

94. (S) Ltr. 9 Feb. 1945
Fr: Col. J.A. Gibbs
Chief, Airc. Proj. Br.
Mat. Div.
OACAS, H&S, Wash.
To: Dir., ATSC, WF
Attn: Asst. for Tech. Matters
(File: Central Files)

Airc. Proj. Br., Mat. Div. (Wash.) commented on the various deficiencies in the A-26 as listed by Maj. Gen. S.E. Anderson, Ninth Bomb. Div., in a letter to CG, AAF, dated 4 Jan. 1945. Studies were being made in an effort to prevent canopy frosting, and action was already underway to correct brake failures, and to provide a new gunner's escape hatch.

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By Authority of
The Commanding General
Army Air Forces

2/9/45 KEH
Initials

9 February 1945

SUBJECT: Report on A-26 Airplane Operations from Commanding General,
Ninth Bombardment Division.

TO: Director, AAF Air Technical Service Command,
Wright Field, Dayton, Ohio
Attention: TSTEX

1. Inclosed herewith for your information and file is a copy of a letter on the above subject to the Commanding General, Army Air Forces dated 4 January 1945.

2. The following comments are furnished regarding specific deficiencies mentioned in General Anderson's letter:

(a). Regarding canopy frosting, it is understood that an electric panel installation is not the ideal solution to the problem because of the effect of vibration on the pilots eye-sight. The Ninth Air Force definitely does not desire a heater in the A-26. Therefore, it is directed that a study be made to devise a simple method for prevention of wind-shield frosting on A-26 aircraft. It has been suggested that a simple cold air vent might offer a possible solution. A priority of 2-A is assigned this work. A higher priority should be requested if needed, in order to get this modification into combat airplanes before next winter.

(b). Brakes, phenolic valves, and a new gunner's escape hatch have been the subjects of previous actions, and consequently it is understood that suitable corrective action is underway at the present time.

(c). Malfunctioning of A-4 release units because of icing has been reported in other communications and has been investigated. Complete investigation and solution should be expedited.

(d). It is understood that some work is in progress on the arrangement of the instrument panel. Any studies of this arrangement should be expedited and efforts directed towards simplification of the pilots instrument and control arrangement in the A-26.

(e). The inclosed letter mentioned fires in the engine nacelles caused by broken fuel lines and arcing of the battery leads whenever the A-26 is belly landed without sufficient time to shut off the fuel supply. This information should be utilized in connection with studies to eliminate power plant fires in the A-26.

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3. It appears that all other remarks concerning A-26 alternations contained in the inclosure have been covered by some of the previously conducted engineering studies. Consequently no other action concerning new equipment is desired in response to this communication except where noted above.

By command of General ARNOLD:

(s) Hockett.

J. A. GIBBS
Colonel, Air Corps
Chief, Aircraft Projects Branch
Material Division
Office of Ass't Chief of Air Staff
Material and Services

1 Incl.
Ltr fr. Hdqs. 9th
Bombardment Division dtd
4 Jan 45