

96. (U) Tel. Conv. 14 Feb. 1945
Brig. Gen. R.G. Harris
CG, Mid-W. Proc. Dist.
Col. H.A. Strauss, AAFRR
Douglas Airc. Co., Inc.
Tulsa, Okla.
W.G. Jerrems, Jr., Plant
Mgr., Douglas Airc. Co.,
Inc., Tulsa, Okla.
(File: Bomb. Br., Proc. Div.)

Gen. Harris requested that A-26 airplanes at Douglas-Tulsa be examined and exact lists made of the factors which prevented acceptance of each airplane. The schedule for February, 1945 called for 159 A-26 airplanes and Gen. Harris stated that 130 of them must be made, regardless of time or money involved. Gen. Harris had been urgently requested by Gen. Knudsen, Gen. Meyers, Gen. Wolfe, and Gen. Cook to secure information concerning the situation at Douglas-Tulsa.

Bomb. Div.
(Pg. 1/2)

7

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TELEPHONE CONVERSATION

14 FEBRUARY 1945

11:00 A.M.

BETWEEN: BRIG. GEN. RAY G. HARRIS, Commanding General, Midwestern District, Wichita, Kansas

COL. STRAUSS, Tulsa, Oklahoma, Douglas Company.

MR. JERREMS, Tulsa, Oklahoma, Douglas Company.

SUBJECT: Tulsa Production

GENERAL HARRIS: General Harris.

MR. JERREMS: Jerry Jerrems.

GEN. H.: Hello, Jerry.

COLONEL STRAUSS: This is Strauss, General.

GEN. H.: How are you this morning?

COL. S.: Pretty good.

GEN. H.: I want to start in immediately right now and run a blitz on your airplanes outside the door, organize a crew composed of the qualified contractor and Air Forces personnel, go to each individual airplane by serial number, starting in at the low number and make on a separate page of paper, write down the exact things which prevent that particular airplane by serial number as of this date from being accepted. I want two copies up here. Then let somebody be responsible for taking that same list back in to the factory away at the beginning of the production line and see that somebody puts that thing on the airplanes now going through. I'll tell you what has happened. I have been bawled out by General Knudsen, by General Meyers, and by General Wolfe, by General Cook, with a statement that we don't know what the hell we're going down here. Let's run a blitz and clean up the outside. I don't care if cleaning up the outside makes a thousand people idle in the plant, either now or next month, but clean up outside and get them out and then tell them at the beginning of the month exactly what we're going to do next month, and let's do it. I know that they've got a lot of problems, but what we've got to do now is get mad and kick the damned desk over and get it done. We've been losing all of the credit that we have accumulated in the past over a job there that I think if we get down and run a blitz on it, we can clean it up. What do you think about it, Colonel Strauss?

COL. S.: We can do that.

Bomb. Br.
(p. 2/2)

8

5

GEN. H.: How about you, Jerry?

MR. J.: Yes, we can do that very definitely and I might say that we are attempting that at the present time, but I'll give it another check and we'll make certain that we carry out your thought on it.

GEN. H.: I have told them in the beginning of this month that although the schedule is 150, we were definitely going to make 130. I want to make 130 airplanes down there if we've got to work 24 hours a day and seven days a week for overtime. Money is no object. Nothing is any object except to get the airplanes. Work Saturday and Sunday 12 hours a day if necessary for each shift or whatever is necessary to get the job done. Don't let overtime or idle time in the future stand in the way of it. I want, as I said before, to receive a separate sheet of paper on each serial number airplane on that exact thing which prevents them from being accepted. Let's be realistic on it. If somebody is holding it up somewhere, let's say who it is and what for. How long would it take to get me such a list?

MR. J.: I think probably we could have such a list in the hands of the Air Corps sometime during the night.

GEN. H.: Okay. Let's forget the clock and forget everything and get the job done. Okay.

MR. J.: We'll get in touch with you if anything holds us up.

GEN. H.: Thank you. Bye.

10:12

10:35

10:02

10:00