

88. (U) ROR 26 Dec. 1944

Fr: Col. B.L. Boatner

Actg. Chief, Proc. Div., WF

To: Chief of Administration, WF

Attn: Maj. E.H. Wynn

(File: Bomb. Br., Proc. Div.)

UNCLASSIFIED

Douglas-Long Beach was manufacturing A-26 airplanes with gun noses and Douglas-Tulsa was building airplanes with both gun and bombardier noses. By January, 1945, all Douglas-Tulsa production was to be changed to bombardier nose A-26 airplanes. The change to internal wing guns at Douglas-Long Beach was to be made about 6

Mar. 1945. No definite point was set at Douglas-Tulsa for the change but preliminary information indicated that it would probably be in May 1945.

Form 8-4
pg. 1/1

15

C

RRR/ies/F-2

Contracts 555 AC-21393 & AC-34433
Models A-26B & A-26C Airplanes

TSCAD

attn: Major E.H.Wynn

TSBPR3I7

26 Dec 44
Capt. R.R. Russell
26157

1. Thru: TSBCO

1. a. At the present time, the Douglas Long Beach plant is building A-26 airplanes with gun noses and the Tulsa plant is building airplanes with both gun noses and bombardier noses. By the first of the year all Tulsa production will have been converted to the bombardier nose type aircraft. This will result in a ratio of approximately two bombardier nose aircraft to one gun nose aircraft on future production.

b. By building bombardier nose aircraft at the Tulsa plant and gun nose aircraft at the Long Beach plant no difficulty in allocations is anticipated. There has been a recent inquiry from the Office of Asst. Chief of Air Staff, Materiel & Services, as to the possibility of securing additional bombardier noses. Although the actual requirement has not yet been furnished ATSC, additional bombardier noses would have to be installed on airplanes either at the Long Beach plant or by service activities, since all the Tulsa capacity will already have been converted to the bombardier nose version.

2. The present effective point for the change to internal wing guns at the Long Beach plant is the 621st airplane which is scheduled for delivery approximately 6 March 1945. It is felt that this is probably the earliest effective point that could be expected for a major development change of this nature. The Tulsa plant has not yet established a definite effective point since it has been necessary for them to coordinate the change with Beech who builds wings for Tulsa. From preliminary information received, it appears that the Tulsa change point will be sometime in May 1945. This will probably be the earliest effective point that Beech will commit to, unless sufficient pressure can be brought to bear on Beech by higher authority. Experience in the past has indicated that Beech lacks aggressiveness in scheduling changes, particularly on the installation of water injection provisions and the engine fire extinguisher system. A change of this type is much too extensive to make in a Modification Center; therefore, the above effective points will have to be accepted.

B. L. BOATNER,
Colonel, Air Corps,
Acting Chief, Procurement
Division.

CC - TSBPR3, Col. Mitchell
TSBCO, Lt.Col.F.C.Smith

(See R & R from TSBCO to TSBPR dtd 12/22/44 (F-2))

88