

MEMORANDUM

There will be a hearing at Room 324 of the Senate Office Building at 10:00 o'clock, Tuesday morning, June 29, with respect to aircraft. The Army will bring several witnesses who have already been furnished with a series of questions on behalf of the Committee. Unlike the Navy, the Army did not comply with the Committee's request that it furnish answers to **each** questions in advance, the reason assigned being that the questions, in some cases, related to matters which were secret and which the Army would be willing to tell to the Committee but not desirous of putting down in writing and sending in a memorandum.

The Army has been requested to have an officer available who would be able to tell the Committee the location and numbers - in the least general terms - of the various planes which are actually at fighting fronts. The purpose of this is to ascertain, generally, the proportion of planes which are at fronts as compared with the proportion of planes which have been manufactured, or otherwise referred to publicly as being available. It is the understanding of the Committee that many of such planes are at modification centers and other places and are not actually being used, and in many cases, are not capable of use. In the spring of this year, there were approximately 12,000 army combat planes in this country in comparison to about 6,000 on all fronts, 40% to 60% of which were serviceable.

The Committee also asked that an Army officer be available, not necessarily Tuesday but, if not Tuesday, Wednesday, who could testify with respect to the number of planes which the Army has made available to private lines or will make available to private lines in the near future. The thought behind this is that approximately 100 planes were taken over from the private airlines, to their great detriment, and that there has been some suggestion that the Army is about ready to try to start a competing air service within the United States. The Committee has asked that the officer also be prepared to state the number of hours on the average and the number of miles which the Army

has operated the planes which it has taken over.

The Committee has asked the Army to be able to discuss cargo aircraft and the numbers of such craft that are to be built.

The Committee has further asked the Army to discuss the B-29 and B-33 planes and the difficulties which explain the fact that there have been very much greater delays in bringing them into production than had originally been anticipated. It is the Committee's understanding, from other sources, that the engine was an experimental engine which has not been built in large numbers because of great difficulties in overcoming various problems that have been encountered, particularly, ignition and carburetion. The Chrysler Corporation built a large plant at Chicago which has six or eight thousand men in it and which is ready to go but unable to operate because the engine has not yet been agreed upon, or because the design of the engine has not yet been finally determined. The B-29 had also incorporated into it remote ~~and~~ control gunnery and supercharged cabin theories which have caused many complications. In short, there seems to be a considerable suspicion that the Army in an attempt to make a perfect plane has lost the definite certainty of being able to make a much better plane than the existing B-17 and B-24 planes. Improved planes of that character could have been made by switching to the R 2800 engine which is used in the Republic P-47 and in other planes, and with which it would have been possible to obtain a much longer range and carrying power in both the B-24 and the B-17. We may have lost an intermediate plane of great value by an attempt to reach perfection too soon.

The Committee has also indicated that it will want to know the situation with respect to the training of pilots and other members of the crew for the purpose of determining whether that or the production of planes is a limiting factor and whether that has resulted in an inability to use to a maximum all the planes that have already been produced.

ARMY AIRCRAFT PRODUCTION

TYPE AND MODEL	TOTAL NO. ON SL PROGRAM	PRODUCTION ORIGINALLY SCHEDULED TO BEGIN	PRODUCTION BEGUN	LATEST MAXIMUM PRODUCTION SCHEDULE	APRIL 1943 SCHEDULE AS SET-UP IN SEPTEMBER 1942	PRODUCTION IN APRIL	COMMENTS
HEAVY BOMBER 4 ENGINE LONG RANGE							
Bosing B-29				50			The B-29 is a greatly enlarged successor of the Fortress designed to have a range of 6000 or more miles and a maximum bomb load at short distance of over 10 tons. It has had development difficulties and is substantially behind schedule.
Bell, Atlanta	412	September 1943	----	September 1944	----	-----	
Boeing, Renton	440	August 1943	----	March 1944	----	-----	
Boeing, Wichita	949	June 1942	----	January 1944	20	-----	
Fisher Body, Cleveland	281	September 1943	----	December 1944	----	-----	
Consolidated B-32, Ft. Worth	313	April 1943	----	January 1944	----	-----	Consolidated design similar to B-29 in performance and beset with same troubles. The only one delivered crashed.
Northrop B-35				20			This is the big flying wing designed by Northrop. Little is known of its supposed characteristics but Army is extremely hopeful.
Martin, Baltimore	200	February 1944	----	September 1944	----	-----	
Northrop, Hawthorne	64	June 1944	----	December 1944	----	-----	
HEAVY BOMBER 4 ENGINE							
Boeing B-17 (Fortress)				270			
Boeing, Seattle	6,439	In production since early 1941	In production since early 1941	October 1943	190	190	

TYPE AND MODEL	TOTAL NO. OF SL PROGRAM	PRODUCTION ORIGINALLY SCHEDULED TO BEGIN	PRODUCTION BEGUN	LATEST MAXIMUM PRODUCTION SCHEDULE	APRIL 1943 SCHEDULE AS SET-UP IN SEPTEMBER 1942	PRODUCTION IN APRIL	COMMENTS
Douglas, Long Beach	2,134	January 1942	June 1942	100 May 1944	60	85	
Vega, Burbank	2,519	February 1942	June 1942	120 December 1943	61	52	
Consolidated B-24 (Liberator)				175			
(a) Consolidated, Ft. Worth	3,320	July 1942	December 1942	October 1943	106	40	
(a) Douglas, Tulsa	170*	July 1942	January 1943	25* June 1943	65	3	(a) These plants are Gov't owned assembly plants. They were to be furnished parts by Willow Run and were held up by slowness there.
							* Contract for Douglas Tulsa was originally 1610 but was reduced on February 1943 to 170.
Consolidated, San Diego	5,897	In production since early 1941	In production since early 1941	240 October 1943	156	162	
Ford, Willow Run	7,359	May 1942	September 1942	405 December 1943	75	95	
North American, Dallas	1,311	February 1943	Not by April	75 October 1943	4	----	

TYPE AND MODEL	TOTAL NO. ONE SL PROGRAM	PRODUCTION ORIGINALLY SCHEDULED TO BEGIN	PRODUCTION BEGIN	LATEST MAXIMUM PRODUCTION SCHEDULE	APRIL 1943 SCHEDULE AS SET-UP IN SEPTEMBER 1942	PRODUCTION IN APRIL	COMMENTS
MEDIUM BOMBER 2 ENGINE							
North American B-25 (Mitchell)				124			
Inglewood	3,162	---	February 1941	January 1943	120	115	
				270			
Kansas City	6,030	June 1942	*February 1942	November 1943	140	144	*After the contract was originally set up, the program was accelerated to bring production at an earlier, as well as, an increased rate.
Martin B-26 (Marauder)							
Baltimore	4,456	---	February 1941	November 1943	142	120	This plane is a highly controversial plane which has acquired pretty general reputation for being dangerous. It has performance both in speed and in load carrying capacity and, according to most reports is an exceptionally fine plane in the air. It has a high stalling speed, however, and consequently is fairly difficult to handle in take-off and landing. It is higher in accident rate than is the B-25 which is the Army's other plane of comparable size and performance. As a fighting airplane, most pilots who know it, like it.
Omaha	5,006	August 1942	August 1942	October 1943	115	90	

TYPE AND MODEL	TOTAL NO. ON SL PROGRAM	PRODUCTION ORIGINALLY SCHEDULED TO BEGIN	PRODUCTION BEGUN	LATEST MAXIMUM PRODUCTION SCHEDULE	APRIL 1943 SCHEDULE AS SET-UP IN SEPTEMBER 1942	PRODUCTION IN APRIL	COMMENTS
LIGHT BOMBER 2 ENGINE							
*Douglas A-20 (Havoc) Santa Monica	5,964	In production prior to 1941	In production prior to 1941	275 September 1943	173	145	*This plane is one of the universally best lined planes that has been built in this country. It has performed large number of jobs including night fighting, low level bombing strafing, etc.
Douglas A-26 Tulsa	1,300	**January 1944	-----	*** 142 December 1944	---	---	**The A-26 was originally scheduled to be built in smaller quantities at Santa Monica. Production was to have been in May 1943 ***This figure is apparently not the maximum production planned at the plant but the present schedule ^{is not} projected far enough to show absolute maximum planned.
Martin A-30 Baltimore	1,686	In production prior to 1941	In production prior to 1941	60 September 1942	60	60	This plane has been in production since early in the program. It was originally built for the British and French.
LAND BASED DIVE BOMBER 1 ENGINE							
Douglas A-24 Tulsa	1,200	February 1943	March 1943	120 August 1943	70	8	The A-24 is an Army version of the Navy's SBD Dive Bomber which was in production at Santa Monica prior to 1941.

In addition to the production as shown in the preceding pages, the following production of non-combat type is under

Army direction:

Production - April 1943

Schedule as Set Up

in September 1942

Production in April

All Models

All Models

Type	Number of Models	Number on V/S-L Program	All Models	All Models
Heavy Transport - Four Engine	4	1489	24	15
Heavy Transport - Two Engine	1	2104	65	26
Medium Transport - Two Engine	4	12526	265	195
Light Transport - Two Engine	2	4629	58	250
Light Transport - One Engine	3	2083	15	37

In addition to the foregoing, there are 60,573 trainers of all types on the program; the majority of which are under Army contract and supervision.

EXPERIMENTAL CONTRACTS

The Army has the following experimental contracts outstanding:

Heavy Bomber - 4 engine
Northrup XB-35
Consolidated XB-36

Medium Bomber - 2 engine
North American XB-28

Light Bomber - 2 engine
Douglas XA-26
Beech XA-38

Dive Bomber
Brewster XA-32

Fighter - 2 engine
Lockheed XP-49
Lockheed XP-58
McDonnell XP-67
Curtiss XP-71

Fighter - 1 engine
Curtiss XP-46
Curtiss XP-55
Curtiss XP-62
In addition Curtiss
has been given a large
contract for production
of the P-60, which in
reality is an experi-
mental plan.

Fighter - 1 engine (cont.)
Vultee XP-54
Northrup XP-56
Bell XP-59
Bell XP-77
Republic XP-69
Fisher Body XP-77