

83. (S) Memo 26 Nov. 1944
Fr: Brig. Gen. D. Wilson
AC/AS, OCAR, Wash.
To: O/AS, Wash.
(File: AC/AS-4)

AC/AS, OCAR (Wash.) indicated a need for a firm basis upon which to formulate future production plans for A-26 and B-25 airplanes. All European A-20 groups and all but three B-26 groups were to be converted to A-26 airplanes by the end of July 1945, making a total

of eleven A-26 groups. The FEAF had frequently reiterated their non-requirement for A-26 airplanes. AC/AS, OCAR, believed that the extreme prejudice of the FEAF against A-26 airplanes was not justified when it was considered that the four A-26B airplanes furnished them for operational tests were four of the first production airplanes and incorporated a number of undesirable features. AC/AS, OCAR, considered it most desirable that all B-25 groups in other theaters be converted as soon as A-26 airplanes were available, and recommended that the units be converted in the following order:

- | | |
|---------|-------------------|
| (1) ETC | (4) AAFPOA |
| (2) MTC | (5) FEAF |
| (3) OBI | (6) North Pacific |

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ADDRESS ONLY TO
HEADQUARTERS OF THE ARMY AIR FORCES
WAR DEPARTMENT
WASHINGTON, D. C.

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

By Authority of
The Commanding General
Army Air Force
26 Nov '44 BWS
Date

AFRDB

26 NOV 1944

Orig. 452,1-AC,
Bombers, a-26
16- (1/24)
07, 267

MEMORANDUM FOR THE CHIEF OF AIR STAFF

Subject: A-26 Conversion Program

I. Discussion

1. There will be a substantial surplus of B-25 and A-26 aircraft unless a decision is forthcoming as to the extent of conversion to A-26 aircraft.
2. A firm basis is required upon which to formulate future production plans for the A-26 and B-25 aircraft.
3. Present plans convert all European A-20 groups and all but three B-26 groups (occupational Air Force) to A-26 aircraft by the end of July 1945. This will result in eleven A-26 groups.
4. The FEAF frequently reiterated their non-requirement for A-26 aircraft. It is not felt that their extreme prejudice against the A-26 is justified when the nature of the four A-26B aircraft that were furnished them for operational test is considered. These were four of the first production aircraft and incorporated a number of undesirable features which have since been corrected. It is possible to furnish the FEAF at the proper time A-26 aircraft modified to include an improved vision cockpit and canopy, an eight-gun nose with six internal wing guns, and engines having increased power.
5. Plans are progressing to convert all B-25 groups in other theaters based on the availability of A-26 aircraft.
6. On present allocation and production schedules there will be a surplus of approximately six hundred B-25's as of 1 September 1945, if the war with Germany continues. This surplus will start to accrue in December 1944, unless immediate action is taken to curtail production. There will commence to be a surplus of A-26 aircraft in the latter part of 1945, if the FEAF does not convert to the A-26.
7. It is considered most desirable that the conversion to A-26's be accomplished without exceptions. The A-26 is not only the best medium



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or light bomber in sight, but the conversion will permit standardization of crew training and a simplification of supply problems.

II. Action recommended:

1. That all light and medium bombardment units be converted to A-26 aircraft as rapidly as availabilities permit, in the following priority, and that B-25 production be adjusted accordingly.

- (1) ETO
- (2) MTO
- (3) CBI
- (4) AAFPOA
- (5) FEAF
- (6) North Pacific (maintain B-25's as long as possible)

Donald Wilson

DONALD WILSON
Lieutenant General, U. S. Army
Chief of Air Staff
Operations, Commitments & Requirements