this ship is of a very special nature, and the cockpit had to be rearranged to accommodate the installation. It is doubtful that vacuum operated instruments could be installed in place of the electrically driven gyro instruments without considerable modification in the cockpit. In the event that the ATSC still desires that the electric gyro instruments be removed the contractor wishes contractual coverage before performing the work.

2. Developments on Contract W33-ac-41011 are as follows:

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a. Ship #3, AAF Serial No. 44-4551, is in the hangar, where the installation of the intercooler and the revised cooling system is in progress. Progress is not rapid on this ship, but the contractor has been held up for lack of several items. No carburetor has arrived from Allison for this ship, and it is not promised for another ten days. Intercooler jacks are expected from Lear-Avia, but it is not expected that this delay will hold up the ship. Poor delivery promises have been made for certain parts of the photo observer, but it is not expected that the flight date will be held up on this account. It is not expected that this ship will be ready for flight prior to 1 March 1945, and, in all likelihood, the date will be somewhere around the middle of March.

b. Ship #4, AAF Serial No. 44-4552, and Ship #5, AAF Serial No. 44-4553, were accepted by the AAF on 2 February 1945. There were a few shortages of a minor nature which the contractor will make up as soon as the parts are available.

c. Ship #6, AAF Serial No. 44-4554, will be accepted as a spare parts ship. There are a considerable number of shortages on this ship, and the ship will probably be accepted with these shortages, inasmuch as many of them are not likely to be used as spare parts for the other ships. For example, many timing installations are incomplete but it is not felt that such a shortage is very serious. This ship will probably be ready for acceptance within the next week.

For the Sr. AAF Plant Representative:

MARY B. MITCHELL
Capt. Lt., Air Corps
Engineering Division Representative

cc: Director, AFSC, WF
Attn: Technical Executive
CD, Attn: Engr. Div., Liaison Officer.
Major J. F. Abridge,
Eng. Div., (Airc. Projects)

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FISHER BODY DIVISION

GENERAL MOTORS CORPORATION

DETROIT 2, MICHIGAN

February 12, 1945

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CONTROLLERS
DEPARTMENT

Army Air Corps
Air Technical Service Command
Procurement Division
Wright Field
Dayton, Ohio

Attention: W. L. Shepard, Colonel
Air Corps, Acting Chief
Production Section
Procurement Division

Subject: Bellmont Contract for Airplanes, Engineering Research in
Connection Therewith and Reports Thereon. (C-43-335-10-
6620)

Gentlemen:

During discussion held at Wright Field on November 1, 1944, with Air Technical Service Command personnel, it was agreed that there would be a contract between the Army Air Forces and General Motors Corporation, Fisher Body Division, some type of engineering contract to provide contractual coverage for the carrying on of various engineering and research work on P-75 airplanes. This program was to be in addition to the work designated to be done under the continued portion of the terminated P-75 Contract and, in general, was to consist of engineering, liaison, service and other work indicated by Wind Tunnel Tests, Flight Tests, the design of a Production Type Intercooler Installation, and the construction of a Rack-up for testing.

Based on the understandings mentioned above, Fisher Body Division initiated the items of work discussed and, in addition, other associated items of work verbally approved by Army Air Force personnel. Aircraft Development Section letters dated January 10, 1945 and January 16, 1945, from Lt. W. G. Watson to Lt. Col. Harvey Huslong, Army Air Forces Resident Representative at Fisher Body Division, advised the Army Air Forces of the work contemplated under both the continued portion of the terminated P-75 Contract and the proposed Engineering Contract.

On December 21, 1944, we received, for our consideration and execution, Contract F3-056-AC-620 covering "Bellmont of Airplanes, Engineering Research in Connection Therewith and Reports Thereon" in the amount of \$200,000.00.

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Army Air Forces

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Accordingly, we submit herewith our proposal covering work performed and to be performed from the period beginning November 1, 1944, to August 15, 1945 on P-75 Airplanes which was not included in the continued portion of the terminated P-75 Contract. This proposal is presented in the amount of \$447,219.00, on a fixed price basis, covering the certain items of work and upon the following conditions:

SCOPE OF WORK

The work to be done consists of those items detailed in the attached Exhibit "A", entitled "P-75 Engineering and Development Program, Contract 133-038-10-600, Scope of Work".

The scope of work contained in this Exhibit does not include a provision for the return of the No. 2 P-75 Airplane, Army Serial No. 44-44550. It is also understood that flight testing to be performed will be limited to Model P-75 No. 3 Army Serial No. 44-44551.

PRICE

To quote a fixed price of \$447,219.00 for the work to be done. A cost estimate indicating the breakdown of this price is contained in the attached exhibit "B".

PAYMENT

The total contract price shall be paid monthly, beginning December 1, 1944, at the rate of \$37,268.25 per month, and monthly thereafter until the total contract price shall have been paid.

COMPLETION DATE

The items of work to be performed, as detailed in Exhibit "A", shall be completed on or before the estimated dates contained therein.

It is a condition of this proposal that any changes in the design or specifications of the work to be done shall not cause the Contractor to extend the period of performance beyond August 15, 1945.

GOVERNMENT-FURNISHED ITEMS AND EQUIPMENT

This proposal is conditioned upon the furnishing, without cost to the Contractor, of all parts, work in process, materials, and other items required for the performance of the work to be done from the terminated P-75 inventory, which shall have, as of this date, been diverted to the South Hanger of the Cleveland No. 2 Aircraft Plant, or which may later be needed and available from the terminated P-75 inventory. Special tools, including dies, jigs, fixtures and other manufacturing aids, required in the performance of the work, are to be furnished by and at the expense of the Government.

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Army Air Forces

REQUIREMENTS

It is a condition of this proposal that the Contractor will be permitted the necessary and continued use, during the conduct of the work, of the South Hangar, the Control Tower, Runways, and such other facilities located at the Fisher Body Cleveland Aircraft Plant No. 2, as may reasonably be required for the conduct of the work, at no cost to the Contractor.

FLIGHT TESTS

It is understood that the only airplane to be flight tested by the Contractor shall be Model P-75 Airplane No. 2, Army Serial No. 44-47541, and that the flight test program shall consist of the following tests and for the test and flight hours indicated:

- | | |
|--|------------|
| A. Readiness and general operation | (5 hours) |
| B. Aircraft calibration | (1 hour) |
| C. Performance and engine operation | (20 hours) |
| 1. Maximum speed at various altitudes and power settings | |
| 2. Maximum climb and service ceiling | |
| 3. Range and cruising fuel consumption | |
| D. Engine Cooling | (2 hours) |
| 1. Ground Cooling | |
| 2. Military power climb cooling | |
| 3. Carburetor heat and level flight cooling | |
| E. Stability and Handling Characteristics | (10 hours) |
| 1. Longitudinal stability at normal power, e.g. in three locations. | |
| 2. Directional stability and maneuverability, with various settings of engine power and cooling devices. | |
| 3. Control forces in tight turns or single maneuvers. | |
| 4. Stability and control evaluation will be obtained by necessary instrumentation for measurement of required control forces, control surface position, angle of yaw, etc. | |

For the purpose of clarification, it is understood that the above described flight program does not include any Demonstration Flight testing to determine compliance by the Contractor with specifications nor to demonstrate the airworthiness of any of the P-75 Aircraft, such as landing and take-off distances, structural integrity, involving high speed dives and the obtaining of positive or negative load factors, nor maneuvers such as spins, stalls, or acrobatics.

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Army Air Forces

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PROPOSAL TERMS AND CONDITIONS

It is a condition of this proposal that the Patents and License Rights clause, attached hereto, be included in any contract issued as a result of this quotation.

TERMINATION

We request that any contract resulting from this proposal contain the Uniform Termination Article for Fixed-Price Supply Price Contracts.

ASSURANCE

We trust that you will find this proposal satisfactory to you and that the necessary and proper contractual coverage will be furnished at the earliest possible date.

Very truly yours,

GENERAL DYNAMICS CORPORATION
Fisher Body Division

Albert Bradley
ALBERT BRADLEY
Executive Vice President

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1. Engineering - The engineering on the following items will be completed:

- A. Change Number 142 - External Emergency Release for Cowp.
- B. Change Number 135 - Production Intercooler Installation.
- C. Change Number 205 - Photo Observer Installation.
- D. Change Number 230 - Stress Analysis of Crimper.
- E. Change Number 320 - Torque Meter Installation.
- F. Change Number 324 - Malacca Static Ground.
- G. Change Number 331 - Full Scale Bench Flow Test Model of Cooling and Charge Air System.
- H. Change Number 324 - Redesign of Landing Gear to Improve Handling of Airplane.
- I. Change Number 335 - Elimination of Instrument Pressure Transmitters.

In addition to the above, the required structures, weight and aerodynamic reports will be prepared from data obtained from Wind Tunnel and Flight Tests of Ship Number 2 and from Flight Tests of Ship Number 3. The necessary Handbook Supplements covering the Cooling and Intercooler Installation to Ship Number 3 will be prepared.

2. Fabrication - The following items will be fabricated and assembled:

- A. One (1) Full Scale Bench Flow Test model of Cooling and Charge Air System. This item was shipped to Ames Laboratory, Moffet Field, California for testing purposes.
- B. One (1) set of Charge Air Ducts. These Ducts were shipped to Allison Division, General Motors Corporation for testing purposes.
- C. Parts required for Change No. 205 - Installation of the Photo Observer - Ship Number 3 only.
- D. Parts required for Change No. 320 - Installation of the Torque Meter - Ship Number 3 only. The Torque Meter is to be furnished as G. T. 1.
- E. Parts required for Change No. 335 - Elimination of Instrument Pressure Transmitters - Ship Number 3 only.

3. Ship Number 2 - IAF Serial No. 44-44550. The following work will be completed:

- A. Fly Ship to Moffet Field, California.
- B. Assistance of a Flight Engineer and necessary mechanics in the wind tunnel and flight test. A completion date of April 30, 1945 has been established for this program.
- C. Necessary Liaison activity at Moffet Field, California.

Page No. 2

W/H to
2 Feb 45

- D. Two weeks flight instruction by Fisher pilot preparatory to flight test.
4. Ship Number 3 - AF Serial No. W-44511. The following work will be completed:
- A. Installation of Change No. 205 - Photo Observer, Change No. 220 - Torque Meter Installation and Change No. 225 - Elimination of Instrument Pressure Transmitters.
 - B. Complete the Installation of the following Engineering Changes:
 1. Change Number 92 - Redesign and relocation of Oil and Coolant Radiators.
 2. Change Number 200 - Experimental Intercooler Installation.
 3. Change Number 201 - Revised Aileron Seal Installation.
 4. Change Number 202 - Relocate Cockpit Heater Valve and Revise Windshield Defroster Installation.
 5. Change Number 203 - Production Flow Meter Installation.
 6. Change Number 204 - Cockpit Ventilator Installation.
 7. Change Number 217 - Oil Pressure Gage for Auxiliary Stage.
 8. Change Number 236 - Air Speed Static Plate Installation.
 9. Revised Landing Gear Control Valve Sector Mounting.
 10. Complete Boots and Seals to meet specifications.
 11. Canopy Selector Valve Test.
 12. Relocate Elevator Tab Dial.
 13. Installation of 4 Blade Propellers and Spinners.
 - C. Flight Test program to August 15, 1945.
5. Ship Numbers 4 and 5 - AF Serial Nos. W-44512 and W-44513. The following work will be completed:
- A. Complete the installation of the following Engineering Changes:
 1. Change Number 201 - Revised Aileron Seal Installation.
 2. Change Number 202 - Relocate Cockpit Heater Valve and Revise Windshield Defroster Installation.
 3. Change Number 203 - Production Flow Meter Installation.
 4. Change Number 204 - Cockpit Ventilator Installation.
 5. Change Number 217 - Oil Pressure Gage for Auxiliary Stage Supercharger.
 6. Change Number 236 - Air Speed Static Plate Installation.
 7. Revised Landing Gear Control Valve Sector Mounting.
 8. Complete Boots and Seals to meet specifications.
 9. Canopy Selector Valve Test.
 10. Relocate Elevator Tab Dial.
 11. Installation of 4. Blade Propellers and Spinners.

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2/17 to 12 Feb. 45

Exhibit B

P-75 VERIFICATION OF THE LOG DET. PROJECT
CONTRACT W-33-039-AC-5112

Cost Estimate

Material	\$ 11,475.00
Labor	30,659.76
Expenses	292,131.22
Engineering	52,257.39
Traveling & Fringing	250.00
Other Cost	13,740.57
Total estimated Cost	* 440,513.94
Profit 3.5% to Sales	15,695.46
<u>Sales Price</u>	<u>456,209.40</u>

The above cost for material includes only the cost of that portion not furnished to the P-75 Verification Inventory.

February 6, 1945

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13 February 1945

Contract 35 030 80-1620

Procurement Division
General Electric Corporation
Aircraft Division

Attn: Mr. J. L. Rice
Headquarters

1. Hereby is acknowledged of contractor's proposal dated 12 February 1945 with respect to the work to be done under subject contract. This counter-proposal was transmitted by contractor's representatives at a meeting held at Wright Field on 12 February 1945. As a result of the discussions held at that time, it is understood that contractor is going to prepare and submit a new proposal based upon certain of the work being done by the Allison Division at Indianapolis, Indiana.

2. It is requested that at the time this new proposal is submitted, contractor's representatives be prepared to discuss the contractual basis upon which this work can be accomplished. If subject contract is to be used, it is suggested that contractor's representative come to this Headquarters prepared to discuss that contract.

FOR THE DIRECTOR:

APR 12

K. E. Hunt
H. E. Hunt
Colonel, Air Corps
Acting Chief, Production Section
Procurement Division

cc:
C.O., etc.

- COM. GEN.
- CH. STAFF
- DEP. CH. STAFF
- TECH. EXEC.
- ADJ. GEN.
- EXEC. PROC.
- AIR. INSP.
- INTELL.
- COMPTROLLER
- C. O.
- BUD. OFF.
- PERS. SEC.
- ENG. DIV.
- PROD. DIV.
- INSP. DIV.
- PROC. DIV.
- OTHERS

Hunt
OTHERS

REF 30/7 R/am
6. 2-6220

11 February 1945

Checking Fisher Body Division
General Motors Corporation Costs

Budget & Fiscal Office
Contract Audit Branch
Third National Bldg
Dayton, Ohio

6. 2-6220

1. 12 February 1945, representatives of Fisher Body Division presented estimates of costs for certain additional work in connection with P-75 and IB-39 airplanes. The total BIC on P-75 work contemplated to be accomplished under contract #33-038 ac-6620 amounts to \$406,224 and of this amount \$157,025 have been spent to the last of January.

2. The IB-39 work amounting to \$724,664 had been accomplished to the extent of \$87,171 at the end of January.

3. It is requested that a representative of the Contract Audit Branch inspect the books of the Fisher Body Division with regard to the above referred to work and advise this office as to the approximate amount spent to date. It is further requested overhead accounts in some detail, segregation of Cleveland and Detroit costs, and breakdown of major items of cost be furnished.

4. It is requested action be expedited in order that negotiations with Fisher Body Division can be completed.

For the Director:

R. A. Shepard
R. A. Shepard,
Colonel, Air Corps,
Act'g Chief, Production Section,
Procurement Division.

- COM GEN.
- CH. STAFF
- DEP. CH. STAFF
- TECH. EXEC.
- ADJ. GEN.
- EXEC. PROC.
- AIR. INSP.
- INTELL.
- COMPTROLLER
- BUD. OFF.
- PERS. SEC.
- ENG. DIV.
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- PROC. DIV.
- OTHERS

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FISHER BODY DIVISION

GENERAL MOTORS CORPORATION

DETROIT 2, MICHIGAN

February 21, 1945



Director
Air Technical Service Command
Wright Field
Dayton, Ohio

Attention: Termination Section
Priority Case Unit, Special Projects Branch
(Major Isaac Orr): ISKTB-45

Through: Lieutenant-Colonel Harvey Hurlong
Attention: Major Paul W. Martin

Subject: Contract W537 a1-33002 (X1-75)

Gentlemen:

In accordance with your request we are submitting herewith the following information:

At the recent time our total allotment on Contract W537 a1-33002 (X1-75) is \$4,470,673.63, which sum includes a fixed fee of \$75,003.03.

We now estimate that the sum of \$4,733,312.28 will be required in addition to the original allotment. This develops a total of \$9,210,146.11.

Very truly yours,

GENERAL MOTORS CORPORATION
Fisher Body Division

L. D. CRUSOE
Assistant Treasurer

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ARMY AIR FORCES

MATERIAL COMMAND

Air Technical Service Command
OFFICE OF THE AIR FORCES RESIDENT REPRESENTATIVE
FISHER BODY DIV. G. M. C. AIRCRAFT SECTION
ROOM 3-161 G. M. BLDG., DETROIT 2, MICH.

22 February 1945

SUBJECT: Additional Allotment of Funds on XE-75 Contract.
Contract No. W-57-00-53702, Doc. No. 9214

TO: Director
Air Technical Service Command
Wright Field
Dayton, Ohio
Att: Readjustment Division, Termination Section,
Priority Case Unit, Special Projects Branch
(Major Isaac Orr)--ISRTS:6B

1. Enclosed is letter dated 21 February 1945 from Mr. L. M. Craseo, Assistant Treasurer, General Motors Corporation, with reference to the additional allotment required for reimbursement of General Motors under subject contract.

2. Reference is made to letter of Mr. T. F. Archer, dated 19 October 1944, to Colonel W. C. Swatland, Chief, Procurement Division, Air Technical Service Command, requesting an additional allotment on subject contract and to letter of Mr. Archer, dated 1 February 1945, to undersigned, transmitting General Motors' Settlement Proposal and renewing the request for such allotment.

3. It is hoped that the requested allotment can now be secured on the basis of the estimate contained in enclosed letter, and that subject contract can now be amended to provide for payment to Contractor of additional funds up to the amount of the allotment.

4. As agreed at the Fisher-AAF meeting of 13 February 1945, at which Majors Radfield, Hoons and you were present, no disposition of XE-75 materials nor settlement of the claim arising from termination of the XE-75 Contract will be made until the requested additional allotment of funds has been secured.

[Signature]
PAC. M. MARTIN
Major, Air Corps
Terminations Contracting Officer

Incl.
Fisher ltr dtd 21 Feb 45

cc:
Sr. AAFPR--Contracting Officer
CD, Chief, Terminations Section

11:12
39
21

AAF#OC-104-WF, Area B-11-29-44-15M sets of 4

ORIGINAL TSET:CMW:mh

DEBIT

Authority for Purchase

N: 422485
422485

VENDOR General Motors Corporation (Fisher Body Division) CONTRACT No. W 535 ac-33962

PURCHASE ORDER No.

DELIVER TO: CONTRACT BRANCH TO: CONTRACT BRANCH BY THE ABOVE SPACE TO BE USED BY THE PURCHASE BRANCH ONLY Docket No. 9974

Unit	Estimated Unit Price	DESCRIPTION OF MATERIAL OR SERVICES TO BE PURCHASED.	Unit Price	Total Price
		DEBIT The sum of \$2,911,434.70 was authorized under the contract and by Change Orders 1, 2 and 3, additional authorizations increased the total under the contract to \$4,476,533.53. The Contractor has been paid \$3,743,146.11. It filed a claim with the Termination Contracting Officer as of 1 February 1945 for \$5,402,817.25 covering materials, labor, administrative expense, fixed fee, other costs, and termination expense. The Contractor submitted to Wright Field each month prior to termination, statements of expenditures made during the preceding month under subject contract without exception being taken, because of pendency of a proposed conversion to a Fixed Price Contract. The additional amount necessary to be allotted to enable the Termination Contracting Officer to authorize payment of the claim presently submitted in full, if adequately established is		\$4,733,312.28

Not On Unapproved List
Date: 2/22/45
Signed: M. J. Cahill

259/2
6
File
K

Total Estimated Cost	CLASSIFICATION	IP-75	Notating	TOTAL DEBIT	Total Actual Cost	\$4,733,312	
B-FUNDS		A-FUNDS		C-FUNDS			
EXPEND. ORDER No.	Project No.	Item No.	Project No.	Item No.	Project No.	Class No.	Item No.
430-170	611-1	430-27					
MATERIAL TO BE OBLIGATED		WANTED NOT LATER THAN		(Date)			
DELIVER TO		DATE FURNISHED		Budget & Fiscal Officer			

- Remarks on the following matter marked with "X" appear in the space below:
1. Recommended Sources of Supply
 2. Government furnished material
 3. Tools, patterns, etc. loaned by Government
 4. Should Serial Number be assigned
 5. Point of inspection
 6. Increase Existing Orders
 7. General Remarks:

Payments charged to the above allotment will ultimately be confirmed by a Termination Settlement Agreement.

change in total to pay 611. J.E.R.

NEGOTIATIONS COMPLETED 6/21/45

I will agree to provide 2/8 of over since last 6 airplanes on were for sole purpose of expedite Prod contracts

The supplies and services to be obtained by this instrument are authorized by, are for the purpose set forth in and are chargeable to allotment number(s)

712/50705, 502-5150 = 611-09 x 3.3-238

Upon due inquiry made it was found that the articles enumerated herein were not procured from any other branch of the Government without transfer of funds, or the immediate need of those supplies or the remoteness of distribution from point of supply precludes their procurement from any other branch of Government.

Date: 2/27/45
 Prepared by: John F. Keeline, Capt. A.C. Chief, Case Analysis Staff
 Approved: [Signature]
 Coordinated by: [Signature]
 Approved: [Signature]
 MAR 2 - 1945
 P. E. Coyne, Jr.

ATSC Form No. 43
(17 Sep 44)

BUR/2/1534/vno

COORDINATION
DIRECTOR OR DEP.

AIR INSPECTOR

MANAGEMENT CONTROL

2 March 1945

CHIEF OF ADMN.

Contract 33 038 ac-6620

SPECIAL STAFF

Fisher Body Division
General Motors Corporation
Detroit 2, Michigan

CHIEF, ENG.
& PROC.

Attention: Mr. L.D. Crusoe
Assistant Treasurer

CHIEF, SUPPLY
& MAINT.

1. On 12 February 1945, a conference was held at Wright Field with respect to work to be performed under subject contract which is as yet unexecuted. Contractor's personnel stated that they would submit a new proposal. To date, nothing has been received. It is requested that every effort be made to expedite this matter.

PERS. & BASE
SERV. DIV.

MAINT. DIV.

FOR THE DIRECTOR:

SUPPLY DIV.

H. A. Shepard
H. A. SHEPARD
Colonel, Air Corps
Acting Chief, Production Section
Procurement Division

ENGINEERING DIV.

cc:
AAPTR
C.D., Com. Gen.

PROCUREMENT DIV.

READJUST DIV.

OTHER

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FORWARDED BY
CENTRAL AUDIT DISTRICT
BUDGET AND FISCAL OFFICE
6508 WEST WARREN AVENUE
DETROIT 22, MICHIGAN

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON 25, D. C.

CGI-45-45-211

9 March 1945

Reference: CG

Subject: Checking Fisher Body Division
General Motors Corporation Costs

To: Director
Air Technical Service Command
Procurement Division
Wright Field
Dayton, Ohio

Attention: Chief, Production Section
Room 30

1. At the request of the Acting Chief, Production Section, Procurement Division, Air Technical Service Command, Wright Field, Dayton, Ohio, in letter TOWR 3 D/Pa./am, dated 14 February 1945, a review has been made of certain records of Fisher Body Division, General Motors Corporation, Detroit, Michigan. The review was made for the purpose of determining the amount and nature of actual costs incurred under the engineering program for the B-29 Airplane to support the estimate of costs in the amount of \$157,045.00, submitted by the company for the three months ended 31 January 1945. The letter also requests a similar review with respect to the costs of B-29 turbo repairs. The company is preparing schedules of such costs, which will be reviewed and a report thereon submitted as soon as possible.

2. The AF auditor was informed by the contractor that only a small portion of the costs incurred to 31 January 1945 originated in Cleveland, and that all such costs were reflected in the summary schedule presented in the following paragraph. Without a detailed analysis of the accounts, no exact segregation of Cleveland costs could be obtained.

3. Cost schedules were obtained from the contractor and checked to the books of account, but no verification of supporting cost data was made. A summary of these costs, aggregating \$130,453.58 which include an amount of \$3,073.04 for Fisher Body Division Home Office expense unreported in the accounts as of 31 January 1945, is as follows:

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Checking File Body Division
 ABC Costs

9 March 1945

<u>Description</u>	<u>Amount</u>
Direct materials	\$ 24,276.18
Direct labor	34,641.01
Burden	72,531.51
Administrative expense	5,004.88
Total	<u>\$ 136,453.58</u>

4. Burden costs in the only detail readily obtainable without analysis of the records are presented below:

<u>Description</u>	<u>Amount</u>
Burden allocated directly to contract:	
Indirect labor	\$ 10,291.65
Operating supplies	26.59
Employees insurance and taxes	1,027.57
Traveling expense	5,167.12
Portion of Home Office expense	1,508.94
Sundry	44.25
Burden prorated to contract	<u>54,522.39</u>
Total	<u>\$ 72,531.51</u>

A detailed analysis of burden prorated to the contract can be obtained, but a considerable amount of work would be required. Based upon reviews made at other plants, the methods used by the contractor in prorating such burden costs do not result in over-absorption of the total burden.

S. P. Meredith, Jr.
 Captain, Air Corps
 Chief, Special Audits Section

WMM TW 12/22
 J. E. BRAGGER
 Lt. Colonel, Air Corps
 District Auditor
 Central Audit District

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FISH & BODY DIVISION

GENERAL MOTORS CORPORATION

DETROIT 2, MICHIGAN

March 10, 1945



GENERAL MOTORS
DIVISIONS

Commanding General
Army Air Forces
Air Technical Service Command
Procurement Division
Wright Field, Ohio

Attention: Colonel H. A. Shepard
Acting Chief, Production Section

Gentlemen:

Reference is made to your letter of March 2, 1945, in which you state that Fisher promised to submit a new proposal on Contract W33 036 ac-0020, but that such proposal has not yet been received by the Army Air Forces.

Since February 11, 1945, the date of the conference at Wright Field, representatives of Allison and Fisher have made cost studies and have held numerous conversations and conferences pointing towards the most economical division of work between these two divisions of General Motors Corporation and an expeditious presentation of the proposal promised at the conference at Wright Field.

Representatives of these two divisions will meet on Monday, March 12, 1945, at Fisher for the purpose of consummating our final understanding with regard to a division of this work.

It is our intention to submit the new proposal before the end of the week of March 13, 1945, at which time representatives of Allison and Fisher will be prepared to discuss all phases of the contract with representatives of the Army Air Forces at Wright Field.

Very truly yours,

GENERAL MOTORS CORPORATION
Fisher Body Division

H. A. Shepard
H. A. SHEPPARD
Assistant Treasurer

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FISHER BODY DETROIT DIVISION

GENERAL MOTORS CORPORATION
AIRCRAFT DEVELOPMENT SECTION

DETROIT 2, MICHIGAN

March 13, 1945

File: 74-4



To: Director
Air Technical Service Command
Wright Field, Dayton, Ohio

Attention: Fletcher Branch, Aircraft Projects
Service Engineering Section
Engineering Division
IS-20

Subject: Contract W-33-40-4101, P-75 Airplane
Estimated Performance, based on changes
in process at the time of contract termination.

Reference: Six (6) copies of F.P.A.S. Report A-300,
"Estimated high speed and climb performance
of the P-75 airplane with the Allison V-3420-
P-12 engine" dated 15 September 1944, revised
15 October 1944.

Enclosure: Receipt Acknowledgment Card for reference report.

1. The Contractor is forwarding under separate cover to the Army Air Forces Supply Officer, Dayton, Ohio - Attention: Engineering Division, IS-37-20, six (6) copies of the reference report for the information of the Air Technical Service Command.

2. This report is primarily intended to present an estimate of high speed and climb performance for the P-75 airplane and is intended to indicate the performance estimate for subject airplanes, had changes in process at the time of termination of the subject contract been accomplished. In brief, these changes consisted of the installation of the Allison V-3420-P-12 engine, fifty percent intercooling provided by the production intercooler installation rather than the interim installation provided on the #3 P-75 airplane, and revised installation of coolant radiators and oil coolers.

J.A. [unclear]
28 March 1945
26

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Director
Air Technical Service Command
Wright Field, Dayton, Ohio
Page 2

March 13, 1945
File: 74-4

3. Additional information will be furnished concerning the estimated performance of the subject airplane at such time as data can be obtained from tests conducted on the #2 P-75 airplane at Moffett Field, California, and from flight tests to be conducted on the #3 P-75 airplane.

4. It is requested that the receipt acknowledgment card be signed and returned to the Contractor.

Very truly yours,

W. O. Watson
W. O. Watson
Assistant Director
Aircraft Development Section

DAE:fm
Inclosure as noted above

CC: Lt. Col. Hamlong
Dist. Engr. Div. Officer
Mr. C. C. Paterson
Mr. J. I. Dorn
Major H. A. Mandy - Cleveland

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FISHER BODY DIVISION

GENERAL MOTORS CORPORATION

DETROIT 2, MICHIGAN

March 14, 1945



Army Air Forces
Air Technical Service Command
Procurement Division
Wright Field
Dayton, Ohio

Attention: F. A. Shepard, Colonel
Air Corps, Acting Chief
Production Section
Procurement Division

Subject: P-75 Engineering and Development Program

Gentlemen:

During discussions held at Wright Field on November 1, 1944, with Air Technical Service Command personnel, it was agreed that there would be negotiated between the Army Air Forces and General Motors Corporation, Fisher Body Division, some type of engineering contract to provide contractual coverage for the carrying on of various engineering and research work on P-75 Airplanes. This program was to be in addition to the work designated to be done under the continued portion of the terminated P-75 Contract and, in general, was to consist of engineering, liaison, service and shop work indicated by Wind Tunnel Tests, Flight Testing, and design of a Production Type Intercooler Installation, and the construction of a Mock-up for testing.

Based on the understanding mentioned above, Fisher Body Division initiated the items of work discussed and, in addition, other associated items of work verbally approved by Army Air Force personnel. Aircraft Development Section letters dated January 10, 1945 and January 16, 1945, from Mr. W. G. Watson to Lt. Col. Hervey Kurlong, Army Air Forces Resident Representative at Fisher Body Division, advised the Army Air Forces of the work contemplated under both the continued portion of the terminated P-75 Contract and the proposed Engineering Contract.

On December 21, 1944, we received, for our consideration and execution, Contract W33-038-10-6690 covering "Bediment of Airplanes, Engineering Research in Connection Therewith and Reports Thereon" in the amount of \$200,000.00.

Army Air Forces

On February 10, 1945, representatives of Fisher Body and Allison Divisions met at Wright Field, Ohio, for technical service Command personnel to discuss and present Fisher Body Division's proposal of that date covering the fulfillment of P-75 airplanes of the contract to General Motors Corporation and the performance of engineering research and reports in connection therewith.

As a result of this meeting, it was decided that the Fisher and Allison Divisions would attempt to arrange the most economical division of work to be done and attempt to reduce the program cost to the Government. These arrangements have been made and we are pleased to submit herewith a revised proposal, superseding our Proposal dated February 12, 1945, and covering work performed or to be performed from the date beginning November 1, 1944, which was not included in the certified portion of the contract for P-75 Contract, in connection with Model P-75 airplanes. This Proposal is presented on a fixed price basis in the amount of \$1,300,000, covering the items of work contained in the attached Exhibit 1, and upon the following conditions:

EXHIBIT 1

The work to be done shall consist of those items detailed in the attached Exhibit 1, entitled "Engineering and Development Program, Scope of Work".

The scope of work contained in this exhibit does not include a provision for the cost of a training P-75 Airplane No. 2, Army Serial No. 44-15590, from Moffet Field, as we consider this ship to have been delivered by Fisher and accepted by the Government. It is also to be noted that this Exhibit does not contain any provision for flight tests on Model P-75 Airplane No. 3, Army Serial No. 44-15591. The price quoted herein is predicated upon the Contractor placing P-75 Airplanes Nos. 2, 3, 4 and 5 in flyable condition only and the delivery of ship No. 6 in knock-down condition for use as spares.

PRICE

We quote a fixed price of \$1,300,000.00 for the work outlined. A cost estimate indicating the breakdown of this price is contained in the attached Exhibit "B".

TERMS

The price quoted is payable upon completion of the work by Fisher, its acceptance by the Government, and upon presentation to the Government of Fisher invoices.

Army Air Forces

-3-

DELIVERY

The items of work to be performed, as detailed in Exhibit A, shall be completed and the Articles delivered on or before the estimated dates specified therein. It is a condition of this proposal that any changes in design or specifications of the work to be done shall not cause the Contractor to extend the period of performance beyond March 31, 1945.

GOVERNMENT-FURNISHED TOOLS AND EQUIPMENT

This proposal is conditioned upon the furnishing, without cost to the Contractor, of all parts, work in process, materials, and other items required for the performance of the work to be done from the terminated P-75 inventory, which shall have, as of this date, been diverted to the South Hanger of the Cleveland No. 2 Aircraft Plant, or which may later be needed and available from the terminated P-75 inventory. Special tools, including dies, jigs, fixtures and other manufacturing aids, required in the performance of the work, are to be furnished by and at the expense of the Government.

FACILITIES

It is a condition of this proposal that the Contractor will be permitted the necessary and continued use, during the conduct of the work, of the South Hanger, the Control Tower, Runways, and such other facilities located at the Fisher Body Cleveland Aircraft Plant No. 2, as may reasonably be required for the conduct of the work, at no cost to the Contractor.

PATENTS AND LICENSE RIGHTS

It is a condition of this proposal that the Patents and License Rights Clause attached hereto be contained in any Contract as a result of this quotation.

PROPOSED BUYER'S CONTRACT

Inasmuch as the work performed or to be performed is certain and contained in the attached Exhibit A, we believe you will agree that a fixed price Purchase Order or Short Form Contract should be issued to contractually cover the performance of the Contractor.

GENERAL

Since the scope of work to be performed has become definitely known, the necessity of maintaining a P-75 organization sufficient to discharge any and all calls which might be received under the proposed Buyment Contract (W33-038-ae-6620) has been eliminated, we are therefore able to quote the substantially

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Army Air Forces

-4-

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reduced price contained herein, which is predicated solely upon the work outlined and upon the usual fixed price contract coverage.

We trust that you will find this proposal satisfactory and that you will furnish us with the necessary fixed price contract at an early date.

Very truly yours,

GENERAL MOTORS CORPORATION
Fisher Body Division

Albert Bradley
Albert Bradley
Executive Vice President

110

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EXHIBIT A

P-75 ENGINEERING AND DEVELOPMENT PROGRAMSCOPE OF WORK

1. Engineering - The engineering on the following items will be completed:

- A. Change Number 30-2 - External Emergency Release for Canopy.
- B. Change Number 125 - Production Intercooler Installation.
- C. Change Number 205 - Photo Observer Installation.
- D. Change Number 206 - Stress Analysis of Spinner.
- E. Change Number 300 - Torque Meter Installation.
- F. Change Number 324 - Relocate Static Ground.
- G. Change Number 321 - Full Scale Bench Flow Test Model of Cooling and Charge Air system.
- H. Change Number 324 - Redesign of Landing Gear to Improve Taxiing of Airplane.
- I. Change Number 335 - Elimination of Instrument Pressure Transmitters.

In addition to the above, the required structures, weight and aerodynamic reports will be prepared from data obtained from wind tunnel and flight tests of Ship Number 2. The necessary Handbook Supplements covering the Cooling and Intercooler Installation in Ship Number 3 will be prepared.

2. Fabrication - The following items will be fabricated and assembled:

- A. One (1) Full Scale Bench Flow Test Model of Cooling and Charge Air system. This item was shipped to Ames Laboratory, Moffet Field, California for testing purposes.
- B. One (1) set of charge air ducts. These ducts were shipped to Allison Division, General Motors Corporation for testing purposes.
- C. Parts required for Change No. 205 - Installation of the Photo Observer - Ship Number 2 only.
- D. Parts required for Change No. 300 - Installation of the Torque Meter - Ship Number 3 only. The Torque Meter is to be furnished as G.P.E.
- E. Parts required for Change No. 335 - Elimination of Instrument Pressure Transmitters - Ship Number 3 only.

3. Ship Number 2 - AAF Serial No. 44-44540 - The following work will be completed:

- A. Fly Ship to Moffet Field, California.
- B. Assistance of a flight engineer and necessary mechanics in the wind tunnel and flight test. A completion date of March 31, 1945 has been established for this program.
- C. Necessary liaison activity at Moffet Field, California.

4. Ship Number 3 - AAF Serial No. 44-44551 - The following work will be completed:

- A. Installation of Change No. 205 - Photo Observer, Change No. 300 - Torque Meter Installation and Change No. 335 - Elimination of Instrument Pressure Transmitters.

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EXHIBIT A

Page No. 2

*W/Lite
14 March 45*

B. Complete the Installation of the following Engineering Changes:

1. Change Number 92 - Redesign and relocation of Oil and Coolant Radiators.
2. Change Number 200 - Experimental Intercooler Installation.
3. Change Number 201 - Revised Aileron Seal Installation.
4. Change Number 202 - Relocate Cockpit Heater Valve and Revise Windshield Defroster Installation.
5. Change Number 203 - Production Flow Meter Installation.
6. Change Number 204 - Cockpit Ventilator Installation.
7. Change Number 317 - Oil Pressure Gauge for Auxiliary Stage.
8. Change Number 326 - Air Speed Static Plate Installation.
9. Revised Landing Gear Control Valve Sector Mounting.
10. Complete Boots and Seals to meet specifications.
11. Canopy Selector Valve Test.
12. Relocate Elevator Tab Dial.
13. Installation of H Blade Propellers and Spinners.

15. Ship Numbers 4 and 5 - AAF Serial Nos. 44-44552 and 44-44553. - The following work will be completed:

A. Complete the installation of the following Engineering Changes:

1. Change Number 201 - Revised Aileron Seal Installation.
2. Change Number 202 - Relocate Cockpit Heater Valve and Revise Windshield Defroster Installation.
3. Change Number 203 - Production Flow Meter Installation.
4. Change Number 204 - Cockpit Ventilator Installation.
5. Change Number 317 - Oil Pressure Gauge for Auxiliary Stage Supercharger.
6. Change Number 326 - Air Speed Static Plate Installation.
7. Revised Landing Gear Control Valve Sector Mounting.
8. Complete Boots and Seals to meet specifications.
9. Canopy Selector Valve Test.
10. Relocate Elevator Tab Dial.
11. Installation of H Blade Propellers and Spinners.

6. Ship Number 6 - AAF Serial No. 44-44554. - The following work will be completed:

- A. Packing and crating for delivery to the Government as Spare Parts.

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EXHIBIT B

*Unit to
is marked*

R-15 ENGINEERING AND EMPLOYMENT PROGRAM

EXCLUSIVE OF FLIGHT TEST

Cost Estimate

Material	\$ 4,764.00	
Labor	69,833.00	
Burden	144,764.00	
Packaging & Crating	701.00	
Other Cost	<u>9,277.00</u>	
Total Estimated Cost	\$ 229,439.00	
Profit 9.5% to Sales	<u>24,091.00</u>	
<u>Sales Price</u>	<u>\$ 253,530.00</u>	

*36,814.00
2,079.00*

3-14-45

March 14, 1945

0727

Brig. Gen. F. W. New
PRO:sl 1110
1110

15 March 1945

Director, Air Technical Service Command
Attention: Management Council
Operational Bureau, Office
1000 1st St. S.W., Wash. D.C.
Daily military report to C. AF

1. Report to Management Council dated 1 October 1944, subject as above, has been reviewed and is correct in all respects. Division of Operations, Bureau, is requested to report to the Management Council on the above subject.

2. General information is requested for the purpose of reporting on the above subject. This information should be furnished in the form of a report to the Management Council. The report should include a partial payment of \$5,000, and should also include a statement of the amount of interest charges of \$2,000 or more, pending final settlement.

Wright
Wright
1000 1st St. S.W.
Washington, D.C.
Director, Air Technical Service Command

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DEP. CH. STAFF
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FISHER BODY DIVISION

GENERAL MOTORS CORPORATION

DETROIT 2, MICHIGAN



March 16, 1945

44-33902

To: Director
Air Technical Service Command
Wright field, Dayton, Ohio

Attention: Fighter Branch
Aircraft Projects
Service engineering section - Engineering Division
TSP-3-A

Subject: Delivery of ~~44-33902~~ 44-33902
Contract W535

Reference: (a) ATSC letter, TSP:RFA:31:ojr, dated December 16th, 1944
(b) ATSC letter, JFA:RFA:50, dated May 18th, 1944
(c) Fisher Body letter, JAG:AD, File 88-5g, dated August 9th, 1944
(d) AAF Memo Report No. Eng. 51-4302-8-13, Vol. 4, dated March 28th, 1944

1. The subject airplanes, serial numbers 44-46951, 44-32162, 44-32164, 44-32165, and 44-32166 have been delivered to the Army Air Forces in accordance with reference (a).

2. Airplanes, serial numbers 44-46951, 44-32162, and 44-32164 have vertical and horizontal tails installed which are inadequate for safe general and routine flying of all types. No acrobatics of any type can be safely performed with these airplanes. In addition, and because of the inadequate tail area and configuration, the airplanes are restricted to positive acceleration of 2.5g and an airspeed of 325 mph indicated in accordance with reference (b) and (c). The lower fuselage skin forward of the center panel wing spar is buckled on these airplanes, a deficiency which became evident during flight testing. The condition of the fuselage is considered ~~unsatisfactory~~ for delivery of airplanes in accordance with reference (a), and in view of reference (d), these airplanes cannot be safely flown at ce's alt of 29'. During flight testing of these airplanes, it was found that the instability could be corrected by the installation of a redesigned horizontal and vertical tail, installation of which was not authorized under the terms of reference (a). The above facts have previously been thoroughly discussed with ATSC personnel. It is the understanding of this Contractor that these airplanes will be placed in class 2C immediately upon delivery to Wright Field.

CONTRACT W535
March 23, 1945
JFA:fe

RESTRICTED

Ac-33712

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Air Technical Service Command
March 24, 1945

3. Airplanes, serial numbers 44-32165 and 44-32166 are being delivered with the production design of the horizontal and vertical tail surfaces and are safe for flight under the conditions established by reference (a), (b), and (c). The Contractor requests, in view of the fact that these airplanes have not been demonstrated, that the diving speed be limited to 400 mph indicated, and that all aerobatics be prohibited.

4. The foregoing data represents estimated performance characteristics which were compiled during the period in which the Corporation was engaged in the XP-75 Experimental Aircraft Program. Inasmuch as that program was terminated for the convenience of the Government, prior to completion of the work called for under the contract, we did not have the opportunity to accomplish more in the way of modifications and experiments which would render the XP-75 airplanes more airworthy. Accordingly, we are unable to make any warranties whatsoever with respect to the performance characteristics of the XP-75 airplanes in any type of flight or operation and we wish to negative any implications of such warranties.

Very truly yours,

GENERAL MOTORS CORPORATION
Fisher Body Division

[Signature]
W. F. ARCHER
Vice President

APR 24 1945

10:21

FILE 10

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ALLISON DIVISION
GENERAL MOTORS CORPORATION
INDIANAPOLIS 6, INDIANA

CABLE ADDRESS
ALLISONENG

March 17, 1945

IN REPLY REFER TO RCC:hb

Director
AAP, Air Technical Service Command
Bright Field
Dayton, Ohio

17440

W/Price Booked

Via: AAP Resident Representative

Subject: Program No. 1 - 100 Hours Flight Testing
Program No. 2 - 200 Hours Flight Testing
V-8420-11 Engine Development - P-75 Airplane

Attention: Major E. D. Aldridge, Aircraft Projects,
Service Engineering Section, Engineering Division
73-882-C

Reference: Meeting at Bright Field with Fisher Division and
Allison Representatives - 3-16-45

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Confirming our understanding at the meeting held at Bright Field with the Fisher Division representatives and Allison representatives, we are submitting below our proposal for the flight testing of the P-75 airplane and V-8420 engines:

Program No. 1 - 100 Hours Flight Time

- (a) Functional flying for checking operation of instrumentation 10 hrs.
- (b) Airspeed calibration 10 hrs.
- (c) Engine and airplane calibration at various altitudes and at various powers up to and including for Emergency Rating 30 hrs.

These calibrations should be conducted at the following altitudes:

- (1) 5,000 feet
- (2) 10,000 feet
- (3) 15,000 feet
- (4) 20,000 feet
- (5) 25,000 feet
- (6) 30,000 feet
- (7) 35,000 feet

*Due to the fact we cannot anticipate all the difficulties which may be en-

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Director
 AAF, Air Technical Service Command

March 17, 1945
 Page two

countered in the process of power calibration on this program, it may be possible to obtain only two or three complete calibrations on the altitudes listed, obtaining spot checks at the other altitudes.

- | | |
|---|---------|
| (d) Determination of carburetor and automatic supercharger regulator settings in connection with tests as noted under (c) | 15 hrs. |
| (e) Climb tests | 5 hrs. |
| (1) Normal Power | |
| (2) Military Power | |
| (3) War Emergency Power | |
| (f) Cruising range tests | 10 hrs. |
| (g) Cooling tests | 20 hrs. |

Program No. 2 - 200 Hours Flight Time

- | | |
|---|---------|
| (a) Functional flying for checking operation of instrumentation | |
| (b) Airspeed calibration | 10 hrs. |
| (c) Engine and airplane calibration at various altitudes and at various powers up to and including War Emergency Rating | 10 hrs. |
| | 95 hrs. |

These calibrations should be conducted at the following altitudes:

- (1) 5,000 feet
- (2) 10,000 feet
- (3) 15,000 feet
- (4) 20,000 feet
- (5) 25,000 feet
- (6) 30,000 feet
- (7) 35,000 feet

- | | |
|---|---------|
| (d) Determination of carburetor and automatic supercharger regulator settings in connection with tests as noted under (c) | 25 hrs. |
| (e) Climb tests | 10 hrs. |
| (1) Normal Power | |
| (2) Military Power | |
| (3) War Emergency Power | |
| (f) Cruising range tests | 20 hrs. |
| (g) Cooling tests | 30 hrs. |

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Director
AAF, Air Technical Service Command

March 17, 1945
Page three

We quote the following prices for the above work:

Program No. 1 - 100 hours Flight Test	\$85,600.00
Program No. 2 - 200 hours Flight Test	150,400.00

This proposal is conditioned upon conducting the flight tests at the Allison Airport facility at Indianapolis and upon the furnishing without cost to the Contractor of all parts, work in process, materials and other items required for the performance of the work to be done from the inventory of the U. S. A. A. P. terminated contract No. W335 ac-41011, which inventory, as of this date, is in the south hangar of the Fisher Cleveland No. 2 factory. Special tools, including dies, jigs, fixtures and other manufacturing aids required in performance of the work are to be furnished by and at the expense of the Government.

Considering that we are only furnishing labor, gas and oil to make these flight tests, we have not considered license rights for the Government in this proposal.

We appreciate the opportunity of submitting this proposal and we do hope you will approve the program for the 200 hours flight test because we are convinced this will give us an opportunity to check completely our V-3420 engines under actual operating conditions together with completing the flight test on the P-78s.

Very truly yours

GENERAL MOTORS CORPORATION
ALLISON DIVISION

R. C. Golt
R. C. Golt,
Contract Administrator

cc: AAF Res. Rep.

Atts - Price Breakdowns - 2

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PRICE BREAKDOWN

Flight Test P-75 Airplane-V3420 Engine
100 Flight Hours

March 17, 1945

Direct Material:

Gas, Oil & Prestone	\$10,750.00	
Materials & Replacement Parts	<u>2,670.00</u>	\$ 13,420.00

Direct Labor

Engineering & Shop		36,315.00
Overhead & Administrative Expense (Est.)		<u>36,315.00</u>
Total Cost		\$ 86,050.00
Profit	11.1%	<u>9,550.00</u>
Price		<u>\$ 95,600.00</u>

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PRICE BREAKDOWN

Flight Test P-75 Airplane V3400 Engine
200 Flight Hours

March 17, 1945

Direct Materials:

Gas, Oil & Prestone	\$21,500.00	
Materials & Replacement Parts	5,000.00	\$ 26,500.00

Direct Labor

Engineering & Shop	54,470.00
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Overhead & Administrative Expense (Est.)	54,470.00
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Total Cost	\$135,440.00
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Profit	15,050.00
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Price	<u>\$150,490.00</u>
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ROUTING AND CONTROL SHEET

0736

ATS Form No. 48
(16 Sep 44)

COORDINATION
DIRECTOR OR DEP.

AIR INSPECTOR

MGT. & FIN. DIV.

CHIEF OF ADMN.

SPECIAL STAFF

CHIEF, ENG.
& PROC.

CHIEF, SUPPLY
& MAINT.

PERS. & BASE
SERV. DIV.

MAINT. DIV.

SUPPLY DIV.

ENGINEER. DIV.

PROCUREMENT DIV.

TRAINING DIV.

3 April 1945

Contract # 535 ac-33962
(A-75) - Additional Allotment

General Motors Corporation
Fisher Body Division
Detroit 2, Michigan

1. Reference is made to contractor's letters dated 15 May 1944, 19 October 1944 and 1 February 1945, with reference, among other things, to expenditures under subject contract in excess of the funds allotted to the contract. Representatives of the contractor have been heretofore advised that the Contracting Officer is not in a position, under the circumstances of this case, to authorize the allotment of additional funds to subject contract. It is, therefore, requested that the contractor proceed at once with the negotiation of the termination settlements of the P-75 contracts on this basis.

FOR THE DIRECTOR:

Deval R. Cook
DEVAL R. COOK
Brig. General, U.S.A.
Chief, Procurement Division

Form No. 11
10-1-53

COORDINATION
DIRECTOR OR DCP

AIR INSPECTOR

MGT. CONTROL

CHIEF OF ADMN.

SPECIAL STAFF

CHIEF, ENG.
& PROC.

CHIEF, SUPPLY
& MAINT.

PERS. & BASE
SERV. DIV.

MAINT. DIV.

SUPPLY DIV.

ENGINEERING DIV.

PROCUREMENT DIV.

READJUST DIV.

OTHER

WP-75. CONTRACT
Material

Mr. H. H. ...
...

at Division

with Colonel ...
ment Section, Lt. Col. ...
the following memorandum:

a. Conference held in General ...
office at 8:00 ...
General L. ...
James ... Lt. Col. ...
Mr. L. D. ...
Mr. ... Archer, Vice-President ...
and the other General ... representatives.

b. ...
and ...
representatives and discussed ...
port of an agreement ...
to permit ...
costs originally ...
Gen. ...
ation angle ...

c. ...
Procurement's ...
an additional ...
to Contractors letter of ...
verting the ...
amount approximately the same ...
the ... Contract.

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COORDINATION
DIRECTOR OR DEP.

AIR INSPECTOR

MGT. CONTROL

CHIEF OF ADMIN.

SPECIAL STAFF

CHIEF ENGINEER & PROC.

CHIEF SUPPORT & MAINT.

PERS. & BASE SERVIC. DIV.

MAINT. DIVISION

SUPPLY DIV.

ENGINEERING DIV.

PROCUREMENT DIV.

ADJUST. DIV.

OTHER

W.D., Central District, 4200, 14 Apr 49, Subj: Contract 4535 10-13062

4. Mr. George A. Archer, of General Motors, stated the Contractor's position is that the assistance that the AF Contract has been conducted in good faith and with Engineering Division's knowledge and approval and that their conversion offer made in May 1943 was withdrawn without having been accepted upon the R-75 Contracts being terminated.

5. Gen. Swatland suggested to Mr. Archer that serious consideration be given to attempting to wash out the overrun and the AF Contract by General Motors 1944 renegotiation which is either now under submission or is about to be. It was also suggested that this Headquarters might endeavor to get the Under-Secretary of War to approve the allotment requested by General Motors and that if such a request is to be made that General Motors submit substantiating evidence which it deems necessary to sustain its contention that the letter of May 1943 does not constitute a valid basis for not increasing the allotment.

6. It was determined that Procurement Division would immediately commence preparation of a request to the Under-Secretary of War for authority to make the additional allotment and the record to accompany such request. Mr. Archer stated that he would first take up the renegotiation angle with other General Motors officials and if no attempt is to be made to wash out the overrun by renegotiation that then General Motors would prepare and forward a substantiating brief in support of its position that it is presently entitled to have the additional allotment made.

By Command of Lieutenant General SWIDEN:

J. L. Warr Lt-Col ac
for
S. J. LA FAY
Col., Air Corps
Chief, Termination Section
Readjustment Division

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VAL

J. L. Warr
Thy L. Warr
ac

*Y for Army furnished XP-75
from: Wright Air Branch, Dayton, Ohio, AFAS-4
Rd.*

MEMO FOR RECORD

19 April 1945

Status of P-75 Airplanes

Major Bussey/bta/74551

1. Following information received this date from Lt. Dillon, Aircraft Projects, Engineering Division, ATSC, regarding experimental and production P-75 airplanes:

(a) Experimental contract consisted of eight (8) Experimental airplanes and one (1) static test article. Disposition of these experimental articles at this time are as follows:

- #1 - Scrapped
- #2 - Wright Field
- #3 - Crashed
- #4 - Wright Field
- #5 - Crashed
- #6 - Wright Field
- #7 - Aero Products at Vandalia, Ohio
- #8 - Wright Field

(b) Final production contract included six (6) airplanes. As of this date all articles are factory complete but only the first four (4) have been accepted by the Army. Disposition is as follows:

- #1 - Crashed
- #2 - Ames Laboratory, Moffett Field, Calif.
- #3 - Allison at Cleveland, Ohio
- #4 - Allison at Cleveland, Ohio
- #5 - Allison at Cleveland, Ohio
- * #6 - Allison at Cleveland, Ohio

* NOTE: #6 is a hangar airplane, and will be used for spare parts.

J. K. BUSSEY, Major, A. C.
Aircraft Projects Branch

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ALLISON DIVISION

GENERAL MOTORS CORPORATION

INDIANAPOLIS 6, INDIANA

April 23, 1945

CABLE ADDRESS
ALLISONENG

IN REPLY REFER TO

Director
AAF, Air Technical Service Command
Wright Field
Dayton, Ohio

Via: AAF Resident Representative

Subject: 100 hrs. Flight Testing on P-75 A-1 CC
Serial #44-44851 Airplane and V-3420-E12
Allison Engine

Attention: V. A. Shephard
Colonel, Air Forces
Acting Chief Production Section
Procurement Division

Reference: TSBP3K
Lt. W. S. Hare
Tel: 3-2343 ext
Letter dated 4/17/45

The following information is supplied in answer to item #3, as requested in your letter of April 17, 1945, for a more detailed cost analysis to be furnished to explain the unusually high hourly cost of this program:

COST ANALYSIS Flight Test P-75 Airplane - V-3420 Engine

100 Flight Hours

Gas, Oil & Prestone	\$ 10,750.00
Gasoline is estimated at \$100.00 per flight test hour which is based on V-1710 flight test experience at \$50.00 per hour.	\$ 10,000.00
Oil & Prestone	750.00
Material and Replacement Parts	2,670.00
Estimated value of repair and replacement parts required during flight test to maintain operating efficiency and make minor changes in installation and design.	

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Director
AAF, Air Technical Service Command

April 27, 1945
Page Two

Engineering and Shop
Engineering: \$ 38,318.00

Hours	Description	Amount	
440	Aerodynamics	\$ 1,120.00	
5,300	Power Plant	7,500.00	
3,300	Flight Test	6,750.00	
1,100	Liaison	2,500.00	
200	Pilot (100 hrs.-no standby)	875.00	
	100 hrs. Preparation and report		
1,100	Plant Development	2,000.00	
220	Weigh Engine: a. Actual weight and balance report b. Balance ship for flight test	450.00	
2,200	Allowance for possible redesign work on Power Plant installation	3,085.00	
Shop: 7,557	Shop hours @ \$1.50 (Time to fabricate, install and power to conform to progress of development.)	11,335.50	\$ 30,418.00
	Overhead and Administrative Expense (Estimated at 100%)		30,418.00
	TOTAL COST		<u>\$ 36,051.00</u>

Very truly yours,

GENERAL MOTORS CORPORATION
ALLISON DIVISION

R. C. Colt
R. C. Colt

Contract Administrator

cc: AAF RES. REP.

9
AIR OPERATIVE
4-28-45
amended 73

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9071
INTER-OFFICE MEMORANDUM

ARMY AIR FORCE
HEADQUARTERS
Office of The Commanding General
HEADQUARTERS, AIR TECHNICAL SERVICE COMMAND
Wright Field, Dayton, Ohio
Date: 3 May 1944

TO: WRTK, Termination Section,
Readjustment Division.
Attn: Lt. Colonel I. G. Orr
SUBJECT: P-75 Engine Removal.

1. In accordance with telephone conversation 1 May, it is satisfactory to remove the engine from the No. 6 P-75 airplane for storage. This is the airplane to be used as a source of spare parts.

V. H. Hanger
VICTOR H. HANGER
Colonel, Air Corps,
Chief, Aircraft Projects Section,
Service, Engineering Subdivision,
Engineering Division.

*Lt. Col. Orr
Fr. Orr*



MAY 4 1944

RECEIVED

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

AFDPR-4/5

5438

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

10 May 1945

SUBJECT: Request of Fisher Body Division, GMC, for
Increase in Allotment of Funds on Contract
W 535 ac-32962 Calling for XP-75 Airplanes

TO: Special Representative of the
Under Secretary of War

1. Under date of 19 October 1944, General Motors Corporation wrote Air Technical Service Command requesting that additional funds be allotted to the subject contract in the amount of \$4,627,475.00. Copy of such letter is attached as Tab A. Because of circumstances hereinafter recited, no action was taken at that time to allocate additional funds. On 1 February 1945, the Contractor renewed its request for the allotment of additional funds in connection with its proposal for the settlement of its termination claim. Copy of this letter is attached as Tab B. This matter has been the subject of discussions between representatives of ATSC and the Contractor, extending over many months. Because of the various factors involved, it is considered that the request of the Contractor for allotment of additional funds should be submitted to your office for consideration.

2. Subject contract was originally entered into on 10 October 1942 as a letter contract calling for two XP-75 Airplanes, data, etc. In July 1943 authority was given ATSC to purchase 2500 P-75 Airplanes and on 6 July 1943 letter contract No. W 535 ac-41011 was issued covering such production airplanes. At the same time, a determination was made to increase the number of experimental airplanes from two to eight and the letter contract covering the experimental airplanes was so amended on 9 July 1943. The letter contract as amended, calling for the eight XP-75 Airplanes, data, etc., was superseded by a formal CPFF contract with the same contract number dated 11 September 1943. The total funds allotted to the experimental contract at the time of the issuance of the formal contract were \$2,911,434.70.

3. The letter contract issued for the 2500 production airplanes was superseded by a formal fixed price contract dated 19 April 1944, the total contract price including spare parts, tools, etc., amounting to \$258,285,297.50.



Handwritten signature or initials

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2
 Mr. to Special Agent in Charge, WSM

AFMFR-4/5

4. By December 1943 it had become apparent that total costs under the experimental contract would exceed the allotted funds. A request was made on 7 February 1944 for the allotment of additional funds to the contract and on 28 March 1944, the total funds were increased to \$4,451,207.10. From as early as December 1943, informal discussions were held between representatives of AFSC and representatives of the Contractor, during which the Contractor indicated an interest in converting the experimental contract to a fixed price basis. Although such conversations were carried on with representatives of AFSC, no definite offer was made by the Contractor until 15 May 1944, at which time the Contractor wrote a letter (Tab C) proposing the conversion of the experimental contract to a fixed price equivalent to the funds then allotted to the contract with certain minor modifications to reflect engineering changes. This letter stated that the total cost of the work called for under the contract was then estimated at \$8,000,000.00, of which approximately \$6,000,000.00 had been spent as of 31 March 1944, and that the conversion would reduce the liability of the Government under the contract by an estimated amount in excess of \$3,500,000.00.
5. The offer contained in the letter of 15 May 1944, with respect to the conversion of the XP-75 contract, was made conditional upon the acceptance of the offers contained in letters dated 9 May 1944 with respect to the conversion of the CPFF contract W 038 ac-33362 covering work on the XP-19A Airplane and contract W 535 ac-27331 calling for work on the XP-29 Airplane. Copies of these letters are attached as Tabs D and E respectively. The conversion of the contracts covering the XP-19A and XP-29 were accomplished on the basis of such proposals by supplemental orders 20 December 1944. In each of the three proposals the advantages to the Government in the conversion were based primarily upon the large monetary savings indicated in the proposals, rather than upon future benefits, inasmuch as all three contracts had progressed to an advanced stage of completion. At the time of submission of the three proposals, AFSC indicated to the representatives of the Contractor its intention to accept such proposals. However, various problems relating to the procedures to be followed in the conversion of the three contracts, the scope of the work to be covered by the Fixed price contract, etc., resulted in delays so that the conversion supplement covering the XP-75 Airplanes was not placed in the hands of the Contractor until September 1944.
6. On 8 October 1944, a telegram was sent to the Contractor, substantially terminating the large production contract for P-75 Airplanes. On 18 October 1944, a meeting was held at the Contractor's plant, Cleveland, Ohio, for the purpose of discussing the termination of the production contract and fixing the exact number of airplanes to be completed thereunder. At that meeting, it was decided that the production contract would be terminated completely. Inasmuch as the Contractor had not yet executed the

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Ltr. to Special Representative of U.S.W.

conversion supplement for the experimental contract, the question was raised as to whether such supplement should be executed or returned. The Contractor's representatives stated that as a condition to the execution of such supplement, they would require an agreement on the part of the Government that any costs incurred under the experimental contract in excess of the fixed price set forth in the conversion supplement would be recognized as costs under the terminated production contract. It was pointed out to the Contractor that, while it was recognized that under normal accounting procedure, there might be some question as to the allocation of costs between the experimental and production contracts, it was, nevertheless, impossible to enter into any agreement whereby costs definitely allocable to the experimental contract would be recognized as costs in the settlement of the termination claim under the production contract. The Contractor then stated that if such assurance could not be given, it would be necessary for the Contractor to request a change order to the contract as soon as it was converted based upon engineering changes which the Contractor contended had not been reflected in the specifications contained in the conversion supplement of the experimental contract, and the Contractor further stated that such request would be for an increase in the fixed price of not less than \$1,250,000.00 and probably in excess of \$2,000,000.00. The Contractor was advised by representatives of ATSC that the negotiations covering the conversion supplement were carried on on the theory that the description of the work included all engineering changes in the experimental articles up to the date of drafting the supplement. Therefore, any claims in amounts equivalent to 25 or 50 per cent of the total contract price would be examined very closely to be sure that the work covered by such claims had not been already covered in the specifications agreed upon. In view of the attitude of ATSC to the two suggestions made by the Contractor, the Contractor determined not to execute the conversion supplement and in the letter of 19 October 1944 (Tab A) so advised ATSC. This letter contained a request for the allotment of \$4,627,475.00 additional funds.

7. On 23 October 1944 a meeting was held at Wright Field attended by representatives of ATSC and of the Contractor, at which meeting it was determined to terminate the experimental contract. At such meeting the representatives of the Contractor were advised that no action would be taken at that time with respect to the request contained in the letter of 19 October 1944, for the allotment of additional funds. It was explained to the Contractor that if the claim for additional funds were appropriate, it would continue as a good claim after the termination. It was also felt that a postponement of allotment of funds, until the amount required based upon an examination of costs and determination of appropriate allocation between the experimental and production contract was determined, might avoid the allocation of excess funds on the contract.

The question as to the propriety of allotment of the additional funds to the experimental contract arises in large part as a result of

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Ltr. to Special Representative of the USW.

Article 5 of the experimental contract, quoted in the letter of 19 October 1944 (Tab A) which contains language which would apparently relieve the Government from liability for the payment of any amounts spent by the Contractor in excess of the funds allocated to the contract. This is recognized by the Contractor in its letter of 19 October 1944. However, such article does provide for subsequent ratification of expenditures by the Contracting Officer if funds are placed on the contract. In this case the Contractor failed to comply with the requirements of the contract and did not make any request for additional funds when it became evident that the amounts being spent would exceed the allotted funds. It seems clear that the Contractor's reason for not requesting additional funds was the fact that it had proposed a conversion of the contract to a fixed price basis equivalent to the funds already allotted to the contract.

9. There is no question but that ATSC at all times during 1944 knew that substantial expenditures were being incurred by the Contractor in excess of the allotted funds, and that ATSC was giving the Contractor continual encouragement to proceed with the development of the XP-75 airplanes as rapidly as possible. The record also indicates that at no time was any approval, either oral or written, given to the Contractor in connection with such expenditures, it being considered by representatives of ATSC that such approval was unnecessary in view of the offer which had been made verbally earlier in the year and in writing on 15 May 1944, to complete the work on a fixed price basis at a price substantially equivalent to the amount of funds already allotted to the contract. No vouchers were submitted during this period by the Contractor for reimbursement of any amounts in excess of the amounts allotted.

10. Following the termination of the experimental contract, the Government took title to certain of the airplanes called for under such contract and disposed of certain of the excess inventory. At the present time, all further action with respect to the disposal of property under the experimental contract is being held up pending a determination of the question as to whether additional funds will be allotted to the contract.

11. Following the receipt of Contractor's letter of 1 February 1945, (Tab B), containing the proposal for the termination settlement of the experimental XP-75 contract, an Authority for Purchase was initiated at ATSC to provide the additional funds for allotment to this contract. Upon the completion of the Authority for Purchase, the Contractor was advised by ATSC that additional funds had been allotted to the contract. This advice was incorrect inasmuch as such allotment is made only upon the amendment of

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12. to Special Representative of the USW.

the contract and not upon the accomplishment of an Authority of Purchase, and no such amendment has been made. This advice is not considered material inasmuch as no additional expenditures were made by the Contractor in reliance upon such advice.

13. Representatives of General Motors Corporation have taken the attitude that it had proceeded in good faith in the performance of work desired by the Army Air Forces and that it is entitled to receive payment for such work even though it had technically not complied with the terms of the contract. The position of ATSC has been that where the Contractor makes an offer to convert to a fixed price basis and, in accordance with such offer, takes none of the steps set forth in the contract to provide for the allotment of additional funds, there is a question whether such action, in effect, does not constitute a waiver of the right to such additional funds.

13. The Contractor's representatives have recently contended that at the time of the offer of 15 May 1944, it was evident that the costs of the first 500 P-75 Airplanes under the production contract would be so much lower than the estimates that some \$4,000,000.00 of the costs under the experimental contract could be absorbed out of the profits on these first 500 production type airplanes. Consequently, about April 1944, there was transferred on the Company's books \$4,000,000.00 of costs from the experimental contract to the production contract. Upon the termination of the production contract, the entry was reversed. ATSC in negotiating the price of the first 500 P-75 Airplanes, did not intend to include any of the costs of the experimental contract in the costs upon which the price of the production airplanes was based.

14. It is recognized by ATSC that considerable uncertainty must necessarily exist in the allocation of expenses between work done on the experimental contract for XP-75 Airplanes and on the production contract for P-75 Airplanes, and that a substantial amount of the work under the experimental contract was of direct benefit to the production contract and its scope was unquestionably influenced by the existence of such a production contract. It was believed that the amendment of the experimental contract on 25 October 1944 by adding the provision for a negotiated settlement of termination claims might permit reasonable flexibility in the allocation of expenses between the two contracts. However, the rules and regulations covering the determination of expenses under a JPEF contract, and the fact that all of the expenses had been entered upon the Company's books at the time they were incurred as being applicable to the experimental contract, make the re-allocation at the present of any substantial portion of the expenses between the two contracts impracticable from an auditing or accounting point of view. In no event would it be possible to charge to the production contract any items representing actual overrun of expenses of the experimental work.

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 ATCP-1/5
 Ltr. to Special Representative of the UNW.

15. Representatives of the Contractor have advised ATSC that in preparing its annual statement of income and expenses for 1944 for submission to the Price Adjustment Board, the Contractor considered all expenditures made by it under the experimental XP-75 contract as being reimbursable, even though they were in excess of the allotted funds. Consequently, the figures submitted did not make any allowance for the possibility that the Contractor might be called upon to absorb such excess of expenditures out of its income. It was pointed out to the Contractor that the processing of this claim was somewhat meaningless, from the over-all corporation point of view, if the net result would be to increase by a corresponding amount the refund required to be made under renegotiation. Representatives of the Contractor pointed out that the Contractor operates its separate Divisions as if they were separate corporations and that the proper processing of this item was important to the Fisher Body Division. Such representatives also indicated a desire to have this matter determined upon its own merits, which is obviously a determination the Contractor is entitled to, if it so desires.

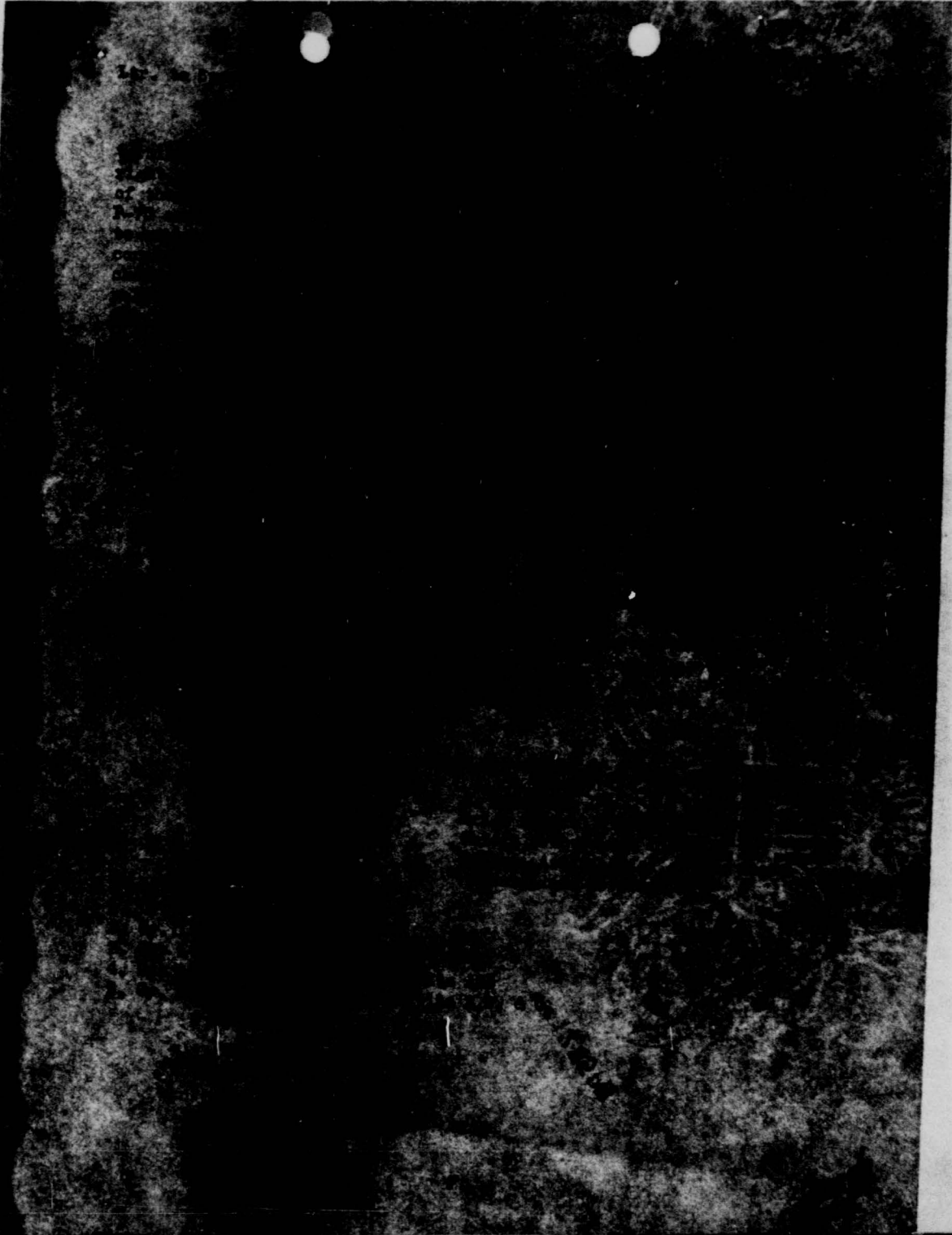
16. Expenditures under the experimental contract equalled the total allotted funds, including those allotted in March, 1944 by the latter part of 1943. It is recognized by ATSC that after such time numerous requests and suggestions were made by ATSC changing the scope of the work done by the Contractor under the experimental contract, and that numerous items of additional work were undertaken by the Contractor in the development of the experimental airplanes with the knowledge of ATSC. No basis exists for an estimate as to the amount of such expenditures other than the statements of the Contractor referred to in Paragraph 6 hereof indicating amounts not less than \$1,250,000.00 and possibly in excess of \$2,000,000.00. ATSC has contended that the specifications contained in the conversion supplement as submitted to the Contractor in September 1944, reflected substantially all of such engineering changes. Moreover, it should be pointed out that the provisions of the contract, limiting the Government's liability to the funds allotted to the contract, applies not only to overrun expenditures in respect of the work as originally described, but also to additional expenditures resulting from change orders.

17. The settlement of the termination claim of the Contractor with respect to the production F-75 Airplane contract is also being held up by the Contractor pending a determination of its claim for settlement of its experimental XP-75 contract. During the period that the settlement of such claim is held up, the Government is incurring a potential interest liability. It is, therefore, desirable that the questions contained in this letter be resolved as promptly as possible.

18. As pointed out above, the continuance of the F-75 contract was not stipulated as a condition of the Contractor's proposal to convert the XP-75 contract. If the latter contract had been converted, a subsequent

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33
file
Contract No. W 33-038-10-6600

GENERAL MOTORS CORPORATION
(FIGHTER BODY DIVISION)
Detroit, Michigan

40

APPROVED: 15 Mar 1945
By Direction of the Secretary of War
under the Provisions of the First War
Powers Act, 1941, and Executive Order
9001, dated 27 December 1941.

D. C. SWATLAND
Brig. Gen., U. S. A.
Deputy Chief, Procurement Division

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Contract No. W 33-036-AC-0020 (15404)

Classification: UNCLASSIFIED

AFP: 322212

CONTRACT

(SERVICES)

ANRB Preference: C/2 AA-1

WAR DEPARTMENT

DMCC/nh

GENERAL MOTORS CORPORATION
(FISHER BODY DIVISION)
(Contractor)

CONTRACT FOR the purchase of Airplanes, Engineering Research in
Contract on Therewith and Reports Thereon.

AMOUNT \$1,000,000.00

PLACE OF PERFORMANCE Army Air Forces, Air Technical Service Command,
Wright Field, Dayton, Ohio.

OFFICE OF CONTRACTS, U. S. Army, Jefferson and Livermore Avenues, Detroit
Michigan, to be acted as the officer to make payments in accordance with
this contract.

The supplies and services to be obtained by this instrument are authorized
by, and for the purposes set forth in, and are chargeable to allotments
being available, the available balances of which are sufficient to cover
the cost thereof.

212/50705, 502-5150 P 611-07 S 33-036

By authority of the War Production Board the preference ratings indicated
are assigned to the deliveries on this contract.

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ARTICLE I - PREAMBLE

3 WHEREAS, the Government of the United States of America, hereinafter referred to as the "Government", and between the UNITED STATES OF AMERICA, hereinafter referred to as the "Government", represented by the Contracting Officer, and the CONTRACTOR, hereinafter referred to as the "Contractor", a corporation organized and existing under the laws of the State of Michigan, of the City of Detroit, in the State of Michigan, hereinafter called the "Contractor",

ARTICLE II - WHEREAS

WHEREAS, it has been determined that the loan of the airplanes hereinafter mentioned to the Contractor (said Contractor being presently engaged in the performance of a contract, or contracts, with the AAF) will contribute to the prosecution of the war and authorization has been given directing said loan in accordance with the terms of this contract for the purpose of experimental research, testing or development as hereinafter described.

NOW, THEREFORE, in consideration of the premises and of the mutual covenants and agreements herein contained and for other good and valuable considerations, the Government and the Contractor agree as follows:

ARTICLE 1 - DELIVERY TO CONTRACTOR - (a) The Government shall, at its expense, forthwith upon the approval of this contract deliver to the Contractor at the Cleveland Municipal Airport, Cleveland, Ohio, five (5) P-50 model P-50 airplanes, AAF Serial Numbers 44-44550, 44-44551, 44-44552, 44-44553 and 44-44554, respectively, together with propellers, instruments and equipment installed therein (all of which are hereinafter sometimes collectively referred to as the "bailed property"). The specifications and agreed value of the bailed property are as follows:

Plane	Serial No.	Agreed Value
Plane No. 2	44-44550	\$200,000.00
Plane No. 3	44-44551	200,000.00
Plane No. 4	44-44552	200,000.00
Plane No. 5	44-44553	200,000.00
Plane No. 6	44-44554	200,000.00

The bailed property shall at all times remain in the Government's possession.

(b) Subject to the approval of the AAF Plant Representative, the Contractor or the Contracting Officer, the Contractor may at any time remove from the airplane designated as Serial No. 44-44554 as may be necessary from time to time as replacements.

This contract was negotiated under the authority of the First War Powers Act, 1917, and Executive Order No. 9001, December 27, 1941.

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(2) The Government will furnish to the Contractor, without cost therefor, from the inventory of the terminated production contract (W-535 ac-41011) for P-75 airplanes, all parts, work in process, materials and other items required for the performance of the work under this contract, which were as of 14 March 1945, diverted to the South Hangar of Contractor's Cleveland No. 2 Aircraft Plant, or which may thereafter be needed and available from such inventory. The Government will also furnish to the Contractor, without cost therefor, such special tools, including dies, jigs, fixtures and other manufacturing aids as may reasonably be required for the performance of work hereunder.

(c) The Government will make available to the Contractor, without cost therefor, for the Contractor's necessary and continued use during the performance of the work hereunder, the South Hangar, the Control Tower, the runway and such other facilities as may reasonably be required for the performance of such work.

ARTICLE 2 - WORK TO BE PERFORMED - (a) The Contractor shall, at its own expense, and without cost to the Government except as otherwise provided herein, provide all equipment, other than materials furnished by the Government pursuant to Article 1 (b) hereof, material, skilled pilots, engineering, labor and other personnel necessary to perform the work (including data, services, articles and supplies), hereinafter set forth and to accomplish all other work required by this contract.

(b)(1) The Contractor shall perform for the Government the following work in respect of the bailed property:

P-75 ENGINEERING AND DEVELOPMENT PROGRAM

SCOPE OF WORK

Engineering - The Engineering on the following items will be completed:

- (1) Change Number 94-2 - External Emergency Release for Canopy.
- (2) Change Number 115 - Production Intercooler Installation.
- (3) Change Number 205 - Photo Observer Installation.
- (4) Change Number 200 - Stress Analysis of Spinner.
- (5) Change Number 340 - Torque Meter Installation.
- (6) Change Number 321 - Helicopter Static Ground.
- (7) Change Number 301 - Full Scale Bench Flow Test Model of Cooling and Charge Air System.
- (8) Change Number 354 - Revision of Landing Gear to Improve Taxi-ing of Airplane.
- (9) Change Number 355 - Elimination of Instrument Pressure Transmitters.

In addition to the above, the required structures, weight and aerodynamic reports will be prepared from data obtained from Wind Tunnel and Flight Tests of Ship Number 2. The necessary Handbook Supplements covering the Cooling and Intercooler Installation in Ship Number 3 will be prepared.

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Fabrication - The following items will be fabricated and assembled:

- (A) One (1) Full Scale Bench Flow Test Model of Cooling and Charge Air System. This item has been shipped to Ames Laboratory, Moffet Field, California for testing purposes.
- (B) One (1) set of Charge Air Ducts. These Ducts have been shipped to Allison Division, General Motors Corporation for testing purposes.
- (C) Parts required for Change No. 205 - Installation of the Photo Observer - Ship Number 3 only.
- (D) Parts required for Change No. 320 - Installation of the Torque Meter - Ship Number 3 only. The Torque Meter is to be furnished as G.F.E.
- (E) Parts required for Change No. 335 - Elimination of Instrument Pressure Transmitters - Ship Number 3 only.

Ship Number 2 - AAF Serial No. 44-44550 - The following work will be completed:

- (A) Fly Ship to Moffet Field, California.
- (B) Assistance of a Flight Engineer and necessary mechanics in the wind tunnel and flight test. A completion date of March 31, 1945 has been established for this program.
- (C) Necessary Liaison activity at Moffet Field, California.

Ship Number 3 - AAF Serial No. 44-44551 - The following work will be completed:

- (A) Installation of Change No. 205 - Photo Observer. Change No. 320 - Torque Meter Installation and Change No. 335 - Elimination of Instrument Pressure Transmitters.
- (B) Complete the Installation of the Following Engineering Changes:
 - (i) Change Number 92 - Redesign and relocation of Oil and Coolant Radiators.
 - (ii) Change Number 200 - Experimental Intercooler Installation.
 - (iii) Change Number 201 - Revised Aileron Seal Installation.
 - (iv) Change Number 202 - Relocate Cockpit Heater Valve and Revise Windshield Defroster Installation.
 - (v) Change Number 203 - Production Flow Meter Installation.
 - (vi) Change Number 204 - Cockpit ventilator Installation.
 - (vii) Change Number 317 - Oil Pressure Gauge for Auxiliary Stage.
 - (viii) Change Number 336 - Air Speed Static Plate Installation.
 - (ix) Revised Landing Gear Control Valve Sector Mounting.
 - (x) Complete Boots and Seals to meet specifications.
 - (xi) Canopy Selector Valve Test.
 - (xii) Relocate Elevator Tab Dial.
 - (xiii) Installation of H Blade Propellers and Spinners.

Ship Numbers 4 and 5 - AAF Serial Numbers 44-44552 and 44-44553 - The following work will be completed:

- (A) Complete the installation of the following Engineering Changes:
 - (1) Change Number 201 - Revised Aileron Seal Installation.

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- (ii) Change Number 202 - Relocate Cockpit Heater Valve and Revise Windshield Defroster Installation.
- (iii) Change Number 203 - Production Flow Meter Installation.
- (iv) Change Number 204 - Cockpit Ventilator Installation.
- (v) Change Number 317 - Oil Pressure Gauge for Auxiliary Stage Supercharger.
- (vi) Change Number 336 - Air Speed Static Plate Installation.
- (vii) Revised Landing Gear Control Valve Sector Mounting.
- (viii) Complete Boots and Seals to meet specifications.
- (ix) Canopy Selector Valve Test.
- (x) Relocate Elevator Tab Dial.
- (xi) Installation of H Blade Propellers and Spinners.

Ship Number 6 - AAF Serial No. 44-44554 - The following work will be completed:

- (A) Packing and crating for delivery to the Government as Spare Parts.

The foregoing work shall be completed and the bailed property redelivered to the Government not later than 15 May 1945, except that Ship No. 2 AAF Serial No. 44-44550 has been redelivered to the Government as of March 31, 1945.

(2) In addition to the work called for under subparagraph (1) above, the Contractor shall conduct such "shakedown" flight tests as the said AAF Plant Representative shall deem necessary to prepare the bailed property (exclusive of airplanes designated as Serial No. 44-44554) for acceptance by the Government.

(c) The Contractor will furnish to the Government, by mail addressed to Director, Air Technical Service Command, Wright Field, Dayton, Ohio, Attention: Fighter Branch, Service Engineering Section, Engineering Division (TSESE-20), one (1) set of blueprint copies of all final drawings completed in connection with the work hereunder.

- (d) The Contractor shall also perform the following work:

- (1) To the extent that the work hereunder requires the conducting of an experimental research, testing or development program, Contractor shall make any modifications in the bailed property necessary to conduct the program required. The Contractor shall also make any installations of, or in, bailed property as required under such program.
- (2) The Contractor shall use the bailed property affected by said program for the purposes, and for those purposes only, required by said program.

- (e) The Contractor shall also perform the following services:

- (1) The Contractor shall furnish the data required by paragraph (f) of this Article.
- (2) The Contractor shall keep and maintain the bailed property in good repair in order to prevent deterioration thereof.

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- (3) Upon termination or completion of this contract as hereinafter provided for in Article 4 hereof, the Contractor shall prepare the bailed property covered thereby for return to the Government as set forth in said Article 4.
 - (4) The Contractor shall comply with the current issue of Section 4 of AAF Technical Order No. 02-1-1 in caring for any engines constituting bailed property hereunder and shall also comply with the current issue of AAF Technical Order No. 00-20A.
 - (5) If not already marked, bailed property hereunder shall be suitably marked by Contractor with an identifying mark or symbol indicating that said bailed property is the property of the Government.
- (f)
- (1) The Contractor shall maintain full, accurate and complete records of all modifications, installations and tests made under this contract, which records shall at all times be kept open to the said AAF Plant Representative and the Contracting Officer.
 - (2) The Contractor shall furnish Final Reports on each of the principal investigations conducted as soon as possible after the completion of such investigation. Such reports shall be in triplicate and shall be addressed to the Director, Air Technical Service Command, Wright Field, Dayton, Ohio, Attention of Service Engineering Section, Fighter Branch (TSSSE-20) and shall be forwarded through the said AAF Plant Representative for the Contractor's plant.
 - (3) Upon termination or completion of this contract the Contractor shall make available for inspection by the said AAF Plant Representative or by the Contracting Officer all data in its possession concerning the work done and/or uses made of the bailed property under this contract, and shall thereafter deliver copies of so much of said data as shall be requested by the person or persons making such inspection to the said AAF Plant Representative, or to such other person as may be designated by the Contracting Officer.
- (g) Flight crews furnished by the Contractor must receive prior approval in writing of the Said AAF Plant Representative or the Contracting Officer. No flight of aircraft constituting bailed property hereunder will be made except for the purposes stated in paragraph (d) (2) of this Article.

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or as required for maintenance, overhaul or replacement of parts of the bailed property or to enable contractor to restore or prepare the bailed property for return to the Government in accordance with the provisions of Article 4 hereof.

(h) In the event that the Government desires to test any of the bailed property during the period of bailment, it shall have the right to do so upon written authorization of the said AAF Plant Representative or the Contracting Officer, but such test or tests shall be made by the Government's pilot or agent at the expense and risk of the Government, and shall be made at such time or times as not unreasonably to delay performance by Contractor of the work called for hereunder.

(i) The Government shall, at all times, have access to the Contractor's building or buildings, wherever any of the bailed property may be located, for the purpose of inspecting same or of removing same upon the termination or completion of this contract, or for the purpose of observing any experimental research, testing or development program conducted hereunder, and in that connection may be present at and may observe any ground and/or flight tests pertaining thereto.

(j) None of the bailed property shall be removed by the Contractor from the continental limits of the United States without prior written approval of the Contracting Officer.

(k) Upon completion or earlier termination of this contract, the Contractor shall turn over to the said AAF Plant Representative for disposal (i) any and all portions of the inventory of recirculated Contract No. W 535 ac-41011 and (ii) any and all special tools, including dies, jigs, fixtures and other manufacturing aids furnished by the Government pursuant to Article 1 (b) (2) hereof and not installed in the bailed property or otherwise properly expended in the performance of this contract.

ARTICLE 3 - CONSIDERATION AND PAYMENT - The Government will pay the Contractor, upon satisfactory performance of this contract and upon submission of properly certified invoices therefor, as full payment for the work to be performed hereunder, the sum of Two Hundred fifty-three Thousand Five Hundred Thirty Dollars and No Cents (\$253,530.00), payable in one payment.

ARTICLE 4 - TERMINATION AT THE OPTION OF THE GOVERNMENT - (a) The Government may, at any time, terminate this contract in whole or in part by a notice in writing from the Contracting Officer to the contractor that the contract is terminated under this Article. Such termination shall be effective in the manner and upon the date specified in said notice and shall be without prejudice to any claims which the Government may have against the Contractor, or any claims which the Contractor may have against the Government. Upon receipt of such notice the Contractor shall, except as the Contracting Officer may otherwise direct, immediately discontinue all work and services covered by said notice of termination, and shall furnish to the Government all information, data, reports and material called for herein, then available and not previously furnished. In addition to the foregoing, and except as otherwise directed by the Contracting Officer, the Contractor shall restore the bailed property with respect to which this contract is terminated to the same condition as it was when received by the Contractor hereunder, reasonable wear, tear, usage and modifications excepted, provided that nothing herein contained shall be deemed to require the Contractor to restore or repair any loss, damage or destruction as to which the Contractor is relieved from liability under the provisions of Article 5 of this contract. Each aircraft constituting bailed property hereunder shall, subject to the foregoing provisions, be prepared by the Contractor for fly-away by a Government pilot and Contractor shall furnish all aircraft engine fuel, lubricating oil

IN WITNESS WHEREOF, the parties hereto have executed this contract as of the day and year first above written.

THE UNITED STATES OF AMERICA

NOTE: Type or print names under all signatures.

E. Hunt
E. HUNT, Major, Air Corps

Contracting Officer
(Official Title)

Two Witnesses:

GENERAL MOTORS CORPORATION
(FISHER BODY DIVISION)
(Contractor)

L. H. Richardson
L. H. Richardson
W. F. Adams
W. F. Adams

T. P. Archer
T. P. Archer, Vice President
(Title)

Detroit, Michigan
(Business Address)

I, T. P. Archer, Vice President of the Corporation named as Contractor herein, and T. P. Archer who signed this Contract on behalf of the Contractor, and Vice President of said Corporation; that said Contract was duly signed and on behalf of said corporation by authority of its governing body, and is within the scope of its corporate powers.

J. C. Davidson [Corporate Seal]

I hereby certify that, to the best of my knowledge and belief, based upon observation and inquiry, J. C. Davidson who signed this Contract for General Motors Corporation (Fisher Body Division), had authority to execute the same, and is the individual who signs similar contracts on behalf of this corporation with the public generally.

(Contracting Officer)

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JFA:bmh TSESE-2C

TSESE-2 (TSESE-2C)

18 May 1945

Contract W 33-038-ac-6620
P-75 Airplane
Spare Parts Storage

Fisher Body Division
General Motors Corporation
B-907 Research Building
Detroit 2, Michigan
Thru: AAF Plant Representative.

1. As a result of termination of Contract W535-AC-41011, a large supply of spare parts became available for the airplanes which were completed under this contract. In accordance with several conferences at the Air Technical Service Command, it was decided to continue the development program on the subject airplane on a limited basis and this led to the negotiation of the subject contract, as well as abailment contract with the Allison Division covering flight development work on the 3420 engine with intercooler installed, in the number three airplane. The spare parts mentioned above, as well as those which can be stripped from the number six airplane, will be very useful in expediting the completion of the program at Allison as well as for maintenance of the other airplane.

2. It is requested that all possible cooperation be given Terminations Personnel, the Property Officer and Plant Representative at the Cleveland Plant number two, in establishing storage space and facilities for handling the spare parts and the number six airplane so that such parts will be available on call from Allison or Army Air Force activities which may be charged with the maintenance of the other airplanes.

FOR THE ACTING DIRECTOR:

/s/ John F. Aldridge, Jr.
/for/ VICTOR R. HAUGEN
Colonel, Air Corps,
Chief, Aircraft Projects Section,
Service, Engineering Subdivision,
Engineering Division.

Copies to:
AAF Plant Rep.
C. G. Cent. Dist.
Att: Eng. Sec.
AAF Plant Rep. - Cleveland

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SRPDS

1st Div.

War Department, Office of the Under Secretary, 31 May 1918-

To: The Commanding General, Army Air Forces, Office, Assistant Chief of Air Staff, W. D. C. (Attention: Chief, Procurement Division).

1. It is noted that the additional allotment referred to will be utilized for the reimbursement of the contractor for expenses incurred under contract No. 4339 42-1392 covering the procurement of eight (8) Air-75 airplanes, and that such expenses were incurred with the knowledge of the Government and without objection on its part in the performance of the work required by the contract. It further appears that the value of the work actually performed exceeded the amount available for use under the contract, and that unless such allotment is authorized no means exist to compensate the contractor for the costs incurred by it.

2. It is believed that authority exists within the Army Air Forces to set up additional funds. In order to obviate any doubt in regard thereto, you are hereby authorized under the provisions of the First War Powers Act of 1917 and Executive Order 9002 to allot additional funds in the amount of \$4,077,475.00 to Contract W. 4339 42-1392 with General Motors Corporation, Flint, Michigan Division. Upon the making of such action the commanding officer may ratify proper expenditures incurred by the contractor in accordance with the terms of the contract.

3. It is determined that the action hereby authorized will facilitate the prosecution of the war.

By direction of the Under Secretary of War:

Handwritten signature

Colonel, General Staff Corps,
Special Representative of the
Under Secretary of War.

5 Incls.: 3/8



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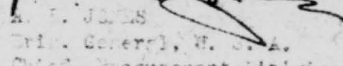
Subject: Request for Higher Body Division, GAO, for 2nd Ind. ATTPS-4/3
Increase in Allotment of Funds on Contract
W 535 sc-3250 Collins for A8-75 Aircraft
US Army Air Materiel, Washington 25, D. C., 21 May 1945

To: Director, AAF Air Technical Service Command, Wright Field, Dayton,
Ohio, (Attention: Chief, Procurement Division - ATTPACT)

1. Your attention is invited to preceding 1st Indorsement dated
21 May 1945, of the Special Representative of the Under Secretary of War,
by direction of the Under Secretary of War.

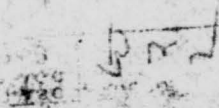
2. There is hereby delegated to the Director, AAF Air Technical
Service Command, with power of delegation and successive redelegation, the
authority granted and delegated to the Commanding General, Army Air Forces,
by paragraph 2 of the preceding 1st Indorsement aforesaid, under the
provisions of the First War Powers Act of 1941 and Executive Order 9001
to allot additional funds in the amount of \$4,527,375.00 to Contract W 535
sc-3250 with General Motors Corporation, Diesel Loan Division. Upon the
taking of such action the contracting officer may ratify proper expenditures
incurred by the contractor in accordance with the terms of the contract.

By command of General AAF 11:


W. J. A.
Brig. General, W. J. A.
Chief, Procurement Division
Office, Assistant Chief of Air Staff
Material and Services

Inc 11

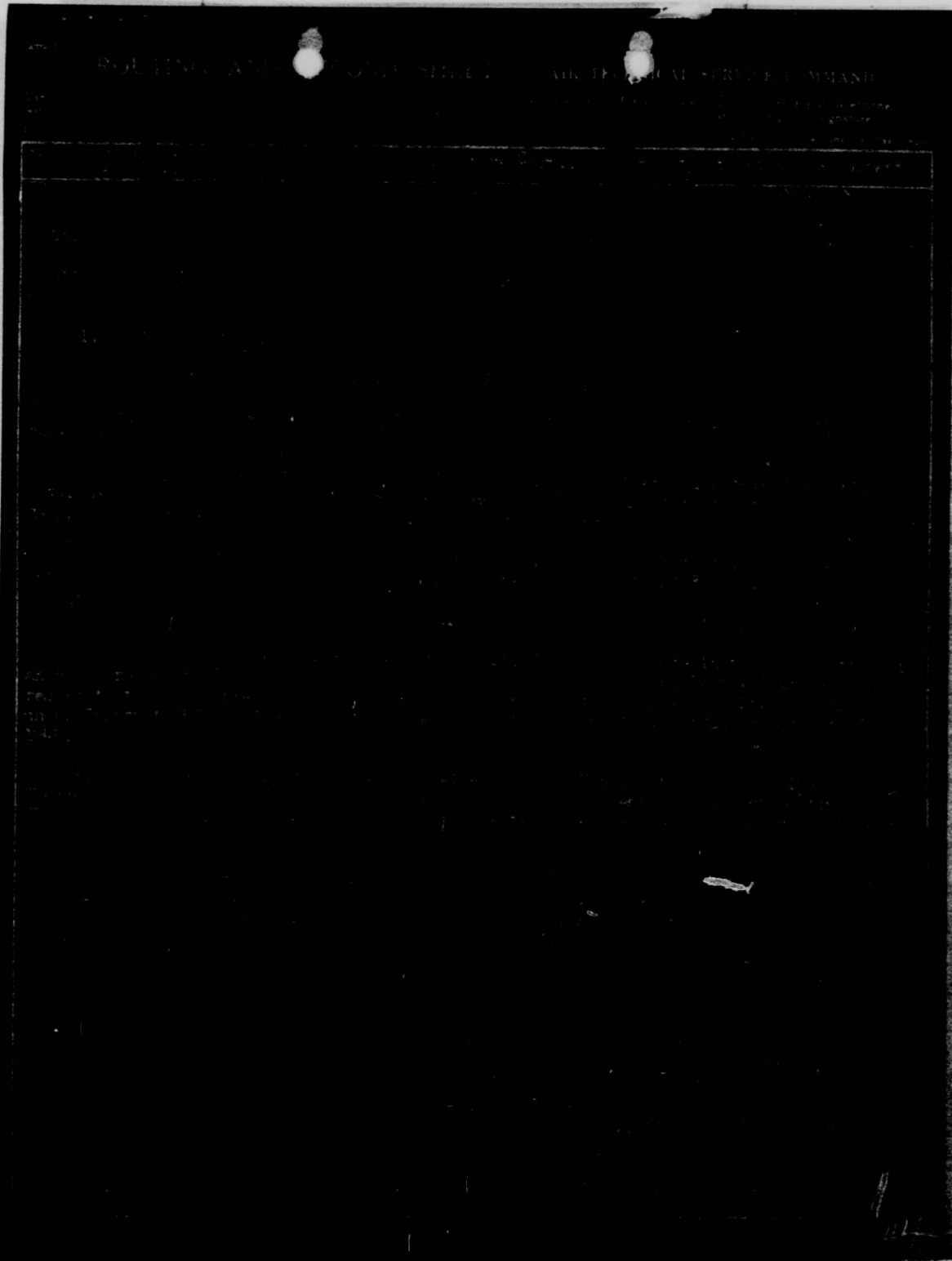
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TSBPR

FROM

TSRTE-B

DATE 4/1/45

COMMENT NO. 1

Let Fisher be officially advised thereof through the Termination Contracting Officer, or Jules Schwartz, who will handle the negotiation of the settlements of Fisher's termination claims under both the F-75 and XF-75 Contracts.

J. M. McAllister
JOSEPH M. McALLISTER
Lt. Colonel, Air Corps ICC:rb:20297
Chief, Termination Section
Readjustment Division

encls. 5 as listed in Para. 1.

0764

ATSC Form No. 71 501A

Execute in triplicate	<i>file</i>
C- 25912	
Class- XP-75	

CHANGE ORDER

ARMY AIR FORCES
Air Technical Service Command
Wright Field, Dayton, Ohio

Date	5 June 1945
Change Order No.	6 to
Contract No.	W 535 ac-33962
as amended	

To: General Motors Corporation, Fisher Body Division, Detroit, Michigan.

SUBJECT: Additional Funds.

1. Contract W 535 ac-33962, as amended, is hereby further amended as set forth hereinbelow:

- (a) The total amount allotted to this Contract is hereby increased in the sum of ----- \$4,733,312.28
- (b) This Change Order does not increase the estimated cost or fixed fee specified in the contract, as amended.

REASON: The Contractor's original estimates were too low and additional funds may be required to pay the amounts due the Contractor under this contract.

45

AAFM-440	Increase in Funds Allotted	
	fixed price	\$ 4,783,312.28
Total	Increase in estimated cost	\$ _____
	fixed fee	\$ _____

This Change Order was negotiated under authority contained in the First War Powers Act, 1941, and Executive Order No. 9001, 27 December, 1941.

Except as hereby amended, all terms and conditions of the Contract affected, as heretofore amended or modified, shall remain unmodified and in full force and effect and shall also apply in carrying out the provisions of this Change Order.

This Change Order shall be subject to the written approval of the Secretary of War or such individual as said Secretary of War shall designate and shall not be binding until so approved. The date of such approval shall be deemed to be the true date for the purpose of determining all times of performance.

UNITED STATES OF AMERICA

BY: Bertram Blatt
Contracting Officer.
BERTRAM BLATT, 1ST. LT., AIR CORPS

1st INDORSEMENT

TO: CONTRACTING OFFICER:
acknowledges

1. Contractor hereby accepts the above Change Order.

General Mitchell JUN 15 1945
(Place) (Date)
GENERAL MOTORS CORPORATION
FISHER BODY DIVISION (SEAL)
(Contractor)

BY: T.P. Archer
(Signature of Official with title held)
T.P. Archer, 1st Lt. Resident

T-9974

AFF No.: 422485

The supplies and services to be obtained by this instrument are authorized by, are for the purpose set forth in and are chargeable to the following allotments, the available balances of which are sufficient to cover cost of same:

212/50705, 502-5150 P 611-09 S 33-038

Approved: 15 June 1944.
By Direction of the Secretary of War under the Provisions of the First War Powers Act, 1941, and Executive Order 9001, 27 December, 1941.

A. S. Wolfe
A. S. WOLFE
Major General, U. S. A.
Chief of Engineering and Procurement

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file

Contract No. W 33-038 20-11400 (14/13)

ARMS Preference: C/2, AA-1

Classification: P75

AFPS: 361315

11/14/3

FIXED PRICE SERVICE CONTRACT

(Army Air Forces)

WAR DEPARTMENT

By: *BB*

CONTRACTOR: GENERAL MOTORS CORPORATION (ALLISON DIVISION)

CONTRACT FOR: Flight Testing of P-50A-60 Airplane

FIXED PRICE: \$95,600.00

Payments to be made by the Payance Officer, U. S. Army, 11 South Meridian Street, Indianapolis, Indiana.

The services to be obtained by this instrument are authorized by, and are for the purpose set forth in, and are chargeable to the allowance below enumerated, the available balance of which is sufficient to cover the cost of same:

212/507-5, 502-2150 P 611-07 S 33-038

By authority of the War Production Board the preference ratings indicated are assigned to the deliveries on this contract.

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FIXED PRICE SERVICE CONTRACT

THIS CONTRACT entered into this fifteenth day of June 1945, by and between THE UNITED STATES OF AMERICA, hereinafter called the "Government" represented by the Contracting Officer executing this Contract, and GENERAL MOTORS CORPORATION (MALLISON DIVISION), a corporation organized and existing under the laws of the State of Delaware, of the City of Indianapolis, in the State of Indiana, hereinafter called the "Contractor"

WITNESSETH

WHEREAS, it is in the interest of the Government in the prosecution of the war to contract at this time for the work and services called for hereunder;

NOW, THEREFORE, in consideration of the premises and of the mutual covenants and agreements herein contained and for other good and valuable considerations, the parties hereto agree as follows:

ARTICLE I. SERVICES TO BE FURNISHED

(a) The Contractor shall, within the time specified in Article 3 hereof, perform a hundred (100) hour flight test upon a Government-furnished type P-51 airplane at the Contractor's airport facilities at Indianapolis, Indiana, and shall furnish such reports thereupon as hereinafter provided. The type of tests to be performed and the hours allotted therefor shall be as follows:

- (1) Functional flying for checking operation of instrumentation - ten (10) hours.
- (2) Airspeed calibration - ten (10) hours
- (3) Engine and air speed calibration at various altitudes and at various power settings and including War Emergency Rating - thirty (30) hours.

a. The calibrations called for by this subparagraph (3) shall be conducted at the following altitudes:

- (i) 5,000 ft.
- (ii) 10,000 ft.
- (iii) 15,000 ft.
- (iv) 20,000 ft.
- (v) 25,000 ft.
- (vi) 30,000 ft.
- (vii) 35,000 ft.

b. In the event the Contractor determines that the power calibrations at the altitudes called for by subparagraph (3) of this subparagraph (3) are impracticable,

This contract was negotiated under the authority of the First War Powers Act, 1941, and Executive Order 9001, 27 December 1941.

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then, upon request to and approval of the Contracting Officer, spot checks at specific altitudes agreed upon shall be made in lieu thereof.

- (4) Determination of carburetor and automatic supercharger regulator settings in connection with the tests called for under subparagraph (3) above - fifteen (15) hours.
 - (5) Climb tests under (i) Normal Power; (ii) Military Power and (iii) War Emergency Power - five (5) hours.
 - (6) Cruising range tests - ten (10) hours.
 - (7) Cooling tests - twenty (20) hours.
- (b) The Contractor shall furnish to the Government, in triplicate the following reports:

(1) Test Reports

a. Final reports on each of the tests called for under paragraph (a) of this Article 1. Each such final report shall include

- (i) The number of this contract
- (ii) The airplane model and serial number of the aircraft used.
- (iii) The purposes of the test
- (iv) Photographs and drawings, when drawings are necessary for clarity, of all modifications and installations.
- (v) A resume of the test performed, with actual test data results obtained.
- (vi) Conclusions, recommendations and discussions resulting from the test.

b. Monthly progress reports on each test not covered by a final report as called for by sub-section a. above. Each such monthly report shall include

- (i) The number of this contract.
- (ii) The airplane model and serial number of the aircraft used and the test concerned.
- (iii) Concise summaries of all significant results obtained and conclusions reached during the report month (including the safety and performance characteristics of the items tested and the feasibility of continuing said tests), and shall be accompanied by sketches as required to convey this information.

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If no significant results were obtained and no conclusions reached during the report month, a negative report shall be submitted with reasons therefor.

(2) Aircraft Utilization Reports

Weekly reports on forms furnished by Headquarters, AISC. Each of said reports shall refer to this contract by number and shall contain:

- (1) As to the Aircraft - the aircraft model, serial number, location, date received (and if theretofore returned to AAF, date of such return) and expiration of lease period.
- (2) As to each test, date test started, per cent completed and estimated completion date.
- (3) Brief summary of test results accomplished during the week, including therein the type of equipment tested and the part numbers of the same.
- (4) Test flying time and total flying time accomplished during the week, and time aircraft is grounded for maintenance, weather and test installation.
- (5) Tests contemplated and estimated completion date for each test contemplated.

(c) The Government will furnish and deliver to the Contractor, (a) the Contractor's airport facilities, Indianapolis, Indiana, one (1) Type P-75A-100 airplane, Serial No. 44-41551, and such spare parts, tools, jigs and fixtures as are available from the termination of Contract W 53-036 as 4101 (entered into between the Government and the Contractor) as are required for the work and services called for herein. The Contractor, upon completion of the work and services called for hereunder, shall make written request of the Contracting Officer for instructions regarding the return to the Government of disposal of the spare parts, tools, jigs and fixtures referred to herein which return and/or disposal shall be accomplished by the Contractor at no additional cost to the Government.

(d) The Contractor shall keep and maintain the Type P-75A-100 airplane, referred to in paragraph (c) above, in good repair and condition at all times. Maintenance of the said plane shall be accomplished by Contractor in accordance with the basic Technical Order Service Handbook for said plane provided the Government furnishes said handbook to the Contractor. If the Government has failed to furnish said handbook to the Contractor or if there is no handbook applicable to the said plane, maintenance by Contractor will conform to good commercial practice. It is understood, however, that the Contractor shall not be required

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IN WITNESS WHEREOF, the parties hereto have executed this contract as of the day and year first above written.

THE UNITED STATES OF AMERICA

NOTE: TYPE OR PRINT NAMES
UNDER ALL SIGNATURES

BY: *[Signature]*
CLINTON C. MAYER JR., Capt Air Corps
Contracting Officer
(Official Title)

Two Witnesses:
[Signature]
R. C. Golt

GENERAL MOTORS CORPORATION
ALLISON DIVISION
(Contractor)

[Signature]
H. E. Wright

BY: *[Signature]*
E. B. Nowill,
General Manager
[Signature]
(Business Address)

I, John D. Welch, certify that I am the Assistant Secretary of the corporation named as Contractor herein, that E. B. Nowill who signed this contract on behalf of the Contractor, was then General Manager of said corporation; that said contract was duly signed for and in behalf of said corporation by authority of its governing body, and is within the scope of its corporate powers.

[Signature]
John D. Welch
Assistant Secretary [Corporate Seal]

I hereby certify that, to the best of my knowledge and belief, based upon observation and inquiry, who signed this contract for GENERAL MOTORS CORPORATION (ALLISON DIVISION) had authority to execute the same, and is the individual who signs similar contracts on behalf of this corporation with the public generally.

[Signature]
(Contracting Officer)

ATSC Form No. 10-809 (9 Jan 48)
Old ATSC Form No. 43

COORDINATION
DIRECTOR OR DEPUTY

AIR INSPECTOR

MGF CONTROL

CHIEF OF ADMN

SPECIAL STAFF

CHIEF, ENG
& PROC.

CHIEF, SUPPLY
& MAINT

PERS & BAS
SRV DIV.

MAINT. DIV.

SUPPLY DIV.

ENGINEERING DIV.

PROCUREMENT DIV.

READJUST DIV.

OTHER

4101

16 June 1945

Request for disposal of
hand-by spare parts and tools,
Contract # 53-4101
Right Field, Detroit, Mich.

Plant Representative,
Ingersoll-Rand Division,
C/O #101, C/O, Building
Detroit 2, Michigan
Attention: Major [Name]
Plant Clearance Officer:

1. Enclosed is quoted instructions received from the Engineering Division, this headquarters, relating to disposition of subject spare parts and tools:

1. Reference is made to invoice attached to letters to Director, Air Technical Service Command from Plant Clearance Officer, Ingersoll-Rand Division, GMC, Aircraft Section, Detroit, Michigan, subject: request for removal storage for hand-by parts and tools, Contract No. 53-4101, Right Field, Detroit No. 101, and request in reply be referred to the AFM No. 152, 1505, 1506, 1507 and 1508 respectively, all letters dated 7 June 1945.

2. It is requested that the Government take title to all spare parts listed in subject inventory schedules, title to which is not present in the Government; and that all the spare parts listed in subject inventory schedules be stored in standby at the South Harbor, 4143 Army Air Force Base, Cleveland, Ohio.

3. Request that all the tools listed in subject inventory schedule be stored in standby at Ingersoll-Rand Division, GMC, Indianapolis, Indiana, to get maintenance tools which are required for the continued work on the B-75 airplane. It is further requested that at those tools of subject inventory which are determined by Ingersoll-Rand Division, GMC, Indianapolis, Indiana, to be required for the continued work on the B-75 airplane be placed in standby and be stored in the South Harbor, 4143 Army Air Force Base, Cleveland, Ohio. Request all tools listed in subject inventory which are determined by the Ingersoll-Rand Division, GMC, Indianapolis, Indiana, not to be required for the continued work on the B-75 airplane be disposed of in accordance with existing procedures.

FISHER BODY DIVISION

GENERAL MOTORS CORPORATION

DETROIT 2, MICHIGAN

July 12, 1945



COMPTROLLER'S
DEPARTMENT

Director
Air Technical Service Command
Wright Field
Dayton, Ohio

Attention: Fighter Branch, Service Engineering Section,
Engineering Division - 1329-23

Subject: P-75 Engineering and Development
Contract W-33-038-00-6620

Enclosure: (A) Three (3) copies of Exhibit "A" Summary of
Letters of Transmittal of Engineering Data

(B) Three (3) copies of the Letters of Transmittal
listed in enclosure (A)

Gentlemen:

Enclosure (A) summarizes the transmittal of all Engineering
Data necessary to fulfill that portion of Article 2 of Contract W-33-
038-00-6620 pertaining to Engineering Data and Reports. Enclosure (B)
furnishes copies of the transmittal letters listed in Enclosure (A).

It will be noted in Enclosure (A) that the following items
remain to be submitted:

1. Aerodynamic Report covering tests on P-75 Airplane
No. 2 conducted at Moffet Field, California. The
preparation of this report has been delayed due to
our not receiving the N.S.C.A. Reports from Moffet
Field relative to these tests.

As we have completed all items of work called for by Article
2 of the contract, with the exception of the above reports which constitutes
a minute portion of the type of work to be performed, and since the com-
pletion of the Aerodynamic reports depends upon our receiving necessary
N.S.C.A. reports, it is felt we should be reimbursed the full amount of the
contract, namely, \$253,530.00.

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- 2 -

July 12, 1945

In order to avoid any delay in receiving payment for the work performed we ask that evidence of our fulfilling our contractual obligations be furnished to the Finance Officer, U. S. Army, Jefferson and Livernois Avenues, Detroit, Michigan, in order that our invoice will be paid upon its receipt by the Finance Officer.

Very truly yours,

GENERAL FOOD CORPORATION
Fisher Body Division

L. D. CHUCK
Assistant Treasurer

[Signature]
L. D. CHUCK

Copies to: Wright Field (2)

AAF Plant Representative
Detroit Office
AAF Inspection Section - Fisher Body
Attn: W. C. Duffet
Finance Officer - U.S. Army - Ft. Wayne
Attn: Capt. R. S. Lewis

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*more and individual planning also
A-1/10/4*

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AIR TECHNICAL SERVICE COMMAND
OFFICE OF THE ATSC PLANT REPRESENTATIVE
FISHER BODY DIV., GMC, AIRCRAFT SECTION
ROOM 3-151 S.W. BLDG., DETROIT 2, MICH.

PRPT:JAS:nt

16 July 1945

SUBJECT: Contract Termination (Memorandum of Settlement)
Contract No. W 535 ac-41011, Docket No. 9091
General Motors Corporation, Fisher Body Division,
General Motors Building, Detroit, Michigan

TO: Commanding Officer
Detroit Regional Office
Air Technical Service Command
W. Warren Ave. & Lonyo St.
Detroit 32, Michigan
Attention: Settlement Review Board
(Through: Chief, Termination Section)

I - Introductory

The Contract-Price of Items Cancelled is \$258,373.570.50. The tentative settlement herein outlined is a lump-sum settlement. The essence of the existing agreement is that, subject to approval by higher authority as provided by Regulation, the upset price of the final settlement shall be \$40,855,010.45 plus interest amounting to \$1,051.99 per diem from 27 June 1945 through the date of payment.

a. The present Memorandum follows the check-list outline published by Central District, Air Technical Service Command, 1 April 1945.

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Memo re Termination Settlement
Fisher Body Division, GMC (Docket 7031)

II - General Background

1. The correct legal name and address of the prime contractor is:
General Motors Corporation (Delaware)
(Fisher Body Division)
General Motors Building
Detroit 2, Michigan
2. The date of the contract is:
Letter Contract Special Form dated 6 July 1943
Superseded by: Formal Contract # 655 20-11014,
dated 19 April 1944.
3. The end items called for by the Contract were:
(2500) P-75 Airplanes, Spare Parts, Special Tools
and Ground Equipment, and more.
4. The subject prime contract was totally terminated.
5. The effective dates of termination were: "Immediately" --
6 October 1944 - First telegraphic Notice of Termination
16 October 1944 - First amendment to Notice, dated 6 October 1944
27 October 1944 - Second amendment to Notice, dated 6 October 1944
7 Nov. 1944 - Formal Notice of Termination
31 Jan. 1945 - (for unperformed portion of contract)
see Formal Notice
6. Two amendments were made to original Notice of Termination. See Paragraph 5 above.
7. The Items Cancelled were:

Item No.	Description and Nomenclature	Total		Number Terminated	Unit Price	GPIC
		Quantity Ordered	Quantity Shipped			
1a	One (1) Lot (to be considered as one article for the purposes of Articles 8 and 30 hereof) of Five Hundred (500) Single-Place, Single-Engine, Fighter, AAF Model P-75A-100 Airplanes, complete and in accordance with Contractor's Specification No. A-249, dated 8 July 1943, as revised 12 February 1944, at a total price of .. \$75,299,130.00	500	0	500	None Listed	\$75,299,130.00

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Memorandum re Termination Settlement
Fisher Body Division, GMC (Docket 9091)

Item No.	Description and Nomenclature	Total		Quantity Number	Unit	Price	Total Price
		Quantity Ordered	Quantity Shipped				
1b	Two thousand (2,000) Single-Place, Single-Engine, Fighter AAF Model P-75A-10C Airplanes, complete and in accordance with Contractor's Specification No. X-249, dated 8 July 1949, as revised 12 February 1951, at the unit price of \$65,948.87, and at the total price of .. \$131,897,740.00	2,000	0	2,000		\$65,948.87	\$131,897,740.00
2	Spare Parts for the Airplanes called for under Item 1. The items and quantities of such spare parts and the respective unit and total prices thereof, shall be determined in accordance with the provisions of Appendix 1, hereinafter referred to, to this contract. The total amount to be paid for such spare parts shall not exceed .. \$10,000,000.00	App.1	0	All	App.1		\$10,000,000.00
<p>Attached hereto and by reference made a part hereof as Appendix 1 to this contract, is an Appendix known as 3-Air and entitled "Army Air Forces Spare (maintenance) Parts Provisioning". The Government and the Contractor shall in all respects comply with the provisions of said Appendix, except that Contractor shall not be required to furnish any emergency kits, notwithstanding the provisions of the Appendix with reference thereto and said Appendix is hereby expressly amended to exclude therefrom any and all requirements for the furnishing of said emergency kits and all reference thereto and to exclude therefrom Table 1 of the Supply Tables therein referred to and all reference thereto.</p>							
3	The Contractor shall be responsible for the design and development of special hand tools and special ground equipment necessary for the repair and maintenance of the airplanes called for Under Item 1 and shall furnish such items of Special Hand Tools and Ground Equipment as may be selected by the Government, all as provided in App.1 hereto. The total amount to be paid for such Special Hand Tools and Ground Equipment shall not exceed.....\$1,666,775.00.	App.1	0	All	App.1		\$1,666,775.00

Report Termination Settlement
Fisher Aircraft Division, SAC (Contract 9091)

Supplemental Agreement No. 1 (S-9219) (1 June 1944)

Background:

"This case involves (1) Full Scale Evolution Static Test Model
Fisher Aircraft, as described in Item 1 above, con-
sisting of a complete airplane with the following: that
part of the Government-ordered contract described
as Paragraphs A, B, C and D of the Contractor's Model
Specification referred to in Item 1 above; engine com-
ponents and 11,000 lb. static and live; and
all material and labor except that necessary to operate
the static test model and/or flaps. Provisions that in-
volve the structural strength of the air-
plane will also be included. All power units for
testing operating with the flaps shall be in-
cluded, unless the equipment in question is Government-
owned. It is required to be furnished by the Contractor.
All other material and labor to be applied. The total
price of this contract is..... \$47,000.

Total Contract Price of items cancelled..... 1000,000.00

8. The full amount of the Contract (as amended) in effect at date
of termination was \$47,000.00.

9. The reason for cancellation was "reduction of requirements for this type
Fisher aircraft."

10. The Contractor stopped work promptly and promptly notified his first-
tier subcontractors to do likewise. (See below)

<u>Date of AAF Termination Notice</u>	<u>Date of Fisher Stop-work Orders</u>
6 October 1944	7 October 1944
16 October 1944	17 October 1944
27 October 1944	31 October 1944
7 November 1944	

11. Provisions for adjusted settlement is found in Article 50 of the
Contract.

12. The case was referred to Central District on 9 October 1944; to the First
Representative on 11 October 1944; and to Major Paul C. M. Martin, G-90900, as
Termination Contracting Officer and Negotiator, on 6 October 1944; to Major
Henry B. McClure, G-901050, as Termination Contracting Officer and Negotiator,
on 27 February 1945; and to Major Jules A. Schwartz, G-905045, as Termination
Contracting Officer and Negotiator, on 5 March 1945.

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Memo re Termination Settlement.

Fisher Body Div., GMC. (Docket 9091)

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IV - SUMMARY OF TENTATIVE AGREEMENT

20. Contractor submitted interim Settlement Proposal on Total-Cost Basis (O.C.S. Form 1b) of \$44,000,935.72 on 1 February 1945 and second interim Settlement Proposal on Total-Cost Basis (O.C.S. Form 1b) of \$45,136,007.44 on 26 February 1945.

21. A Field Review was accomplished by District Auditor, Central Audit District.

22. Accounting Review of Transactions through 31 October 1944 was requested on 2 February 1945 and Review of Contractor's Settlement Proposal, as to transactions through 31 January 1945 was requested on 28 February 1945. Report of Accounting Review is dated 8 June 1945.

23. Contracting Officer's Review of Tentative Settlement Agreement.

Chronology:

a. Report of Accounting Review was received in the office of the Contracting Officer on 11 June 1945. On 14 June 1945, after study of the Report and consultation with the office of the Central District Auditor, the Contracting Officer delivered a copy of the Report to the Contractor.

b. At the first conference the Contractor proposed that an objective be agreed upon, and that a plan be designed to achieve that objective on a sound and practical basis.

c. The objective mutually agreed upon was that of making a lump-sum settlement the upset price of which would represent the final integration of each and every element of Contractor's Settlement Proposal into an agreement subject only to approval by higher authority as provided by Regulation. From the inception of the present docket the Contractor has consistently pointed its efforts toward arriving at such a mutually agreeable upset price. The Contracting Officer always was in tacit agreement and as a prerequisite to negotiation came overtly and unqualifiedly into agreement.

d. The basic document agreed upon as the starting point for negotiations was the Contractor's Settlement Proposal, total-cost basis (O.C.S. Form 1b) dated 1 February 1945 in the amount of \$45,136,007.44.

e. Mutually agreed upon as being of equal value was the Report of Accounting Review, dated 8 June 1945, by District Auditor, Central Audit District.

f. The consolidating document mutually agreed upon was Exhibit "A" of the Report of Accounting Review (paragraph 23e above). Exhibit "A" of such Review is hereby adopted as Exhibit "A" of this part of this Memorandum.

g. However, Exhibit "A", being a part of the audit Report, reflects transactions booked only through 31 January 1945. Therefore, it became necessary for the negotiators to deal with an element called "accruals since 31 January 1945" and including:

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 Memorandum re Termination Settlement
 Fisher Body Div., GMC (D-dot 9091)

- (1) Settlement Expenses
- (2) Reduction of Inventory by Contractor
- (3) Disposal Credits
- (4) Interest
- (5) Settlements with subcontractors.

h. Upon the negotiations came to grips with specific exceptions taken by the auditor, it was discovered that (1) one type of item could be negotiated separately while (2) another type could be treated only by overall negotiation, as follows:

- (1) Items Negotiated Separately
 - Depreciation
 - Separation Allowances
 - Clerical Errors
- (2) Items Settled on Overall Basis
 - Inventory Adjustment
 - Expenses Included in Settlement Expense
 - Expenses for materials requisitioned from Company Stores
 - Supplier Inventory Charged Direct to R-72 Contract

i. With respect to items listed under (2) above it was impossible to come to agreement as to specific items. To apply against all items there listed the Contractor made a bulk allowance of \$325,000. In subparagraph (2) below there appears an analysis of the basis used by the Contracting Officer to prepare himself to approach the Contractor for a concession granted, but the Contractor is not a part of such analysis; as far as the Contractor is concerned its allowance of \$325,000 is made "in the interest of a speedy and correspondingly economical settlement" without relation to specific items or issues.

j. It was also mutually agreed by the parties that concessions were made and accepted without prejudice to either party in the event the same on analogous issues arise in future termination cases.

Summary:

k. The table identified as Part IV paragraph 23 is a reproduction of the document initialed by the Contractor and the Contracting Officer. This table summarizes the transaction from the point of view of the Contractor. It is, however, based on Exhibit "A" of the Audit Report. All other tables appurtenant to subsequent subparagraphs under paragraph 23 present the same transaction from the point of view of the Army Air Forces.

l. The table identified as Part IV paragraph 23a summarizes the Contractor's claim and final negotiated settlement.

m. To tie the aforementioned summary into Exhibit "A", into the foregoing paragraph 23 and into paragraph 23a following, this table is submitted:

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Memorandum for Construction Settlement
 Fisher Body Div., GM (Docket 9701)

SUMMARY OF ALL ACCOUNTABLE EXPENSES OF CONTRACTORS' OWN COSTS

(See Exhibit "A")

Reclassification adjustments	\$ (25,000.00)
Non-acceptance	70,377.00
Further consideration	11,775.00
Total Exceptions to Contractor's Own Costs	\$2,275,475.00
Less:	
reduction in costs (see paragraph 23.1)	1,775,475.00
amount of Contractor's Own Costs allowed in Negotiation	\$ 500,000.00

n. As shown by the foregoing table a total of \$500,000.00 of Costs was allowed the Contractor in negotiation. Here is the detail of such items negotiated separately:

	Classification of Item	
	Non-acceptance	Further Consideration
Depreciation - claimed by Contractor		\$ 317,324.94
Disallowed		87,024.53
Allowed		<u>230,300.41</u>
Separation Allowances		
Claimed by Contractor		\$ 105,608.62
Disallowed		59,327.72
Allowed		<u>46,280.90</u>
Clerical Errors		
Claimed by Contractor		\$ 1,900.79
Disallowed		-
Allowed		<u>1,900.79</u>
Settlement Expense		
Claimed by Contractor		\$ 253,351.66
Disallowed		15,511.54
Allowed		<u>237,840.12</u>

o. Here is the detail of items finally settled on overall basis showing Contracting Officer's justification therefor:

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Letter Termination Settlement
 Fiscal Year 1953 (Docket 9041)

	Classification of Items Reported in Audit Report	
	Non- Acceptance	Further Consideration
Inventory adjustment		\$ 34,200.00
Salaries included in settlement expense		30,000.00
Expenses for materials requisitioned from contract stores		6,437.12
Idle time	\$ 126,597.79	
Supplies inventory charged direct to P-75 Contract	433,378.00	
Total of Items Settled on an Overall Basis	\$ 559,975.79	\$ 70,637.12
Disallowed by Termination Contracting Officer:		
Non-acceptance items - 100%	559,975.79	
Further consideration items - 50%		35,318.56
Allowed by Termination Contracting Officer		<u>35,318.56</u>

b. Here is the summary of items allowed by Contracting Officer:

	Classification of Items Reported in Audit Report	
	Further Consideration	Non- Acceptance
Non-acceptance		
Clerical errors		\$ 4,933.79
Further Consideration		
Depreciation	\$ 229,890.00	
Separation allowances	47,251.00	
Settlement expenses	243,810.02	
Items settled on a negotiated basis	<u>231,346.62</u>	752,253.54
		\$ 757,284.33
Less additional amounts for inventories retained by the Contractor which were not credited against material costs included in the claim		<u>221,421.50</u>
Basis for acceptance determined by Contracting Officer for negotiation purposes		<u>\$ 535,862.81</u>

c. It will be observed in paragraph 23m that Contracting Officer allowed by negotiation \$ 501,975.36 of Contractor's Own Costs. However, the table in paragraph 23p shows an actual allowance by the Contractor of \$ 535,862.81. This is an additional allowance by the Contractor of \$ 33,887.45.

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Memorandum re Termination Settlement
Fisher Body Div., GM (District 9091)

r. It will also be observed in paragraph 23i that the Contractor allowed \$ 825,000 with respect to items settled on an overall basis. Final reconciliation follows:

Contractor's Allowance		\$ 825,000.00
From paragraph 23 a		
Non-acceptance Items	\$ 552,762.14	
Further Consideration	<u>231,347.41</u>	<u>791,112.55</u>
Allowance by Contractor in excess of Contracting Officer's minimum		<u>\$ 33,227.45</u>

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Memorandum for Termination Settlement
 Planser Body Div., GEC (Docket 970)

34. Profit in the sum of \$1,831,640.95 was allowed the Contractor in the tentative agreement.

a. The basis on which the Contractor originally claimed profit was outlined in Contractor's letter of 14 May 1944, a true copy of which is made a part of this report.

b. The basis of actual profit was allowed by the Contracting Officer as follows:

Agreement by Contracting Officer of Contractor's voluntary reduction to an amount approximating the amount that would have been payable were the so-called "Formula" basis of computation applied.

c. Contracting Officer's Summary of Profit allowed:

(1) Profit originally claimed	\$4,178,810.07
Profit finally allowed	2,231,640.95
Reduction	<u>\$1,947,169.12</u>
(2) Profit base	
(a) Contractor's cost etc. per para. 331	\$37,507,375.47
(ii) Settlement expenses per Part V	<u>728,968.79</u>
Profit base	\$38,236,344.26
(3) Profit on "Formula" basis -- 5% of \$38,236,344.26 equals	\$ 2,261,704.40
(4) Basis allowed vs Formula	
(i) Profit allowed	\$ 2,231,640.95
(ii) Per formula	<u>2,261,704.40</u>
All variance in excess of "Formula"	\$ 30,063.45
(5) On percentage basis	
(i) Per formula -- 5%	
(ii) Actually allowed -- 5.2% 6.6140% <i>per</i>	

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Memorandum re Termination Settlement
Fisher Body Division, GM, Docket #91

25. Interest

a. On 27 June 1945, the Contractor submitted computation indicating that accrued interest through 26 June 1945 amounts to \$421,927.69 and that interest, on basis of such computation, accrues at the rate of \$1,061.99 per day.

b. Subsequent to 27 June 1945, the Contractor has agreed not to assert its claim for interest accruing to 26 June 1945 and amounting to \$421,927.69, but for the purpose of computing continuing accruals 26 June 1945 will be considered the date of settlement and the amount of interest accruing daily thereafter amounts to \$1,061.99.

c. Contractor withholds claim for interest without prejudice to what it conceives to be its statutory right to such interest, in the event the present tentative agreement is not finalized, without establishing a precedent as to similar items on current and future termination cases of General Motors Corporation, and with the expressed intent that the sum of \$421,927.69 shall be applied to reduction of its claim on an overall basis.

d. Computation cited in paragraph 25a is attached to and made a part of this paragraph.

26. The Termination Contracting Officer negotiating this tentative agreement has considered the statement of principles for determination of costs set forth in JTR 551. There are no facts known to the Termination Contracting Officer which lead him to believe that the Contractor would have sustained a loss had the contract gone to completion.

27. The gross amount of the tentative negotiated settlement, excluding sums paid to compensate for post-termination expenses and services, does not exceed the Contract-Price, minus payments otherwise made or to be made under the Contract.

GENERAL MOTORS CORPORATION
CONSOLIDATED SUMMARY OF CONTRACTOR'S SETTLEMENT PROPOSAL
AND RESULTS OF ACCOUNTING REVIEW

<u>Elements of Proposal</u>	<u>Contractor's Proposal</u>	<u>Reclassifications</u>	<u>Adjustments (2)</u>	<u>Contractor Proposal Adjusted</u>
Direct material	\$ 3,480,328.37	\$ 293,450.26	\$ -338,030.63	\$ 3,435,748.00
Direct labor	1,688,861.18	4,321.87	-55,716.55	1,637,466.50
Indirect factory expense	8,591,954.21	294,424.45	-35,667.52	8,850,711.14
Dies, jigs, fixtures and special tools	16,999,124.11	-222,607.53	26,067.64	16,802,584.22
Other costs	6,779,508.77	-279,352.29	173,740.47	6,673,896.95
General and administrative expenses	569,869.73	-4,676.80	-7,112.63	558,080.30
Settlement expense	1,173,613.62	-39.13	-53,588.02	1,119,986.47
Total - Contractor's Own Costs	\$ 39,283,259.99	\$ 85,520.83	\$ -290,307.24	\$ 39,078,473.58
Profit	4,178,410.07	39.13		4,178,449.20
Settlements with subcontractors	1,511,126.72		-18,671.52	1,492,455.20
Allowance for interest	<u>271,767.38</u>			<u>271,767.38</u>
Total contractor's charges	\$ 45,244,564.16	\$ 85,559.96	\$ -308,978.76	\$ 45,021,145.36
Disposal credits	<u>58,556.72</u>	<u>85,559.96</u>		<u>144,116.68</u>
Net settlement	\$ <u>45,186,007.44(1)</u>	\$ <u>- 0 -</u>	\$ <u>-308,978.76</u>	\$ <u>44,877,028.68</u>

NOTES:

- (1) Subsequent to the date this proposal was submitted, the contractor applied for and received partial payment.
- (2) See Schedule A-2 of this report for a detailed explanation of adjustments which were necessitated by the

MOTORS CORPORATION

EXHIBIT A

CONTRACTOR'S SETTLEMENT PROPOSAL
BY ACCOUNTING REVIEW

Adjustments (2)	Contractor's Proposal Adjusted	Recommended for Contracting Officer's		
		Acceptance	Non-Acceptance	Further Consideration
\$ -338,030.63	\$ 3,435,748.00	\$ 3,375,241.50	\$ 4,956.82	\$ 55,549.68
-55,716.55	1,637,466.50	1,630,259.55	7,206.95	
-35,667.52	8,850,711.14	8,598,679.25	132,563.85	119,468.04
26,067.64	16,802,584.22	16,381,767.29	104,264.29	316,552.64
173,740.47	6,673,896.95	6,219,836.33	447,554.69	6,505.93
-7,112.63	558,080.30	515,385.92	42,694.38	
-53,588.02	1,119,986.47	284,230.27	171,495.64	664,260.56
<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
\$ -290,307.24	\$ 39,078,473.58	\$ 37,005,400.11	\$ 910,736.62	\$ 1,162,336.85
	4,178,449.20			4,178,449.20
-18,671.52	1,492,455.20	965,429.32	15,692.61	511,333.27
	271,767.38			271,767.38
<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
\$ -308,978.76	\$ 45,021,145.36	\$ 37,970,829.43	\$ 926,429.23	\$ 6,123,886.70
	144,116.68			144,116.68
<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
\$ -308,978.76	\$ 44,877,028.68	\$ 37,970,829.43	\$ 926,429.23	\$ 5,979,770.02

plied for and received partial payments aggregating \$25,500,532.84.

ents which were necessitated by the contractor's basis for preparation of the settlement proposal.

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V Post-Termination Charges

28. Exhibit "A" of this Part supplies complete breakdown showing treatment of Statement of Settlement Expenses submitted by Contractor.

a. Exhibit "A" supplies complete breakdown of Settlement Expenses subsequent to 31 January 1945, date of final termination. Such expenses total \$243,810.12.

b. Settlement Expenses prior to 31 January 1945 were audited by AAF Auditors, as shown in Audit report of 8 June 1945.

c. Settlement Expenses subsequent to 31 January 1945 were not audited by AAF Auditors.

d. Total of Settlement Expenses claimed by Contractor, per Exhibit "A" was	\$1,173,619.62
Total not audited by AAF Auditors was	<u>243,810.12</u>
Total audited by AAF	929,809.50

e. Of the total of \$929,809.50 reviewed by AAF Auditors, the Auditors allowed \$207,250.27, while the Contracting Officer allowed, in addition, the following items:

Salaries	\$166,351.01
Separation Allowances	<u>47,251.00</u>
Total	\$207,602.01

f. The foregoing is summarized as follows:

Total amount audited	\$929,809.50
Acceptances:	
by Auditor	\$284,230.27
by Contracting Officer	<u>207,602.01</u>
Total Acceptances	<u>491,832.28</u>
Non-acceptance	\$428,977.22

g. The foregoing, expressed in percentages, follows:

Total Audit	100%
Total Acceptances	53%
Non-acceptance	<u>47%</u>
	100%

h. The Contracting Officer did not request an audit with respect to Settlement Expenses subsequent to 31 January 1945, and amounting to \$243,810.12. However, if such request had been made, and if the pattern of expenses prior to 31 January 1945

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had exactly repeated, the findings of the Auditor and the Contracting Officer probably would be:

Total Claimed	\$243,810.12	100%
Total Acceptance	<u>129,219.36</u>	53%
Non-Acceptance	\$114,590.76	<u>47%</u>
		100%

1. The Contracting Officer therefore concedes a theoretical overallowance of \$114,590.76 with respect to Settlement Expenses, but submits that such theoretical generosity is more than offset by the benefits to the Government inherent in the overall settlement.

29. The actual allowance for Settlement Expenses, theorizing aside, is \$728,968.79, which is about 1.8% of the total upset price.

a. The Contracting Officer justifies such allowance as follows:

(1) as to "Termination" aspects.

(a) Due to the nature of the termination, which is effective 7 October 1945 but which provides for continuing work through 31 January 1946, the Contractor submitted on 1 February 1945 and again on 27 February 1945, Settlement Proposals which represented, in part, estimates and, in part, "hooked" costs. (For WAF Auditor's comment on this situation, see page 5 of Audit Report of 8 June 1945.) Contractor's justification, as stated in Letters of Transmittal accompanying each of the proposals cited above, was that the settlement could be negotiated on an overall basis, at an upset price, without audit, as contemplated by Contract Settlement Act of 1944.

(b) On the basis of observation, information and belief, the Contracting Officer is persuaded that once the Contractor realized that the Settlement Proposal must be audited, the respective members of Contractor's Accounting and Terminations Staffs cooperated wholeheartedly and that such cooperation did, in fact, result in expense to the Contractor.

(c) The Contractor did a good job in administering Settlement Proposals of Subcontractors, as

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shown by the following table:

Number of Subcontractors	Classification of Claim	CFIC	Actual Payments
2397	No Cost Releases	\$3,415,000.00	- 0 -
441	less than \$1,000	1,406,950.00	✓ 109,511.31
99	Over \$1,000 but less than \$10,000		
12	Over \$10,000 but less than \$25,000	1,578,228.00	168,153.87
3	Over \$25,000	1,052,152.00	765,607.25
Totals 2392		\$7,532,330.00	\$1,305,477.45

(1) As to "Waste Clearance" aspects:

(a) As to special tools, whether in the Contractor's shops or in the plants of Subcontractors, were scrapped until they had been surveyed as to:

- i. possible use elsewhere, either in war or civilian production.
- ii. Whether any parts were salvageable.

(b) All work in process was surveyed for salvage of

- i. Government Furnished Equipment.
- ii. Standard assemblies and parts.

(c) The Contractor personnel assigned to these special panels were the most expert, and consequently, the highest salaried on the Contractor's payroll.

(d) Salvage of usable items necessitated use of workers of highest skill in removing such items without impairment of their useful values.

(e) The job of scrapping, preparing for shipment, handling bids as required by regulation, handling bookkeeping as to scrap sales, was a tremendous one. As Schedule "A" of Part III of

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this memorandum shows special tools and work in process having a value of \$27,028,276.64, was scrapped and similar items having a value of \$1,014,021.59 were abandoned.

- (f) From Schedule "A" of Section III, the following is summarized:

Retentions by Contractor	\$ 945,977.40
Disposal to third parties	390,338.22
	<u>\$1,336,315.62</u>

All of the sales efforts and all of the accounting in connection with the above are included in Settlement Expenses allowed.

- (g) Extra care was exercised (e.g., use of Experts, paragraph (c), above) to forestall independent disposition of inventories. Changing requirements of disposal agencies evolving meanwhile required Contractor to amplify "General descriptions" of inventories to meet such changing needs.

- (h) These precautions and these changing requirements of various governmental agencies could only, and did, result in delays in plant clearance. Consequently, in a great many instances, the Contractor submitted "Twenty Day Notices" as provided by JTA, but in no instance did the Contractor make a charge for storage.

30. On the basis of the foregoing, the Contracting Officer certifies that in his judgment, allowance for Settlement Expenses of \$728,968.79 is, in the light of the overall settlement contemplated, fair and reasonable, and fully protective of the interests of the Government.

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Memo re Termination Settlement
Fisher Body Division, GMC (Docket 9001)

VIII - MISCELLANEOUS

43. At termination, Contract Change Notifications and Delivery Schedule Changes listed below were unformalized. These are now formalized and finally blessed of by the terms of the tentative settlement.

CCN No. 17 (N-6581)	CCN No. 19 (N-6580)	CCN No. 20 (N-6580)
21 (N-6510)	22 (N-7100)	23 (N-6580)
24 (N-7007)	25 (N-6581)	26 (N-6578)
27 (N-8010)	28 (N-6581)	29 (N-6580)
30 (N-8003)	31 (N-6581)	32 (N-6581)
33 (N-8000)	34 (N-10004)	35 (N-6581)
36 (N-10000)	37 (N-10000)	38 (N-10000)
39 (N-10000)	40 (N-10000)	41 (N-10000)
42 (N-11000)	43 (N-11000)	44 (N-11000)
45 (N-11000)	46 (N-11000)	47 (N-11000)
48 (N-11000)	49 (N-11000)	50 (N-11000)
51 (N-11000)	52 (N-11000)	53 (N-11000)
54 (N-11000)	55 (N-11000)	56 (N-11000)
57 (N-11000)	58 (N-11000)	59 (N-11000)
60 (N-11000)	61 (N-11000)	62 (N-11000)
63 (N-11000)		

DSC Nos. 1 (D-35)
2 (D-75)

44. Rights to be reserved to Government in the termination agreement are as follows:

- a. Renegotiation
- b. Patent rights and royalties
- c. Rights under Royalty Adjustment Act of 1942
- d. Option rights, indemnity covenants, etc.
- e. Guarantees and warranties against defects
- f. Removal and storage rights
- g. Rights under labor law, contingent fee, etc. (These rights are set forth in JTA 981.1, Article 4c, Sections (1), (2), (3), (4), (5), (7) and (8).)

Also the following special reservation is to be made:

"The right of the Contractor to receive, and the obligation of the Government to pay, interest under the Act at \$1.51.99, per day from the date of execution hereof to the date of payment."

45. The following special provisions are to be inserted in the termination settlement agreement:

"ARTICLE 5. Assumption of Contractor's Obligation to Sub-contractor. (1) The Contractor hereby transfers and assigns to

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Memorandum re Termination Settlement
Fisher Body Division, GMC (Docket 9091)

the Government all of its right, title and interest in and to its Purchase Orders Nos. XED-11481, 11482, 15751, TTD-9321, 9822, 9823, 9824 and ED-31701 (hereinafter in this Article called 'the Subcontract') with Utica Radiator Corporation (hereafter in this Article called 'the Subcontractor'), insofar as such subcontract is allocable to the terminated portion of the prime contract.

"(2) The Government hereby accepts the transfer and assignment of all of the Contractor's right, title and interest in and to the Subcontract and assumes and undertakes to settle with and pay to the Subcontractor such amounts as may be found to be due solely by reason of the termination of the Subcontract, insofar as such amounts are allocable to the terminated portion of the prime contract and are not in excess of the amounts specified in paragraph (1).

"(3) The Contractor hereby releases the Government from any obligation which the Government now has or may have to reimburse the Contractor for any sum which the Contractor might be required to pay to the Subcontractor by reason of the termination of the Subcontract.

"(4) The Government hereby releases the Contractor from all obligation to negotiate and settle with and pay to the Subcontractor the amounts which are or will be due to the Subcontractor by reason of the termination of the Subcontract, insofar as such amounts are allocable to the terminated portion of the prime contract. The Government further agrees to hold the Contractor harmless in the event that any litigation arises in connection with such obligations, subject to the provisions of paragraphs (5) and (6) hereof.

"(5) In the event that the Subcontractor institutes litigation against the Contractor in connection with any obligation referred to herein, the Contractor agrees promptly to notify the Government of such action and to defend such litigation or, if the Government so requests, to permit the Government to assume the defense of such litigation. The failure of the Contractor to comply with the provisions of this paragraph shall relieve the Government from all liability under this Agreement, or otherwise, to pay any claim arising in connection with any of such obligations.

"(6) In no event shall the total amount to be paid to the Subcontractor by the Government under this Article exceed \$75,000."

45. Names of all persons connected with the settlement and the capacity in which each acted, both for the Government and for the Contractor, are as follows:

As Plant Clearance Officers --

Scott E. Linsley, O-297551, Major, Air Corps -- from 12 October 1944
to 14 April 1945
Philip S. Miller, P-1049, U.S.P.E., Major, Air Corps -- from 15 April
1945 to present date

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Memo re Termination Settlement
Fisher Body Division, GME (Docket 9091)

As Termination Contracting Officers --

- Paul C. H. Martin, O-906560, Major, Air Corps, from 6 October 1944 to 26 February 1945
- Henry G. McClure, O-9-1680, Major (now Lt. Col.), Air Corps, from 27 February 1945 to 4 March 1945
- Julius A. Schwartz, O-904045, Major, Air Corps, from 5 March 1945 to present.

As AAF Auditors --

- J. E. Deegan, Lt. Col., Air Corps, District Auditor, Central Audit District

For the Contractor --

- Mr. J. E. Conner, Divisional Controller, Fisher Body Division,
General Motors Corporation;
Assistant Treasurer, General Motors Corporation.

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Memorandum for Termination Settlement
 Plans Body Div., GAC (Docket 9091)

46. A summary of the settlement, as stipulated, is as follows:

Stipulated amount of Contractor's claim	\$ 38,748,920.00	
Subcontractor's claim	1,268,771.00	
Interest to 26 June 1948	<u>1,000,000.00</u>	
Gross Stipulated Settlement	\$ 41,017,691.00 (A)	
Less:		
Disputed Credits	\$ 1,200,000.00	
Partial Payments	<u>21,581,953.00</u>	
		<u>13,238,737.00</u>
Net Amount Payable		\$ 15,287,374.00 (B)

Interest to be added from 27 June 1948 at
 \$1,001.99 per \$100.

The Contracting Officer is of the opinion that the Gross Stipulated Settlement, in the sum of \$41,017,691.00 (A) and the Net Amount Payable, in the sum of \$15,287,374.00 (B), are fair and on an overall basis, are reasonable from the standpoint of protecting the Government's interest. They are hereby recommended for the approval of the Settlement Review Board.

J. A. Schwertz
 J. A. SCHWERTZ
 Major, Air Corps
 Termination Contracting Officer

Incl.
 Cover Sheet

148 6 77 05
DETROIT REGIONAL SETTLEMENT REVIEW BOARD MINUTES

Date and place:

4:00 P.M., 20 July 1945
Detroit Regional Office

Members present:

Major Nicholas J. Van Antwerp
Major Leland P. Money
Captain Olof H. Hedstrom
Captain Howard M. Williams

Also present:

Readjustment Section, Detroit Region

Lt. Col. D. L. Strickland
Lt. Eli Ellis

Fisher Body Detroit Division, GMC

Lt. Col. Henry C. MacLure
Major Philip S. Miller
Major J. A. Schwertz

Terminations Section, ATSC

Lt. Col. I. C. Orr

Central Audit District

Captain Dean N. Overmyer

Presented for review:

FISHER BODY DIVISION, GENERAL MOTORS CORPORATION
Detroit, Michigan
Contract # 535 ac-41011
Docket No. 9091
Memorandum of Settlement, dated 16 July 1945,
Signed by Major J. A. Schwertz, T. C. O.

There was presented for consideration by the board the proposed settlement of subject termination in the gross amount of \$41,244,398.67, less disposal credits of \$389,388.22, or a net settlement of \$40,855,010.45, less partial payments of \$25,627,056.63, leaving a balance to be paid in the amount of \$14,227,953.82 with interest at the rate of \$1,051.99 per diem from 27 June 1945.

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Detroit Regional Settlement
Review Board Minutes
20 July 1945

Several errors existed in the Memorandum of Settlement which were corrected in the board's copy and initialed by the Contracting Officer.

Inquiry was directed to Paragraph 16 in Part III which states, "There was also a total of \$147,501.00 of credits accrued as a result of disposition, through sale or retention by the contractor of termination inventory not listed on inventory schedules." Captain Overmyer stated that these were items which the contractor had taken out prior to filing a new inventory. The amount of credit given to the Government in this connection, \$147,501.00, had been checked by the AAF auditors against the contractor's stock records and found to be correct.

Question arose as to why the settlement expense subsequent to 31 January 1945 was not audited. The Contracting Officer stated that an audit probably could have been made but that in his opinion, it was unnecessary since he could find no evidence that the contractor was endeavoring to add as post termination, any expense to which he was not reasonably entitled and furthermore, this being a lump sum settlement, in view of the benefits to the Government, e.g., waiver of interest in the amount of \$421,000.00, the further audit should not be necessary.

The deletion of sub-paragraph 1 of Paragraph 28 (Part V) was recommended by the board since the wording of that paragraph was objectionable. It was felt that such words used therein as "theoretical generosity" might be misconstrued by individuals reading this Settlement Memorandum. The Contracting Officer is complying with this recommendation by rewriting the entire page.

It was noted in the audit report that the auditor stated that a request had been made of the contractor to submit his claim on actual costs and suggestions in this connection had been made by the Contracting Officer which had never been complied with, and resulted in additional work and difficulties on the part of the auditors in checking the claim. Inquiry was made as to how much time and expense would have been saved had the contractor immediately complied with the request for an audit.

The Contracting Officer explained that the contractor was of the opinion from bulletins he had received from O.C.S. that estimates rather than actual costs could be used as the basis for the lump sum settlement or upset price; that upon taking over the case on 5 March 1945, he advised the contractor that actual costs were necessary and requested the contractor to prepare a brief showing the O.C.S. regulations permitted negotiation on the basis of estimates which he intended to present.

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Detroit Regional Settlement
Review Board Minutes
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to the Settlement Review Board for consideration; the contractor never submitted the brief. Ultimately, the Contracting Officer was able to receive the cooperation of the contractor's personnel at the operating level which enabled particularization of the actual costs involved. It was on this basis that the Contracting Officer made the statement contained in Part V, Paragraph 29a(1)b. In connection with the saving of time and expense, had the contractor immediately complied, Captain Overmyer stated that this was an intangible figure which could not be determined with any reasonable degree of accuracy, but he believed that a saving of at least 20% would have resulted if the atmosphere had been a little different throughout.

Question arose as to the manner in which Exhibit "Part IV, Paragraph 23" had been prepared. One of the questions involved therein being whether the exceptions taken against the charges for settlements with subcontractors had been accounted for. Captain Overmyer explained the foregoing to the satisfaction of the board.

Part IV, Page 6, Paragraph 24(a) states that the basis on which the contractor originally claimed profit was outlined in its letter dated 14 May 1945, a true copy of which is contained in the Memorandum of Settlement. The board pointed out that the letter referred to "Program Cost Estimates," submitted as the basis for the issuance of procurement, and said estimates not being attached to the Memorandum of Settlement, there was no way for the board to determine what the same showed with respect to contemplated profit. The Contracting Officer stated that these bids showed contemplated profit of 9.5% of sales which when converted to a percentage of costs is close to 10.5%. This was confirmed by Captain Overmyer who further added that the general profit percentages of the contractor for the year preceding were upward of 10%.

In connection with the item in the claim for dies, jigs, fixtures, and special tools of upwards of \$16,000,000.00, the board inquired as to (a) how much did the contractor estimate for the same in his original bid, and (b) how much of the foregoing was made by General Motors Corporation and how much was purchased. The Contracting Officer stated that with respect to (a) the original bid set approximately \$8,000,000.00 for dies, jigs, etc. However, as the contractor got into producing same and setting up its production line, it found that changes in the original plans, although increasing the outlay for dies, jigs, etc., would result in proportionate decrease in other costs since they would be in a position to produce the same amount of planes on one shift as they had originally contemplated for two shifts, with respect to (b) the Contracting Officer stated that approximately 95% of the dies, jigs, fixtures, and special tools had been made by the contractor.

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Detroit Regional Settlement
Review Board Minutes
20 July 1945

Further inquiry was made in view of the increased cost of dies, jigs, etc., over its original bid, whether there would have been available from the contract price, sufficient costs to cover these items if the contract had been completed after considering all other costs which would have been required to complete, to which the Contracting Officer replied in the affirmative. The Contracting Officer further stated that with respect to all special tooling, the Government had received full disposal credits therefore.

It was noted the audit report stated that at the date of its completion, they did not have all of the disposal credits which the Government was to receive and therefore could not determine whether full benefit therefore had been given to the Government. Inquiry was made of the Contracting Officer as to what action was taken to determine that the proper credits had been granted. The Contracting Officer requested Major Miller in charge of Plant Clearance to answer this question and he stated, "We disposed of all the material by the time of completion of the settlement memorandum. The final reconciliation takes into consideration every bid of credit accrued. The Plant Clearance records at the facility account for 100% disposal and credit to the Government of the items of termination inventory."

In view of the corporate setup of General Motors, question was raised as to the possibility of Fisher Body pyramiding profits. Captain Overmyer stated, "In the claim as filed, there was a pyramiding of profit. There were inter-division transfers and billings in which profit had been included. These were examined wherever there was an amount which it was considered necessitated such action and the amount of profit was eliminated by one of two methods: adjustment or non-acceptance. There is still an element of profit in the claim. However, the amount is so small that it wouldn't be worthwhile for either General Motors or the AAF to find it, and it cannot in any way, since it is so small, affect the over-all reasonableness of the settlement."

The board unanimously approved the settlement as presented.

It was noted in the minutes that the Chairman of the board, Colonel Hualong, did not participate, nor was he present at the meeting.

There being no further business, the meeting was duly adjourned.

Initial:

Major Leland P. Money
Captain Clof H. Hedstrom
Captain Howard M. Williams

NICHOLAS J. VAN ANTWERP
Major, Air Corps
Chairman, Detroit Regional
Settlement Review Board

Supplemental Agreement No. 8 (TS-13735)
to Contract W535 ac-41011 (10920)
Classification: 01-A, 01-G
Docket No. 9091

SUPPLEMENTAL AGREEMENT TO FIXED PRICE CONTRACT FOR SUPPLIES
(Army Air Forces, War Department)

EE:bmn

CONTRACTOR: GENERAL MOTORS CORPORATION (FISHER BODY DIVISION)

AGREEMENT FOR: Complete Termination of Contract

SETTLEMENT NEGOTIATED BY: CENTRAL DISTRICT, ATSC

1. GROSS TERMINATION SETTLEMENT:		<u>\$ 41,244,398.67</u>
Less: 2. Gross Disposal Credits		<u>\$ 389,388.22</u>
3. NET SETTLEMENT COST:		<u>\$ 40,855,010.45</u>
Less: 4. Partial Payments Outstanding	<u>\$25,627,056.63</u>	
5. TERMINATION AMOUNT PAYABLE:*		<u>\$ 15,227,953.82</u>
6. TOTAL CONTRACT PRICE (Prior to this Agreement):		<u>\$258,332,572.50</u>
7. Payments to Date	<u>\$25,627,056.63</u>	
8. Termination Amount Payable	<u>\$15,227,953.82</u>	
9. Reserved for Direct Settlement with Subcontractor, Utica Radiator Corp.	<u>\$ 75,000.00</u>	
Less: 10. FINAL CONTRACT PRICE:**		<u>\$ 40,930,010.45</u>
11. REDUCTION IN CONTRACT PRICE (CREDIT):**		<u>\$217,402,562.05</u>

* Increase by \$1,051.99 per day from 27 June 1945 to date of payment for interest on claim.

** Decrease by \$1,051.99 per day from 27 June 1945 to date of payment for interest on claim.

The Finance Officer, U.S. Army, Jefferson & Livernois Avenues, Detroit 32, Michigan will make payment out of any available balances of funds heretofore allotted to the original contract (or purchase order) as amended to date. (Charge amount of Item No. 8 to Contract Allotments)

NO AFP ISSUED

This cover sheet is for administrative purposes only and not part of the Agreement.

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SUPPLEMENTAL AGREEMENT
To
FIXED PRICE CONTRACT FOR SUPPLIES
(Cost Settlement, Total Termination)

THIS SUPPLEMENTAL SETTLEMENT AGREEMENT, entered into pursuant to the Contract Settlement Act of 1944 (hereinafter called "the Act"), as of this 18 day of May 1945, by the UNITED STATES OF AMERICA (hereinafter called "the Government") represented by the Contracting Officer executing this contract and GENERAL MOTORS CORPORATION (FISHER BODY DIVISION), a Corporation organized and existing under and by virtue of the laws of the State of Delaware, of the City of Detroit, in the State of Michigan (hereinafter called "the Contractor"),

WITNESSETH THAT:

WHEREAS, the Contractor and the Government have entered into Contract No. W535 ac-41011, under date of 19 April 1944, which, together with any and all amendments, changes, and supplements thereto, is hereinafter referred to as "the Contract"; and

WHEREAS, the Act declares that upon the termination of any war contract (as therein defined) in whole or in part for the convenience or at the option of the Government, it shall be the responsibility of the contracting agency (as therein defined) to provide the war contractor with speedy and fair compensation for the termination of the war contract and provides that any contracting agency may settle all or any part of any termination claim under any war contract by agreement with the War contractor; and

WHEREAS, the Contract provides that the performance of work thereunder may at the convenience or option of the Government be terminated by the Government in whole, or from time to time in part, whenever any such termination is determined to be for the best interests of the Government, and that the Contractor and Contracting Officer may agree upon the whole or any part of the amount or amounts to be paid to the Contractor by reason of such termination; and

WHEREAS, by notices of termination dated 6 October 1944 as amended under date of 17 October 1944 and 27 October 1944 and notice of termination dated 7 November 1944 the Government advised the Contractor of the complete termination of the Contract for the convenience or at the option of the Government; and

WHEREAS, the term "Contract termination inventory", as used herein, shall mean all materials (including a proper part of any common materials), determined by the parties hereto, in connection with this settlement, to be properly allocable to the terminated portion of the Contract, except any machinery or equipment subject to a separate contract or contract provision specifically governing the use or disposition thereof; and

WHEREAS, the term "subcontract termination inventory", as used herein, shall mean all materials (including a proper part of any common materials) determined by the parties to any subcontract under the Contract, in connection with the settlement thereof, to be properly allocable to the terminated portion of such subcontract, except any machinery or equipment subject to a separate contract, or contract provision, specifically governing the use or disposition thereof; and

Page 1 of Supplemental Agreement No. 8 (TS-13735) to Contract No. W535 ac-41011
(10920)

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WHEREAS, there has been included in and disposed by this settlement the Contract Change Notifications and Delivery Schedule Changes itemized on Exhibit "A" attached hereto and made a part hereof as if fully set forth;

NOW, THEREFORE, the parties hereto do mutually agree as follows:

ARTICLE 1. The Contractor certifies that all Contract termination inventory (including scrap), has been retained, sold to third parties, returned to suppliers, stored for the Government, delivered to the Government, or otherwise properly accounted for, and all proceeds or retention prices thereof, if any, have been taken into account in arriving at this Agreement.

ARTICLE 2. (a) The Contractor certifies that, prior to the execution of this Agreement, each of the Contractor's immediate subcontractors whose claim is included in the claim settled by this Agreement has either (1) properly submitted his claim on Standard Form 1a of the Office of Contract Settlement or (2) furnished to the Contractor a certificate stating (i) that all his subcontract termination inventory (including scrap), has been retained, sold, returned to suppliers, stored for the Government, delivered to the Government, or otherwise properly accounted for, and all proceeds or retention prices thereof, if any, were taken into account in arriving at the settlement of the subcontract or subcontracts and (ii) that the subcontractor has received from each of his immediate subcontractors whose claim was included in his claim either a claim properly submitted on said Standard Form 1a or a certificate substantially similar to clause (i) and this clause (ii) of this Article 2 (a).

(b) The Contractor hereby transfers and conveys to the Government all the right, title and interest, if any, which the Contractor has received, or is entitled to receive, in and to subcontract termination inventory, if any, not otherwise properly accounted for, and hereby assigns to the Government any and all of its rights relating thereto whether arising under negotiated settlements, formula determinations, or otherwise.

ARTICLE 3. In all cases where the Contractor has not previously made such payments, the Contractor shall, within ten (10) days after receipt of the payment provided for hereunder, pay to each of its immediate subcontractors and suppliers (or to their respective assignees) the respective amounts to which they are entitled, after deducting, if the Contractor so elects, any amounts then due and payable to the Contractor by such subcontractors and suppliers. If the Contractor fails to make any such payment within ten (10) days, the Contractor will, upon request return to the Government the amount so payable to such immediate subcontractors and suppliers, less any amount then due and payable to the Contractor by them.

ARTICLE 4. Assumption of Contractor's obligation to Subcontractor.

(1) The Contractor hereby transfers and assigns to the Government all of its right, title and interest in and to its Purchase Orders Nos. XED-11481, 11482, 15751, TTD-9821, 9822, 9823, 9824 and RD-33701 (hereinafter in this Article called "the Subcontract") with Utica Radiator Corporation (hereafter in this Article called "the Subcontractor") insofar as such subcontract is allocable to the terminated portion of the prime contract.

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(2) The Government hereby accepts the transfer and assignment of all of the Contractor's right, title and interest in and to the Subcontract and assumes and undertakes to settle with and pay to the Subcontractor such amounts as may be found to be due him by reason of the termination of the Subcontract, insofar as such amounts are allocable to the terminated portion of the prime contract and are not in excess of the amounts specified in paragraph (6).

(3) Subject to the provisions of subparagraph (4) hereto, the Contractor hereby releases the Government from any obligation which the Government now has or may have to reimburse the Contractor for any sums which the Contractor might be required to pay to the Subcontractor by reason of the termination of the Subcontract.

(4) The Government hereby releases the Contractor from all obligation to negotiate and settle with and pay to the Subcontractor the amounts which are or will be due to the Subcontractor by reason of the termination of the Subcontract, insofar as such amounts are allocable to the terminated portion of the prime contract. The Government further agrees to hold the Contractor harmless in the event that any litigation arises in connection with such obligation, subject to the provisions of paragraphs (5) and (6) hereof.

(5) In the event that the Subcontractor institutes litigation against the Contractor in connection with any obligation referred to herein, the Contractor agrees promptly to notify the Government of such action and to defend such litigation or, if the Government so requests, to permit the Government to assume the defense of such litigation. The failure of the Contractor to comply with the provisions of this paragraph shall relieve the Government from all liability under this Agreement, or otherwise, to pay any claim arising in connection with any of such obligations.

(6) In no event shall the total amount to be paid to the Subcontractor by the Government under this Article exceed \$75,000.

ARTICLE 5. (a) The Contractor has received the sum of NONE on account of work and services performed, or articles delivered, under the Contract. The Government as part of this negotiated settlement, hereby confirms and acknowledges the right of the Contractor to retain such sum heretofore paid and agrees that such sum constitutes a portion of the total amount to which the Contractor is entitled in complete and final settlement of the Contract.

(b) In addition, upon execution of this Agreement the Government agrees to pay to the contractor or its assignee, upon presentation of properly certified invoices or vouchers, the sum of Fifteen Million Two Hundred Twenty Seven Thousand Nine Hundred Fifty Three Dollars 82/100 (\$15,227,953.82) representing the sum of Forty One Million Two Hundred Forty Four Thousand Three Hundred Ninety Eight Dollars 67/100 (\$41,244,398.67) less (1) the amount of Twenty Five Million Six Hundred Twenty Seven Thousand Fifty Six Dollars 63/100 (\$25,627,056.63) representing all unliquidated partial or progress payments previously made on account to the Contractor or its assignee and all unliquidated advance payments (with interest, if any, thereon) and (2) the amount of Three Hundred Eighty Nine Thousand Three Hundred Eighty Eight Dollars 22/100 (\$389,388.22) representing all applicable property disposal credits. Said sum

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- (6) All rights and liabilities, if any, of the parties under those clauses inserted in the Contract because of the requirements of Acts of Congress and Executive Orders, including, without limitation, any applicable clauses relating to the following topics: labor law, contingent fees, domestic articles, employment of aliens, "officials not to benefit".
- (7) The right of the contractor to receive, and the obligations of the Government to pay, interest under the Act at One Thousand Fifty One Dollars 99/100 (\$1,051.99) per day from 27 June 1945 to the date of payment.
- (8) All rights and liabilities, if any, of the parties under Article 4 of this Supplemental Agreement.

of Fifteen Million Two Hundred Twenty Seven Thousand Nine Hundred Fifty Three Dollars 82/100 (\$15,227,953.82) includes all interest to which the Contractor is entitled under the Act to 27 June 1945 (which for the purpose of computing interest under this Agreement will be considered the date of settlement); and for each day thereafter until final payment hereunder, the Contractor shall be entitled to interest at the rate of One Thousand Fifty One Dollars 99/100 (\$1,051.99) per day. Said sum together with all other sums heretofore paid, constitutes payment in full and complete settlement of the amount due the Contractor by reason of the complete termination of work under the Contract and of all other claims of the Contractor under the Contract, and under the Act insofar as it pertains to the Contract, except as hereinafter provided in this Article.

(c) Upon payment of said sum of Fifteen Million Two Hundred Twenty Seven Thousand Nine Hundred Fifty Three Dollars 82/100 (\$15,227,953.82) as aforesaid, all rights and liabilities of the parties under the Contract and under the Act, insofar as it pertains to the Contract shall cease forthwith and be forever released except:

- (1) All rights and liabilities, if any, of the parties under the Renegotiation Act.
- (2) All rights and liabilities of the parties arising under the Contract Articles, if any, or otherwise, which relate to reproduction rights, patent infringements, inventions, applications for patent and patents, including rights to assignments, invention reports and licenses, covenants of indemnity against patent risks and bonds for patent indemnity obligations, together with all rights and liabilities under any such bond.
- (3) All rights of the Government to take the benefit of any adjustments of royalties under the Royalty Adjustment Act of October 31, 1942 (Public Law No. 768, 77th Cong.; 35 U.S.C. 89-96) and to take the benefit of agreements reducing or otherwise affecting royalties paid or payable in connection with the performance of the Contract.
- (4) All rights and liabilities of the parties under the articles, if any, in the Contract applicable to options (except options to continue or increase the work under the Contract), covenants not to compete, covenants of indemnity, and agreements with respect to the future care and disposition by the Contractor of Government-owned facilities remaining in his custody.
- (5) All rights and liabilities of the parties arising under the Contract articles, if any, or otherwise, concerning defects in, and guarantees or warranties relating to, any completed articles or component parts furnished to the Government by the Contractor pursuant to the Contract or this Agreement.

75-2540

IN WITNESS WHEREOF, the Government and the Contractor have executed this Supplemental Agreement as of the day and year first above written.

THE UNITED STATES OF AMERICA

By J. A. Schwertz
J. A. SCHWERTZ, Major, Air Corps
Contracting Officer
(Official Title)

Type or print names under all signatures.

Two Witnesses:

GENERAL MOTORS CORPORATION
(FISHER BODY DIVISION)
(Contractor)

[Signature]
[Name] [Title]
[Signature]
[Name] [Title]

By Albert Bradley
(Name) (Title)
Albert Bradley Executive Vice President
DETROIT, MICHIGAN
(Business Address)

I, R. E. Mason, certify that I am the Asst Secretary Secretary of the Corporation named as the Contractor herein; that Albert Bradley, who signs this Supplemental Agreement on behalf of the Contractor, was then Executive Vice President of said Corporation; that said Supplemental Agreement was duly signed for and on behalf of said Corporation by authority of its governing body, and is within the scope of its corporate powers.

[Signature] (CORPORATE SEAL)

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WILLISON DIVISION
 INSTALLATION ENGINEERING SECTION
 GENERAL MOTORS CORPORATION
 INDIANAPOLIS, INDIANA

REPORT NO.

MODEL NO. _____ PROJECT NO. _____

MONTHLY REPORT FOR JULY

W-15A-00 #44-44551

DATE August, 1945 NO. OF PAGES _____

PREPARED BY *[Signature]*

CHECKED *H.M. Lipsch*

APPROVED _____

APPROVED _____

CONTRACT NO.

W-3-038ac-11440 (14035)

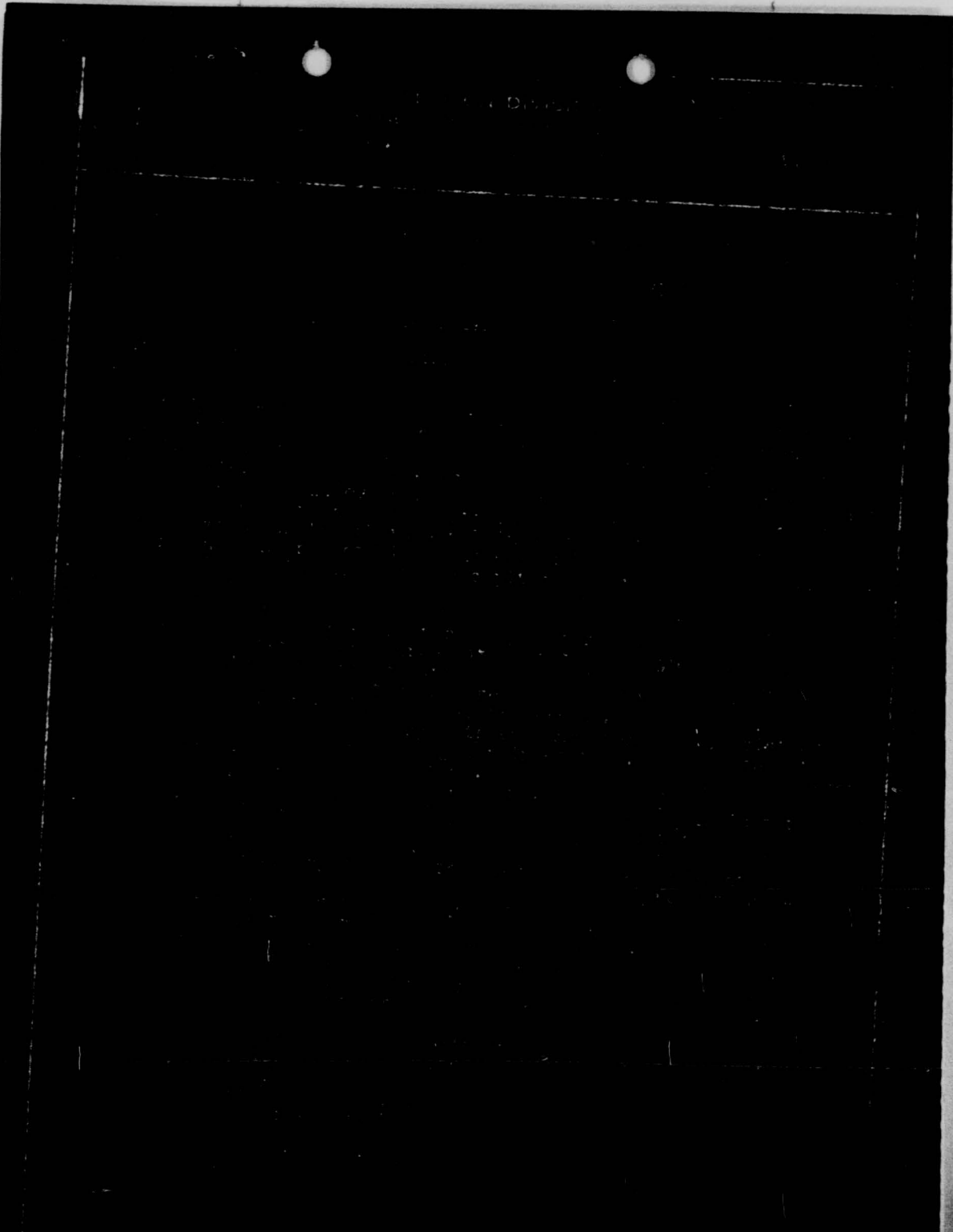
DETAIL SPEC. NO.

REVISIONS

LETTER	DATE	BY	PAGES AFFECTED

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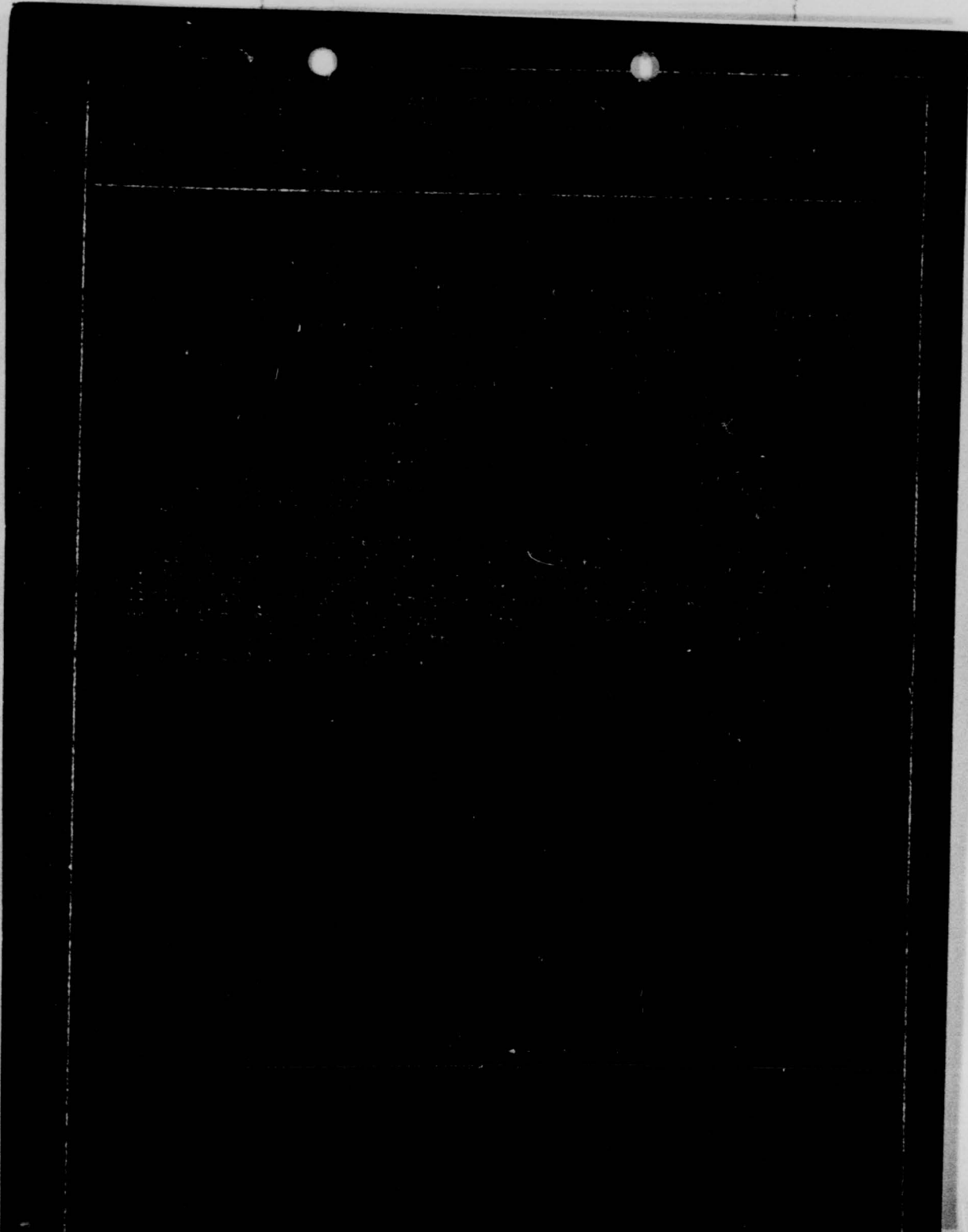
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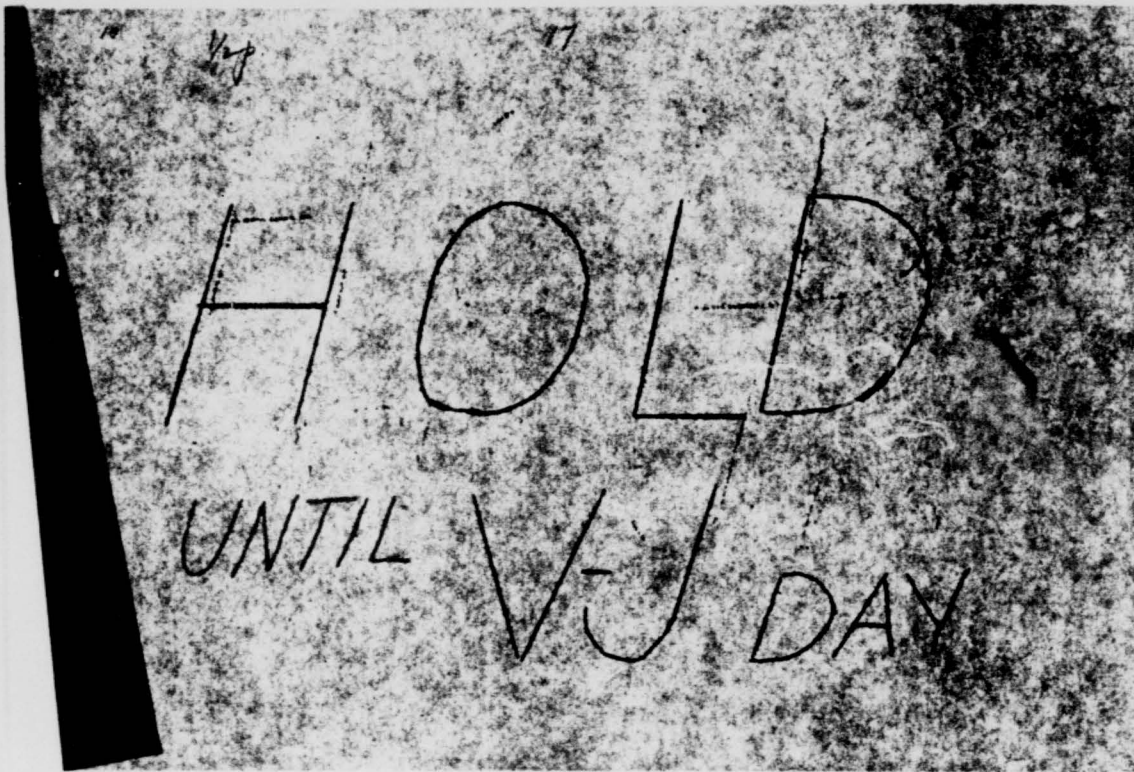
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HqATSC Form No. 74-1 (14 Apr 45)
(Old HqATSC Form No. 15-74-2)

TERMINATION AUTHORITY

TA # 25188
PRC #

Termination Request Date
Sup. Div. Prop. Class #
Initiating Agency Engrg. Div.
Symbol TSENG

TO: Chief, Readjustment Division
Wright Field, Dayton, Ohio

TA Initiator Capt. R.H. Classen
Branch Symbol TSBPR3K3
Telephone 2-5113

SUBJECT: Contractor General Motors Corp., Allison Div.
Indianapolis, Ind.
Contract No. W33-038 ac-11440
Purchase Order No.
Letter Contract No.

T/A Date

TOTAL TERM OF ENTIRE CONTRACT

- 1. Request that termination be made of subject procurement effective X immediately, or per quantities indicated below, or on date, or upon completion of units. Special Instructions Attached.

Table with 6 columns: Aerno. Supply Div. Stock or Part No., Item No., Nomenclature, Quantity to be Terminated, Unit of Measure, Est. & Val. to be Term. Row 1: All Flight Testing of P-75A-1GC Airplane

- 2. This termination desired by Gov't because of (a) TI # Dated (b) Other (state reason) VJ-Day
- 3. Subject termination shall be: (a) X for convenience of Gov't; (b) investigated to determine whether termination for convenience of the Gov't or because of default by the Contractor, basis of which default is indicated in attached memorandum.
- 4. Subject termination is Class I Class II Class III Other
- 5. Subject termination involves a letter contract and Proc. Div. will amend to allow a profit. No profit. X Not applicable.
- 6. Request that any special tools, jigs, dies and fixtures which are peculiar to the production of the end article(s) and/or spare part(s) on the contract and which are not needed for production of such article(s) and/or spare part(s) remaining on procurement and are reported excess by contractor by virtue of this termination shall be: (a) held in standby pursuant to existing Regulations or for further anticipated production not now on procurement; (b) disposed of for following reason: (c) instructions to be furnished at a later date. X Not applicable.

7. As of date Sup. Div. has sufficient insufficient replenishment and maintenance parts on hand and on Procurement. X Not applicable.

8. Names of other contractors supplying to AAF the same end article(s) and/or spare part(s) as affected by this termination are: Name Address Name Address Name Address

9. Provisions of existing Regulations relating to terminations have been complied with to the extent applicable.

10. PEC Forms prepared: Form A Form B Form C Not applicable

11. Costs arising from this termination are chargeable to as beneficiary Government. Not applicable X

12. Waiver of provisions of JTR 235.2 (a) has, (b) has not, been secured. Not applicable

H. A. SHEPARD, Colonel, A.C.
Chief, Production Section
Procurement Division

PRIORITY
SECRET

FROM: [REDACTED]
[REDACTED]
[REDACTED]

- TO: [REDACTED]
- TO: GENERAL MOTORS CORPORATION
ALABAMA DIVISION
INDIANAPOLIS, INDIANA
- TO: [REDACTED]
DISTRICT, [REDACTED]
AFTH: TERMINATION SECTION
- TO: AIR PLANT [REDACTED]
GENERAL MOTORS CORPORATION
ALABAMA DIVISION
INDIANAPOLIS, INDIANA

JOHN A. [REDACTED]
MAJOR, AIR CORP
CONTRACTING OFFICER

TO:

YOUR CONTRACT(S) LISTED BELOW HEREBY TERMINATED TO THE EXTENT STATED. IMMEDIATELY STOP ALL WORK, TERMINATE ALL SUBCONTRACTS AND PLACE IN FURTHER ORDERS EXCEPT AS TO MATERIAL, TOOL OR SUPPLIES REQUIRED TO COMPLETE ANY INTERRUPTED PORTION OF YOUR CONTRACT(S), OR THAT YOU OR A SUB-CONTRACTOR WISH TO RETAIN AND CONTINUE FOR YOUR OWN ACCOUNT. LETTER AND INSTRUCTIONS FOLLOW.

1. CONTRACT(S) W33-035 AG-11140
2. EXTENT OF TERMINATION: TOTAL TERMINATION OF ENTIRE CONTRACT

3. DOCKET NO. [REDACTED]
[REDACTED] JOHN A. [REDACTED] MAJOR, AIR CORP,
CONTRACTING OFFICER.

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Memorandum of Review Under ATSC Regulation
74-18
Selective Review Panel, Headquarters, ATSC

15 August 1945

SUBJECT: Memorandum of Review - Cost Case
Central District
Termination Docket No. 9091
Contractor: General Motors Corporation,
Fisher Body Division,
General Motors Building,
Detroit, Michigan.

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TO: Chief, Readjustment Division,
Headquarters, ATSC,
Wright Field,
Dayton, Ohio.
Attn: TBRCO-4.

1. Case Identification Information: This memorandum of review is submitted in compliance with ATSC Regulation 74-18.

(a) Termination Docket No. 9091.

(b) Name and address of contractor: General Motors Corporation,
Fisher Body Division,
General Motors Building,
Detroit, Michigan.

(c) Contract or Purchase Order No: Letter Contract, Special Form dated 8 July 1943, superseded by formal contract, W535 ac-41011, dated 19 April 1944.

(d) Type of contract: Fixed Price
Contract Price: \$258,332,573.00
CPIC: \$258,332,573.00

(e) Type of termination: Total.

(f) Type of Settlement: Cost.

(1) Gross Termination Settlement:	\$41,244,398.67
(2) Less Disposal Credits:	\$ 389,888.28
(3) Net Settlement Cost:	\$40,855,010.45
(4) Less: Partial Payments	\$25,637,056.65
(5) Termination Amount Payable:	\$15,217,953.80
(6) Total Contract Price (Prior to the Agreement)	\$258,332,573.00
(7) Net Settlement Cost (3) (Reserved for direct settlement with subcontractor, Utica Radiator Corporation)	\$40,855,010.45
	75,000.00
(8) Final Contract Price:	\$40,930,010.45
(9) Reduction in Contract Price (Credit):	\$217,402,562.55

(g) Supplemental Settlement Agreement No. 8 (TS-13755) dated 28 July 1945.

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(h) Location of Settlement Records:
Office of ATSC Plant Representative, Fisher Body Division,
General Motors Corporation, General Motors Building, Detroit 2, Michigan.

8. Scope of Review: Examination of closed termination docket files, at office of the ATSC Plant Representative and discussions with Major J. A. Schwartz, Termination Contracting Officer, and Major Philip S. Miller, Plant Clearance Officer. No effort was made on this review to audit the termination docket files for the plant clearance or subcontractor records, the reviewing officers limiting their review to an understanding of principles involved in effecting the settlement, tracing selected items involved in plant clearance through to their ultimate disposition, and spot checking settlements made with subcontractors selected at random.

3. Conclusions and Reasons Therefor of the Reviewing Officers as to:

(a) Expedition: A chronological history of the principal steps taken in this case is as follows:

- 5 October 1944 - Telegraphic Notice of (partial) Termination (effective immediately).
- 10 October 1944 - R & A Report for Ship No. 1 which crashed before delivery to AAF.
- 11 October 1944 - Assignment of termination by Central District to ATSC Plant Representative.
- 17 October 1944 - Authorization given to Contractor by Hq., ATSC to settle claims of sub-contractors not exceeding \$10,000.
- 17 October 1944 - Amended telegraphic notice of termination.
- 18 October 1944 - Initial conference held with Contractor.
- 27 October 1944 - Amended telegraphic notice of termination.
- 6 November 1944 - Agreement with Contractor for submission of inventories plant by plant with material subdivided by classes.
- 7 November 1944 - Letter from TCEPROY2, Hq., ATSC, transmitting supplemental agreement reflecting reviews on data requirements, fixing date of 31 January 1945 for the completion of six airplanes remaining unterminated; letter also gives certain details as to work to be performed on these six airplanes and also states that static test article and that program called for by contract should remain as set forth in contract.
- 7 November 1944 - Letter Termination Notice confirming these three previous telegraphic notices of termination and setting 11:59 P.M. on 31 January 1945 for cessation of work on unterminated portion of the contract.
- 11 November 1944 - R & A Report for Ship No. 2 which crashed.

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- 16 November 1944 - Request by Termination Contracting Officer to the Reconstruction Finance Corporation that tool experts be made available for Tool Panel to be organized by AAF on this termination.
- 5 December 1944 - 5th Indorsement from Headquarters, ATSC, (TSRPD3A) authorizing disposition of all tooling (special) becoming excess.
- 13 December 1944 - Report made by Fisher Body Division, Tool Panel for P-75 Special Tool Plant Clearance Program.
- 19 December 1944 - Concurrence by AAF Tool Panel (including representatives of RFL, in report by Fisher's Tool Panel as to Cleveland Plants 1 and 2.
- 19 December 1944 - Concurrence by AAF Tool Panel (including representatives of RFC) in report by Fisher's Tool Panel as amended on 13 December 1944, approving report for twelve plants.
- 19 December 1944 - Report by Fisher Body Division Work in Process Panel on P-75 work in process Plant Clearance Program.
- 20 December 1944 - Concurrence by AAF work-in-Process Panel (including Representatives of Reconstruction Finance Corporation) in report of Fisher's work in Process Panel as far as Cleveland Plants No. 1 and 2 were concerned.
- 20 December 1944 - Concurrence by AAF work-in-Process Panel (including Representatives of Reconstruction Finance Corporation) in report of Fisher's Work-in-Process Panel as to eleven Plants.
- 27 December 1944 - Fisher Body Division's letter to some forty Aircraft and Aircraft Parts Manufacturers requesting bids on Special Tools rendered obsolete.
- 28 December 1944 - Letter from Plant Clearance Officer to Terminations Contracting Officer reporting program and efforts to find users of tooling and work in process and setting out cooperation of officers at Wright Field in seeking users.
- 19 January 1945 - TWX from Commanding Officer, Central District, to Headquarters, ATSC, asking for coordination concerning, and confirmation of disposition of special tools.
- 22 January 1945 - Letter from Headquarters, ATSC to Commanding Officer, Central District, setting out facts concerning special tools sought to be scrapped, (concerning coordination with Production and Engineering, and authority of officer who ordered completion of certain aircraft, and authorizing disposition of special tools, pursuant to TWX from Office of M and E).
- 26 January 1945 - Plant Clearance Officer's submission of recommendation to scrap special tooling, jigs, dies, fixtures, work in process and certain other property with certain recommended exceptions, to Central District Property Disposal Board.

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- 1 February 1945 - Contractor submitted original settlement proposal, including certain estimates of Contractor's own costs, total \$44,000,988.72.
 - 2 February 1945 - Meeting of Property Disposal Board for all Fisher Plants approved the classification as scrap of special tools, jigs, dies, and fixtures costing \$17,128,647.00 and work in process costing \$10,632,413. The minutes of this meeting also listed property which should not be scrapped supported by recommendation of Plant Clearance Officer and report to AAF Tool Panel. Property concerned was at nine plants.
 - 2 February 1945 - Request for Audit Field Review on contractor's proposal of 1 February 1945.
 - 3 February 1945 - Meeting of Central District, ATSC (Detroit) Plant Clearance Board approved scrapping of the same property which was approved by Property Disposal Board for all Fisher Plants on 2 February 1945.
 - 9 February 1945 - Authorization to Contractor by Plant Clearance Officer to make disposition of certain property (special tools, jigs, dies, and fixtures and work in process) in inventory (8 page letter).
 - 26 February 1945 - Date of revised claim of contractor for \$45,186,007.44.
 - 26 February 1945 - Contractor filed application for \$25,000,000.00 partial payment dated 23 February 1945.
 - 2 March 1945 - Check for \$25,000,000.00 partial payment delivered to contractor.
 - March, April & May 1945 - During this period there were held daily meetings with representatives of the contractor, discussing and attempting to arrange settlements of problems which arose during the audit of the contractor's claim. Review and settlement of claims of sub-contractor's was proceeding. Also, plant clearance problems were being settled and the moving out of property to AAF Depots, Government Disposal Agencies, and disposal of property by large nominal sales and the classification and disposal of scrap was carried on.
 - 8 June 1945 - Date of Auditor's Field Review and date of delivering to Termination Contracting Officer.
 - 14 June 1945 - Auditor's Report given to Contractor for examination.
 - 27 June 1945 - Contractor submitted offer to settle entire claim, including interest through 26 June 1945, for \$41,536,715.20.
 - 16 July 1945 - Settlement memorandum reporting lump sum settlement of \$40,855,010.45, plus interest of \$1051.99 per diem from 27 June 1945 through the date of payment.
 - 20 July 1945 - Settlement proposed by Terminations Contracting Officer approved by Detroit Regional Settlement Review Board.

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- 27 July 1945 - Settlement approved by District Commanding Officer.
 - 28 July 1945 - Settlement Agreement executed.
 - 28 July 1945 - Final payment made to the Contractor as follows:

Principal Settlement:	\$40,855,010.45
Less Partial Payments:	<u>25,627,056.63</u>
Balance:	\$15,227,953.82
Interest (30 days at \$1051.99 per day)	<u>31,659.70</u>
Total Final Payment:	\$15,259,613.52

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While it required substantially ten months (from 6 October 1944 to 28 July 1945) to complete the closing of this termination case, in the opinion of the Reviewing Office, it was expeditiously closed under all the circumstances. The original formal contract dated 19 April 1944 was a fixed price contract and called for delivery of 2,500 P-75 airplanes, spare parts, special hand tools, and special ground equipment for the repair and maintenance of these airplanes. At the time of termination the contractor also had a CPTF contract for experimental production of IP-75 airplanes.

The first termination in this fixed price contract for P-75 airplanes was by telegram on 6 October 1944 and terminated immediately "at least 470" airplanes from Item 1a "and if a greater number is cancelled, this amount will be determined by negotiation". This same notice also cancelled the entire 2000 airplanes from Item 1b, and "Spare Parts, special ground equipment from Items 2 and 3 in quantities to be determined". The contractor was also "directed to discontinue all work, and making of all commitments on Items 2 and 3 pending the furnishing of detailed lists for items to be cancelled."

The second telegraphic notice dated 16 October 1944 (received by contractor 17 October 1944) amended the first telegraphic notice by cancelling "all spare parts from Item 2, and all special ground equipment and tools from Item 3" of the contract. This second telegraphic notice of termination was the determination of the quantities to be terminated of Items 2 and 3 of the contract which were referred to in the first telegraphic notice.

The third telegraphic notice of termination dated 27 October 1944 (received 28 October 1944) amended the original notice of termination by "cancelling 494 units of Item 1a". This left only six P-75 airplanes to be produced in the continuing portion of the contract.

By letter notice of termination dated 7 November 1944, the three telegraphic notices of termination were confirmed and it was provided that "all work on the un-terminated portion of said contract shall cease at 11:59 o'clock P.M. on 31 January 1945". Until this letter dated 7 November 1944 was received by the contractor, the contractor was uncertain, and there seems also to have been some uncertainty on the part of the Army Air Forces, as to how many, if any, of these airplanes were wanted. During this time also, and for weeks thereafter, the contractor was not willing to settle the P-75 fixed price contract termination unless the IP-75 CPTF contract was also settled. This problem arose because it appeared that the allotment of funds which had been made for the IP-75 contract would be consumed before completion of the work called for by the contract, and the contractor was seeking an additional allotment of funds which it had been unsuccessful thus far in obtaining.

In performance under this contract, the contractor had used at least 15 plants including two in Cleveland, Ohio, 9 in Detroit, and 4 in other cities in the State of Michigan. Each plant (except the plant at Grand Rapids) had on hand material and work in process relating to its part in the manufacturing program and the whole inventory included components, purchased parts, GPE and every classification of property that the Readjustment schedules contemplate. In addition, there were 2,902 sub-contractors and vendors involved.

The initial conference which was held on 18 October 1944 not only involved this termination with a lengthy discussion as to proposed plans, but included the un-terminated portion of the contract (for thirty airplanes at the time) together with the CPTF contract for the IP-75 airplanes. This initial conference was attended by the Resident Representative, personnel of his office, by officers from Central District, Detroit, and from Headquarters, ATSC, and can be regarded as having been held within a reasonable time.

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Sub-contractors were promptly notified by the prime contractor in case of termination. The contractor promptly undertook preparation of the inventory and settlement proposal.

Because of the great amount of property and costs involved in this case, the contractor prepared special instructions for its officials in the various plants and sections, as to termination procedure and the making up of inventories, including sample forms. Each plant and division submitted its portion of the whole proposal on OCS Form 1b in substantially the same manner as though they were separate proposals (lines 1 through 3 were completed where applicable on these forms), and these separate plant and divisional "claims" were assembled by the contractor in the preparation of the settlement proposal.

The original settlement proposal, filed on 1 February 1945, was made up of, and founded upon, the following separate schedules from the 15 plants and the home office, totalling the respective sums shown:

Cleveland No. 2	15,909,572.66
Cleveland No. 1	513,791.97
Toronto	2,756,263.59
Fleetwood	2,338,353.52
Detroit Stamping Division	3,153,936.17
Detroit Aircraft Unit	581,420.17
Central Development & Experimental	1,613,227.70
Die and Machine	729,332.50
Central Engineering	7,703,414.88
Lansing	981,487.36
Flint No. 1	609,963.36
Pontiac	278,388.35
Aircraft Development Section	4,396,980.25
Detroit Division, Plant No. 40	6,884.01
Grand Rapids	510,643.20
Home Office	104,292.71
Total of charges of separate plants as of 31 October 1944	\$42,187,957.58

The original settlement proposal also contains schedules which bring the amounts claimed down through 31 January 1945, including estimated expenses through that date of \$1,144,307.92; a calculation for interest, and certain adjustments making the total figure claimed of \$44,000,935.72.

This original settlement proposal was not accepted by the Termination Contracting Officer in its entirety because it included large amounts for estimated additional expenditures. This action by the Termination Contracting Officer resulted in a revised settlement proposal being filed on 26 February 1945 by which the original claim was increased in the additional sum of \$1,185,071.72, thereby bringing the whole revised proposal to \$45,186,007.44. The foregoing figures are given only as illustration of the task assigned those who effected settlement, since this part of this report is concerned with expedition.

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In order to avoid delay which might result from duplication of effort and expensiveness regarding classification and disposal of inventory, "panels" were organized to view the inventories, and to classify and recommend disposition of the major items of property involved. The first of these panels was organized in November 1944 and, except for isolated instances, their work was required immediately. The creation of this panel was the beginning of plant clearances. The reports concerning a large value (\$17,124,077) of tools were submitted formally on 13 December 1944 and for a large value (\$1,000,000) of work in process on 19 December 1944. Recommendations by the Plant Clearance Officer upon these reports were approved on 3 February 1945 with certain exceptions by the Central District Property Disposal Board (CDPB) after being acted upon by the Plant Clearance Officer and the local Plant Clearance Board of the A/F Plant Representative's Office. While some delay existed between the submission of the Panel's December reports to the Plant Clearance Officer and approval by the District Property Disposal Board, a vigorous sales effort was made during most of January 1945 to find purchasers, and large aircraft contractors were canvassed to see if they might have any use for the property—particularly the jigs, tools, dies, and special fixtures. Also, the District Commanding Officer made a careful and thorough inquiry at Ft. AFB as to the authority of the Lieutenant at AFB headquarters who had authorized disposition of the tools and requested authorization by Col. Frost, Col. Rawlings, or other senior authority in command of the tooling after thorough coordination at that headquarters. Moreover, it was learned by the reviewing officers in an interview with Lt. Colonel F. Holman, Ass't. Plant Clearance Officer, that some copies had been required of the documents for presentation to the Board, and the preparation of the exhibits and typing of the documents necessary to properly submit the matter to the Board, required five days, with three or four working overtime at night. The cost of the material involved in this phase of the termination was \$27,761,060. (work in process and tools) and also covering the documentary evidence in the files concerning the sales. Together with the inventories involved and the Panel's report, the reviewing officers had little difficulty in reaching the conclusion that the work done in a month above referred to is well accounted for. Other phases of these panels were acted upon equally as thoroughly and promptly as attention demanded.

A single instance of activity may illustrate the prompt attention given the many details involved in closing this docket. A/F personnel had, since 15 December 1944, sought to induce the contractor to accept a partial payment—his object being to stop the accumulation of interest. At a meeting on 15 February 1945, the contractor stated that it might accept a partial payment. At 5:30 p.m. on 20 February 1945, the contractor notified the A/F that it would accept a partial payment of \$25,000,000. It submitted an invoice and receipt on 22 February 1945. On 2 March 1945 (two days later) a check for \$25,000,000 was delivered to the contractor.

Only a few of the extremely numerous problems that required attention in settling this settlement have been mentioned. To discuss the whole case in detail would make this report unnecessarily long. The file is enormous, large quantities of stock and large quantities of property were involved, and the opinion of the reviewing officers, it actually required the length of time shown to get the docket settled.

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3.(b)(c). Continued

Total of Contractor's own costs as stated in claim filed	\$39,283,259.99
Amount paid in negotiated settlement	<u>37,507,375.47</u>
Amount of Contractor's own costs which were not paid in negotiated settlement	<u>\$ 1,775,884.52</u>

The breakdown of this amount of \$1,775,884.52 appears in the statement which is attached to this report entitled:

"General Motors Corporation
Analysis in Support of Final Negotiated Settlement
of Contractor's Own Costs. Docket 9091"

This analysis statement was prepared on behalf of the Termination Contracting Officer at the request of the reviewing officers and was designed to present in one schedule a summarization of the Contractor's proposal concerning its own costs, the recommendations made by the Government accountants concerning such costs, and the disposition which was made by the Termination Contracting Officer in the final negotiated settlement of such recommendations as set forth in paragraph 23 of the settlement memorandum, with the exception that this analysis statement sets forth the individual items of the exceptions taken by the Government accountants which appear in summarized form in the photostatic copy of "Exhibit A".

The first five columns of the analysis statement constitute a restatement of the Contractor's own costs which figures appear also on "Exhibit A".

The sixth column of the analysis statement, which is headed "Allowed in Negotiation", shows a total of \$501,975.36 of Government accountants' recommendations for non-acceptance ^{and} recommendations and for further consideration which were allowed by the Termination Contracting Officer during the negotiations, as set forth in paragraph 23a through r of the settlement memorandum.

Columns 8 through 11 of the analysis statement show the amounts which were allowed and the amounts which were disallowed during the settlement negotiations by the Termination Contracting Officer with respect to the recommendations for non-acceptance and for further consideration made by the Government accountants.

Columns 8 and 11 set forth the disposition made by the Termination Contracting Officer of the exceptions taken by the Government accountants, certain of which exceptions were negotiated separately and others of which were negotiated on an overall basis as stated in paragraph 23b of the settlement memorandum.

Columns 9 and 10 of the analysis statement show the amounts of certain exceptions taken by the Government accountants which were agreed to by the Contractor during the settlement negotiations. They total \$363,551.90.

Column 12 totals the allowances and disallowances shown in Columns 8 through 11.

During the settlement negotiations it became apparent that the exceptions

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3.(b) (c) Continued

taken by the Government accountants to specific items of the Contractor's own costs contained in the revised claim as filed, fall into two general classes (see paragraph 23 h, i and j of the settlement memorandum), listed as follows:

(1) Items which were negotiated separately, namely:

Depreciation.
Separation Allowances.
Clerical Errors.
Settlement expenses subsequent to 31 January 1945.

(2) Items upon which the Contractor made an overall bulk concession of \$825,000.00, namely:

Idle time.
Inventory adjustment.
Salaries included in Settlement Expenses.
Expenses for materials requisitioned from common stores.
Supplies inventories charged direct to P-75 contract.

All of these nine listed items are included in amounts which appear in "Exhibit A" under other titles as elements of the Contractor's own costs and make up part of the revised claim. These nine items are set out separately in the analysis of the Contractor's own costs which is described in following paragraphs of this report.

Items Negotiated Separately

Depreciation of machinery, equipment and buildings was claimed by the Contractor at \$317,123.54. The accountants recommended this item for further consideration and depreciation of \$229,898.01 was allowed by the Termination Contracting Officer. This figure was agreed to by the Contractor. It is computed on rates which were allowed by the Treasury Department in final settlement of income taxes for year 1938 - this being the most recent year which had been finally settled.

Separation Allowances. Amount claimed by the Contractor was \$105,608.62. The Government accountants recommended this item for further consideration and the Termination Contracting Officer disallowed \$58,357.62 and allowed \$47,251.00. This action was agreed to by the Contractor. A memorandum which was prepared by the Termination Contracting Officer shows that this allowance was made on the following basis:

(1) Total Salaries, 1 January 1941 through 31 May 1945	---	\$224,893,714.
(2) Separation allowances paid during same period	-----	\$ 818,510.
(3) Percent separation allowances paid to total salaries		.364%
(4) Total salaries (approximate) charged to P-75 contract (direct and prorated)	-----	\$12,981,115.
(5) P-75 contract's portion of separation allowances (Line 4 x Line 3) (.364% of line 4)	-----	\$ 47,251.

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3. (b) (c) Continued

Clerical Errors - \$4,980.79 - The Government accountants recommended non-acceptance but the T.C.O. allowed this amount of \$4,980.79 in full stating in his memorandum-

"Contractor in peacetime was carrying on experimental work with University of Michigan in welding of automobile body steel. However, with the advent of the war the experimental work was continued with respect to metals required for aircraft, namely, stainless steel and aluminum. Contractor contends \$4,980.79 of this allocable to P-75 and contracting officer concurs - the only concession (made by the T.C.O.) with respect to \$910,000 of auditors' exceptions called "non - acceptance."

Settlement Expenses Claimed by Contractor \$259,351.66. The Government accountants recommended this item for further consideration, as it was an estimated figure of expenses to completion of the termination. The T. C. O. allowed in negotiation actual termination expenses for the period 1 February 1945 through 30 June 1945 of \$243,810.12, detail of which allowance appears as Part V, Exhibit "B" of settlement memorandum. The balance of \$15,541.54 represents the unexpended balance of the estimate made by the contractor and was disallowed by the T. C. O. during the negotiations.

Items on which Contractor made overall bulk concession of \$825,000.

While the settlement negotiations were in progress, the Contractor took the position that it was not willing to abandon its claim for reimbursement for certain items of its own costs, as it did not wish to establish precedents which might affect other termination claims involving these same classes of cost items. Nevertheless, the Contractor offered on 27 June 1945 to reduce its claim for these particular items by a bulk figure of \$825,000.00 which concession was not accepted by the Termination Com-

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3. (b)(c) Continued.

tracting Officer. Further discussions resulted in the Contractor offering to reduce its claim on these same items by the bulk amount of \$325,000.00, which reduction is embodied in the settlement finally concluded. The footnote on the bottom of the analysis statement of Contractor's own costs, previously referred to, points out that these particular items which are involved in the bulk settlement of \$325,000.00, totalled \$791,112.55. Details of this transaction appear in paragraph 23c and in paragraph 23r of the settlement memorandum and the reviewing officers feel that this reduction in the Contractor's own costs can be explained as having been fair to the Contractor for the following reasons:

"Idle Time" recommended by Government accountants for non-acceptance because not an expense necessary in connection with terminated contract. (See also JTAM 55b for additional reason for recommendation of Government accountants.)

Disallowed by T.C.O. in entire amount

\$126,597.79

"Supplies inventories charged direct to P-75" recommended by Government accountants for non-acceptance because of excess of common materials, diversions of common materials to other contracts after terminations, or constituting inequitable charge to P-75 contract by departure from usual practice of calculating charges.

Disallowed by T.C.O. in entire amount

\$433,170.35

~~\$559,768.14~~

"Inventory adjustments" recommended by Government accountants for further consideration. This item represents the excess of Cleveland Aircraft Plant No. 2 adjusted book inventory balances included in the settlement proposal above the value of 2a and 2b - physical inventory schedules submitted to support settlement proposal.

\$ 55,549.68

"Salaries included in settlement expense" recommended by Government accountants for consideration. Lack of adequate control existed over some distribution of time made by salaried employees at Cleveland Aircraft and Ternstedt Plants. Government accountants considered information shown on weekly attendance records as insufficient as auditable evidence to establish applicability of salaries charged to termination shop orders.

\$320,702.03

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3.(b) (c) Continued.

"Expenses for materials requisitioned from common stores" recommended by Government accountants for further consideration. The Contractor was unable to present auditable evidence satisfactorily establishing the allocability of tool material requisitions charged by Cleveland Aircraft to this contract

\$ 26,437.11

Amount Disallowed by T.C.O. - 30% of item
as claimed by Contractor

\$468,600.02\$21,344.41\$231,344.41\$791,112.55

The above amounts which were disallowed by the Termination Contracting Officer of \$559,766.44 and \$231,344.41, a total of \$791,112.55, constitute the minimum fixed by the Termination Contracting Officer to be disallowed with respect to the five items of cost listed above.

The Contractor offered to reduce its claim by an overall concession of \$625,000. without making specific allocation of this concession to any one item. As is shown by paragraph 23r of the settlement memorandum the sum of \$53,887.45 represents the allowance by the Contractor in excess of the Contracting Officer's minimum.

Discussion of Profit

The amount of profit claimed by Contractor
in the original settlement proposal was

\$4,176,410.07

Amount of profit included in negotiated
settlement

\$ 8,451,245.35

Difference between profit originally claimed
and that paid

\$1,746,864.72

There were twenty-nine divisions of General Motors Corporation, which performed work on this contract, and of these, nine divisions prepared separate cost schedules. These nine cost schedules were combined into the one settlement proposal filed by General Motors Corporation. The profit which was claimed by eight divisions of General Motors other than Fisher totaled only \$11,477.01, the basis for this claimed profit being 2% for raw materials and 8% for work in process for these divisions which prepared their cost schedules on the inventory method. The claimed profit for these divisions other than Fisher which prepared their schedules on a total cost basis was on six percent overall basis.

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3. (b) and (c) continued.

The 1944 sum of \$1,160,933.06 of claimed profit was the claim of Fisher Body Division, which was based on 11% of Fisher's own claimed costs, totaling \$10,558,489.99.

The AAF accountants reported that the profit which was estimated by Fisher Body Division in its bid proposal at the time of the original procurement was 9.5% of selling price or approximately 10.5% of cost - based upon the original contract price of \$258,332,578.50.

Profit as ultimately paid to the contractor was the result of the settlement negotiations and may be summarized thus:

Although this termination began in October 1944, the contractor in pre-termination agreements and terminations for the year 1945, sought to obtain a profit of 11%. The Termination Contracting Officer learned that the contractor had settled some of its terminations in the year 1944, on a profit rate of 8% (same with LP and other cases with Ordnance) and sought to obtain a commitment from the contractor as to that percentage for this termination. As late as June 1945, the contractor still desired to settle the SPFF contract for the LP-73 before becoming finally committed on a settlement of this fixed price contract, packet 9091, but the Termination Contracting Officer learned that the contractor had reported in renegotiation proceedings for 1944, both the LP-73 termination and this termination as good.

The cost basis upon which profit computation had not yet been settled, but the Termination Contracting Officer was successful in obtaining the agreement of this contractor to a profit on the 1944 rate. The effect of this resulted in a considerable reduction in profit, but the exact amount was still undetermined.

Approximately 95% of the costs involved had been agreed to by both the contractor and the Termination Contracting Officer (\$37,005,400.11) on 27 June 1945, but there still remained unsettled the costs to which the AAF accountants had taken exception or had referred for further consideration by the Termination Contracting Officer. As shown above, beginning on page 22 of this report, the highest reduction or concession which was in the mind of the Termination Contracting Officer to be obtained from the contractor was \$791,125.75, with relation to contractor's own costs settled on an overall basis.

In the negotiations which followed after the receipt of the contractor's letter dated 27 June 1945, the Termination Contracting Officer succeeded in reaching an agreement with the contractor upon the following principles to be applied in the settlement:

- (a) Payments to subcontractors were to be included at actual costs, instead of using estimates.
- (b) Materials and property disposal credits were to be included at actual values, instead of using estimates.
- (c) Contractor agreed to make a bulk concession of \$625,000. (See Nicholson's beginning on page 12, supra)
- (d) Interest was to be eliminated until 27 June 1945.

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3. (b) and (c) Continued.

- (c) The basis for the profit allowance was to be \$2,156,476.80, which was the amount of profit proposed by the contractor in its settlement proposal dated 27 June 1945. This was computed by the contractor at six percent of the contractor's claimed base figure of \$35,941,280.16.

The actual computation of the profit to be allowed was then worked out jointly by the government accountants and by the accountants for the contractor. During the computations it developed that certain changes were necessary in the "Supplies Inventory charged direct to P-75 contract" on which item the contractor was being charged \$433,170.35. These changes were required because if the contractor was to be charged with the value of this property, it should either be returned to the contractor for its own use which was not possible, or the claim should be allowed to the extent it was not possible to return the property to the contractor. It developed also that the contractor had retained certain articles of this same property with which it should properly be charged. These facts when translated into figures left \$275,068.55 possibly owing by the Government to the contractor. This figure was then arbitrarily treated as an addition to the profit, in the final negotiations which also brought about the increase in the contractor's bulk allowance to \$825,000 from the \$350,000 which was first offered by the contractor on 27 June 1945. The profit figure (as a figure) was increased from \$2,156,476.80 (being 6% on the contractor's claimed costs of \$35,941,280.16) to \$2,431,545.35 which was the amount finally allowed as profit and included in the total upset sum of \$40,855,020.15 for which this termination dispute was finally settled. (See paragraph 24 of the settlement memorandum for the contracting officer's explanation of the profit allowed to the contractor.)

The effect of this increase of \$275,068.55 in the final figure allowed to the contractor as profit was to increase the rate of profit from 6% on \$35,941,280.16 as claimed by the contractor to 6.61% of the agreed profit base of \$36,778,406.68 (exclusive of post termination expenses) and in the opinion of the reviewing officers was fair to both the government and to the contractor.

The reviewing officers were advised that prior to 27 June 1945, all inter-divisional profits of General Motors Corporation had been eliminated by the Government accountants, so this question did not remain for the final settlement negotiations.

Briefly, the objective of the Termination Contracting Officer was to obtain through negotiation a profit rate which would approximate 6% on the base upon which profit was to be figured. The rate of profit which was actually paid of 6.61% can be derived arithmetically from the contractor's own costs, excluding settlement expenses as explained above. During the settlement negotiations the contractor's objective became to obtain an allowance for profit which would approximate what it would have been paid had the profit been determined on the formula basis of 6%, computed upon the proper items of costs. Because of controversies which existed between the government and the contractor with regard to particular items of costs, upon which the contractor could have made strong showings had litigation resulted, the reviewing officers are of the opinion that had the settlement negotiations failed and had it become necessary to make a determination under the formula, the total cost to the government might have exceeded the amount which actually was paid in this case to the contractor.

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3. (e) and (e) continue.

Claims of Subcontractors. (See Part VI of the Settlement Memorandum)

The revised claim listed the cost of subcontractors' claims to be \$1,511,125.78. However, this figure included certain estimates and during the settlement negotiations the actual cost of the work done with subcontractors was reduced by the amount of \$205,445.57. This reduction was caused because the actual cost of the work done which was paid by the prime contractor with the subcontractors did not run as high as the estimates and also because of disposal credits which were taken against the claims of the subcontractors. In the settlement with the prime contractor the amount of \$1,305,677.21 was provided for subcontractors.

The claim of the subcontractor, Utica Radiator Corporation, of Utica, New York, was accepted from the settlement, and \$75,000 was left in the funds provided for the contract in order that final settlement might be made by the Government with this subcontractor. At that time some controversy regarding the proper amount to be paid to this particular subcontractor.

Interest on Payments. (See paragraph 25 of the Settlement Memorandum)

In the revised claim as is shown in "Exhibit A", the Contractor included interest of \$271,757.38. During the settlement negotiations the Contractor agreed that it would not assert its claim for interest until 27 June 1945, (being the date on which the contractor submitted the proposal which formed the basis for the negotiated settlement which was finally approved in this case) provided that the proposed settlement was finally approved. As the settlement made by the Termination Contracting Officer was finally approved by the Settlement Review Board and by the District Commanding Officer on 27 July 1945, the Contractor was paid interest only for the period from 27 June 1945 to date of payment, 28 July 1945, at the rate of \$1051.99 per day, total interest payment being \$31,599.70.

As the result of a conference which was held between the Contractor and certain AFM officers including the present Acting Chief, Readjustment Division, and the Assistant Chief of Terminations, Readjustment Division, Headquarters, ATSC, the Contractor applied for and received on 3 March 1945 a partial payment of \$25,000,000.00. This prompt action taken by the AFM saved the paying of interest on this \$25,000,000.00.

It is to be noted that the amount of interest claimed by the contractor in the settlement proposal as shown on 27 June 1945 was of \$271,927.69, none of which amount was paid to the contractor as a result of the negotiations for final settlement.

Disposal Credits

The revised claim filed by the contractor shows disposal credits of \$56,593.73 as of 1 February 1945. During the negotiations the contractor desired to include estimates in the amount of these disposal credits but the Termination Contracting Officer insisted that the disposal credits should be actual figures, and accordingly the actual figure of \$34,344.32 as of 27 June 1945 was used for disposal credits in the final settlement.

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3. (b) and (c) continued.

Plant Clearance:
(See settlement memorandum under Part III)

As mentioned above (page 6 of this review) the property involved in the inventory in this termination was located in fifteen plants in various cities. The quantity or volume of this property may be judged to some extent by its reported cost value which approximated \$31,486,709.84 (See Part III, Schedule A and Exhibit "B" of settlement memorandum).

The property comprising this inventory ranged through a great variety of materials including chemicals, cardboard, several kinds of metals, plastics and other substances, to G.P.E. such as engines, tires, instruments, ordnance and many other articles. There was also work in process, purchased parts, components and fabricated items of many kinds and the few articles mentioned here are by no means all inclusive of what constituted the inventory resulting from this termination. One very large portion of the inventory was made up of special tools, dies, jigs and fixtures.

When this termination occurred the contractor had another contract in the B-29 airplane program as well as other war contracts, and it became necessary to segregate what could be used on other war production and to clear the plants of what property could not be so used.

In order to speedily and economically segregate this inventory and determine how to dispose of it to the best advantage and with the least delay, the contractor, at the request of the AAF organized panels to view the property and to make recommendations as to proper disposition to the contractor. These panels were composed of the contractor's own experts on the type or kind of property that was to be viewed. Similar panels were organized by the AAF. These panels went together to examine the inventories as they were filed and the contractor's panel's prepared their reports which were submitted to the contractor. After approval of the contractor had been obtained these reports were submitted to the particular AAF panel which had participated in the examination of the same property. Upon concurrence by the AAF, the reports were submitted to the Reconstruction Finance Corporation, then the report was submitted to the Plant Clearance Officer for necessary action.

One of the prime objects of these panels in addition to determining proper disposition of the items in the inventory was to determine which parts of items of property in the tooling and work in process could be removed as serviceable so that separate disposition could be made of the parts so removed. This covered articles such as casters, motors and starters, reels, hose, disconnect plugs, electrical switches and appliances, lubricators, air filters, valves, pressure gauges, air cylinders, jacks and other similar accessories that had a market or use beyond the cost of removal.

The foregoing gives the plan by which the Plant Clearance

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Officer was advised of the recommendations for disposal of much of the inventory, but the actual working of the plan was that the contractor's own panel of experts, the AAF panel, and designated representatives of the Reconstruction Finance Corporation went together in accomplishing the various viewings of the property and many of the decisions were worked out by all parties right on the spot. (On the AAF Tool Panel and Work in Progress Panel, two representatives of the Reconstruction Finance Corporation were members and signed the report of Concurrence.)

The method employed saved a very considerable amount of time, protected the interests of both parties, and kept both parties currently advised as to the status of the inventory and its disposition.

It was necessary for the Plant Clearance Officer to take before Plant Clearance Boards, fifteen cases of property disposal and also to make a great many determinations on his own authority. These plant clearance records and their supporting documents were spot checked on this review and found to be in excellent order.

The Plant Clearance Officer devised an extensive, though not unnecessarily elaborate, system of keeping account of the property as it was disposed of from time to time together with the disposition made, (such as sale, shipments, retention) and his records show on a spot check made by the reviewing officers that the records are cross referenced so that certificates of allocability, scrap warranties and other documents pertaining to items of property can be tied back to the particular items of property to which they pertain. The contractor found from time to time for weeks after the settlement negotiations had been in progress that certain parts of the inventory could be diverted for use on current contracts and these diversions were recorded by the Plant Clearance Officer and were reported by him to the Termination Contracting Officer. These individual retentions or diversions ran into thousands and one of the largest problems in plant clearance was keeping account of these transactions, not only to determine the value involved, but also in determining the balances to be disposed of since these balances were continually changing.

It appears that disposal was effected of the entire inventory.

3 (d) Conformity to Regulation

As stated under Scope of Review (paragraph 2) above, this review was limited to a test of the principles followed, and a selective inspection of the various phases involved in closing the docket, and no attempt was made by the reviewing officers to audit the case or to carry this review beyond spot checks to test compliance with regulations.

Regulations appear to have been followed carefully throughout the settlement of this termination. The Plant Clearance Officer sought approval from Headquarters AFSC and from the Property Disposal Boards when his activities required such approval. The final settlement was approved

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by the Detroit Regional Settlement Review Board and by the District Contracting Officer. Approval of Settlements with Subcontractors were obtained from Settlement Review Boards where required by regulations.

Sub-contractor settlements were made by the contractor pursuant to delegation of authority granted to it to make settlement of sub-contractor claims less than \$10,000. Sub-contractor settlements were approved by the Contracting Officer in those cases involving more than \$10,000 which did not require approval of a Settlement Review Board.

Disposal of special tooling was authorized by Headquarters AFM. In the instances checked, all materials were reported and shipped pursuant to instructions received. Other items which were checked by the reviewing officers were reported and shipped to Government warehouses or stock depots, or turned over to the rehabilitation program of the Bureau General as directed by proper authority. Also in other instances which were checked by the reviewing officers, certified certificates of eligibility for inventory and sub-contractors' claims were obtained and filed. Sales were made in accordance with existing regulations and where proper, certified stock verification inventory form was obtained from purchasers in the sales which were checked at this review, except in the case of Fisher Appliance Company, a sub-contractor, where the word "new" was omitted in the inventory furnished by this sub-contractor.

To the extent that the files of this termination were examined the reviewing officers did not observe any deviations from pertinent regulations except as referred to herein.

3. (a) Adequacy and Completeness of File

The termination check file is cross referenced in such a way that supporting documents can be identified with the matters to which they respectively pertain, and the whole file appears to be both adequate and complete except that some of the documents in sub-contractor settlements were not found in the files. This was chiefly with respect to plant clearance matters where the action taken by plant clearance had been by referral to the locality where the sub-contractor's property was located, and it appeared that such occasional missing documents as minutes of an action taken by a Property Disposal Board and recommendations that particular property should be scrapped were retained in the files of the local plant clearance officials and were not forwarded by them to the IAF Plant Representative at Fisher Body Division with the plant clearance reports.

The audit report is a valuable document for use in reviewing the settlement. After it was completed on 8 June 1945 a copy was given to the contractor who prepared an answer thereto and submitted the proposal of settlement dated 27 June 1945. The settlement negotiations are not completely explained in the files, but enough is shown to illustrate the subjects of controversy and the disposition of claims asserted by the parties concerning them.

Necessary correspondence and inter-office memoranda were prepared so that what occurred can be determined, although the check file is so voluminous that it is doubtful whether there beyond a very general idea of what would be known from a brief or hurried inspection of the termination.

3. (e) Continued.

In addition to the information given the reviewing officers by Major J.A. Schwartz, Terminations Contracting Officer and Major Phillip S. Miller, Plant Clearance Officer, much valuable aid in reaching a satisfactory understanding of what occurred during the settlement negotiations was given by Captain Dean N. Overmayer, of the Contract Audit District, and by Captain Herman Werbel, Air Corps, Plant Terminations Auditor, who is assigned to the facility by the Central Audit District.

There was no copy of the Supplemental Settlement Agreement in the file but the Termination Contracting Officer stated that all executed copies had been forwarded and the confirmed copy for the file had not been yet returned in the usual course of distribution.

4.

A copy of the Settlement Memorandum is attached hereto as Inclosure No. 1. The Analysis Statement described in paragraph 3b-e hereof beginning on page 10 hereof is attached hereto as Inclosure No. 2.

Samuel B. Kirby Jr.
Samuel B. Kirby Jr.
Captain, Air Corps
Member, Selective Review Panel Hq. ATSC
Reviewing Officer

Wilder H. Mitchell
Wilder H. Mitchell
Lt. Col., Air Corps
Chairman, Selective Review Panel Hq. ATSC
Reviewing Officer

Incl:

1. Copy Settlement Memorandum
2. Copy Analysis Statement

DDATSC Form No. 1 (11-11-44) (Old Form No. 13 (1-52))

TERMINATION AUTHORITY

Termination Request Date 27 Aug. 45
Op. Div. Prop. Class # 01-1
Initiating Agency Eng. Div.
Symbol TSEAE-2

TA # 23618
PRC #

TO: Chief, Readjustment Division
Wright Field, Dayton, Ohio

SUBJECT: Contractor General Motors Corp (Eisher Body Div.)
Detroit, Michigan
Contract No. W33-039-00-6670
Purchase Order No.
Letter Contract No.

TA Initiator V. J. Kimble
Branch Symbol TSEAE2
Telephone

T A Date 30 August 1945

1. Request that termination be made of subject procurement effective XX immediately, or per quantities indicated below, or on date, or upon completion of units.

Special Instructions Attached.

Acq. Supply Div. Stock or Part No.	Item No.	Nomenclature	Quantity to be Terminated	Unit of Measure	Est. \$ Val. to be Term.
------------------------------------	----------	--------------	---------------------------	-----------------	--------------------------

Cancel the undelivered balance of all supplies called for, including data, etc.

Unknown

2. This termination desired by Gov't because of (a) TI # Dated or (b) Other (state reason) not required for post war plans

3. Subject termination shall be: (a) XX for convenience of Gov't; (b) investigated to determine whether termination for convenience of the Gov't or because of default by the Contractor, basis of which default is indicated in attached memorandum.

4. Subject termination is Class I Class II XX Class III Other

5. Subject termination involves a letter contract and Proc. Div. will amend to allow a profit no profit Not applicable.

6. Request that any special tools, jigs, dies and fixtures which are peculiar to the production of the end article(s) and/or spare part(s) on the contract and which are not needed for production of such article(s) and/or spare part(s) remaining on procurement and are reported excess by contractor by virtue of this termination shall be: (a) held in standby pursuant to existing Regulations or for further anticipated production not now on procurement; (b) disposed of for following reason: (c) XX instructions to be furnished at a later date. Not applicable.

7. As of date Sup. Div. has sufficient insufficient replenishment and maintenance parts on hand and on Procurement. XX Not applicable.

8. Names of other contractors supplying to AAF the same end article(s) and/or spare part(s) as affected by this termination are:

Name	Name	Name
Address	Address	Address

9. Provisions of existing Regulations relating to terminations have been complied with to the extent applicable.

10. PEC Forms prepared: Form A Form B Form C Not applicable. XX

11. Costs arising from this termination are chargeable to as beneficiary Government. Not applicable. XX

12. Waiver of provisions of JTR 235.2 (a) has, (b) has not, been secured. Not applicable. XX

H. A. SHEPARD, Colonel, Air Corps
Chief, Production Section
Procurement Division

PRIORITY

TELEGRAM

Official Business - Government Rates

FROM: KNEER, ATSC
Lt. John A. Carr, Contracting Officer
Ext. 2-2113
2-2113

- TO: MULTIPLE ADDRESS
- TO: GENERAL MOTORS CORPORATION
FISHER BODY DIVISION
GENERAL MOTORS BUILDING
DETROIT MICHIGAN
- TO: COMMANDING GENERAL
CENTRAL DISTRICT, ATSC
ATTENTION: INFORMATION SECTION
- TO: AAF PLANT REPRESENTATIVE
FISHER BODY DIVISION G.M.C.
3-161 GENERAL MOTORS BUILDING
DETROIT, MICHIGAN
- TO: COMMANDING GENERAL
ARMY AIR FORCES
WASHINGTON 25, D. C.
ATTN: AF/AS, 222, PROCUREMENT DIVISION

John A. Carr
JOHN A. CARR
MAJOR, AIR CORPS
CONTRACTING OFFICER

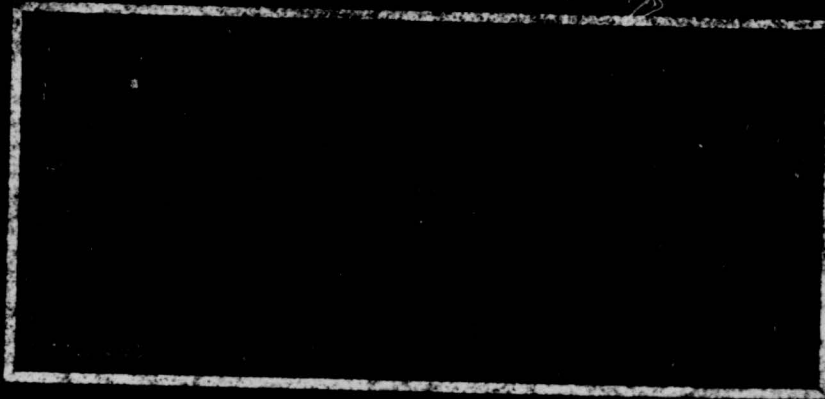
TERMS OF CONTRACT NO. W4-038-AC-6620 IS HEREBY TERMINATED IN ITS ENTIRETY FOR THE CONVENIENCE OF THE GOVERNMENT PURSUANT TO ARTICLE 4 THEREOF, EFFECTIVE IMMEDIATELY. REQUEST YOU CONTACT AAF PLANT REPRESENTATIVE, FISHER BODY DIVISION G.M.C, ATTENTION TERMINATION OFFICER, 3-161 GENERAL MOTORS BUILDING, DETROIT, MICHIGAN, FOR ANY INFORMATION IN CONNECTION HEREWITH. LETTER FOLLOWS. WRIGHT FIELD DOCKET NO. 27617.

SIGNED JOHN A. CARR, MAJOR, AIR CORPS
CONTRACTING OFFICER

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REPORT NO.

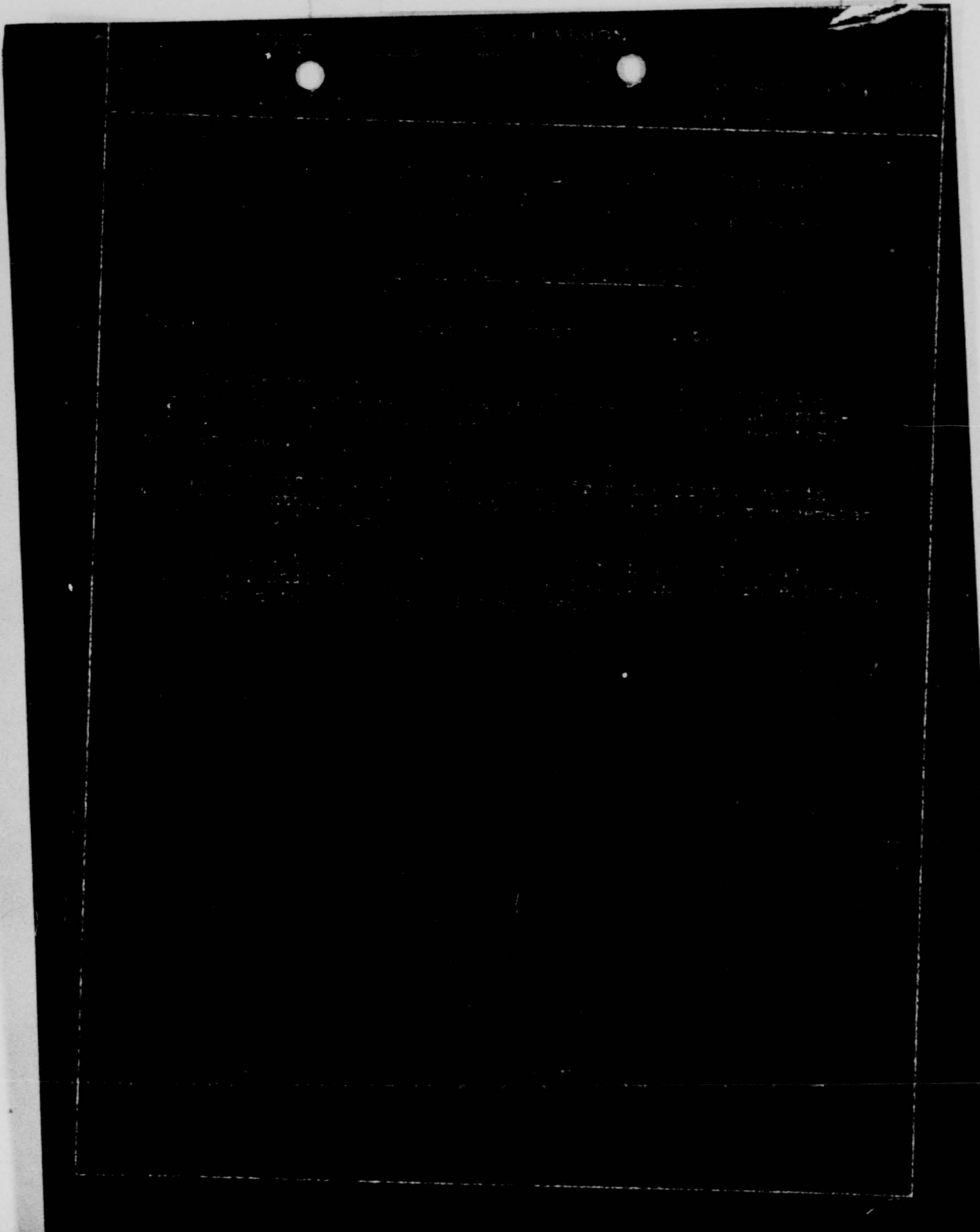


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REVISIONS

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RE: Eiban

to Contract No. W35 ac-33962 (9268)
Classification: KP-75
Docket no. 997SUPPLEMENTAL AGREEMENT TO COST-PLUS-FIXED-FEE CONTRACT FOR SUPPLIES
(Army Air Forces, War Department)

CONTRACTOR: GENERAL MOTORS CORPORATION, FISHER BODY DIVISION

AGREEMENT FOR: Complete Termination of Contract

SETTLEMENT NEGOTIATED BY: Central District, ATSC

1. GROSS TERMINATION SETTLEMENT:		<u>\$ 6,977,934.47</u>
Less: 2. Gross Disposal Credits	<u>61,293.98</u>	
3. NET SETTLEMENT COST:		<u>6,916,640.49</u>
Less: 4. Advance Payments Outstanding	<u>-0-</u>	
5. Interest on Advance Payments (To Miscellaneous Receipts)	<u>-0-</u>	
6. Other Payments Outstanding (Fee, progress, partial; previously reimbursed costs)	<u>\$1,560,714.38</u>	
7. Previous Partial Settlements (Contractor and Subcontractors)	<u>-0-</u>	<u>1,560,714.38</u>
8. TERMINATION AMOUNT PAYABLE:*		<u>5,355,926.11</u>
9. ESTIMATED COST-PLUS-FIXED-FEE (Prior to this Agreement):		<u>9,210,146.11</u>
10. Payments to Date	<u>3,743,146.95</u>	
11. Sum of Items "5" and "8" above	<u>5,355,926.11</u>	
Less: 12. FINAL CONTRACT PRICE:**		<u>9,099,073.06</u>
	(Consisting of <u>\$9,030,037.38</u> for reimbursement of costs and <u>\$69,035.68</u> for adjusted fixed fee.)	
13. REDUCTION IN CONTRACT PRICE (CREDIT):**		<u>111,073.05</u>

*Increase by \$364.95 per day from 1 October 1945 to date of payment for interest on claim.

**Decrease by \$364.95 per day from 1 October 1945 to date of payment for interest on claim.

The Finance Officer, U. S. Army, Jefferson and Livernois Avenues, Detroit 32, Michigan will make payment out of any available balances of funds heretofore allotted to the original contract (or purchase order) as amended to date. (Charge amount of Items 4 and 11 to Contract Allotments, and credit Item 5 to Miscellaneous Receipts Account No. 211010, and credit Item 4 to the applicable allotment and appropriation symbol under project 940-13.)

NO AFP ISSUED

This Cover Sheet is for administrative purposes only and not part of the Agreement.

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TERMINATION SUPPLEMENTAL AGREEMENT

THIS SUPPLEMENTAL SETTLEMENT AGREEMENT NO. 7 (TS-12231) to Contract No. W535 ac-33962 (9268), entered into pursuant to the Contract Settlement Act of 1944 (hereinafter called "the Act"), this 31st day of October 1945, by the UNITED STATES OF AMERICA (hereinafter called "the Government") represented by the Contracting Officer executing this contract, and GENERAL MOTORS CORPORATION, FISHER BODY DIVISION, a Corporation organized and existing under and by virtue of the laws of the State of Delaware, of the City of Detroit, in the State of Michigan (hereinafter called "the Contractor"):

WITNESSETH THAT:

WHEREAS, the Contractor and the Government have entered into Contract No. W535 ac-33962 (9268) under date of 11 September 1943, which, together with any and all amendments, changes and supplements thereto is hereinafter referred to as "the Contract"; and

WHEREAS, the Act declares that upon the termination of war contracts (as therein defined) in whole or in part for the convenience or at the option of the Government, it shall be the responsibility of the contracting agency (as therein defined) to provide the war contractor with speedy and fair compensation for the termination of the war contract and provides that any contracting agency may settle all or any part of any termination claim under any war contract by agreement with the war contractor; and

WHEREAS, the Contract provides that the performance of work thereunder, may, at the convenience or option of the Government, be terminated by the Government in whole, or from time to time in part, whenever any such termination is determined to be for the best interest of the Government, and that the Contractor and Contracting Officer may agree upon the whole or any part of the amount or amounts to be paid to the Contractor by reason of such termination; and

WHEREAS, by telegraphic Notice of Termination dated 8 November 1944 as amended under dates of 11 November 1944 and 14 November 1944, confirmed by Letter Notice dated 16 November 1944 as amended under date of 15 December 1944, the Government advised the Contractor of the complete termination of the Contract for the convenience or at the option of the Government; and

WHEREAS, the term "Contract termination inventory", as used herein, shall mean all materials (including a proper part of any common materials), determined by the parties hereto in connection with this settlement, to be properly allocable to the terminated portion of the Contract except any machinery or equipment subject to a separate contract or contract provision specifically governing the use or disposition thereof; and

WHEREAS, the term "Subcontract termination inventory", as used herein, shall mean all materials (including a proper part of any common materials) determined by the parties to any subcontract under the Contract in connection with the settlement thereof, to be properly allocable to the terminated portion of such subcontract, except any machinery or equipment subject to a separate contract or contract provision specifically governing the use or disposition thereof; and

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WHEREAS, there has been included in and disposed of by this final settlement the following numbered Contract Change Notifications:

1 (N-2290)	8 (N-7407)
2 (N-3707)	9 (N-7493)
3 (N-3830)	10 (N-7680)
4 (N-4405)	11 (N-9877)
5 (N-4654)	12 (N-14519)
7 (N-5837)	

NOW, THEREFORE, the parties hereto do mutually agree as follows:

ARTICLE 1. The Contractor certifies that all Contract termination inventory (including scrap), has been retained, sold to third parties, returned to suppliers, stored for the Government, delivered to the Government, or otherwise properly accounted for, and all proceeds or retention prices thereof, if any, have been taken into account in arriving at this Agreement.

ARTICLE 2. (a) The Contractor certifies that, prior to the execution of this Agreement, each of the Contractor's immediate subcontractors whose claim is included in the claim settled by this Agreement has either (1) properly submitted his claim on Standard Form 1a of the Office of Contract Settlement or (2) furnished to the Contractor a certificate stating (i) that all his subcontract termination inventory (including scrap) has been retained, sold, returned to suppliers, stored for the Government, delivered to the Government, or otherwise properly accounted for, and all proceeds or retention prices thereof, if any, were taken into account in arriving at the settlement of the subcontract or subcontracts, and (ii) that the subcontractor has received from each of his immediate subcontractors whose claim was included in his claim either a claim properly submitted on said Standard Form 1a or a certificate substantially similar to clause (i) and this clause (ii) of this Article 2 (a).

(b) The Contractor hereby transfers and conveys to the Government all the right, title and interest, if any, which the Contractor has received, or is entitled to receive, in and to subcontract termination inventory, if any, not otherwise properly accounted for, and hereby assigns to the Government any and all of its rights relating thereto whether arising under negotiated settlements, formula determinations, or otherwise.

ARTICLE 3. In all cases where the Contractor has not previously made such payments, the Contractor shall, within ten (10) days after receipt of the payment provided for hereunder, pay to each of its immediate subcontractors and suppliers (or to their respective assignees) the respective amounts to which they are entitled, after deducting, if the Contractor so elects, any amounts then due and payable to the Contractor by such subcontractors and suppliers. If the Contractor fails to make any such payment within ten (10) days, the Contractor will, upon request, return to the Government the amount so payable to such immediate subcontractors and suppliers, less any amount then due and payable to the Contractor by them.

ARTICLE 4. (a) The Contractor has received prior to the effective date of termination certain sums with respect to work and services performed, or articles delivered, under the Contract. The Contractor has also received after the effective date of termination certain additional sums for work and services

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performed, or articles delivered, under the Contract, as final payments on partial settlements and in partial payment on account of the Contractor's termination claim. The Government, as part of this negotiated settlement, hereby confirms and acknowledges the right of the Contractor to retain all such sums heretofore paid and agrees that such sums constitute a portion of the total amount to which the Contractor is entitled in complete and final settlement of the Contract.

(b) In addition, upon execution of this Agreement, the Government agrees to pay to the Contractor the sum of Five Million Three Hundred Fifty Five Thousand Nine Hundred Twenty Six Dollars and Eleven Cents (\$5,355,926.11), representing the sum of Six Million Nine Hundred Seventy Seven Thousand Nine Hundred Thirty Four Dollars and Forty Seven Cents (\$6,977,934.47), less (1) the sum of One Million Five Hundred Sixty Thousand Seven Hundred Fourteen Dollars and Thirty Eight Cents (\$1,560,714.38) representing all unliquidated partial or progress payments previously made on account to the Contractor or its assignee and all unliquidated advance payments (with interest, if any, thereon) and (2) the amount of Sixty One Thousand Two Hundred Ninety Three Dollars and Ninety Eight Cents (\$61,293.98) representing all applicable property disposal credits. Said sum of Five Million Three Hundred Fifty Five Thousand Nine Hundred Twenty Six Dollars and Eleven Cents (\$5,355,926.11) includes all interest to which the Contractor is entitled under the Act to 1 October 1945 (which for the purpose of computing interest under this agreement will be considered the date of settlement); and for each day thereafter until final payment hereunder, the Contractor shall be entitled to interest at the rate of Three Hundred Sixty Four Dollars and Ninety Five Cents (\$364.95) per day. Said sum, together with all other sums heretofore paid, constitutes payment in full and complete settlement of the amount due the Contractor by reason of the termination of work, or otherwise, under the Contract and of all other claims of the Contractor under the Contract and under the Act, in so far as it pertains to the Contract, except as hereinafter provided in this Article.

(c) Upon payment of said sum of Five Million Three Hundred Fifty Five Thousand Nine Hundred Twenty Six Dollars and Eleven Cents (\$5,355,926.11) as aforesaid, all rights and liabilities of the parties under the Contract and under the Act, in so far as it pertains to the Contract, shall cease forthwith and be forever released except:

(1) All rights and liabilities, if any, of the parties under the Renegotiation Act.

(2) All rights and liabilities of the parties arising under the contract articles, if any, or otherwise which relate to reproduction rights, patent infringements, covenants of indemnity against patent risks, bonds for patent indemnity obligations (together with all rights and liabilities under such bonds) and rights to assignments of and licenses under inventions.

(3) All rights of the Government to take the benefit of any adjustments of royalties under the Royalty Adjustment Act of October 31, 1942 (Public No. 768, 77th Cong.; 35 U.S.C. 89-96) and to take the benefit of agreements reducing or otherwise affecting royalties paid or payable in connection with the performance of the Contract.

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(4) All rights and liabilities of the parties under the articles, if any, in the Contract applicable to options (except options to continue or increase the work under the Contract), covenants not to compete, covenants of indemnity.

(5) All rights and liabilities of the parties arising under the Contract articles, if any, or otherwise, concerning defects in, and guarantees or warranties relating to, any completed articles or component parts furnished to the Government by the Contractor pursuant to the Contract or this Agreement.

(6) All rights and liabilities, if any, of the parties under those clauses inserted in the Contract because of the requirements of Acts of Congress and Executive Orders, including, without limitation, any applicable clauses relating to the following topics: labor law, contingent fees, domestic articles, employment of aliens, and "officials not to benefit".

(7) The right of the Contractor to receive, and the obligation of the Government to pay, interest under the Act at Three Hundred Sixty Four Dollars and Ninety Five Cents (\$364.95) per day from 1 October 1945 to the date of payment.

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IN WITNESS WHEREOF, the Government and the Contractor have executed this Supplemental Agreement as of the day and year first above written.

THE UNITED STATES OF AMERICA

By J. A. SCHWERTZ, Major, Air Corps
Contracting Officer
(Official Title)

Type or print names under all signatures.

Two Witnesses:

GENERAL MOTORS CORPORATION,
FISHER BODY DIVISION
(Contractor)

[Signature]
L. H. Davidson

By [Signature]
(Name) (Title)
T.P. [Signature] Vice President

[Signature]
[Name]

DETROIT, MICHIGAN
(Business address)

I, J. S. Davidson, certify that I am ~~an~~ Assistant Secretary of the Corporation named as the Contractor herein; that T.P. [Signature], who signed this Supplemental Agreement on behalf of the Contractor, was then [Signature] of said Corporation; that said supplemental Agreement was duly signed for and on behalf of said Corporation by authority of its governing body, and is within the scope of its corporate powers.

[Signature] (CORPORATE SEAL)

AD. TECH. UNIT

WAR DEPARTMENT
ARMY AIR FORCES
MATERIEL COMMAND

10-1-45

OFFICE OF THE ARMY AIR FORCES REPRESENTATIVE

1416 Cleveland Avenue St. Plant 2, Cleveland, Ohio 2 Ave per 145

Subject: Amendment of Contract 12-312-cc-110

To: Director
Air Technical Service Command
Wright Field
Dayton, Ohio

Attn: Major J. F. Albrecht, Jr.
Fighter Branch, Engineering Div.
AFS-24

1. The Service is continuing the Office of Air Force Development
and is in the process of revising Contract 12-312-cc-110 (contin-
uation program of 2-73) in order to effect complete compliance
with all provisions of the aforementioned contract, the following
provisions of the contract are added for your information:

(C) The Contractor shall furnish Final Reports, as are
of the direct investigations conducted as soon as
possible after the completion of the investigation.
Such reports shall be in triplicate and shall be
addressed to the Director, Air Technical Service
Command, Wright Field, Dayton, Ohio, Attention of
Service Engineering Section, Fighter Branch (AFS-24)
and shall be forwarded through the said AAF Plant
Representative for the Contractor's plant.

(D) Upon termination or completion of this contract the
Contractor shall make available for the action by the
said AAF Plant Representative or by the Contracting
Officer all data in its possession comprising the
work done and/or used in the performance of any
order this contract, and shall thereafter deliver
copies of so much of said data as shall be requested
by the person or persons making such inspection to
the said AAF Plant Representative, or to such other
person as may be designated by the Contracting Officer.

10 APR 11 1945

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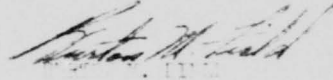
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Attn: Capt. J. G. Gentry
2-10-50
11/9/50

RTT:RMP:ab

2. As per your order of 11/9/50, the following information, ITIC, has received all the engineering data required under the contract, particularly that required by the sections of the contract quoted above.



Capt., Air Corps
ITIC Plant Representative

RECEIVED
NOV 10 1950

ATSC Form No. 10-806 (3 Jan 45)
(Old ATSC Form No. 45)

COORDINATION
DIRECTOR OR DEP.

AIR INSPECTOR

~~TS-CA (8884-4)~~
MGT. CONTROL

CHIEF OF ADMN.

SPECIAL STAFF

CHIEF, ENG.
& PROC.

CHIEF, SUPPLY
& MAINT.

PERS & BASE
SERV. DIV.

MAINT. DIV.

SUPPLY DIV.

ENGINEERING DIV.

PROCUREMENT DIV.

READJUST DIV.

OTHER

TSAGDS-NO.41

TSEEA-4:JFA/fck

1815 DEC 7 DM 3:18

31 December 1945

Contract W33-038-AC-6620 P-75 Airplanes
Submission of Engineering Data

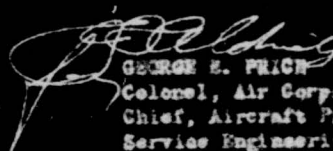
A. A. F. Plant Representative
Fisher Cleveland Aircraft
Plant No. 2
Cleveland, Ohio

Reference: (a) AAFPR (Fisher Cleveland Aircraft) ltr.
FT:BNF:ab, dtd. 9 Nov. 1945.
(b) ATSC ltr. TSEEA-20:JFA/fck, dtd. 31 Aug. 1945

1. The engineering data required on the subject contract have all been submitted to the Air Technical Service Command and are considered satisfactory for the purposes intended.

2. In connection with this, your attention is invited to letter reference (b) which was intended as a complete acceptance of all engineering data required but apparently was unintentionally limited to Paragraph B-1 of Article 2 of the subject contract.

BY COMMAND OF MAJOR GENERAL ENERR:



GEORGE E. PRICH
Colonel, Air Corps
Chief, Aircraft Projects Section
Service Engineering Subdivision
Engineering Division

J. F. ALDRIDGE, JR.
Major, Air Corps
Project Officer.

Memorandum of Review under ATSC Regulations
74-18 and 74-18A.
Selective Review Panel, Headquarters, ATSC

29 December 1945.

562

SUBJECT: Memorandum of Review
Termination Docket No. 9974.

TO: Chief, Procurement Division
Headquarters, ATSC
Attn: TSBRE-7

Case Identification Information: This memorandum
of review is submitted in compliance with ATSC Regulations
74-18 and 74-18A.

- (a) Termination Docket No. 9974.
- (b) Name and address of contractor:
General Motors Corporation
Fisher Body Division, Aircraft Section
General Motors Building
Detroit 2, Michigan
- (c) Contract No. W535ac33962(9268) dated 11 Sept. 1943
- (d) Type of contract: CPFF
Contract Items: Experimental Airplanes (XP-75) and
Engineering Data.
Contract Price: \$9,210,146.11
CPIC: \$9,099,073.06 consisting of
\$9,030,037.38 for reimbursement of costs and
\$69,035.68 for adjusted fixed fee.
- (e) Type of termination: Total.
- (f) Type of settlement: Cont.
Gross Settlement: \$6,977,934.47
Disposal Credits: 61,291.98
Net Settlement: 5,916,642.49
Payments: 1,260,714.38
Termination amount paid \$5,355,928.11
- (g) Supplemental Settlement Agreement No. 7(TS-12231)
the date of which could not be determined from the
file at the time of this review.
- (h) Location of Settlement Records:
ATSC Plant Representative
Fisher Body Division, General Motors Corporation
Detroit 2, Michigan

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Memorandum of Review (Cont'd.)
Docket No. 9274

2. Scope of Review: Investigation of closed termination docket files at office of Plant representative. The reviewing officer limited his review to obtaining an understanding of principles involved in effecting settlement and tracing selected items involved in plant clearance through to ultimate disposition.

3. Conclusions of the Reviewing Officer and Reasons Therefor:

(a) Expedition:

This termination involved the contract on XP-75 airplanes. While it was in progress the contract on the F-75 airplanes was entered into and the two contracts were performed at the same time. The experimental contract and production contract were considered by the contractor as a single project, although the former was a CFPF contract and the latter fixed price.

On 6 October 1944, the fixed price production contract on F-75 airplanes was partially terminated. Two amended notices followed (the confirming letter being dated 7 November 1944) which resulted in total termination except for a portion of the contract to continue until 31 January 1945.

The initial conference concerning the termination of the production contract was held on 18 October 1944, although conferences concerning termination and involving the amount and time of termination had been held from time to time before and following that date. These conferences not only concerned termination of the F-75 production contract but involved, to some extent, termination of the XP-75 experimental contract. Since the contractor considered both contracts as a single program, it had sought for months previously to convert the XP-75 contract from CFPF to fixed price, apparently with a view of combining them, and evidently believed that such a change would be made because it permitted the costs on the CFPF contract to exceed the amount of the contract to a considerable extent prior to termination.

A chronological history of principal steps taken in this case is as follows:

1944

17 October Contractor authorized to settle sub-contractor claims under JTR 642.

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Memorandum of Review (Cont'd.)
Docket No. 9974

1945

27 February New termination contracting officer assigned (Major MacLure).

2 March Letter from Headquarters ATSC (TSRTE6B/100) to C.O. Central District (Detroit) advising that Authority for Purchase for additional allotment of funds had been received.

3 March Letter from Plant Representative directing Contractor to deliver five XP-75 airplanes since additional allotment of funds was authorized.

6 March Letter of 2 March 1945 (above) transmitted to Plant Representative.
New termination contracting officer assigned (Major Schwartz).

8 March XP-75 airplane No. 1, authorized to be disposed of as work-in-process by TCO.

22 March Request by TCO for audit field review as Form 70's are received. (At this time, contractor was using Form 70).

4 April Letter from Headquarters ATSC (TSRTE-2C) stating that work performed (and mentioned in the letter) was satisfactory performance under the contract.

5 April Telephone conversation between Chief of Terminations, Headquarters ATSC and Chief Readjustment Division, Central District (Detroit) in which it was pointed out by Headquarters ATSC that additional allotment of funds had not been made, and to notify contractor.

7 April Telephone conversation between Chief Readjustment Division, Central District (Detroit) and Chief Readjustment Division, Headquarters ATSC concerning allotment of additional funds.

10 April Memorandum from Special Representative of Under-Secretary of War to C.G. AAF authorizing settlement and stating that no GAO exceptions were outstanding in Audit Status Report of 31 March 1945.

25 April Audit Status date reported by Headquarters ATSC and transmitted by Central District to Plant Representative.

28 April Letter from Chief, Procurement Division to C.G. AAF forwarding contractor's request for additional allotment of funds for consideration of Special Representative of the Under-Secretary of War.

31 May 1st Indorsement from Special Representative of Under-Secretary of War to C.G. AAF authorizing additional funds amounting to \$4,627,475.00 in order that contracting officer might ratify expenditures made.

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Memorandum of Review (Cont'd.)
Docket No. 9974

1945

5 June	Change Order No. 6 (providing additional funds).
27 August	Contractor furnished depreciation information required by audit and requested on 10 August 1945.
21 September	Accountant's report on cumulative Summary Partial Settlement Proposal dated 10 September 1945 (through 31 July 1945).
9 October	Inquiry by termination contracting officer of finance officer for fiscal information under ATSC Regulation 74-15 Appendix 3 paragraph 5.
24 October	"No claim" certificate under ATSC Regulation 74-15 by TCS.
26 October	Settlement Memorandum.
29 October	Date of meeting of Detroit Regional Settlement Review Board approving proposed settlement.
31 October	Settlement approved by C.S. Central District (Chicago).
1 November	Contractor paid.

This docket was not expeditiously settled if reference is only made to a calendar. However, in the opinion of the Reviewing Officer it was settled about as rapidly as circumstances would permit. When termination occurred in the F-75 contract and the contractor learned that the Government was going to consider this contract and the F-75 contract separately, it requested an allotment of additional funds to provide for the over-run in costs already incurred. (19 October 1944)

The matter of an allotment of additional funds was so important to the contractor that, together with its viewing of the two contracts as a single project, it sought to avoid settlement of either unless both terminations were settled together. This effort by the contractor, if not actually contributing to delay, did not expedite the settlement.

The contractor submitted its settlement proposal on 1 February 1945, about two and one-half months after termination, and this was rejected because of insufficient allotment of funds. Funds sufficient to settle the claim were not authorized until 31 May 1945. While some plant clearance was carried on, little could be accomplished until additional funds were authorized because of uncertainty as to title to the inventory.

This delay of nearly seven months of the year required to settle this termination can be attributed to the over-run during performance of the contract and in obtaining authorization and funds to discharge the claim. The remaining time of approximately five months to settle a claim of the size of the claim involved here is not excessive.

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Memorandum of review (Cont'd.)
 Docket No. 9974

(b) and (c) Fairness to the Government and to the Contractor:

This settlement appears to have been fair to both the Government and the contractor. A copy of the Settlement Memorandum to which a copy of the Accountant's Report is an exhibit, is attached hereto and in the opinion of the Reviewing Officer gives a complete statement of the negotiations and settlement.

In addition to the information concerning the settlement shown in the Settlement Memorandum and Accountant's Report, the file indicates that the contractor was somewhat worried over obtaining an additional allotment of funds with which to pay the costs of the over-run. These costs, beyond the original sum set up for the contract, amounted to more than \$4,000,000. The contractor did not ask for a fixed fee growing out of the work involved that resulted in the expenditure of the additional costs, and documents and correspondence found in the file indicated that the contractor was far more interested in being reimbursed on the additional costs than in being paid a fee on the work done that over-ran the original allotment of funds. (See chronology 21 February 1945 above). In reading these documents and correspondence the Reviewing Officer got the impression that at the time an additional allotment of funds was being sought by the contractor, its chances of securing reimbursement were so slight that it believed that the best policy would be to seek reimbursement only and not carry the request so far as to seek compensation, also. This impression is fortified by the thought that even though no direct statement to that effect is found in the file, it is difficult to imagine a contractor with the business acumen of General Motors Corporation over-looking compensation for work involving an expenditure of costs of over \$4,000,000. Whatever prompted the contractor to forego seeking compensation on the over-run, it did not ask for such compensation and the settlement cannot be criticized for failure to pay what was not sought.

Plant clearance was accomplished and special tools were disposed of as in the P-75 termination of Contract W535 ac-41011 - docket 9091. (See 27 November 1944 in chronology above.)

(d) Conformity with Regulations:

All regulations appeared to have been complied with, the Reviewing Officer noting no deviations.

(e) Adequacy and Completeness of the File:

The file is both adequate and complete except as noted in this paragraph below:

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Memorandum of Review (Cont'd.)
Docket No. 9974

The file was so large that it was impractical to combine the termination and plant clearance files into a single file. The termination contracting officer had included transcripts of telephone conversations, memoranda of what occurred at the more important meetings and correspondence that shed light on the settlement, and the plant clearance file contained scrap warranties, executed certificates of allocability, inventories, disposal authorizations and other documents so that disposition of the property could be traced. The only exception noted was that the certificates of allocability of the inventories referred to "attached" inventory and these certificates had been removed in working with its inventories. Personnel engaged in plant clearance could identify the inventory to which the respective certificates pertained but the Reviewing Officer was unable to do so. This was pointed out to the Plant Clearance Officer who agreed to mark the documents so that identification of the proper inventory could be easily determined.

4. Copy of Settlement Memorandum is attached hereto as Inclosure No. 1.

Samuel R. Kirby, Jr.
SAMUEL R. KIRBY, JR.
Major, Air Corps
Reviewing Officer

1 Incl.:
Copy of Settlement Memorandum,
dated 26 October 1945.

Memorandum approved by
Selective Review Board
on 30 January 1946

Willey H. Mitchell

WILLEY H. MITCHELL
LT. COLONEL, AIR CORPS
CHIEF, SELECTIVE REVIEW BOARD

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Supplemental Agreement No. 2 (TS-14754)
to Contract # 1 at 12440
Classification (Flight Cases)
Doct's No. FILE

SUPPLEMENTAL AGREEMENT TO FIXED PRICE CONTRACT FOR SUPPLIES
(Army Air Forces, War Department)

CONTRACTOR: GENERAL MOTORS CORPORATION (ALLIED DIVISION)

AGREEMENT FOR: Complete Termination of Contract

SETTLEMENT NEGOTIATED BY: Central District, AF30

1. GROSS TERMINATION SETTLEMENT	\$10,072.34
Less: 2. Gross Disposal Credits	None
3. NET SETTLEMENT COST	10,072.34
Less: 4. Advance Payments Outstanding	None
5. Interest on Advance Payments (No Miscellaneous Receipts)	None
6. Partial Payments Outstanding (Progress and Termination)	None
7. Previous Partial Settlements (Contractor and Subcontractor)	None
8. TERMINATION AMOUNT PAYABLE	10,072.34
9. TOTAL CONTRACT PRICE (Prior to this Agreement)	95,600.00
10. Payments to Date	None
11. Termination Amount Payable	10,072.34
Less: 12. Final Contract Price**	10,072.34
13. REDUCTION IN CONTRACT PRICE (Credit)**	\$5,927.66

* Increase by \$6.59 per day from 22 January 1946 to date of payment for interest on claim.

** Decrease by \$6.59 per day from 22 January 1946 to date of payment for interest on claim.

The Finance Offices, U. S. Army, of Indianapolis, Indiana, will make payment out of any available balances of funds heretofore allotted to the original contract (or Purchase Order) as amended to date.

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SUPPLEMENTAL AGREEMENT NO. 2 (TS-14754)
to CONTRACT NO. W33-038ac11440
DOCKET NO. 25188

THIS SUPPLEMENTAL SETTLEMENT AGREEMENT, entered into pursuant to the Contract Settlement Act of 1944 (hereinafter called "the Act"), as of this 29th day of January 1946, by the UNITED STATES OF AMERICA (hereinafter called "the Government") represented by the Contracting Officer executing this contract and GENERAL MOTORS CORPORATION (ALLISON DIVISION) (hereinafter called "the Contractor"), a corporation organized and existing under the laws of the State of Delaware, of the City of Indianapolis, in the State of Indiana.

WITNESSETH THAT:

WHEREAS, the Contractor and the Government have entered into Contract No. W33-038 ac 11440, under date 15 June 1945 which, together with any and all amendments, changes, and supplements thereto, is hereinafter referred to as "the Contract"; and

WHEREAS, the Act declares that upon the termination of any war contract (as therein defined) in whole or in part for the convenience or at the option of the Government, it shall be the responsibility of the contracting agency (as therein defined) to provide the war contractor with speedy and fair compensation for the termination of the war contract and provides that any contracting agency may settle all or any part of any termination claim under any war contract by agreement with the war contractor; and

WHEREAS, the Contract provides that the performance of work thereunder may at the convenience or option of the Government be terminated by the Government in whole, or from time to time in part, whenever any such termination is determined to be for the best interests of the Government, and that the Contractor and Contracting Officer may agree upon the whole or any part of the amount or amounts to be paid to the Contractor by reason of such termination; and

WHEREAS, by notice of termination dated 14 August 1945, the Government advised the Contractor of the complete termination of the Contract for the convenience or at the option of the Government; and

WHEREAS, the term "Contract termination inventory", as used herein, shall mean all materials (including a proper part of any common materials), determined by the parties hereto, in connection with this settlement, to be properly allocable to the terminated portion of the Contract, except any machinery or equipment subject to a separate contract or contract provision specifically governing the use or disposition thereof; and

WHEREAS, the term "subcontract termination inventory", as used herein, shall mean all materials (including a proper part of any common materials) determined by the parties to any subcontract under the Contract, in connection with the settlement thereof, to be properly allocable to the terminated portion of such subcontract, except any machinery or equipment subject to a separate contract, or contract provision, specifically governing the use or disposition thereof;

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b) Upon payment of said sum of \$10,072.34, as aforesaid, all rights and liabilities of the parties under the Contract and under the Act, insofar as it pertains to the contract, shall cease forthwith and be forever released except:

(1) The right of the Contractor to receive, and the obligation of the Government to pay, interest at 3.6839 per day from 22 January 1946 to the date of payment.

(2) All rights and liabilities, if any, of the parties under the Renegotiation Act.

(3) All rights and liabilities of the parties under the articles, if any, of the Contract which relate to reproduction rights, patent infringements, inventions, applications for patent and patents, including rights to assignments, invention reports and licences, covenants of indemnity against patent risks and bonds for patent indemnity obligations, together with all rights and liabilities under any such bond.

(4) All rights of the Government to take the benefit of any adjustments of royalties under the Royalty Adjustment Act of October 31, 1942 (Public No. 766, 77th Cong.: 35 U.S.C. 89-96) and to take the benefit of agreements reducing or otherwise affecting royalties paid or payable in connection with the performance of the Contract.

(5) All rights and liabilities of the parties under the articles, if any, in the Contract applicable to options (except options to continue or increase the work under the Contract), covenants not to compete, covenants of indemnity, and agreements with respect to the future care and disposition by the Contractor of Government-owned facilities remaining in his custody.

(6) All rights and liabilities of the parties arising under the Contract articles, if any, or otherwise, concerning defects in, and guarantees or warranties relating to, any completed articles or component parts furnished to the Government by the Contractor pursuant to the Contract or this Agreement.

(7) All rights and liabilities, if any, of the parties under those clauses inserted in the Contract because of the requirements of Acts of Congress and Executive Orders, including, without limitation, any applicable clauses relating to the following topics: labor law, contingent fees, domestic articles, employment of aliens, "officials not to benefit".

IN WITNESS WHEREOF, the parties hereto have executed this contract as of the
and year first above written.

THE UNITED STATES OF AMERICA

By /s/ Robert W. Allan
ROBERT W. ALLAN, Major, Air Corps
Contracting Officer

Two Witnesses:

GENERAL MOTORS CORPORATION
(ALLISON DIVISION)

/s/ H. E. Wright
H. E. WRIGHT

By /s/ E. B. Newill
E. B. NEWILL, General Manager

/s/ Helen D. Wilbur
HELEN D. WILBUR

I, H. F. Wilson, certify that I am the Ass't. Treasurer of the corporation named as contractor herein; that E. B. Newill who signed this contract on behalf of the contractor, was then General Manager of said corporation; that said contract was duly signed for and in behalf of said corporation by authority of its governing body, and is within the scope of its corporate powers.

/s/ H. F. Wilson (Corporate Seal)

Page 4 of Supplemental Agreement No. 2 (TS-14754) to Contract W37-038ac11440

Use Form No. 71-74-20 127 Nov 4

Supplemental Agreement No. 1(15-15403)
to Contract No. W33-038 ac-6620

Classification: EX317
Docket No. 23618

EE/sc

SUPPLEMENTAL AGREEMENT TO FIXED PRICE CONTRACT FOR SUPPLIES
(Army Air Forces, War Department)

CONTRACTOR: GENERAL MOTORS CORPORATION (Fisher Body Division)

AGREEMENT FOR: Settlement of Complete Termination of Contract.

SETTLEMENT NEGOTIATED BY: Central District, ATSC. Detroit Regional Office

1. GROSS TERMINATION SETTLEMENT:		\$ 1,360.43
Less: 2. Gross Disposal Credits:		<u>142.29</u>
3. NET SETTLEMENT COST:		<u>1,218.13</u>
Less: 4. Advance Payments Outstanding:	<u>0</u>	
5. Interest on Advance Payments (to Miscellaneous Receipts):	<u>0</u>	
6. Partial Payments Outstanding (Progress and Termination):	<u>0</u>	
7. Previous Partial Settlements (Contractor and Subcontractor):	<u>0</u>	<u>0</u>
8. TERMINATION AMOUNT PAYABLE:		<u>1,218.13</u>
9. TOTAL CONTRACT PRICE (Prior to this Supplemental Agreement):		<u>253,530.00</u>
Less: 10. Payments to Date:	<u>\$251,767.45</u>	
11. Sum of Items 5 and 8 above:	<u>1,218.13</u>	<u>252,985.58</u>
12. FINAL CONTRACT PRICE:		<u>252,985.58</u>
13. REDUCTION IN CONTRACT PRICE (CREDIT):		<u>544.42</u>

The Finance Officer, U. S. Army, Jefferson & Livernois Aves., Detroit 32, Michigan will make payment out of any available balances of funds heretofore allotted to the original contract (or purchase order) as amended to date.

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TSB Form No. 71-74-20 (27 Nov 45)

TERMINATION SUPPLEMENTAL AGREEMENT

THIS SUPPLEMENTAL SETTLEMENT AGREEMENT, entered into pursuant to the Contract Settlement Act of 1944 (hereinafter called "the Act"), as of this ²⁸ day of February 1945 by the UNITED STATES OF AMERICA (hereinafter called "the Government") represented by the Contracting Officer executing this contract, and GENERAL MOTORS CORPORATION (Fisher Body Division), a Corporation organized and existing under and by virtue of the laws of the State of Delaware

of the City of Detroit, in the State of Michigan (hereinafter called "the Contractor");

WITNESSETH THAT:

WHEREAS, the Contractor and the Government have entered into Contract(s) No. W33-038 ac-6620

, under date(s) of 3 May 1945

which, together with any and all amendments, changes and supplements thereto, is (are) hereinafter referred to as "the Contract(s)" and

XXXX

WHEREAS, the Act declares that upon the termination of any war contract (as therein defined) in whole or in part for the convenience or at the option of the Government, it shall be the responsibility of the contracting agency (as therein defined) to provide the war contractor with speedy and fair compensation for the termination of the war contract and provides that any contracting agency may settle all or any part of any termination claim under any war contract by agreement with the war contractor; and

WHEREAS, the Contract(s) provide that the performance of work thereunder may, at the convenience or option of the Government, be terminated by the Government in whole, or from time to time in part, whenever any such termination is determined to be for the best interest of the Government, and that the Contractor and Contracting Officer may agree upon the whole or any part of the amount or amounts to be paid to the Contractor by reason of such termination; and

WHEREAS, by Notice(s) of Termination dated

5 September 1945

the Government advised the Contractor of the complete termination of the Contract(s) for the convenience or at the option of the Government; and

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JSB Form No. 71-74-2F (27 Nov 45)

WHEREAS, the term "Contract termination inventory," as used herein, shall mean all materials (including a proper part of any common materials), determined by the parties hereto in connection with this settlement, to be properly allocable to the terminated portion of the Contract(s) except any machinery or equipment subject to a separate contract or contract provision specifically governing the use or disposition thereof; and

WHEREAS, the term "subcontract termination inventory", as used herein, shall mean all materials (including a proper part of any common materials) determined by the parties to any subcontract under the Contract(s) in connection with the settlement thereof, to be properly allocable to the terminated portion of such subcontract, except any machinery or equipment subject to a separate contract or contract provision specifically governing the use or disposition thereof;

NOW, THEREFORE, the parties hereto do mutually agree as follows:

ARTICLE 1. The Contractor certifies that all Contract termination inventory (including scrap), has been retained, sold to third parties, returned to suppliers, stored for the Government, delivered to the Government, or otherwise properly accounted for, and all proceeds or retention prices thereof, if any, have been taken into account in arriving at this Agreement.

ARTICLE 2. (a) The Contractor certifies that, prior to the execution of this Agreement, each of the Contractor's immediate subcontractors whose claim is included in the claim(s) settled by this Agreement has either (1) properly submitted his claim on Standard Form 1a of the Office of Contract Settlement or (2) furnished to the Contractor a certificate stating (i) that all his subcontract termination inventory (including scrap) has been retained, sold, returned to suppliers, stored for the Government, delivered to the Government, or otherwise properly accounted for, and all proceeds or retention prices thereof, if any, were taken into account in arriving at the settlement of the subcontract or subcontracts, and (ii) that the subcontractor has received from each of his immediate subcontractors whose claim was included in his claim either a claim properly submitted on said Standard Form 1a or a certificate substantially similar to clause (i) and this clause (ii) of this Article 2 (a).

(b) The Contractor hereby transfers and conveys to the Government all the right, title and interest, if any, which the Contractor has received, or is entitled to receive, in and to subcontract termination inventory, if any, not otherwise properly accounted for, and hereby assigns to the Government any and all of its rights relating thereto whether arising under negotiated settlements, formula determinations, or otherwise.

ARTICLE 3. In all cases where the Contractor has not previously made such payments, the Contractor shall, within ten (10) days after receipt of the payment provided for hereunder, pay to each of its immediate subcontractors and suppliers (or to their respective assignees) the respective amounts to which they are entitled, after deducting, if the Contractor so elects, any amounts then due and payable to the Contractor by such subcontractors and suppliers. If the Contractor fails to make any such payment within ten (10) days, the Contractor will, upon request, return to the Government the amount so payable to such immediate subcontractors and suppliers, less any amount then due and payable to the Contractor by them.

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ARTICLE 4. (a) The Contractor has received the sum of Two Hundred Fifty One Thousand Seven Hundred Sixty Seven Dollars and Forty Five Cents (\$251,767.45) on account of work and services performed, or articles delivered, under the Contract. The Government as part of this negotiated settlement, hereby confirms and acknowledges the right of the Contractor to retain such sum heretofore paid and agrees that such sum constitutes a portion of the total amount to which the Contractor is entitled in complete and final settlement of the Contract.

(b) In addition, upon execution of this Agreement the Government agrees to pay to the Contractor or its assignee, upon presentation of properly certified invoices or vouchers, the sum of One Thousand Two Hundred Eighteen Dollars and Thirteen Cents (\$1,218.13) representing the sum of One Thousand Three Hundred Sixty Dollars and Forty Three Cents (\$1360.43) less (1) the amount of NONE representing all unliquidated partial or progress payments previously made on account to the Contractor or its assignee and all unliquidated advance payments (with interest, if any, thereon) and (2) the amount of One Hundred Forty Two Dollars and Twenty Nine Cents (\$142.29) representing all applicable property disposal credits. All interest to which the Contractor is entitled under the Act to the date of payment is included in said sum of One Thousand Two Hundred Eighteen Dollars and Thirteen Cents (\$1,218.13) or, to the extent not so included, is expressly waived by this Agreement. Said sum, together with all other sums heretofore paid, constitutes payment in full and complete settlement of the amount due the Contractor by reason of the complete termination of work under the Contract and of all other claims of the Contractor under the Contract, and under the Act except as hereinafter provided in Article 5 of this Agreement.

Form No. 11-74-24 (27 Nov 45)

IN WITNESS WHEREOF, the Government and the Contractor have executed this Supplemental Agreement as of the date first herein written.

Two witnesses to execution
by the Contractor:

/s/ L. H. Bridenstine
L. H. Bridenstine
Detroit, Michigan

/s/ H. S. Benjamin, Jr.
H. S. Benjamin, Jr.
Detroit, Michigan

Note: Type or print names and
addresses under all signatures.

THE UNITED STATES OF AMERICA

BY: /s/ J. A. Schwertz
J. A. SCHWERTZ, Lt. Col., Air Corps
Contracting Officer
GENERAL MOTORS CORPORATION
(Fisher Body Division)
(Contractor)

BY: /s/ T. P. Archer
T. P. Archer Vice President
(Name) (Title)
Detroit, Michigan
(Business Address)

I, J. C. Davidson, certify that I am An Assistant Secretary of the corporation named as the Contractor in this Supplemental Agreement, that T. P. Archer who signed this Supplemental Agreement in behalf of the Contractor, was then Vice President of said corporation and that this Supplemental Agreement was duly signed for and in behalf of said corporation by authority of its governing body, and is within the scope of its corporate powers.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said corporation as of the date first herein written.

C O R P O R A T E S E A L

/s/ J. C. Davidson
~~Assistant~~ Secretary
J. C. Davidson

RESTRICTED

Report No. 5505
Date 26 June 1946

ARMY AIR FORCES
• HEADQUARTERS
AIR MATERIEL COMMAND

AIR FORCES TECHNICAL REPORT

No. 5505

FINAL REPORT ON THE PROCUREMENT,
INSPECTION, TESTING, AND ACCEPTANCE
OF THE GENERAL MOTORS FISHER BODY
DIVISION XP-75 AIRPLANE.

By

for *C. B. Thornton Capt. A.C.*
JOHN F. ALDRIDGE, Jr., Major, Air Corps
J. A. Herald
Mr. J. A. Herald

Approved:

George E. Price
GEORGE E. PRICE, Colonel, Air Corps
Chief, Aircraft Projects Section
Service Engineering Subdivision
Engineering Division

For the Commanding General:

Content and classification authenticated by:

for *George F. Smith Col. A.C.*
L. C. CRAIGIE, Brig. General, USA
Chief, Engineering Division

Laboratory No. _____
E.O. No. 430-120
No. of Pages 24
No. of Photos 11
No. of Drawings _____

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RESTRICTEDSUMMARY

This report presents a chronological record of the development of the XP-75 constructed by the Fisher Body Division of General Motors and includes summaries of procurement, testing, and performance data. Also included are records of development and testing contracts involving the production model of the aircraft.

The initial proposal for an interceptor type fighter with contra-rotating propellers and a liquid cooled engine aft of the cockpit was submitted by the Fisher Body Division in September 1942 and in October two airplanes were requested on letter contract. Before the definitive contract was issued in October 1943 the mock-up inspection had been held and six additional aircraft were requested to be modified as long range escort fighters. The first flight occurred 17 November 1943 and during subsequent flight testing the most serious problems were instability, low rate of roll, poor spin characteristics, and difficulties resulting from the use of the experimental V-3420 engine. These difficulties were largely overcome before production airplanes were ready. Termination of the production contract made five production aircraft available for development and test work, so the original XP-75 contract was terminated and separate contracts were initiated with Fisher Body Division to complete construction and development work on the P-75 and with Allison Division, General Motors Corporation, for flight testing. The latter contract was terminated as of V-J day prior to completion of the flight test program.

OBJECT OF DEVELOPMENT

Initially, the object of this development was to provide, with a minimum of delay, a fighter type airplane having exceptional climb performance. Engineering and production was to be expedited by using certain major assemblies such as wing panels, empennage, and landing gear from existing production airplanes in a new design around the most powerful liquid cooled engine available. The changing tactical situation soon resulted in modification of the development to provide a long range fighter type airplane with heavy fire power suitable for bomber escort missions.

HISTORY OF PROJECT

Fisher Body Division, General Motors Corporation, initially submitted preliminary data covering an interceptor type fighter at a conference at Wright Field in September 1942. These data were also submitted by Fisher to AC/AS, M.M.&D. Letter contract No. W535-AC-33962 was issued in October 1942 for two airplanes. The first Model Specification described a configuration utilizing P-51 outer panels in an inverted gull wing arrangement, A-24 tail assembly and P-4-U landing gear. This was soon modified to the extent of substituting a straight wing design utilizing P-40 outer panels. Use of existing production assemblies was considered a possible means of substantially reducing development time. The power plant was an Allison V-3420 liquid cooled engine mounted aft of the cockpit in a manner similar to the P-39 and driving dual rotation propellers through twin shafts running under the cockpit.

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Engineering work proceeded as rapidly as possible through the winter of 1942-43 and spring and early summer of 1943. A model was tested in the Wright Field five-foot tunnel during November and December 1942. Results indicated fairly satisfactory characteristics except that maximum speeds as predicted from these tests were somewhat lower than guaranteed by the contractor. Mock-up inspections were held in March and May of 1943, but as of 6 July 1943 no definitive contract had been signed. On this date a conference was held in the office of AC/AS, M.M.&D as a result of which instructions were received at Wright Field to procure six additional experimental airplanes, modified to long range escort fighters. Also, procurement of 2500 production airplanes was directed. Letter contract for the additional experimental airplanes was immediately issued and in combination with original letter contract finally resulted in CFFF definitive contract No. W535-AC-33962 approved 1 October 1943 covering eight (8) XP-75 airplanes, static test article, mock-up, models and data in total amount of \$2,911,434.70.

Engineering and construction proceeded at an accelerated rate following these increased orders.

In June 1943 a conference was held with NACA to determine what corrective action could be taken to improve the predicted poor rolling characteristics of the airplane. It was decided to supply the NACA with a P-40 airplane to investigate means of increasing aileron effectiveness. Additional tests were run in the Wright Field five-foot wind tunnel during July of 1943 and construction was started on a 1 to 6 $\frac{1}{2}$ scale model for more accurate tests in the MIT tunnel. Tests conducted during September 1943 in the NACA spin tunnel revealed a condition which ultimately resulted in the installation of a ventral fin on the production airplanes to improve the spin characteristics. The vibration and flutter survey was conducted early in November 1943.

The first flight occurred on 17 November 1943. As flight testing continued and additional airplanes were flown, a number of major engineering difficulties became apparent. These were chiefly instability (caused by poor estimate of center of gravity position), loss of engine power, poor cooling, low rate of roll (i.e. high aileron forces at high speeds) and poor spin characteristics indicated by tunnel tests. The flight test and engineering program throughout 1944 was chiefly concerned with elimination of these and many minor difficulties. The reasons for some of these difficulties probably lay in the use of an experimental engine (the 3420 engine was first flown in the XP-75), an engineering and production organization largely inexperienced and separated geographically (engineering was performed in Detroit and construction in Cleveland) and the tremendous pressure for immediate production which did not allow sufficient time for carefully planned development. In spite of these conditions, the difficulties were largely corrected and a generally satisfactory design had evolved by the time the first production airplanes were ready. However, the first production airplanes (only five were ever flown) were about 30 mph short of high speed guarantees and to correct this an experimental intercooler installation was made in the No. 3 production airplane allowing substantial increases in engine power. This change would have been incorporated in production had not termination intervened.

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Vibration and flutter tests and 689 inspections were held in February 1944. Official performance tests were attempted in June 1944 on the No. 6 experimental airplane, but due to improper engine operation, the results were questionable. No further official performance tests were attempted until a production airplane was made available in September 1944. The No. 1 and No. 2 production airplanes were sent to Eglin Field, Florida, for tactical suitability trials in September and October 1944. These trials were not completed because of the termination of the production contract early in October 1944.

The termination of the production contract left five production airplanes complete and flyable or very nearly complete; these were Nos. 2, 3, 4, 5 and 6. No. 1 was lost in a crash at Eglin Field. As the result of numerous conferences, it was decided to turn these airplanes over to the Engineering Division for experimental work and development of the 3420 engine. Accordingly, the experimental contract (W535-AC-33962) was terminated as this decision made new production airplanes available for experimental purposes and a new contract No. W33-038-AC-6620 was negotiated with Fisher Body calling for completion of work items on airplanes Nos. 2, 3, 4 and 5 and storage of No. 6 for use as a source of spare parts. No. 2 was ferried to Moffett Field where drag clean up and propeller tests were conducted in the full scale tunnel and flight correlation tests of stability data from the tunnel were conducted. The airplane was then scrapped.

The intercooler installation in the No. 3 airplane was completed and the airplane delivered to Allison on bailment contract W33-038-AC-11440 for flight testing. This contract was terminated after V-J day but the airplane was retained by Allison on a no-cost bailment for development flight tests of the engine.

Airplanes Nos. 4 and 5 were flown to Patterson Field and placed in storage in case they might be needed in the future for further 3420 engine development.

Disposition of the experimental airplanes was made as set forth in detail in the following sections.

PROCUREMENT - EXPERIMENTAL AIRPLANES

This project was first presented at a conference at Wright Field on 10 September 1942. Preliminary data prepared by Fisher Body Division, General Motors Corporation was reviewed and discussed and copies of the data were left for further review. Fisher representatives presented the same data to General Echols in Washington on the following day. Fisher formally presented the proposal (Report No. A-89, revised 18 September 1942) to Wright Field by letter dated 24 September 1942 and followed this up with a formal cost quotation letter dated 7 October 1942. This letter resulted in issuance of letter contract No. W535-AC-33962 dated 10 October 1942 for two airplanes at a total cost of approximately \$407,877.60. This initial procurement was made on the authority of the Chief, Engineering Division, and Assistant Chief of Staff (E) was formally notified of the negotiations by teletype dated 12 October 1942. Approval is implied in memorandum from General Echols to General Carroll dated November 7, 1942 forwarding memorandum from Director of Air Defense to General Echols dated 29 October 1942.

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In October 1942 the contractor submitted Model Specification No. X-92 dated 13 October 1942 to replace Report No. A-89. The Laboratories of the Engineering Division were requested to procure the necessary engines and propellers in November 1942. Specification X-92 was revised as of 19 December 1942 and used as a basis for preparing Authority for Purchase No. 217601 dated 6 January 1943. This Authority for Purchase requested formal contract for two airplanes, wind tunnel model, and data in the total amount of \$428,271.48 with delivery of first airplane within six months from the date of the letter of intent. The Model Specification was further revised as of 4 March 1943 and a letter was received from Fisher dated 22 June 1943 requesting additional funds in the amount of \$934,501.52. This letter was forwarded to Procurement Division by Memorandum dated 2 July 1943 requesting that additional funds be authorized. Procurement Division initiated Authority for Purchase No. 361273 dated 15 July 1943 bringing total funds for two airplanes and etc. to \$1,362,733.00.

At this time a very urgent need arose for long range escort fighters and it appeared that the XP-75 could be modified to effectively perform this mission. A conference was held in General Echols office on 6 July 1943 which was attended by all interested personnel. This conference resulted in a decision to procure six additional XP-75 airplanes modified as long range fighters. This decision was confirmed by letter from AC/AS, M.M.&D. dated 10 July 1943 which also confirmed decision reached at same conference to procure 2500 production airplanes. This letter specifically stated however that if the first production P-75 airplane did not meet requirements the entire production order might be cancelled.

In accordance with the decisions of the conference of 6 July 1943, Authority for Purchase No. 329679 dated 8 July 1943 was initiated. This Authority for Purchase, based on Contractor's quotation letters of 7 July 1943 and 13 July 1943 and Specification X-92, revised 4 March 1943, called for six airplanes modified for long range operation, a static test article, spare parts, and engineering data. Delivery of the first of these airplanes was scheduled for December 1943 and the total funds involved were \$1,528,048.00. Additional engines and propellers were requested immediately. The model specification was revised as of 3 August 1943 to describe long range version of the airplane.

The three Authority for Purchases mentioned above finally resulted in definitive cost-plus-fixed-fee contract No. W535-AC-33962 approved 1 October 1943 in the total amount of \$2,911,434.70 calling for the following items:

- Item 1 -- Two (2) XP-75's in accordance with Model Specification X-92 revised 4 March 1943.
- Item 2 -- Six (6) XP-75's in accordance with Model Specification X-92 revised 3 August 1943.
- Item 3 -- One (1) model for Wright Field five-foot tunnel.
- Item 4 -- One (1) full scale mock-up.
- Item 5 -- One (1) static test article.
- Item 6 -- Spare parts.
- Item 7 -- Engineering data.

The first airplane of Item 1 was to be ready for initial flight by 30 September 1943 and last airplane of Item 2 by 29 February 1944. On 5 November 1943, the following serial numbers were assigned to the experimental

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airplanes:

First Airplane -----	43-46950
Second Airplane -----	43-46951
Third Airplane -----	44-32161
Fourth Airplane -----	44-32162
Fifth Airplane -----	44-32163
Sixth Airplane -----	44-32164
Seventh Airplane -----	44-32165
Eighth Airplane -----	44-32166

First flight of the first airplane actually occurred on 17 November 1943.

In February 1944 Fisher requested an increase in total cost of \$1,539,772.40 due to overruns. It was evident even at that time that at the rate of which changes were being made against the contract, still further overruns could be expected. However, Fisher informed the Engineering Division that it planned to submit a proposal to convert the CPFF contract to a fixed price contract in the total amount of \$4,500,000.00. Authorization was therefore granted for the above mentioned overrun and Change Order No. 1 dated 28 March 1944 was issued covering same. Fisher Body Corporation formally presented their proposal to convert to a Fixed Price Contract by letters dated 15 May 1944 and 22 June 1944. Authority for Purchase No. 322204 in the amount of \$101,053.76 was initiated to request this change and to cover the increased costs over funds previously allocated under the CPFF contract. This authority for purchase also requested a change in Items 1 and 2 of the contract to call for the airplanes in accordance with Model Specification No. X-92 revised 1 June 1944. This was the final revision made to the Model Specification. Negotiation of this change was slow and as a result no document had been signed when the production contract was substantially terminated on 6 October 1944. Fisher then withdrew its offer to convert to Fixed Price by letter dated 19 October 1944 and requested that additional funds in the amount of \$4,627,475.00 be allowed for completion under the CPFF contract. This action is understandable inasmuch as the contractor had planned to absorb the difference in costs between the CPFF and proposed Fixed Price contract under the production contract.

On 23 October 1944 a conference held at Wright Field and attended by personnel representing the Procurement Division, Engineering Division, and the contractor resulted in a decision to terminate contract W535-AC-33962 since the first production airplanes would be available for experimental purposes and since Fisher's claim for increased funds would continue as a good claim after termination. Termination was effected by wire dated 8 November 1944 but contractor was instructed to complete engineering data and place airplanes Nos. 2, 4, 7 and 8 in flying condition. However, in order to simplify the paper work, the termination was made complete by subsequent wire and the work items mentioned above were authorized by letter from the Contracting Officer to Fisher dated 15 December 1944 which in addition authorized preparation of No. 6 airplane for fly away and dismantling and preparation of No. 1 for shipment.

By letter dated 1 February 1945, the contractor submitted a formal termination claim for an additional allotment of \$4,627,475.00. Numerous conferences were held and memorandums written concerning the justification for this claim and the source of funds to cover it. The Engineering Division did not

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question the merits of the claim but maintained that a major portion of the additional cost should be allocated from Procurement funds since the large charges against the experimental contract were brought on by the tremendous pressure for early production.

Eventually, the entire situation was summarized in a letter from Procurement Division to the Commanding General, AAF, which letter also requested approval or disapproval of the additional allotment. Approval was finally granted and the additional funds allocated.

PROCUREMENT, P-75 ENGINEERING AND DEVELOPMENT

Initial termination on 6 October 1944 of the production contract was not a complete termination but specified that not more than 20 airplanes would be fabricated. Engineering and procurement personnel inspected the status of completion of production airplanes shortly after the termination as the Engineering Division was desirous of obtaining some of the production airplanes for development work, chiefly flight development of the 3420 engine. As a result of this inspection, it was evident that in addition to Nos. 1 and 2 airplanes which were completed (both were at Eglin Field at this time) very little work would be required to complete the Nos. 4 and 5 airplanes. An experimental intercooler installation in No. 3 airplane was being made under the production contract and was in an advanced stage of completion.

Several conferences were held concerning the manner in which the completion of the airplanes would be handled. At first it was decided to make the termination complete and require the Engineering Division to pay for any further work on the airplanes. This decision was later modified and a final compromise solution reached which provided that Fisher would continue work under the production contract as planned on airplanes Nos. 3, 4 and 5 and assemble but not necessarily install all parts of No. 6 airplane for use as a source of spare parts in addition to the list of spare parts requested to be withheld from termination inventory. Also, Fisher would deliver all Engineering Data requested by the Engineering Division (See Supplemental Agreement No. 6 to Contract W535-AC-41011.) However, it was specified that termination would become complete as of 31 January 1945 and no further work could be done under the production contract after that date. The contractor made an earnest effort to complete all these items prior to 31 January 1945 but was unable to accomplish this goal.

In the meantime, however, the Engineering Division had initiated Authority for Purchase No. 322212 for engineering development work which with numerous modifications caused by changing decisions resulted in Contract W33-038-AC-6620 approved 15 May 1945. The costs of completing the work after 31 January 1945 were picked up on this contract along with other work items desired by the Engineering Division. The contract was in the total amount of \$253,530.00 and covered the following items:

Engineering - The Engineering on the following items will be completed:

- (A) Change Number 34-2 - External Emergency Release for Canopy.
- (B) Change Number 125 - Production Intercooler Installation.
- (C) Change Number 205 - Photo Observer Installation.
- (D) Change Number 206 - Stress Analysis of Spinner.
- (E) Change Number 320 - Torque Meter Installation.

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- (F) Change Number 324 - Relocate Static Ground.
- (G) Change Number 331 - Full Scale Bench Flow Test Model of Cooling and Charge Air System.
- (H) Change Number 334 - Redesign of Landing Gear to Improve Taxiing of Airplane.
- (I) Change Number 335 - Elimination of Instrument Pressure Transmitters. In addition to the above, the required structures, weight and aerodynamic reports will be prepared from data obtained from Wind Tunnel and Flight Tests of Ship No. 2. The necessary Handbook Supplements covering the Cooling and Intercooler Installation in Ship No. 3 will be prepared.

Fabrication - The following items will be fabricated and assembled:

- (A) One (1) Full Scale Bench Flow Test Model of Cooling and Charge Air System.
- (B) One (1) set of Charge Air Ducts.
- (C) Parts required for Change No. 205 - Installation of the Photo Observer - Ship No. 3 only.
- (D) Parts required for Change No. 320 - Installation of the Torque Meter - Ship No. 3 only. The Torque Meter is to be furnished as G.F.E.
- (E) Parts required for Change No. 335 - Elimination of Instrument Pressure Transmitters - Ship Number 3 only.

Ship No. 2 - AAF Serial No. 44-44550 - The following work will be completed:

- (A) Fly Ship to Moffett Field, California.
- (B) Assistance of a Flight Engineer and necessary mechanics in the wind tunnel and flight test. A completion date of March 31, 1945 has been established for this program.
- (C) Necessary Liaison activity at Moffett Field, California.

Ship No. 3 - AAF Serial No. 44-44551 - The following work will be completed:

- (A) Installation of Change No. 205 - Photo Observer, Change No. 320 - Torque Meter Installation and Change No. 335 - Elimination of Instrument Pressure Transmitters.
- (B) Complete the Installation of the Following Engineering Changes:
 - (1) Change No. 92 - Redesign and relocation of Oil and Coolant Radiators.
 - (2) Change No. 200 - Experimental Intercooler Installation.
 - (3) Change No. 201 - Revised Aileron Seal Installation.
 - (4) Change No. 202 - Relocate Cockpit Heater Valve and Revise Windshield Defroster Installation.
 - (5) Change No. 203 - Production Flow Meter Installation.
 - (6) Change No. 204 - Cockpit Ventilator Installation.
 - (7) Change No. 317 - Oil Pressure Gauge for Auxiliary Stage.
 - (8) Change No. 336 - Air Speed Static Plate Installation.
 - (9) Revised Landing Gear Control Valve Sector Mounting.
 - (10) Complete Boots and Seals to meet specifications.
 - (11) Canopy Selector Valve Test.
 - (12) Relocate Elevator Tab Dial.
 - (13) Installation of H Blade Propellers and Spinners.

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Ship Nos. 4 and 5 - AAF Serial Nos. 44-44552 and 44-44553 - The following work will be completed:

(A) Complete the installation of the following Engineering Changes:

- (1) Change No. 201 - Revised Aileron Seal Installation.
- (2) Change No. 202 - Relocate Cockpit Heater Valve and Revise Windshield Defroster Installation.
- (3) Change No. 203 - Production Flow Meter Installation.
- (4) Change No. 204 - Cockpit Ventilator Installation.
- (5) Change Number 317 - Oil Pressure Gauge for Auxiliary Stage Supercharger.
- (6) Change Number 336 - Air Speed Static Plate Installation.
- (7) Revised Landing Gear Control Valve Sector Mounting.
- (8) Complete Boots and Seals to meet specifications.
- (9) Canopy Selector Valve Test.
- (10) Relocate Elevator Tab Dial.
- (11) Installation of H Blade Propellers and Spinners.

Ship No. 6 - AAF Serial No. 44-44554 - The following work will be completed:

(A) Packing and crating for delivery to the Government as Spare Parts.

Termination of this contract after V-J day did not affect the work items as they had all been completed and the airplanes delivered. The No. 2 airplane was delivered to Moffett Field where full scale wind tunnel tests and flight tests were conducted on the airplane by the Ames Laboratory. The airplane was scrapped on completion of these tests. No. 3 airplane was delivered to Allison Division for flight tests. Nos. 4 and 5 airplanes were delivered to Patterson Field for indefinite storage and No. 6 airplane was held in Cleveland as a source of spare parts along with additional spare parts withheld from the termination inventory of the production contract. The flow test mock-up was delivered to Ames Laboratory for tests after which it was scrapped.

PROCUREMENT, FLIGHT TESTING OF P-75 BY ALLISON

In the early part of 1945, General Motors decided to transfer all activity connected with the P-75 airplanes to Allison Division as quickly as possible. It was therefore necessary to revise pending contract W33-038-AC-6620 by deletion of all flight testing and to negotiate a new bailment contract with Allison for flight tests on the No. 3 production airplane. Accordingly, Authority for Purchase No. 361373 dated 27 March 1945 was initiated and resulted in Contract W33-038-AC-11440 for 100 hours flight testing in the total amount of \$95,600.00. The airplane was delivered to Allison on 28 June 1945 and Allison started installation of necessary instrumentation. As a result of V-J day, the contract was terminated without any flight tests having been performed. However, since the airplane was all instrumented and ready for flight, Allison requested that the airplane be assigned to them under their blanket no-cost bailment contract for 10 hours flight testing. This assignment was accomplished as requested.

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COST OF PROJECT

AUTHORITIES FOR PURCHASE	CONTRACTUAL DOCUMENTS	ITEMS COVERED	AMOUNT
EXPERIMENTAL AIRPLANES - CONTRACT W535-AC-33962			
AFP No. 217601 Dated 6 Jan. 43 Amt. \$428,271.48 AFP No. 329697 Dated 8 July 43 Amt. \$1,528,048.00 AFP No. 361273 Dated 15 July 43 Amt. \$957,194.00	CPFF Contract W535-AC-33962 Approved 1 Oct. 1943	1. Two XP-75 Interceptors 2. Six XP-75 Escort Fighters 3. One model for 5' tunnel 4. One full scale mock-up 5. One static test airframe 6. Spare parts 7. Engineering Data	\$2,911,434.70
AFP No. 372601	Change Order No. 1 dated 28 March 1944	Overrun	1,539,772.40
AFP No. 381537 AFP No. 352733 dated 22 April 44 Amt. \$13,796.64	Change Order No. 2 dated 12 May 1944	Changes in static test article and delivery of parts required by Power Plant Lab. for engine tests.	16,115.84
AFP No. 352731 Dated 22 April 44 Amt. \$2,977.70	Change Order No. 3 dated 8 June 1944	Overrun less credit for reduction in amount for spare parts.	9,510.89
AFP No. 322204 Dated 29 July 44 Amt. \$101,053.76	None AFP cancelled	To cover proposed change from CPFF to Fixed Price	-
None	Sup. Agreement No. 4	Cancelled	-
None	Sup. Agreement No. 5	Change in wording of the termination article	
AFP No. 422485 Dated 27 Feb. 45 Amt. \$4,733,312.28	Change Order No. 6 dated 16 June 1945	To settle the contractor's termination claim	4,733,312.28
None	Sup. Agreement No. 7	Unilateral agreement re- ducing the amount of the termination settlement	Cr. 100,124.55
TOTAL AMOUNT CHARGED TO CONTRACT W535-AC-33962			\$9,110,021.56

P-75 ENGINEERING AND DEVELOPMENT - CONTRACT W33-038-AC-6620

APP No. 322212	Fixed Price	Completion of work on	\$253,530.00
Dated 7 Nov. 44	Contract No.	P-75 airplanes for use in	
Amt. \$200,000.00	W33-038-AC-6620	test program.	
	Approved		
	15 May 1945.		

FLIGHT TESTING OF P-75 BY ALLISON - CONTRACT W33-038-AC-11440

APP No. 361373	Fixed Price	Flight Testing of the No.3	\$95,600.00
Dated 27 Mar. 45	Contract No.	P-75 airplane.	
Amt. \$95,600.00	W33-038-AC-11440.		
None	Sup. Agreement	Termination settlement.	Cr.85,522.19
	No. 7		
Total amount charged to Contract W33-038-AC-11440			\$10,077.81
TOTAL COST OF XP-75 PROJECT			\$9,373,629.37

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MOCK-UP INSPECTION

The initial mock-up inspection was held in March 1943 but the power plant, equipment, and radio installations were too sketchy for a good inspection so a second inspection was held in May 1943 to cover these items. Although no major changes were requested, a large number of detailed changes and recommendations were made which were considered necessary to improve the utility of the airplane. The contractor was requested to conduct a study to determine the possibility of using P-51 outer wing panels with four 20mm cannon.

The mock-up inspections and list of personnel attending is covered in Engineering Division Memorandum Reports Eng-M-50-825 dated 8 March 1943 and Addendum No. 1 thereto dated 31 May 1943.

ENGINEERING INSPECTIONS

The Engineering Inspection was accomplished during February 1944. A detailed record of the findings, recommendations, and personnel in attendance is contained in Engineering Division Memorandum Report No. ENG-50-1012 dated 6 March 1944. Vibration and flutter surveys performed prior to Engineering Inspection are reported in Engineering Division Memorandum Reports Nos. ENG-51-4302-6-8 and ENG-51-4302-6-9.

FLIGHT TESTING

Flight testing of the experimental airplanes by the contractor was largely confined to elimination of various troubles such as poor ram air values, loss of engine power, insufficient cooling longitudinal instability, low rate of roll, sloshing of fuel in fuselage tank, and insufficient brake capacity. Maximum speed reported was 418 mph at 21,600 ft. with 2210 chart BHP and 13,600 lbs. gross weight for the No. 3 experimental airplane. The maximum rate of climb reported for the same airplane and gross weight was 2990 fpm average to 20,000 ft. at 2100 BHP.

Wright Field Flight Section personnel conducted range tests on the No. 6 XP-75 at Cleveland during June 1944 but due to power plant difficulties the results were questionable. In September 1944 the first production P-75 was given preliminary performance tests which are reported in Flight Section Memorandum Report No. ENG-TSEPL-1801-A.

The contract with Allison Division for Flight testing the No. 3 production airplane was terminated before any tests were accomplished.

WIND TUNNEL TESTS

The following wind tunnel tests were made:

<u>Model</u>	<u>Tunnel</u>	<u>Report</u>
1/16-51+40 wings	Wright Field 5 ft.	AAF Tech. Report No. 4901
1/16 - P-40 wings	" " "	AAF Tech Report No. 5071
1/16 - XP-75	NACA Spin Tunnel	NACA Report dated 30 March 44
1/16 $\frac{1}{2}$ - XP-75	MIT Tunnel	MIT Report No. 581
1/20 - P-75	NACA Spin Tunnel	NACA Report dated 29 Aug. 44
1/20 - P-75 Prod	" " "	NACA MR No. L5K06a
Full scale	Ames 80' x 40' Tunnel	NACA MR No. A5K07
5605	- 11 -	

OFFICIAL SUMMARY OF CHARACTERISTICS

Date of Issue.....

AIRPLANE

Manufacturer Fisher Body Div. General Motors Type Long Range Fighter Model XP-75
 Mfr. Model Spec. No. Rpt. No. 1-92 Contract No. 8535-AG-31962 A. C. Type Spec. No. -
 Crew 1 Wing Loading 39.8 lb./sq. ft. Power Loading 6.58 lb./bhp. Design Altitude 20,000 ft.
 Wing Area 347 sq. ft. Span 49 ft. 4 in. MAC 29.4 in. Aspect Ratio 7.1 Airfoil Root NACA 2215
Tip NACA 2209
 Wing Type Low Wing High Lift Devices Split TE Flaps Landing Gear Type Retractable
Main & Tail Wheel

ENGINES

Number 1 Mfr. Allison Spec. No. 234C Type Double V Model V-3420-23
 No. Cyl. 24 Supercharger Blower Ratios Variable Turbo Type None
 Prop. Gear Ratio 2.458:1 Compression Ratio 6.65:1 Cooling Liquid
 Carburetor Type Stromberg Setting - Fuel 130 octane
 Intake Type - Exhaust Type Direct stacks (each 3 cyla)

Rating:	Altitude ft.	Power b. hp.	Speed r. p. m.	Man. Pr. in. Hg	Time Limit minutes	Blower Ratio	Mixture F/A
Take-off	S. L.	2600	3000	50.5	5		AR
Normal	S. L.	2100	2600	41.5	Cont.		AR
Normal	17,000	2100	2600	41.0	Cont.		AR
WE	SL	2885	3000	57.5	5		AR
Military	20,000	2300	3000	48.5	15		AR
WE	20,000	2300	3000	48.5	5		AR

PROPELLERS

Number 1 Mfr. Aero Products Type Constant Speed Rotation Contra Rot
 Diameter 12 ft. 7 in. No. of Blades 6 Type Control Hydraulic Setting - to - at -
 Blade Dwg. No. Outboard H-20-156-5M5 Hub Dwg. No. A07562-A1
Inboard H-20-156L-5M5
 Clearances: - ground 11.6 - fuselage - between disks - Weight each 844 lb.

WEIGHTS AND BALANCE

Design Useful load 2,312 lb.
 Crew @ 200 lb. each 200 lb.
 Fuel @ 6.0 lb./gal. 1,260 lb.
 Oil @ 7.5 lb./gal. 160 lb.
 Armament & Bombs 633 lb.
 Misc. Equipment 59 lb.

Weight Empty 11,495 lb. Design Gross Weight 13,807 lb.
 Gear Up
 Balance with Design Useful Load - c. g. 32.0 % MAC
 Safe Limits of c. g. - % MAC to - % MAC

Normal Fuel 535 gal. Max. Fuel 755 gal.
 Normal Bombs - lb. Max. Bombs 1000 lb.

DESCRIPTION OF EQUIPMENT

Airplane Model XP-75 Mfr. Model Spec Report No. X-92 Date Rev. 6-1-44

PYROTECHNICS

Item	No.	Service Location	Type	Spares	
				Normal	Alternate
Flares					
Signal	1	Cockpit left side	pistol		

PHOTOGRAPHIC

Normal Type and Location: Gun Camera type N-8, Leading edge of right wing just out-board of splice.

Alternate Type and Location:

RADIO

Interphone

Radio Compass MN-26C or MN-26Y (For ferrying purposes)

Marker Beacon BC-1200-A

Lincoln

Command SCR-542-A or SCR-274N (Alternate)
Identification SCR-695-A

NAVIGATION

Automatic Pilot

Drift Meter

MISCELLANEOUS

Oxygen Low Pressure Demand System

Type of Ice Elimination

Type of Life Raft

Type of Flotation

Crew Accommodations:

REFERENCES

1. Fisher Report No. X-92 Revised 1 June 1944 - Model Specification.
2. Memorandum Report ENG-M-50-825 and Addendum No. 1 - Mock-up Inspection.
3. Memorandum Report ENG-50-1012 - Engineering Inspection.
4. Memorandum Report ENG-47-1768-A - Range Tests XP-75.
5. Memorandum Report ENG-TSEFL-1801-A - Preliminary Performance Tests.
6. Tech. Order AN 01-235FA-1 - Operating Instructions, P-75.
7. Tech. Order AN 01-235FA-2 - Erection and Maintenance Instru. P-75.
8. Tech. Order AN 01-235FA-3 - Overhaul Instructions, P-75.
9. MIT Report No. 581 - Wind Tunnel Tests.
10. NACA MR No. A5714 - Flight Measurements of Neutral Point Locations, P-75A-1.
11. NACA MR dated 30 March 1944 - Spin Tunnel Tests 1/16 Scale XP-75.
12. NACA MR dated 29 August 1944 - Spin Tunnel Tests 1/20 Scale P-75.
13. NACA MR dated 1 February 1944 - Tail Load Computations, XP-75.
14. NACA MR No. L5A29 - Aileron Development Tests, XP-75.
15. NACA MR No. L5J10 - Flight Test of Ailerons for the XP-75.
16. NACA MR No. L506a - Supplemental Spin Tests 1/20 Scale P-75.
17. NACA MR No. A5k07 - Ames 40 x 80 foot Tunnel Tests 1/16 Scale XP-75.
18. AAF Tech. Report 4901 - Wright Field 5' Tunnel Tests 1/16 Scale XP-75.
19. AAF Tech. Report 5071 - Wright Field 5' Tunnel Tests Revised 1/16 Scale XP-75.
20. Fisher Report No. M-382, Erection and Maintenance Instructions, XP-75-6.
21. Fisher Report No. M-383, Erection and Maintenance Manual covering No. 8 XP-75.
22. Fisher Report No. M-384, Pilot's Handbook of Flight Operating Instructions XP-75-6.
23. Fisher Report No. M-385, Operating Instructions, XP-75-8.
24. Fisher Report No. M-347 "General Index of Main Assembly and Installation Drawings".
25. Fisher Report No. M-346 "Master Drawing Index."

DESCRIPTION OF ARMAMENT

Airplane Model XP-75 Mfr. Model Spec Report No. X-92 Date Rev. 6-7-44

DESCRIPTION OF ARMAMENT

No.	Type	Cal.	Rds. ea.	Location
6	Machine Guns	.50	235	Outer wing panels
4	"	"	300	Nose compartment (Synchronized)

Gun Sight Type and Location: N-9 above Instrument Panel

NORMAL BOMBS (Wt. 1000 lbs.)

Sta.	Location	No.	Size	Type	Bomb Bay Tank
A	External under center wing panel	2	500 lb.	or	gals.
B				or	gals.
C				or	gals.
D				or	gals.
E				or	gals.
F				or	gals.

ALTERNATE BOMBS (Max. Wt. _____ lbs.)

Sta.	No.	Size	Type	No.	Size	Type	No.	Size	Type	No.	Size	Type
A			or			or			or			
B			or			or			or			
C			or			or			or			
D			or			or			or			
E			or			or			or			
F			or			or			or			

Bomb Sight Type and Location: None

CHEMICALS (Smoke)

Type Tank M-10
Amount 2 tanks
Location External under center wing panel

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DESCRIPTION OF POWER PLANT

Airplane Model XP-75 Number of Main Engines 1 Arrangement Fuselage aft of cockpit

ENGINE

Manufacturer Allison Mfr. Model Spec. _____ A. C. Designation V-3420-23
 Mfg. Spec. No. 2346 A. C. Spec. No. _____ A. C. Approved _____
 Type Liquid cooled double V inline
 No. Cyl. 24 Bore _____ Stroke _____ Compression Ratio 6.65:1 Reduction Gear Ratio 2.458:1
 Supercharger Type 2 stage Hydraulic Clutch Blower Ratios Variable speed

Rating:	Altitude ft.	Power b. hp.	Speed r. p. m.	Man. Pr. in. Hg.	Time Limit minutes	Blower Ratio	Mixture F/A
Take-off	S. L.	2600	3000	50.5	5		AR
Normal	S. L.	2100	2600	41.5	Cont.		AR
Normal	17,000	2100	2600	41.0	Cont.		AR
W. E.	S. L.	2885	3000	57.5	5		AR
Military	20,000	2300	3000	48.5	15		AR
W. E.	20,000	2300	3000	48.5	5		AR

Magneto Mfr. Scintilla DFLN6 No./Eng. 2 Spark Plug Mfr. IS-85 No./Eng. 48
 Carburetor Mfr. Stromberg No./Eng. 1 Type PR-58-B3 A. C. Setting _____ Fuel 130 octane
 Mixture Control Automatic Type Air Intake Reg. Hot or Filtered Normal Pressure _____
 Cooling Liquid _____ No. Radiators 2 Type Harrison Total Coolant Capacity 30.5 gal.
 Temp. Control Auto. Flap Radiator Location Below engine Total Frontal Area _____ sq. ft.
 Intercooler Type _____ Location _____ Total Frontal Area _____ sq. ft.
 Type Exhaust System Direct parts for each 3 cyls.
 Location of Discharge Top & Sides Glare Shielded From _____ Silencers _____

Remarks: of fuselage

LUBRICATION SYSTEM

Capacities, gal.: Normal 28.5 Maximum _____ No. Tanks 1 Location Aft of engine
 No. Oil Coolers 1 Location Below engine Temp. Control _____
 Remarks: Gear Box Oil System 3.3 gal.

FUEL SYSTEM

Capacities, gal.: Normal 535 Maximum 755 Main 321 ^{Wing} 214 Aux 220 ^{150 or} Bomb Bay _____
 No. Tanks 6 Location and Construction Self-Sealing - 2 in fuselage, 4 in center wing sec.
 Remarks: 2 - 75 or 110 gal. drop tanks can be carried.

AUXILIARY POWER PLANT

Description:
 None

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DESCRIPTION OF AIRPLANE

Materials and Construction

Model XP-75

Mfr. Model Spec. Report No. X-92A. C. Spec

WING

The single wing is of the full cantilever, stressed skin type consisting of a straight center section and two outer panels which are 5-spar P-40 wing panels with modified tips. The center section is flush with the lower fuselage contour and serves as a supporting plate for the engine.

CONTROL SURFACES

Conventional internally braced and rigidly fixed horizontal and vertical stabilizers with all metal rudder, elevators, and tabs constitute the empennage assembly. Ailerons are of aluminum alloy construction of longer span than the original P-40 ailerons. The empennage used is that of the A-24 airplanes with slight modifications.

CONTROL SYSTEM

The control system consists of a stick and adjustable rudder pedals cable connected to the control surfaces. A hydraulic booster is incorporated in the aileron control system.

FUSELAGE

The fuselage is of 24ST aluminum alloy, semi-monocoque construction. A bubble canopy and bullet-resisting windshield glass enclose the cockpit. Forward and aft sections are bolted to the center wing panel.

ALIGHTING GEAR

The alighting gear consists of two main wheels and a tail wheel. The main gear utilizes F4U components and retracts hydraulically flat into wells in the outer wing panel.

REMARKS:

The airplane carries the power plant in the fuselage aft of the cockpit and drives contra-rotating propellers through twin extension shafts and nose gear box similar to the P-39 arrangement.

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DESCRIPTION OF AIRPLANE

Model XP-75 Mfr. Model Spec. No. X-92 A. C. Model Spec. No. None
 Overall Span 49' 4" Overall Length 40' 5" Overall Height 15' 6"

WINGS

Type Cantilever Stagger -- Gap -- Aspect ratio 7:1 Total Wing Area 347 sq. ft.
 Span 49' 4" Root-Chord 108" Tip-Chord 46.325" Incidence 1 1/2° Dihedral 6° Sweepback 1° 19' Area 347 sq. ft. Airfoil Section
 Upper --- Root-
 Mid- --- NACA 2215
 Lower --- Tip-
 NACA 2209

HIGH LIFT DEVICES

Type Split Trailing Edge Travel 42 1/2° Span 27' 5 1/2" Chord 21" Area 47.5 sq. ft.

AILERONS

Number 2 Type --- Location Outer wing panel
 Balance Area 23 % Total Area 21.0 sq. ft. Travel: deg. Up 17° 30' deg. Down 17° 30'
 Trim Tab Area 0.59 sq. ft. deg. Up --- deg. Dn --- Control Tab Area --- sq. ft. deg. Up --- deg. Dn ---

MAXIMUM FUSELAGE SECTION

Location --- Dimensions 67" x 64" Area 22.3 sq. ft. Shape Round

STABILIZER

Maximum Chord 70" Span 20' Area 67.84 sq. ft. Adjustable No

ELEVATORS

Span 15' Chord 20" Balance Area 23.8 % Total Area 16.8 sq. ft. Hinge aft LELW ---
 Travel: deg. Up 30 deg. Down 20 Horizontal Tail Area Coefficient ---
 Trim Tab Area 1.04 sq. ft. deg. Up 20 deg. Dn 15 Control Tab Area --- sq. ft. deg. Up --- deg. Dn ---

FIN

Number 1 Span 81.5" Chord Max. 82.3" Area 19.01 sq. ft. Adjustable No

RUDDER

No. 1 Span --- Chord --- Bal. Area 16 % Area 11.13 sq. ft. Hinge aft LELW ---
 Travel: deg. Rt 30° deg. Lt 30° Vertical Tail Area Coefficient ---
 Trim Tab Area 0.55 sq. ft. deg. Rt 15° deg. Lt 15° Control Tab Area --- sq. ft. deg. Rt --- deg. Lt ---

ALIGHTING GEAR

Main Auxiliary
 Type Fully Retractable Wheel Base 311.165" Type Fully Retractable
 No. Wheels 2 Size 32 x 8.8 Tread 19' 11 5/8" Location Tail Size 12.5 x 4.5
 Retracting System Hydraulic Brakes Hydraulic Retracting System Hydraulic
 Goodyear

REMARKS:

From contractor's Model Specification - Fisher Report No. X-92 dated 1 June 1944

*** OFFICIAL PERFORMANCE SUMMARY**

Model XP-75 Date of issue _____

1. Level Flight Speeds at Design Altitude of 20,000 ft. with Design Gross Weight of 13,807 lb.

Maximum Speed	<u>433</u>	m. p. h. at	<u>3000</u>	r. p. m. with	<u>2300</u>	b. hp. (..... % rated)
High Speed	<u>407</u>	m. p. h. at	<u>3000</u>	r. p. m. with	<u>2600</u>	b. hp. (..... % rated)
Operating Speed	<u>372</u>	m. p. h. at	<u>2600</u>	r. p. m. with	<u>2100</u>	b. hp. (..... % rated)
Cruising Speed	<u>314</u>	m. p. h. at	<u>2280</u>	r. p. m. with	<u>1575</u>	b. hp. (..... % rated)

2. Optimum Range and Endurance with 830 gal fuel and 0 lb. bombs.

At High Speed	<u>1230</u>	miles at	mi./gal. or	hrs. at	<u>220</u>	gal./hr. (a. f. c.)
At Operating Speed	<u>2600</u>	miles at	mi./gal. or	hrs. at	<u>100</u>	gal./hr. (a. f. c.)
At Cruising Speed	<u>3500</u>	miles at	mi./gal. or	hrs. at	<u>55</u>	gal./hr. (a. f. c.)

3. Practical Range and Endurance with 535 gal fuel and 0 lb. bombs.

At Operating Speed	<u>1450</u>	miles at	<u>3.5</u>	mi./gal. or	hrs. at	<u>100</u>	gal./hr. (a. f. c.)
At Cruising Speed	<u>2050</u>	miles at		mi./gal. or	hrs. at	<u>55</u>	gal./hr. (a. f. c.)

4. Climb Data with Gross Weight of 13,807 lb.

Standard Altitude	ft.	SI	SI	10,000	10,000	20,000	20,000	30,000
Climbing Speed	m. p. h.	<u>160</u>	<u>185</u>	<u>160</u>	<u>180</u>	<u>150</u>	<u>175</u>	<u>160</u>
Engine Speed	r. p. m.	<u>2000</u>	<u>3000</u>	<u>2,000</u>	<u>3,000</u>	<u>2,000</u>	<u>3,000</u>	<u>3,000</u>
Total Power	b. hp	<u>1300</u>	<u>2560</u>	<u>1,190</u>	<u>2,480</u>	<u>980</u>	<u>2,180</u>	<u>1,400</u>
Maximum Rate	f. p. m.	<u>1910</u>	<u>4200</u>	<u>1,740</u>	<u>3,900</u>	<u>1,070</u>	<u>3,200</u>	<u>1,500</u>
Minimum Time	min.			<u>6</u>	<u>3</u>	<u>12</u>	<u>5</u>	<u>10</u>

5. Ceiling: Normal Engine Operation: Service Ceiling 38,500 ft. Absolute Ceiling 39,500 ft.

6. Take-off and Landing Distances—To Clear 50 ft. Obstacle at Sea Level (no wind).

Take-off	<u>1650</u>	ft. at	<u>106</u>	m. p. h.	<u>250</u>	deg. flap.	Gr. Wt. <u>13,807</u> lb.	Ground run	<u>1250</u>	ft.
Land	<u>2150</u>	ft. at	<u>88</u>	m. p. h.		deg. flap.	Gr. Wt. <u>13,000</u> lb.	Ground run	<u>1300</u>	ft.

Handwritten notes: 3850, 11900, 2470, 3840, Full, 10000, 2500

7. References and Remarks:

* Official performance tests were not conducted. The figures shown in this table were taken from the operating instructions for the P-75 and the contractor's model specification for the XP-75. A preliminary performance test of limited scope was conducted on the first production P-75 and is reported in Memorandum Report No. ENG-TSEFL-1801-A dated 23 September 1944.

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1st XP-75 - 3/4 Front View

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Ext. 2-0117

12 March 1947

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

Air Materiel Command

AC/AS-4
Research and Development
Major Smith

GEORGE F. SMITH, Colonel, Air Corps
Chief, Aircraft Projects Section

TSEOP-3-302....RE TELEPHONE CONVERSATION BETWEEN MAJOR SMITH, AC/AS-4,
AND MR. PAUL SMITH, WRIGHT FIELD, RELATIVE TO P-75 AIRPLANE. ALL P-75
AIRCRAFT HAVE BEEN DECLARED SURPLUS AND DISPOSED OF THROUGH WAR ASSETS.
ONE P-75 AIRCRAFT WAS PURCHASED BY ALLISON DIVISION OF GENERAL MOTORS
FOR CONTINUATION OF ENGINE TESTING. SIGNED ENGINEERING DIVISION

cc:
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EXPERIMENTAL XP-75 AIRCRAFT PROCUREMENT

Contractor: Fisher Body Division
General Motors Corp.

Contract No.	Approval Date	Items Procured	Contract Price	Fixed Fee	Remarks
Ltr. Contr. W535 ac-33962	16 Nov. 1942	2 XP-75	\$407,877.60	4%	Superseded by formal contract W535 ac-33962, approved 26 Oct. 1943
Supp. Ltr. to Ltr. Contr. W535 ac-33962	26 July 1943	6 XP-75, 1 skeleton XP-75 Eng. Data & Spare Parts	\$1,471,200.00	4%	Superseded by formal contract W535 ac-33962, approved 26 Oct. 1943
CFFC Contr. W535 ac-33962	1 Oct. 1943	8 XP-75, 1 skeleton XP-75, Models, Tests, Rpts. and Data	\$2,836,271.60	\$75,163.10	Ltr. Contr. and Supp. Ltr. to Contr. were combined into formal contract
Chg. O. #1 to W535 ac-33962	28 Mar. 1944		\$1,539,772.40	No increase	Original estimates were too low, and additional money was needed to complete the project.
Chg. O. #2 to W535 ac-33962	12 May 1944		15,496.00	\$619.84	Cost of changes as directed by CCM6 (see document 62 of the Case History) and for furnishing parts on Allison eng.
Chg. O. #3 to W535 ac-33962	8 June 1944		9,510.89		Spare parts decreased by \$3,096.81 and to allow an increase of \$12,607.70 for XP-75 models and skeleton model.
Chg. O. #6 to W535 ac-33962	5 June 1944		\$4,733,312.28	No increase	Original estimate too low.
Supp. Agree. # 7 to W535 ac-33962	31 Oct. 1945		Final Contr. Price \$9,099,073.06		A reduction of \$111,073.05 was made in the contract when the final termination was made.

The following Serial Numbers were assigned

to these models: 43-46950
43-46951
44-32161
44-32162
44-32163
44-32164
44-32165
44-32166

Prepared by Historical Division, Intelligence, T-2,
Air Materiel Command, 24 September 1947. Compiled
from records of Procurement Division, Air Materiel
Command.

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P-75 AIRCRAFT PROCUREMENT

Contractor: Fisher Body Division
General Motors Corp.

Contract No.	Approval Date	Items Procured	Contract Price	Remarks
Fixed Price Ltr. Contr. W535 ac-41011	16 July 1943	2500 P-75, spare parts, and engineering data	\$325,000,000.00	
Fixed Price Contr. W535 ac-41011	7 June 1944	2500 P-75A-100, spare parts, hand tools & ground tools	\$258,285,297.50	The first airplane on this contract was to be delivered by July 1944.
Supp. Agree. # 1 to contr. W535 ac-41011	Issued 21 June 1944	1 full scale skeleton P-75A-100	47,275.00	
Supp. Agree. # 8 to contr. W535 ac-41011	Issued 28 July 1945		\$40,930,010.45 final contract price	A reduction of \$217,402,562.05 was made in contract price when the contract was terminated. Only six production models were manufactured.

Serial Numbers Nos. 44-44549
through 44-47048 were assigned
to these airplanes.

Prepared by Historical Division, Intelligence,
T-2, Air Materiel Command, 24 September 1947.
Compiled from records of Procurement Division,
Air Materiel Command.