G-4 OPERATIONS

GD OF NMW\EFW\TFM\ort
9 January 1950

MEMO FOR RECORD:

SUBJECT: Northwest Airlines Charter Flight

1. CINCFE msg 2 32603, 23 Dec, requested authority to use NWA Charter Service within US to lift 14 Japanese Diet Members and 2 DACs from GHQ to various state legislatures and the US Congress. By DA msg WDL 20817, 31 Dec, Chief of Transportation concurred. DA msg WDL 21344, 6 Jan, advised that 6 additional DA personnel would join the party at San Francisco and suggested chartering larger aircraft since DC-3 aircraft are limited to 17 persons in US where mountain winter flying is involved.

2. Northwest Airlines (Mr. Hansen) contacted its general office and advised that a DC-4 is available in lieu of DC-3. DC-4 will be provided with 30 seats and adequate baggage capacity for passengers and newsreel men. The quoted charter price of the DC-4 is $7,000. for 3900 miles over the period 16 Jan to 15 Feb and on the basis of 22 passengers is $318. per person or $233. per person if all seats are taken. The charter price for DC-3 covering 16 persons was $3680. over the same route or $230. per person.

3. For planning purposes the travel expenses for the 14 Diet Members within the US is limited to $350. per person. Since DA has requested larger aircraft to accommodate DA personnel it is considered that GA funds should also be chargeable with part of the charter cost.

4. Action may advised of substitution of aircraft, number of seats available and requests citation of appropriation symbol and advice of number of persons in DA party.

5. Coordinated with Govt Sect (Mr. Williams).

6. Initiated case; G-4 action complete.

TFM _____ 26-6930

EFW _____ 26-6032

NMW _____ 26-6444

GENERAL HEADQUARTERS, FAR EAST COMMAND
ADJUTANT GENERAL'S OFFICE
RADIO AND CABLE CENTER

INCOMING MESSAGE

G-4 ROUTING
A C/S G-4
D AC/S G-4
EXECUTIVE
PLANS & POLICY
OPERATIONS
CONST & FAC
TRANSPORTATION
SUPPLY
PETROLEUM
BUDGET
PERSONNEL
ADMINISTRATION

JA/COD

31 Dec 49

ACTION COPY

UNCLASSIFIED
ROUTINE

095 NWA

FROM : DA WASH DC

TO : CINCFE TOKYO JAPAN

NR : WCL 30817

REURAD Z 32803 from TCMOV AC 4385 this office concurs in request for use of Northwest Charter Service for cited project.

NO SIG

ACTION : G-4

No further G-4 action necessary. See M/R on back of msg.

39398

ROUTINE
UNCLASSIFIED

TOO : 310017 Z
MCN : AUG 24/31

3 JAN PM

ACTION COPY

94407

G4 File

G4 File

GD OP BRD/EFW/TFM/erf
3 January 1950

MEMO FOR RECORD:

Subj: Request for Use of Northwest Charter Service

1. CINCFE msg Z 32803, 23 Dec 49, requested authorization for Acting Transportation Officer to execute a Transportation Request covering charter service from Northwest Airlines within the ZI for a group of 16, consisting of two DACs and 14 Japanese Diet members. This request is in accordance with SR 55-105-5, 18 Nov 49.

2. DA msg WCL 30817, 31 Dec 49, concurs in CINCFE msg and furnishes TCMOV AC 4385 (movement order from COT). It is therefore considered that Acting Transportation Officer now has authority to utilize NWA charter service within the ZI for the specific mission involved.

3. Within established policy.

4. Action complete on JN 94407.

TFM _____ 26-6050

EFW _____ 26-6032

BRD _____ 26-8754

GD OP BRD/EFW/TFM/erf
3 January 1950

MEMO FOR RECORD:

Subj: Request for Use of Northwest Charter Service

1. CINCFE msg Z 32803, 23 Dec 49, requested authorization for Acting Transportation Officer to execute a Transportation Request covering charter service from Northwest Airlines within the ZI for a group of 16, consisting of two DACs and 14 Japanese Diet members. This request is in accordance with SR 55-105-5, 18 Nov 49.

2. DA msg WCL 30817, 31 Dec 49, concurs in CINCFE msg and furnishes TCMOV AC 4385 (movement order from COT). It is therefore considered that Acting Transportation Officer now has authority to utilize NWA charter service within the ZI for the specific mission involved.

3. Within established policy.

4. Action complete on JN 94407.

TFM _____ 26-6050

EFW _____ 26-6032

BRD _____ 26-8754

GENERAL HEADQUARTERS
FAR EAST COMMAND

OUTGOING MESSAGE TO-M ELR:JWB:RMW:yu

RESTRICTED

Restricted

095 NWA

FROM: CINCFE TOKYO JAPAN

TO : CG RYCOM OKINAWA.....ROUTINE 29 DEC 1949

291051

G-54207

Reurmsg Y 40820 of 27 Dec. Request for shipment commercial cargo aboard Army controlled vessel will not rpt not be considered by CINCFE without full compliance with provisions CINCFEMSG ZX 30352 of 19 Nov 48, then only if absolutely essential to military mission. United States Lines, agents for operators Pioneer Mail, ETA Okinawa 11 Jan, advise lift can be furnished for reference cargo via intermediate ports to Yokohama, ETA 5 Feb. Arrangements can be made Okinawa with Pacific Far East Lines agent Marsman Co. Tokyo Office Northwest Airlines concurs in foregoing provided direct commercial lift not rpt not available for expeditious shipment.

G-4 ROUTING
A C/S G-4
D AC/S G-4
EXECUTIVE
PLANS & POLICY
OPERATIONS
CONST & FAC
TRANSPORTATION
SUPPLY
PETROLEUM
BUDGET
PERSONNEL
ADMINISTRATION

OFFICIAL:

K. B. BUSH
Brigadier General, AGD
Adjutant General

APPROVED:

H. T. MILLER
Colonel, TC
Transportation Officer

Handling and transmission of literal plain text of this message as correspondence of the same classification has been authorized by the War Department in accordance with the provisions of paragraphs 16-C, 18-E, 53-A, 53-D (1) (2) (3), and 60-A (1) (2) (3) (4), AR 380-5, 6 March 1946

Copy to: G-4

MEMO FOR RECORD: 29 December 1949

1. CG RYCOMMSG Y 40820 of 27 Dec requests CINCFE concurrence in shipment of Northwest Airlines bus to Yokohama by Government transportation.

2. CINCFEMSG ZX 30352 to all major commands of the FEC provides that USATs cannot be requested if commercial shipping is available within 60 days, and then only if essential to military mission.

3. Lift of this commercial cargo aboard a Government controlled vessel would place the Government somewhat in the position of competing with a commercial enterprise, and should be avoided.

4. U.S. Lines (Mr. Hallock, 24-4204) furnished information of vessel schedule, ~~rates,~~ and agents Okinawa.

5. Northwest Airlines Tokyo Office (Mr. Osborne, 23-0279) advises concurrence.

6. Concurrence: P&I Div (Lt. Col Albaugh).

7. Action completed on Trans. Jo. No. 11532.

R.M.W. 26-5312

Restricted

RESTRICTED

G-4 COPY

GENERAL HEADQUARTERS FAR EAST COMMAND
G-4 STAFF SECTION
INFORMATION ROUTING SLIP

File No. _____ Date 8 Dec

SUBJECT: Use of Itazuke Air Base by NWA

	Routing Order	Date, Time & Initials
Gen. Eberle		
COL. Forsyth		
Executive		
Plans & Policy	(1)	SLR.
Operations		
Constr & R E		
Transportation		
Supply		
Petroleum		
Personnel		
Administration	2	

2 Incls CHECKED IN: rcf
OUT:

ORIGINATOR: admin

Approval
Concurrence
Information 1
Note & Return
Signature
Dispatch
File 2

JOURNAL NO: 93496

REMARKS:

I/RHD

MESSAGEFORM

MESSAGE CENTER No.	TRANSMITTING MEANS	CRYPTOGRAPH OR CLEAR TEXT

CALLS	STA. SER. NO.	PRECEDENCE	TRANSMISSION INSTRUCTIONS	ORIGINATOR	DATE-TIME GROUP
V	NR				

ACTION	INFORMATION	EXEMPT	OPERATING SIGNALS	GROUP COUNT
				GR

SPACE ABOVE FOR SIGNAL CENTER ONLY

FROM: (*Originator*)
HQ, FAR EAST AIR FORCES, APO 925

SECURITY CLASSIFICATION
UNCLASSIFIED

ACTION TO:
Commander-in-Chief, Far East, APO 500
ATTN: Lt Col Godman (G-4)

Commanding General, Fifth Air Force,
APO 710

PRECEDENCE FOR
ACTION: COURIER
INFORMATION:

☐ ORIGINAL MESSAGE

REFERS TO ANOTHER MESSAGE
IDENTIFICATION:
CLASSIFICATION:

INFORMATION TO:

MF 180133

Attached copies of letter to Northwest Airlines and radio to USAF are forwarded for your information.

2 Incls:
1-Ltr to NWAL
2-Rad to USAF

095
NWA

SECURITY CLASSIFICATION
UNCLASSIFIED

ORIGINATING AGENCY
SYMBOL: Op-Op
DATE-TIME GROUP: 8 DEC 1949

AUTHORIZATION
SIGNATURE: A. P. Kroesen
OFFICIAL TITLE: A. P. KROESEN
MAJOR, USAF
Asst Adj Gen

PAGE 1 OF 1

WD AGO FORM 15 JUN 1945 11-168 This form supersedes WD AGO Form 11-168, 23 Aug 44, and WD AGO Form 801, 12 Mar 43, which are obsolete.

3900—FEC Printing Plant—1/49—455M

1 December 1949

Northwest Airlines, Inc.
138 Marunouchi Building
Tokyo, Japan

Gentlemen:

Reference is made to attached memorandum provided by Mr. Jenkins of your organization.

Use of Itazuke Air Base as an emergency alternate airport for DC-4 and Boeing 377 aircraft is approved, subject to the following condition:

> Gross weight of aircraft for landing or take-off will not exceed 117,000 pounds.

Sincerely yours,

JOHN M. WEIKERT
Major General, U. S. Air Force
Vice Commander

1 Incl:
NWAL memo
dtd 17 Nov 49

COPY

Incl 1

A. F. Becker; W. A. Engstrom - TYO November 17, 1949

T. W. Cummins MPS

We are submitting application for amendment to AF Form 33 to the Air Force to include the Boeing 377 aircraft. In accordance with instructions received from the FEAF, we are deleting Itazuke as an authorized airport for the B-377. However, it is my opinion that this airport should be listed, since it is the only one in Western Japan, even though our gross may be somewhat lower than other points. Under the conditions that its use would be required, I do not believe that we would be penalized by applying a gross weight that provides equivalent foot print bearing loads to a DC-4.

It is, therefore, requested that approval be obtained from the military for the designation of Itazuke as an alternate for both DC-4 and B-377 with a maximum of 117,000 lbs. gross weight. This weight will provide identical bearing load to the full gross DC-4. In connection with your application, it should be pointed out that the use of Itazuke would be extremely limited, thereby reasonably allowing the removal of load factors normally applied to airport structural limits.

Any additional comments you may have on the desirability of this action will be appreciated.

T. W. Cummins
Director of Regulations

C O P Y

UNCLASSIFIED

6 Dec 1949

TOO 70244 Z

FROM COMGEN FEAF

TO CSAF ROUTINE

CITE M 60902 Op-Op

Reurad AFMAI 3796 dtd 26 Oct 49 and ourad MX 49366 Op-Op dtd 29 Oct 49. This headquarters has approved NWAL request for use of Itazuke Air Base as an emergency alternate airport for Boeing 377 operations subject to following: Gross weight of aircraft for landing or take-off will not exceed 117,000 pounds. This headquarters has no objection to use of Itazuke as emergency alternate airdrome under same gross weight limitations if such use desired by Pan American for its Boeing 377 aircraft. END

OFFICIAL:

COPY

Incl 2

HEADQUARTERS
FAR EAST AIR FORCES
APO 925

2 AUG 1949

093

093
NWA

Northwest Airlines Inc.
138 Marunouchi Building
Tokyo, Japan

Attention: Mr. W. A. Engstrom

Dear Sir:

Reference is made to letter, General Headquarters, Far East Command, dated 20 July 1949, under subject "Request for Use of Komaki Air Force Base as an Alternate Refueling Stop".

Pursuant to paragraph 3 of referenced letter, attached are three (3) copies of AF Form 33 dated 20 July 1949, applicable thereto, which it will be noted have been signed by an authorized official of this headquarters. They should inturn be signed by an authorized official of your company, after which it is requested one copy be returned for the records of this headquarters.

Very truly yours,

E. E. TORO
Colonel, USAF
Adjutant General

1 Incl:
As above

cc: CINCFE w/1 cy Incl.
CG, 5th AF w/1 cy Incl.
CO, Komaki AFB w/1 cy Incl.
Dir.of Install.
USAF w/1 cy Incl.

cc: CINCFE, APO 500 (Courier)

FEAF to 431 KYODO PRINTING CO.

AIRCRAFT PERMIT TO USE UNITED STATES AIR FORCE BASES OVERSEAS		Date 28 July 1949
Purpose of Flight ☐ Tourist ☐ Survey ☐ Charter ☐ Revenue ☐ Non-revenue ☒ Other (Specify) Charter and regularly scheduled flights		
Give Details of Proposed Flight Alternate refueling stop		
United States Facilities to be used Kunsan Air Force Base	Number of Proposed Flights *	Frequency of Proposed Flight when conditions require
Name of Financial Sponsor of Flight Northwest Airlines, Inc	Address 1885 University Ave, St. Paul, Minn	
Registered Owner (Aircraft) Same	Address Same	
Name of Country in which Aircraft is Registered United States	Manufacturer Douglas Aircraft	
Model DC-4 and all aircraft owned and operated by Northwest Airlines, Inc.		Serial Number
Identification Mark Northwest Airlines	Expiration Date of Aircraft Airworthiness Certificate will be valid	Maximum take-off gross weight permitted by the appropriate aeronautical authority of the country of manufacture (Kilos-lbs.) 73,000 lbs.
Authorized Supplier (If "None", so state) Intava Inc	Address 25 Broad Street, New York 4, N.Y.	

I certify that the above information is true to the best of my knowledge and belief, and I hereby designate the aircraft commander as my agent on all matters arising from the use of this permit.

Signature of Individual or Authorized Company Representative

This permit has been granted based upon the prior execution of "Agreement Covering Civil (Domestic or Foreign) Aircraft Operations at United States Air Force Bases Overseas." This permit terminates on Indefinite period, if prior revocation has not been received from authorized United States sources and is subject to to the United States Air Force restrictions indicated below.

Restrictions (If any)

a. Passengers and/or cargo will not be enplaned or deplaned at Kunsan Air Force Base.

b. Reimbursement for supplies and services furnished from United States military sources will be in accordance with the provisions of Air Force Regulation 55-20, 7 January 1949.

c. Company personnel and transportation are authorized entry to Kunsan Air Force Base as required on official business in connection with this agreement.

d. Security rules imposed by Commanding Officer, Kunsan Air Force Base, will be complied with by all Northwest Airlines' personnel and

(over)

Signature of Authorized United States Official

AF Form 33
16 Jan 49 Replaces WD AGO Form R-5500, 1 Apr 47, Which is obsolete

Incl #1

passengers entering Komaki.

c. Facilities for handling civil aircraft at Komaki Air Force Base are extremely limited and assurance cannot be given that services other than gas and oil will be provided.

FOR THE COMMANDING GENERAL:

E. E. Jaro
Colonel USAF
Adjutant General

Hq. FEAF
APO 925
29 July 1949

GENERAL HEADQUARTERS, FAR EAST COMMAND
G-4 STAFF SECTION
INFORMATION ROUTING SLIP

File No. _____ Date 4 Aug 49

SUBJECT: Request for use of Komaki AFB as an alternate refueling stop

	Routing Order	Date, Time & Initials
Gen. Eberle		
~~Col. Eastwood~~		
Col. Scott		
Col. Forsyth		
Executive		
Plans & Policy	(1)	
Operations		
Constr & R/E		
Transportation		
Supply		
Petroleum		
Bud & Ind Control		
Personnel		
Administration	(2)	

1 Incls CHECKED IN: g
OUT:

ORIGINATOR: admin

Approval
Concurrence
Information (1)
Note & Return
Signature
Dispatch
File

87554

JOURNAL NO: [redacted]

REMARKS:

095
NWA

GENERAL HEADQUARTERS
FAR EAST COMMAND
APO 500

AG 095 (3 Jun 49)GD

SUBJECT: Request for Use of Komaki Air Force Base as an Alternate Refueling Stop

TO: Northwest Airlines, Inc.
138 Marunouchi Building
Tokyo, Japan
ATTENTION: Mr. W. A. Engstrom

1. Reference is made to your letter of 3 June 1949 in which you requested authority to utilize Komaki Air Force Base as an alternate refueling stop.

2. Authority to use Itami Air Force Base as an alternate refueling stop is hereby rescinded, and authorization is granted to utilize Komaki Air Force Base as a technical stop subject to the following provisions:

a. Passengers and/or cargo will not be emplaned or deplaned at Komaki Air Force Base.

b. Reimbursement for supplies and services furnished from United States military sources will be in accordance with the provisions of Air Force Regulation 55-20, 7 January 1949.

c. Company personnel and transportation are authorized entry to Komaki Air Force Base as required on official business in connection with this agreement.

d. Security rules imposed by Commanding Officer, Komaki Air Force Base, will be complied with by all Northwest Airlines' personnel and passengers entering Komaki.

e. Facilities for handling civil aircraft at Komaki Air Force Base are extremely limited and assurance cannot be given that services other than gas and oil will be provided.

3. The Commanding General, Far East Air Forces, is forwarding a new Air Force Form 33 for use of Air Force facilities at Komaki Air Force Base for your signature, in order to complete this agreement and comply with provisions of Air Force Regulation 55-20.

BY COMMAND OF GENERAL MacARTHUR:

Copy to:
CG FEAF

H. FRAZIER
Captain, AGD
Asst Adj Gen

SLR
for GLF
8 6 2 65
P&P

I/EXP
A/AP

HEADQUARTERS
FAR EAST AIR FORCES
APO 925

11 July 1949

MEMORANDUM TO: Assistant Chief of Staff, G-4, GHQ

SUBJECT : Northwest Airlines Request for Use of Komaki Air Force Base as Alternate Refueling Stop

1. Reference is made to letter, Northwest Airlines, Inc., dated 3 June 1949, in which authorization is requested for the use of Komaki Air Force Base as an alternate refueling stop. (Inclosure #1)

2. This headquarters concurs in the Northwest Airlines request for use of Komaki as an alternate refueling stop and recommends approval subject to the following provisions:

a. Passengers and/or cargo will not be emplaned or deplaned at Komaki Air Force Base.

b. Reimbursement for supplies and services furnished from United States military sources will be in accordance with the provisions of Air Force Regulation 55-20, dated 7 January 1949.

c. Company personnel and transportation are authorized entry to Komaki Air Force Base as required on official business in connection with this agreement.

d. Security rules imposed by Commanding Officer, Komaki Air Force Base will be complied with by all Northwest Airlines personnel and passengers entering Komaki.

e. Facilities for handling civil aircraft at Komaki Air Force Base are extremely limited and assurance cannot be given that services other than gas and oil will be provided.

3. At present Northwest Airlines, Inc. holds authority to utilize Itami Air Force Base as an alternate refueling stop and Komaki Air Force Base as an alternate. Recent decommissioning of Itami as an active flying field serves as justification for granting approval to the above outlined request.

4. In accordance with present policy and subject to provisions outlined in Paragraph 2, it is recommended that the above referred to request be approved and the attached proposed letter be dispatched to Northwest Airlines, Inc. (Inclosure #2)

FOR:
JARRED V. CRABB
Brigadier General, USAF

2 Incls:
1. Ltr from NWA, dtd 3 Jun 49
2. Draft of proposed ltr to NWA

June 3, 1949

Commanding General
Far East Air Forces
APO 500

Dear Sir:

Flights operated by Northwest Airlines, Inc., are authorized by you to use Itami Air Force Base as a Refueling and Alternate Airport and to use Komaki Air Force Base as an Alternate airport.

With the commissioning of the GCA unit at Komaki and the decommissioning of GCA at Itami, the effective use of these two fields to us is now reversed. With approval of the United States Civil Aeronautics Administration, we are able to take advantage of GCA through lower landing minimums at a refueling airport where we could not do so at an alternate. We are, therefore, requesting authorization to use Komaki Air Force Base as a Refueling Airport in addition to authorization now held to use the facilities as an Alternate.

This company now holds a form R5500 for both Itami and Komaki authorizing us to operate as originably stated. It is requested that the R5500 for Komaki be amended, or a new AF34 be issued, authorizing Northwest Airlines, Inc., to use this base as both a Refueling and Alternate field.

Sincerely yours,

W. A. Engstrom

W. A. ENGSTROM
Chief Flight Superintendent
Northwest Airlines, Inc.

WE/hu

Incl #1

GD P&P HCG/mlw
18 July 1949

MEMORANDUM FOR RECORD

SUBJECT: NWA Request for Use of Komoki Air Force Base as an Alternate Refueling Stop

1. References are:

a. Memorandum to AC/S G-4, GHQ, from AC/S A-3 (Gen. Crabb), subject as above, 11 Jul 49, which forwards letter from NWA for information and necessary action.

b. Letter from NWA to CG, FEAF, subject as above, 3 Jun 49, requests authorization to use Komaki AFB as a refueling airport in addition to authorization now held to use the facilities as an alternate.

2. This request from NWA is logical in that NWA was authorized Itami at Osaka as an alternate refueling stop, but since Itami is now inactive NWA has no refueling stop in Japan South of Tokyo.

3. The elimination of Itami as a refueling stop in no way effects NWA's license or request to use Itami as a second traffic stop in Japan. Any use of Itami as such would necessitate installation of refueling and other facilities there by NWA. This action by NWA is merely a safety precaution to preclude any NWA aircraft from being stranded at Komaki after an emergency landing due to a lack of gas.

4. Letter to NWA is self-explanatory. FEAF Concurs and is forwarding Form 33 to NWA.

5. Within established policy.

6. Completes action on G-4 Journal No. 86265.

H. C. G. HCG

R. J. B. RJB

F. L. R. FLR

095
NWA

GENERAL HEADQUARTERS
FAR EAST COMMAND
APO 500

AG 095 (20 Jun 49)GD 14 July 1949

Northwest Airlines, Inc.
138 Marunouchi Building
Tokyo, Japan

Dear Sirs:

Receipt of your letter dated 20 June 1949 regarding Osaka Air Force Base is acknowledged.

Department of the Army has been informed as requested. You will be advised of any information received relative to this subject.

Very truly yours,

MAILED 1300 JUL 14 '49

H. FRAZIER
Captain, AGD
Asst Adj Gen

FLR
for GLE

Copy to:
CG FEAF

DISPATCHED 13 JUL PM G-4 GHQ

G-4 ROUTING

A C/S G-4	
D AC/S G-4	
EXECUTIVE	
(1) PLANS & POLICY	
OPERATIONS	
CONST & FAC	
TRANSPORTATION	
SUPPLY	
PETROLEUM	
BUDGET	
PERSONNEL	
(2) ADMINISTRATION	

85184

G-4 File Copy

RESTRICTED

MEMORANDUM FOR RECORD

GD P&P HCG/hv
12 July 49

SUBJECT: NWA Request to Serve Osaka

1. References are:

a. Radio from SCAP to CSUSAF, CX 64610, subj: Amendment of PAA License, 18 Oct 48, and M/R thereto, which advises CSUSAF of change in PAA license to permit PAA traffic stops at Osaka rather than Fukuoka. It also advises that NWA and BOAC licenses are being amended as indicated above.

b. Radio from CSUSAF to CINCFE, AFOPY, 28 Oct 48) (584 Binder #6.)

2. Ltr from NWA to CINCFE, subj as above, 20 Jun 49, which requests that CINCFE approach CAB thru DA to petition consideration of NWA's request to service Osaka as a second traffic stop in Japan as authorized by SCAP in November 1948.

3. NWA cannot be properly informed of contemplated change in civil aviation policy in Japan as that subject is classified.

4. Both NWA and PAA have been authorized by SCAP to serve Osaka as a second traffic stop in Japan by amendment of their licenses in November 1948. Any help that can be given NWA and PAA in this matter would be in line with established policy.

5. Mr. Dallas B. Sherman of PAA called on G-4, Lt. Col. Godman, at G-4's request, to submit PAA's views as to desirability of CINCFE approaching CAB thru DA requesting action be taken on PAA's and NWA's request to serve Osaka. Mr. Sherman said, "Please let well enough alone," and added that PAA did not consider it discreet to approach CAB again after it had already submitted its request. PAA's Pacific Route Consolidated Application is now before CAB and any special request regarding service of Osaka might effect the processing of that document and delay CAB's final action.

6. Since PAA does not want to make any special request at this time, dispatch of instant radio to DA on behalf of NWA is considered desirable.

7. Instant ltr to NWA advises that action has been taken and that they will be kept advised.

8. Within established policy.

9. Completes action on G-4 Journal #85184.

H.C.G. HCG

R.J.B. RJB

F.L.R. FLR

RESTRICTED

0095 NWA

RESTRICTED

G-4 ROUTING
A C/S G-4
D AC/S G-4
EXECUTIVE
(1) PLANS & POLICY
OPERATIONS
CONST & FAC
TRANSPORTATION
GD P&P HCG/hv
PETROLEUM
BUDGET
PERSONNEL
(2) ADMINISTRATION

GENERAL HEADQUARTERS
FAR EAST COMMAND

OUTGOING MESSAGE

Restricted

FROM: CINCFE TOKYO JAPAN

TO: DA WASH DC. . . . . .ROUTINE

INFO: CSUSAF WASH DC. . . . . .ROUTINE

CG FEAF TOKYO JAPAN . . . .COURIER

130503

CX51382 NAN WILLIAM ABLE HAS REQUESTED CINCFE TO APPROACH CHARLIE ABLE BAKER THRU DOG ABLE REQUESTING THAT CONSIDERATION BE GIVEN NAN WILLIAM ABLE APOSTROPHE SUGAR REQUEST TO SERVE OSAKA PD NAN WILLIAM ABLE HAS BEEN LICENSED TO SERVE OSAKA AS ABLE RECORD TRAFFIC STOP IN JAPAN AND SUCH SERVICE IS CONSIDERED DESIRABLE

OFFICIAL:

R. M. LEVY
Colonel, A.G.D.
Adjutant General

APPROVED BY:

G. L. EBERLE
Major General, General Staff Corps
Asst. Chief of Staff, G-4

G-4 File Copy

RETURN COPY

Handling and transmission of literal plain text of this message as correspondence of the same classification has been authorized by the War Department in accordance with the provisions of paragraphs 16-C, 18-E, 53-D (1) (2) (3), and 60-A (1) (2) (3) (4), AR 380-5, 6 March 1946

DISPATCHED
13 JUL PM
G-4 GHQ

3LR
for GLE

P&P
85184

Restricted

RESTRICTED

G-4 File Copy

DRAFT

FROM: CINCFE TOKYO JAPAN

TO: DA WASH DC. . . . . .ROUTINE

INFO: CSUSAF WASH DC. . . . . .ROUTINE

CG FEAF TOKYO JAPAN . . . .C.COURIER

 NWA has requested CINCFE to approach CAB thru DA requesting that consideration be given NWA's request to serve Osaka.

~~Both PAA and~~ NWA ~~have~~ has been licensed to serve Osaka as a record traffic stop in Japan and such service is considered desirable.

OFFICIAL:

R. M. LEVY
Colonel, AGD
Adjutant General

APPROVED BY:

G. L. EBERLE
Major General, General Staff Corps
Asst. Chief of Staff, G-4

as amended

G-4 DRAFT APP'D E 7/12/49

FOR FORMAL CONCURRENCE AND for
Submission to C/S
Sig & Dist by G-4
Sig & Dist by DAC

RESTRICTED

GD P&P HCG/hv
12 July 49

MEMORANDUM FOR RECORD

SUBJECT: NWA Request to Serve Osaka

1. References are:

a. Radio from SCAP to CSUSAF, CX 64610, subj: Amendment of PAA License, 18 Oct 48, and M/R thereto, which advises CSUSAF of change in PAA license to permit PAA traffic stops at Osaka rather than Fukuoka. It also advises that NWA and BOAC licenses are being amended as indicated above.

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3. NWA cannot be properly informed of contemplated change in civil aviation policy in Japan as that subject is classified.

4. Both NWA and PAA have been authorized by SCAP to serve Osaka as a second traffic stop in Japan by amendment of their licenses in November 1948. Any help that can be given NWA and PAA in this matter would be in line with established policy.

5. Mr. Dallas B. Sherman of PAA called on G-4, Lt. Col. Godman, at G-4's request, to submit PAA's views as to desirability of CINCFE approaching CAB thru DA requesting action be taken on PAA's and NWA's request to serve Osaka. Mr. Sherman said, "Please let well enough alone," and added that PAA did not consider it discreet to approach CAB again after it had already submitted its request. PAA's Pacific Route Consolidated Application is now before CAB and any special request regarding service of Osaka might effect the processing of that document and delay CAB's final action.

6. Since PAA does not want to make any special request at this time, dispatch of instant radio to DA on behalf of NWA is considered desirable.

7. Instant ltr to NWA advises that action has been taken and that they will be kept advised.

8. Within established policy.

9. Completes action on G-4 Journal #85184.

H.C.G. HCG
R.J.B. RJB
F.L.R. FLR

RESTRICTED

MEMORANDUM FOR RECORD

GS PAP RCO/bv
12 July 49

SUBJECT: NWA Request to Serve Osaka

1. References are:

a. Radio from SCAP to CSUSAF, CX 84610, subj: Amendment of PAA License, 18 Oct 48, and M/S thereto, which advises CSUSAF of change in PAA license to permit PAA traffic stops at Osaka rather than Yokoyama. It also advises that NWA and SCAC licenses are being amended as indicated above.

b. Radio from CSUSAF to CINCFE, ATCHY, 28 Oct 48) (SSA Binder #6.)

2. Ltr from NWA to CINCFE, subj as above, 20 Jun 49, which requests that CINCFE approach CAB thru DA to petition consideration of NWA's request to service Osaka as a second traffic stop in Japan as authorized by SCAP in November 1948.

3. NWA cannot be properly informed of contemplated change in civil aviation policy in Japan as that subject is classified.

4. Both NWA and PAA have been authorized by SCAP to serve Osaka as a second traffic stop in Japan by amendment of their licenses in November 1948. Any help that can be given NWA and PAA in this matter would be in line with established policy.

5. Mr. Dallas S. Sherman of PAA called on G-4, Lt. Col. Cedman, at G-4's request, to submit PAA's views as to desirability of CINCFE approaching CAB thru DA requesting action be taken on PAA's and NWA's request to serve Osaka. Mr. Sherman said, "Please let well enough alone," and added that PAA did not consider it discreet to approach CAB again after it had already submitted its request. PAA's Pacific Route Consolidated Application is now before CAB and any special request regarding service of Osaka might effect the processing of that document and delay CAB's final action.

6. Since PAA does not want to make any special request at this time, discussion of that request radio to DA on behalf of NWA is considered desirable.

7. Attached ltr to NWA advises that action has been taken and that they will be kept advised.

8. Within established policy.

9. Complete action on G-4 Journal #85184.

H.O.G. _____

E.L.S. _____

T.L.R. _____

HEADQUARTERS
FAR EAST AIR FORCES
APO 925

095 NWA

G-4 ROUTING
A C/S G-4
B AC/S G-4
EXECUTIVE
(1) PLANS & POLICY
OPERATIONS
CONST & FAC
(2) TRANSPORTATION
SUPPLY
PETROLEUM
BUDGET
PERSONNEL
(3) ADMINISTRATION
26 APR 1949

Northwest Airlines, Inc.
Tokyo, Japan

ATTN: Mr. W. A. Engstrom
Chief Flight Superintendent

Gentlemen:

Reference is made to your letter of 4 April 1949 concerning use of Misawa Air Force Base.

In accordance with authority granted Commanding General, Far East Air Forces in AFR 55-20 dated 7 January 1949, permission is hereby granted for use of Misawa Air Force Base from 15 May 1949 to 1 October 1949 as a refueling stop for Northwest Airlines aircraft flying eastbound on the Aleutian route between the United States and Tokyo, subject to the following:

a. Westbound flights over above route may be landed at Misawa only when unfavorable weather conditions prevail in southern Honshu.

b. No passengers or cargo will be enplaned or deplaned at Misawa.

c. Reimbursement for supplies and services furnished from United States military sources will be in accordance with AFR 55-20, 7 January 1949.

Facilities for civil aircraft at Misawa are extremely limited. No assurance is given that any facilities other than gasoline and oil servicing can be provided. Company personnel and transportation may enter the base when landing is expected. Such security rules concerning all personnel, including passengers, as may be imposed by the Commanding General, 49th Fighter Wing will be observed.

Attached, in three copies, is new AF Form 33, dated 10 April 1949, which it will be noted have been signed by an authorized official of this headquarters. They should in turn be signed by an authorized representative of your company, after which it is requested one copy be returned for the records of this headquarters.

cc: CINCFE, APO 500

147324

Northwest Airlines, Inc.

It is requested that you inform the Commanding General, Far East Air Forces as to expected number of gallons of avgas and avoil that will be required per month for operations at Misawa.

Yours very truly,

E. E. TORO
Colonel, USAF
Adjutant General

1 Incl:
AF Form 33

cc: CINCFE
CG, 5th AF
CO, Misawa AFB
Deputy C/S USAF,
Material-Fac. Div.,
Dir. of Inst.
DS c/in
(w/1 cy Incl. to ea.)

147324

AIRCRAFT PERMIT TO USE UNITED STATES AIR FORCE BASES OVERSEAS	Date 10 April 1949

Purpose of Flight
☐ Tourist ☐ Survey ☐ Charter ☐ Revenue ☐ Non-revenue
☐ Other (Specify) Charter and regularly scheduled flights

Give Details of Proposed Flight Refueling stop on all eastbound flights during bad weather period 15 May 1949 to 1 October 1949 and westbound flights when unfavorable weather conditions prevail in southern Honshu.

United States Facilities to be used	Number of Proposed Flights	Frequency of Proposed Flight When conditions require.
Misawa Air Force Base	-	

Name of Financial Sponsor of Flight	Address
Northwest Airlines, Inc.	1885 University Ave., St. Paul, Minn.

Registered Owner (Aircraft)	Address
Northwest Airlines, Inc.	1885 University Ave., St. Paul, Minn.

Name of Country in which Aircraft is Registered	Manufacturer
United States	Douglas Aircraft

Model	Serial Number
DC-4 and all aircraft owned and operated by Northwest Airlines Inc	

Identification Mark	Expiration Date of Aircraft Airworthiness Certificate	Maximum take-off gross weight permitted by the appropriate aeronautical authority of the country of manufacture (Kilos-lbs.)
Northwest Airlines	Will be valid	73,000 lbs.

Authorized Supplier (If "None", so state)	Address
Intava Inc	25 Broad Street, New York 4, N.Y.

I certify that the above information is true to the best of my knowledge and belief, and I hereby designate the aircraft commander as my agent on all matters arising from the use of this permit.

Signature of Individual or Authorized Company Representative

This permit has been granted based upon the prior execution of "Agreement Covering Civil (Domestic or Foreign) Aircraft Operations at United States Air Force Bases Overseas." This permit terminates on Indefinite period, if prior revocation has not been received from authorized United States sources and is subject to to the United States Air Force restrictions indicated below.

Restrictions (If any) a. No passengers or cargo will be enplaned or deplaned.
b. Reimbursement for supplies and services furnished from United States military services will be in accordance with AF Regulation No. 55-20 dated 7 Jan 1949.
c. Facilities for civil aircraft at Misawa are extremely limited. No assurance is given that any facilities other than gasoline and oil servicing can be provided. Company personnel and transportation may enter or leave when landing is expected. Such security rules concerning all personnel (including passengers) as may be imposed by the Base Commander, will be observed.

Signature of Authorized United States Official

(over)

AF Form 33
16 Jan 49 Replaces WD AGO Form R-5500, 1 Apr 47, Which is obsolete

Incl 1

d. Use of Misawa Air Force Base is subject to the provisions contained in AF Form 32 previously executed with Hq. United States Air Force.

FOR THE COMMANDING GENERAL:

E. E. TORO
Colonel, USAF
Adjutant General

Hq. FEAF
APO 925
10 April 1949

GENERAL HEADQUARTERS
FAR EAST COMMAND
APO 500

G-4 ROUTING
A C/S G-4
D AC/S G-4
EXECUTIVE
PLANS & POLICY
OPERATIONS
CONSTRUCTION
TRANSPORTATION
SUPPLY
PETROLEUM
BUDGET
PERSONNEL
ADMINISTRATION

AG 095 (19 APR 49)GD

SUBJECT: Use of Misawa Air Force Base by Northwest Airlines

095NWA

TO: Commanding General
Far East Air Forces
APO 925

1. Reference is made to Memorandum for G-4, General Headquarters from A-3 Far East Air Forces, subject as above, dated 12 April 1949, which requested concurrence in authorizing Northwest Airlines the use of Misawa Air Force Base on eastbound flights between Tokyo and Shemya during period 15 May 1949 and 1 October 1949.

2. Concurrence is hereby given for the use of Misawa Air Force Base by Northwest Airlines for purpose and period specified above.

3. It is recommended that proposed reply be amended as indicated in the attached draft.

BY COMMAND OF GENERAL MacARTHUR:

MAILED 1830 APR 19 '49

CLARK MARSHALL
Major, AGD
Asst Adj Gen

2 Incls
1. Hq FEAF Memo to G-4 dtd 12 Apr 49, w/2 Incls
2. Redraft ltr(Incl #2 above)

Copies to:
C/S
G-2
G-3

PLP
80973

G-4 Plans and Policy

GD P&P HCG/jmr
18 April 1949

MEMORANDUM FOR RECORD:

SUBJECT: Use of Misawa Air Force Base by Northwest Airlines

1. References:

a. Letter from NWA to CG, FEAF, subject as above, dated 14 April 49 which requests CG, FEAF to allow NWA to use Misawa AFB from 15 May 49 -- 1 Oct 49 as a refueling stop on eastbound flights from Tokyo to Shemya.

b. FEAF's proposed reply to NWA.

c. Memo for G-4, GHQ from A-3 FEAF, subject as above, dated 12 Apr 49 forwards copy of ref 1a and requests concurrence in proposed action and in draft of proposed reply to NWA.

2. NWA has formerly been allowed to use Misawa AFB by letter from CINCFE, AG 360.7, dated 1 April 48, for period 15 Jun 48 to 15 Sep 48, for the same purpose as stated in ref 1a.

3. Since the Aleutian weather during that time of the year is unstable and difficult to forecast and since safety standards must be maintained no objection should be interposed.

4. FEAF's proposed letter in reply was redrafted to eliminate paragraph a, thereof and eliminate statement that NWA planes may be refueled on westbound leg.

5. Within established policy.

6. Completes action on G-4 Journal No. 80973.

H.C.G. HCG
W.A.R. WAR
~~R.A.D.~~ ____
F.L.R. FLR

G-4 File Copy

HEADQUARTERS
FAR EAST AIR FORCES
APO 925

APR 12 1949

MEMORANDUM FOR G-4, GHQ

SUBJECT: Use of Misawa Air Force Base by Northwest Airlines

1. Northwest Airlines was authorized use of Misawa Air Force Base by letter your headquarters, AG 360.7, dated 1 April 1948, for period 15 June 1948 to 15 September 1948.

2. Northwest Airlines has again applied for use of Misawa Air Force Base as a refueling stop on Eastbound flights between Tokyo and Shemya during period 15 May 1949 and 1 October 1949. (Inclosure 1)

3. This headquarters approves use of Misawa Air Force Base as indicated in paragraph 2 above and proposes answering this request by attached letter. (Inclosure 2)

4. Request your concurrence in proposed action and in draft of reply.

HERBERT B. THATCHER
Brigadier General, United States Air Force
A C/S, A-3

2 Incls
1. NWAL ltr
2. Draft ltr in reply

Incl 1

FEAF 9-146 KYODO PRINTING CO.

April 4, 1949

Commanding General
Far East Air Forces
APO 500

Dear Sir:

During the period May 15 to October 1, 1949, Northwest Airlines, Inc., considers it necessary to refuel flights operating Eastbound between Tokyo and Shemya at Misawa Air Force Base. The marginal weather experienced in the Aleutian Chain during this period makes it desirable to have increased reserve range once Shemya is reached to maintain the Standards of safety under which we operate.

Northwest Airlines, Inc., is now authorized to use the Misawa Base as an alternate by virtue of an R5500 executed on August 10, 1948. We respectfully request that the present R5500 be amended or a new AF Form 34 be executed to allow flights of this company to make use of the Misawa Air Force Base as a Refueling Airport during periods of poor weather conditions in the Alentian Chain.

Sincerely,

W. A. Engstrom

W. A. ENGSTROM
Chief Flight Superintendent
Northwest Airlines, Inc.
Tokyo

WE/hu

Incl 1 to Incl 1

HEADQUARTERS
FAR EAST AIR FORCES
APO 925

095
NWA

AG 360.7 Engr 4-e

SUBJECT: Execution of AF Form 32

TO: Deputy Chief of Staff, Materiel
Headquarters USAF
Washington 25, D. C.
Attn: Facilities Division
Directorate of Installations DSC/M

MAR 25 1949

1. References:

a. Radio Headquarters USAF, cite AFOPY 1612, dated 12 January 1949.

b. Letter, Headquarters, FEAF, directed to Northwest Airlines, AG 360.7 Engr 4-e, dated 15 February 1949, subject, "Agreement Covering Civil (Domestic or Foreign) Aircraft Operations at United States Air Force Bases Overseas," copy attached as Incl. 1.

c. Radio FEAF to CSAF, cite MX 49502 Engr 4-e, dated 18 March 1949.

d. Letter C. Edward Leasure, 1518 K Street NW, Washington, D. C., dated 8 March 1949 directed to Mr. Charles Stearns, Assistant to the General Counsel, Northwest Airlines Inc., copy attached as Incl. 2.

2. Reference 1b forwarded Northwest Airlines, Tokyo office, blank copies of AF Form 32 for execution pursuant to instructions contained in reference 1a.

3. Reference 1c included Northwest Airlines as one of the companies operating in this theater which had been requested to execute AF Form 32.

4. Inasmuch as reference 1d indicates that AF Form 32 has in the meantime been executed directly with your headquarters, no further action will be taken by this headquarters in this connection with Northwest Airlines.

cc: CINCFE, APO 500

0143426

FEAF to -431 KYODO PRINTING CO.

Letter AG 360.7 Engr 4-e, To: Deputy Chief of Staff, Materiel, Hq, USAF, subject: "Execution of AF Form 32.

5. Request duplicate information copies of the executed AF Forms referred to in reference 1d be supplied this headquarters.

FOR THE COMMANDING GENERAL:

T. J. BROGAN
Colonel, USAF,
ADJUTANT GENERAL

2 Incls: as above

cc: CINCFE

Letter AG 320.2 Gen A-e, To Deputy Chief of Staff, Materiel, Ma, USAF, subject: "Execution of AF Form 32.

5. Request duplicate information copies of the executed AF Forms referred to in reference 1d be supplied this headquarters.

FOR THE COMMANDING GENERAL:

T. J. BROGAN
Colonel, USAF,
ADJUTANT GENERAL

2 Incls: as above

cys: OCDCMR

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
AND
FAR EAST COMMAND

ROUTING SLIP

FROM: ..... DATE: 28 March 1949

TO:

Commander-in-Chief	Ordnance
Aide-de-Camp	PM
Chief of Staff	PIO
DCofS FEC	Ryukyus Mil Govt
DCofS SCAP	QM
SGS	Signal
G-1	Sp Services
G-2	Trans
G-3	TI&E
G-4	Civ Comm
JSPOG	CI&E
AG	Civ Int
Antiaircraft	Civil Property Custodian
Central Purchasing O	Civ Trans
Chaplain	Diplomatic
Chemical	ESS
Civ Personnel	Gen Acctg
Engineer	Gen Proc
Fiscal	Government
Hq Comdt	Legal
IG	NRS
JA	PH&W
Medical	Statistics & Report Sec

FOR:

Approval	Note and Return
Comment or Concurrence	Distribution Desired
Information	Signature
Initials	Dispatch
Issuance of Orders	Attachment of Reference
Necessary Action	File

FEC AGO Form No. 14 (1 Jan 49)

3570—FEC Printing Plant—12/48—25M

DATE 28 MAR 1949

	TO	INITIAL
DIV CHIEF:		
Col. Rash	3	SLR
PROG & POLICY BR:		
Lt. Col. DeYoung		
Lt. Col. Fitch		
Maj. White		
Capt. McMahan		
FOR MISSIONS & MISC. BR:		
Lt. Col. Rude		
Cdr Hathaway	2	
Lt. Col. Godman		
PLANS & LOGISTICS BR:		
Lt. Col. Wiltrakis		
ADMINISTRATIVE BR:		
Sfc Relich		
Pfc Murrell		
Johanna Sveen		
Helen Vennett		
Blanche Shepard		
Martha Williford		

ACTION: ✓ INFO: ✓

OFFICER: ✓ GENERAL

Remarks

GENERAL HEADQUARTERS, FAR EAST COMMAND
ADJUTANT GENERAL'S OFFICE
RADIO AND CABLE CENTER

095 NWA

INCOMING MESSAGE

G-4 ROUTING
A C/S G-4 GPM
D AC/S G-4 WS
EXECUTIVE
PLANS & POLICY
OPERATIONS
INST & FAC
TRANSPORTATION
SUPPLY
PETROLEUM
BUDGET
PERSONNEL
ADMINISTRATION

UNCLASSIFIED
COURIER SM

19 Mar 49

FROM : CG FEAF

TO : COMAF 5, CG 1503D ATW MATS (NORTHWEST AIRLINES)

INFO : CINCFE, CG ALASKAN AIR COMD, CO 1808TH AACS WG

NR : MX 49362 OPNS-3

This rad in 3 parts.

Part 1 to all. This rad constitutes auth for Northwest Airlines to conduct pressure pattern flight operations on scheduled flights both directions between Watsushima and Shemya. CG Alaskan Air Comd concurs.

Part 2 to Northwest Airlines. Desire capt each flight furnish Base Opns Off at departure point flight plan showing estimated geographical location by longitude and latitude for each hour of flight. Any deviation from proposed flight path will be reported to appropriate flight control facility immediately. This requirement is nec in order to provide latest accurate possition info to Air Rescue Service in event of emergency.

Part 3 to 1503d Air Transport Wing, MATS. Request action be taken to insure compliance with provisions of Part 2 on flights from Haneda AFB. Further request the notation "Pressure Pattern Flight" be entered on remarks sect of Forms 23 for all subj Northwest Airlines flights.

NO SIG

INFORMATION : G-4

50727

COURIER
UNCLASSIFIED

TOO : 151005 Z
MCN : NONE

SECRET

SECRET

SECRET

SECRET