

HEADQUARTERS
VIII AIR FORCE SERVICE COMMAND
ETOUSA

Office of the Commanding General

APO 887
September 11, 1942.

SUBJECT: Requirements for Ferry Pilots

TO: Commanding General, Eighth Air Force



1. From all information there is going to be a shortage of ferry pilots in the E.T.O. and within the United States itself before airplane production reaches its maximum.

2. Miss Jacqueline Cochrane, who has been in the theater for some time in charge of American women ferry pilots in the British service, has written a comprehensive study of this situation. A copy of this study is attached. Miss Cochrane has wide experience in civil aeronautics, in the ferry of aircraft within the United Kingdom, and is a successful business woman. This report indicates a thorough knowledge of the subject as well as an appreciation of the problems involved. The report covers procurement of competent flying and ground personnel and equipment and the training of personnel necessary to the setting up of a ferry service.

3. The plan is of a general nature and leads to decisions of policy that must be developed in Washington. Due to the urgent need for a competently trained ferry organization and the anticipated great expansion of this requirement, a thorough study and development of a plan is essential. While there is no immediate need for a large number of ferry pilots in this theater, future requirements must be recognized. Women pilots are today ferrying in this theater all types of combat aircraft with the exception of four motored aircraft and, from reports, the use of women ferry pilots has been on the whole quite successful.

4. It is recommended that the attached study be forwarded to Washington for earnest consideration. Miss Cochrane is now in the United States and is available for conferences on the subject.

5. My own personal views in the matter are that:

a. Women pilots may well be used in various flying categories such as pilots and co-pilots in ferrying operations, operation of shuttle air service for transportation of personnel, mail and cargo, special couriers, pilots for tow targets and gliders for training, navigators, radio operators, administrative flying officers, etc.

b. That there is no immediate need for women pilots in this theater.

c. That there are future requirements for a large number of ferry pilots, both within the theater and within the United States.

d. That qualified women could well be used for this purpose, thereby relieving male pilots for more rigid combat and similar duty.

e. That training of women pilots could be carried on in the States in all types of airplanes which they might be called upon to ferry. Weather and the resulting small number of good flying days, the short periods of daylight during the winter, the many local restrictions on flying, would all operate to restrict the successful training in this theater.

6. If reports are true that sources for competent combat pilots are not producing the required number, it is recommended that consideration be given to training women pilots in the United States for non-combat use, indicated in Paragraph 5 above, in the Army Air Forces.

7. That if the above recommendation receives favorable consideration, it is recommended that Miss Jacqueline Cochrane be given consideration for a key position in this feminine Command.

s/ W. H. Frank
W. H. FRANK
Major General, U.S.A.
Commanding



Requirements for Ferry Pilots

1 General CG/ATC 1942 Inclosed is a recommendation from Maj.Gen. W.H.
Strate- thru 9/21 Frank, subject: Requirements for Ferry Pilots,
meyer AFRIT for Establishing of Air Transport and Ferry Service,
with a 1st Indorsement in which General Spaatz
conkurs.

Miss Jacquelin Cochran is now on duty in the
Office of the Director of Individual Training and
probably can expand on the inclosed papers.

The inclosed is forwarded for your information
and action in connection with the use of women as
Ferry Pilots.

Incl: 1st Ind. to CG/AAF, 9/15,
frm Hdqtrs. 8th Air Force
re incl. ltr to CG/8th AF
frm Gen. Frank, 9/11, re
above subj. and attached
report on Studies and Plan
for establishing of Air
Transport & Ferrying Service.

G.E.S.



EHH:ren 72669

2 AFRIT-2H CG/ATC 9-22 1. Noted.

Incl: n/c

L. S. SMITH
Colonel, Air Corps
Dir. Ind. Trng.

373.

1st Ind.

E-1-1.

HEADQUARTERS EIGHTH AIR FORCE, ETOUSA, September 15, 1942. TO: Commanding General, Army Air Forces, Washington, D.C.

1. Attention invited to basic letter and attached report.
2. The undersigned concurs in the ideas experienced in General Frank's letter.

CARL SPAATZ,
Major General, U.S.A.
Commanding.



HEADQUARTERS
VIII AIR FORCE SERVICE COMMAND
ETOUSA.

AFO.887.

SUBJECT: Plan for Establishing of the Air Transport and Ferry Service.
TO : Commanding General, VIII Air Force, A P O 887, ETOUSA.



REFERENCE:

"Quote" General Orders Number 4 dated 19 June 1942;

"1. Effective 1 July 1942, the Detachment Air Force Ferry Command is assigned to the 8th Air Force. The Commanding General, 8th Air Force will be responsible for operations, supply, and administration."

PROBLEM.

1. It is needed to ferry from points within the United Kingdom;
 - a. VIII Air Force and other personnel.
 - b. Aircraft from place to place.
 - c. Mail, pouches, baggage, equipment, supplies, etc.
2. The acquiring and conversion training of adequate and competent personnel for this service. (See Tab B).
3. It is needed to acquire aircraft and all facilities to implement the General Orders Number 4.
4. It will be necessary to accomplish the objective referred to above at a very early date.
5. Priorities needed in the establishing of the Air Transport and Ferry Service. (See Tab A).

PRELIMINARY INVESTIGATIONS.

1. Thorough studies and investigations of present British ferrying facilities of Air Transport Auxiliary has been made. As to its methods of training, operations, localities and the possibility of some joint operation in whole or in part. (See Tab B).
2. Investigations have been made as to ways and means of initiating a ferrying service intended to meet all contemplated emergencies (See Tabs B & C).

PLANS.

1. Requisition from America needed equipment for complete Ferrying Service in the United Kingdom within the scope of General Order Number 4.



2. If equipment not immediately available from the U.S.A., arrange a plan with Air Transport Auxiliary to provide joint use of equipment, Pools, and facilities (or possibly complete take over of some from Air Transport Auxiliary) for a transition period. This to include training of pilots in flying as well as navigation, (See Tab D).

3. Offer to civilian American pilots in the United Kingdom a commission in the American Air Force in grades commensurate with age and experience.

4. Take over selected male and female civilian pilots from Air Transport Auxiliary. Said personnel to be employed under existing Army civilian contracts in United Kingdom or with Air Transport Auxiliary on a reverse lease lend basis.

5. Employment of needed civilians for ground personnel.

6. Development of plan for recruiting more needed pilots male and female in the U.S.A. for early use in this theater (other theaters could use approval personnel from this organization).

7. Appoint a civilian male to head organization of male pilots and other male civilian personnel, as well as one female for female pilots and other female civilian personnel, BOTH RESPONSIBLE TO ARMY AND UNDER ARMY DIRECTION AND DISCIPLINE. (See Tab D and Tab E).

CONCLUSIONS.

1. Careful studies have been made of the problem as set forth in the many reports attached herewith, (See Tab F). The need for this Ferrying Service and the immediate conversion training of personnel, as well as the organization for use of facilities, that immediate steps must be taken to activate the plan at once.

2. Regardless of what the arisings will be for the next six months, there should be at this time a Recruiting Program in America for the purpose of acquiring pilot personnel to be trained for ferrying.

On many occasions the Royal Air Force (R.A.F.) have had as many as 1,200 airplanes to be moved in a day, and it is reasonable to assume that we, if our strength is to be comparable, are going to be faced with the same problem. The problem will become sufficiently large to warrant having a separate Ferrying Organization.

3. During the winter months in the United Kingdom, there are many days in succession when no flying at all can be carried out.

Any plan to use your combat pilots for this purpose when the weather permits would necessitate their release from performing their normal operational duties. This problem did develop initially with the Royal Air Force, hence the creation of Air Transport Auxiliary (a wholly civilian organization), and the Royal Air Force have found that they operate more efficiently by having this ferrying organization handle their equipment.

4. There are thousands of pilots in the U.S.A. who are unfit for combat duties, but who, with a proper conversion course, would be suited for ferrying duties.

5. Even if the plan is activated now, it will take at least three months before any pilots will be ready to assume the duties of a ferry pilot.

6. Conversion schools and ferrying services in the U.S.A. can render a valuable service through absorbing the wastage of pilot material from the various military training centers plus the pilots who are let out of the Air Corps.

7. If our future production figures, as published, are met, these airplanes will all have to be transported by sea or flown to the various theaters, and taking into consideration that the crews will have to be gotten back to the point of manufacture, it will take more pilots than anyone could hope to forecast accurately.

RECOMMENDATIONS.

1. That a Recruiting Program and Conversion Schools be started at once in the U.S.A. to absorb all civilian pilots who are qualified.

2. That steps be taken to institute the enclosed plan.



Incls. G: Tab A.
Tab B.
Tab C.
Tab D.
Tab E.
Tab F.