

35. (U) Ltr. 17 Dec. 1942
Fr: Douglas Aircraft Co., Inc.
Santa Monica, Cal.
To: CG, AAF; Mat. Center, WF
(File: Contract Files)

On 17 Sept. 1942 Douglas submitted to Mat. Center (WF) an outline of the measures being taken to accelerate A-26 production. These measures included: (1) informing drafting personnel of the urgency of the project, (2) transferring to the A-26 as many engineers from the C-74 project as could be utilized on A-26 tool design work, and (3) maintaining close correlation of the engineering, shop, and piloting phases of the flight test activities of the A-26 airplanes. However, Douglas stated that, because of the advanced stage of A-26 engineering, two-thirds of the engineering personnel in each category could not be transferred from the C-74 to the A-26.

Memorandum Report
MMS-M-77-C/16
December 30, 1942

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December 17th
1942

A25-AH-86

Subject: Engineering Personnel and Loading
To: Commanding General, Army Air Forces
Material Center, Wright Field
Dayton, Ohio
Through: AAF Resident Representative
Reference: Chief, Production Division letter SRB:maw-70-1,
dated December 4, 1942

1. The following steps have been taken towards accelerating engineering and tool design for the A-26 production airplanes:

- a. All drafting personnel working on this model were informed of its extreme urgency some time ago and directed to push through to completion and release all drafting jobs remaining. The response has been very gratifying and it is expected that the complete airplane, except for recent changes, will be off the boards by tomorrow.
- b. As of today, about 10%, namely, the last 10%, of the total engineering releases are flowing through Check (including Strength and Weight Check), Material Release, and Blueprint. The way this work has been clearing through these system departments is shown by the following figures:

<u>Date</u>	<u>Released to System</u>	<u>In System</u>	<u>Released out of Engineering</u>
10-28	90.67	28.66	52.01
11-11	92.14	28.95	63.19
11-25	92.68	22.48	70.20
12-11	97.38	13.46	83.92
12.18	99.0	10.0	89.0

Draftsmen have been and are being transferred from the board into Check to help out there and Material Release card writers have been and are being transferred from the C-74 to the A-26 to assist there. It is anticipated that the last of the jobs now being released into the system will have cleared through it and out of engineering within the next three to four weeks.

c. A transfer is being arranged from the C-74 Engineering group into the A-26 Tool Design group of as many engineers as can be useful on tool design work. It is estimated that this will total around 40 men and that they will remain in Tool Design for from 60 to 90 days before returning to Engineering.

d. Flight test activities on the experimental XA-26 airplanes have been placed under the general direction of P. R. Colibon, working out of Mr. Cover's office, in order to correlate engineering, shop, and piloting phases of this work and tie them into the company management and Army offices as closely as possible. This is being done because of the serious influence any changes disclosed as a result of flight test will have on the production schedule.

e. Recent changes requested by the Materiel Center, mainly those contained in its teletype 120120Z December, 1942, BWR (combination gun nose, wing guns, fragmentation racks) and its letters WTR/vb/70-2 of November 6th (radio loop), and RFB/vb/70-2 of November 19th (winterization) are being engineered, using the maximum feasible breakdown of work into individual jobs. These, together with future changes arising from tactical developments, shop requests, and flight test will require a quantity of men which is difficult to forecast but which will be adjusted to meet conditions as they arise, transferring engineers from the C-74 if indicated.

2. The directive contained in reference letter to transfer two thirds of the engineering personnel in each category from the C-74 to the A-26 cannot be carried out fully because of the advanced stage of A-26 engineering. The above steps represent the practical limit in this direction and are in the opinion of the contractor the most effective means at hand for accelerating the completion of engineering and giving such assistance as can be afforded tool design by the transfer of engineers. The Materiel Center may be assured that everything will be done along this line that is within reason, limited only by the volume of work.

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3. The contractor will forward to the Materiel Center, Dept. 3-3, a revision of the November 18th personnel breakdown on the fifth of next month, as requested.

DOUGLAS AIRCRAFT COMPANY, INC.

A. E. Raymond
Vice President - Engineering

AER:lm

cc: D. W. Douglas
C. A. Cover
F. W. Conant
J. M. Rogers
E. Springer
E. H. Heinemann
G. A. Huggins
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