

G-4 OPERATIONS

GD OP MMW/BMW/TBM/crt
9 January 1950

MEMO FOR RECORD:

SUBJECT: Northwest Airlines Charter Flight

1. CHOWE was 2 32803, 23 Dec, requested authority to use NWA Charter Service within US to lift 14 Japanese Diet Members and 2 DACs from GHO to various state legislatures and the US Congress. DA was WOL 30817, 21 Dec, Chief of Transportation concurred. DA was WOL 31311, 2 Jan, advised that 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. *DA was WOL 31311*

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 newscasters. The quoted charter price of the DC-4 is \$7,000. for 3900 miles over the period 10 Jan to 15 Feb and on the basis of 22 passengers @ \$318 per person or \$233 per person if all seats are taken. The charter price for DC-3 covering 10 persons was \$3880. over the same route on 21 Feb.

3. For planning purposes the travel expenses for the 14 Diet Mem- bers within the US is limited to \$350 per person. Since DA has requested larger aircraft to accommodate DA personnel it is considered that DA 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.

TBM
BMW
MMW

G-4 file

DECLASSIFIED
Authority *NNI 975029*

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

INCOMING MESSAGE

23

G-4 ROUTING	
A C/S G-4	
D AC/S G-4	
EXECUTIVE	
JA/COB	
PLANS & POLICY	
OPERATIONS	<i>DR</i>
CONST & FAC	
TRANSPORTATION	
SUPPLY	
PETROLEUM	
BUDGET	
PERSONNEL	
ADMINISTRATION	<i>th</i>

ACTION COPY

UNCLASSIFIED
ROUTINE

095 NWA

FROM : DA WASH DC
TO : CINCPAC TOKYO JAPAN
NR : WCL 30817

REURAD Z 32803 from TCNOV AC 4385 this office
concur 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

BRK

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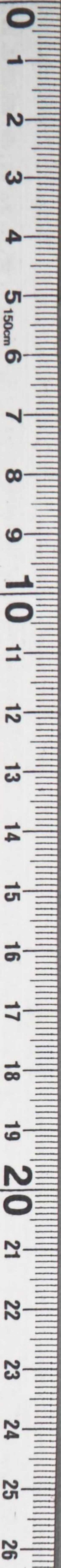
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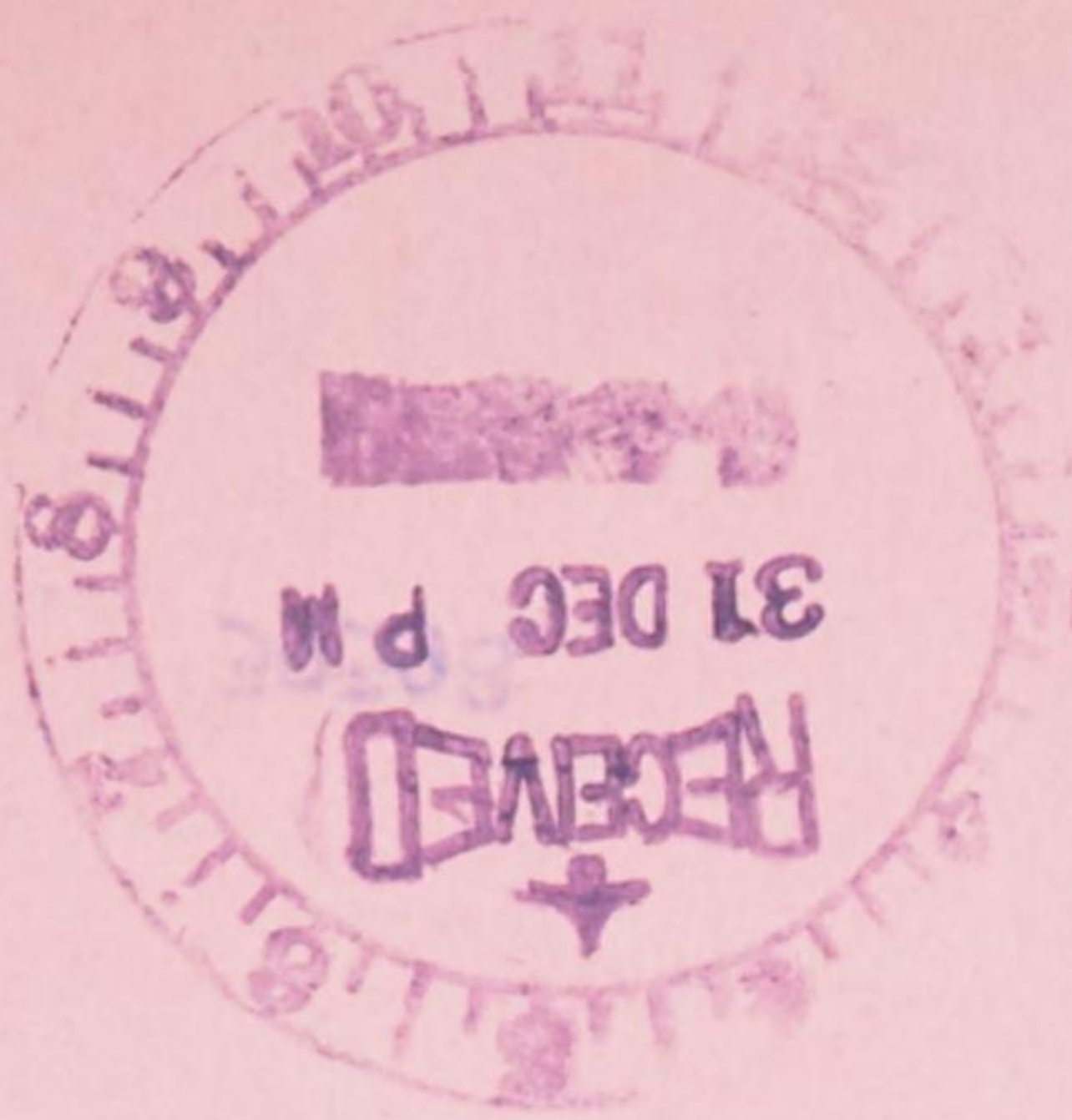
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94407

G4 File

G4 File





UNCLASSIFIED
EXEMPT

NOV 28 1949
3 1000 P M

[Signature]
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 *[Signature]* 26-6050
 EFW *[Signature]* 26-6032
 BRD *[Signature]* 26-8754

UNCLASSIFIED
EXEMPT



DECLASSIFIED

Authority *NNI* 975029

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

MEMO FOR RECORD:

Subj: Request for Use of Northwest Charter Service

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2. DA msg WCL 30817, 31 Dec 49, concurs in CINCPAC 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 *me* 26-6050

EFW 26-6032

BRD *DW* 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 9 DEC 1949

291051

6-54207

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 & POL OFFICIAL:
- OPERATIONS
- CONST & FAC
- TRANSPORTATION
- SUPPLY
- PETROLEUM
- BUDGET
- PERSONNEL
- ADMINISTRATION

APPROVED: **T. MILLER**
Colonel, TC
Transportation Officer
authorized by the War Dept
in accordance with the provisions of paragraphs 16-C, 18-E, 53-A
33-D (1) (2) (3), and 60-A (1) (2) (3) (4), AP 380-5, 16 March 1946

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.

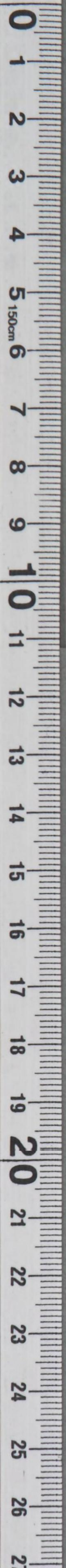
R.M.W. 26-5312

~~RESTRICTED~~
RESTRICTED

INFORMATION COPY

G-4 COPY

DECLASSIFIED
Authority NND 975029



RECEIVED
30 DEC AM

OFFICE OF THE
DIRECTOR
CENTRAL INTELLIGENCE AGENCY
WASHINGTON, D.C.

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 Date, Time &
Order Initials

Gen. Eberle _____

COL. Forsyth _____

Executive _____

Plans & Policy _____ (1) JLR

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:

Hand

MESSAGEFORM

MESSAGE CENTER No. TRANSMITTING MEANS CRYPTOGRAPH OR CLEAR TEXT

CALLS v	STA. SER. No. NR	PRECEDENCE	TRANSMISSION INSTRUCTIONS	ORIGINATOR	DATE-TIME GROUP
ACTION	INFORMATION		EXEMPT	OPERATING SIGNALS	GROUP COUNT BR

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
<input type="checkbox"/> 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		AUTHORIZATION	
ORIGINATING AGENCY Op-Op		SIGNATURE <i>A. P. Kroesen</i>	OFFICIAL TITLE A. P. KROESEN MAJOR, USAF Asst Adj Gen
SYMBOL		DATE-TIME GROUP 8 DEC 1948	PAGE 1 OF 1



MESSAGE FORM

MESSAGE CENTER NO. TRANSMITTING MEANS

ORIGINATOR DATE TIME GROUP

TRANSMISSION DIRECTION

RECIPIENT

OPERATOR

CLASSIFICATION

PRECEDENCE FOR TRANSMISSION

ACTION

ORIGINAL MESSAGE

REFERS TO ANOTHER MESSAGE

CLASSIFICATION

FROM (Priority)

ACTION TO

INFORMATION TO

180133

Attached copies of letter...
are forwarded for your information.

3 Incl. :
1-100-1000
2-100-1000

RECEIVED
8 DEC 1949
GHQ-FEC
A.G. O
4

RECEIVED
8 DEC 1949
PM

OUT
8 DEC 1949
H O
F E A F

STANDARD

ORIGINATOR'S TIME

DATE-TIME GROUP

ORIGINAL TIME

PAGE 2

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

C O P Y

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 7/0244 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

095
NWA

Northwest Airlines Inc.
138 Maronouchi Building
Tokyo, Japan

Attention: Mr. W. A. Engstrom

(Courier)

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.

cc: CINCFA, APO 500

Very truly yours,

E. E. TORO
Colonel, USAF
Adjutant General

1 Incl:
As above

cc: CINCFA 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.



162582

HEADQUARTERS
FAR EAST AIR FORCE
APO 825

S AUG 1949

OFFICE OF THE
DIRECTOR
AIR FORCE

MEMORANDUM FOR THE DIRECTOR

SUBJECT:

Reference is made to the report of the
Special Agent in Charge, Manila, dated
August 1, 1949, and the report of the
Special Agent in Charge, Cebu, dated August 1, 1949.

The above reports indicate that the
situation in the Philippines is
stable and that the military
operations are proceeding in an
orderly manner. It is noted that
the military operations are proceeding
in an orderly manner and that the
situation in the Philippines is stable.

Very truly yours,
E. E. TORO
Colonel, USAF
Adjutant General

2 July
to clear

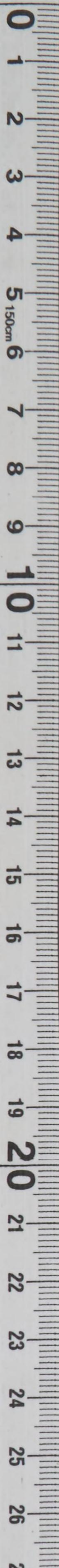
For information of the Director,
the following information is being
furnished for your information:
The situation in the Philippines
is stable and the military
operations are proceeding in an
orderly manner.

RECEIVED
4 AUG PM
1949

DISPATCHED
3 AUG 1949
HOF/EA

(Continued)

FOR OLD FILES :cc



AIRCRAFT PERMIT TO USE UNITED STATES AIR FORCE BASES OVERSEAS		Date 20 July 1949
Purpose of Flight <input type="checkbox"/> Tourist <input type="checkbox"/> Survey <input type="checkbox"/> Charter <input type="checkbox"/> Revenue <input type="checkbox"/> Non-revenue <input checked="" type="checkbox"/> Other (Specify) <u>Charter and regularly scheduled flights</u>		
Give Details of Proposed Flight <u>Alternate refueling stop</u>		
United States Facilities to be used <u>Kanaki Air Force Base</u>	Number of Proposed Flights -	Frequency of Proposed Flight when conditions require
Name of Financial Sponsor of Flight <u>Northwest Airlines, Inc</u>	Address <u>1805 University Ave, St. Paul, Minn</u>	
Registered Owner (Aircraft) <u>None</u>	Address <u>None</u>	
Name of Country in which Aircraft is Registered <u>United States</u>	Manufacturer <u>Douglas Aircraft</u>	
Model <u>DC-4 and all aircraft owned and operated by Northwest Airlines, Inc.</u>	Serial Number	
Identification Mark <u>Northwest Airlines</u>	Expiration Date of Aircraft Airworthiness Certificate <u>will be valid</u>	Maximum take-off gross weight permitted by the appropriate aeronautical authority of the country of manufacture (Kilos-lbs.) <u>75,000 lbs.</u>
Authorized Supplier (If "None", so state) <u>Intava Inc</u>	Address <u>25 Broad Street, New York 4, N.Y.</u>	
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 <u>indefinite period</u> , 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) <u>a. Passengers and/or cargo will not be explained or explained at Kanaki Air Force Base.</u> <u>b. Reimbursement for supplies and services furnished from United States military sources will be in accordance with the provisions of Air Force Regulation 55-10, 7 January 1949.</u> <u>c. Company personnel and transportation are authorized entry to Kanaki Air Force Base as required on official business in connection with this agreement.</u> <u>d. Security rules imposed by Commanding Officer, Kanaki Air Force Base, will be complied with by all Northwest Airlines' personnel and</u> <u>(over)</u>		
		_____ Signature of Authorized United States Official

Incl #1

passengers entering Kosaki.

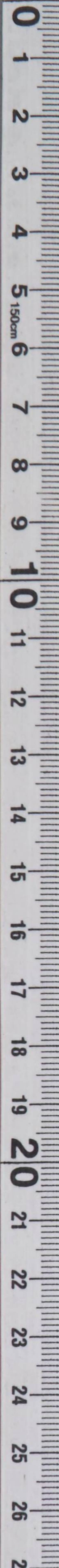
e. Facilities for handling civil aircraft at Kosaki Air Force Base are extremely limited and assurance cannot be given that services other than gas and oil will be provided.

FOR THE COMMANDING GENERAL:

EE Jaro
Colonel USAF
Adjutant General

Eq. 1247
AFO 925
29 July 1949

Number of Proposed Flights		United States to be used	
Addresses		Name of Principal Sponsor of Flight	
Registered Owner (Aircraft)		Registered Owner (Aircraft)	
Name of Country in which Aircraft is Registered		Name of Country in which Aircraft is Registered	
Model		Model	
Identification Mark		Identification Mark	
Expiration Date of Aircraft License (as all kinds were issued by the appropriate governmental authority of the country of manufacture (R/R))		Expiration Date of Aircraft License (as all kinds were issued by the appropriate governmental authority of the country of manufacture (R/R))	
Aircraft Supplier (If "None", so state) - Address		Aircraft Supplier (If "None", so state) - Address	
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 relating to the use of the aircraft.			
Signature of Representative		Signature of Representative	
This permit has been granted based upon the information furnished by the applicant. Civil aircraft of foreign (foreign) origin registered at United States Air Force Bases. This permit is not valid unless the aircraft is in the possession of the United States Air Force and is not to be used for other than the purposes indicated herein.			
Restrictions (If any)			
Remarks			
Signature of Authorized United States Official			



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) <u>SR</u>	_____
Operations	_____	_____
Constr & R/E	_____	_____
Transportation	_____	_____
Supply	_____	_____
Petroleum	_____	_____
Bud & Ind Control	_____	_____
Personnel	_____	_____
Administration	(2)	<u>A</u>

1 Incls CHECKED IN: g
OUT: _____

ORIGINATOR: admin

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

87554

JOURNAL NO: ~~_____~~

REMARKS: _____

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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

-4 ROUTING	
A C/S G-4	
D AC/S	20 JUL 49
EXECUTIVE	
PERSONNEL POLICY	
OPERATIONS	
CONST & FAC	
TRANSPORTATION	
SUPPLY	
PETROLEUM	
BUDGET	
PERSONNEL ADMINISTRATION	

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 explained 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

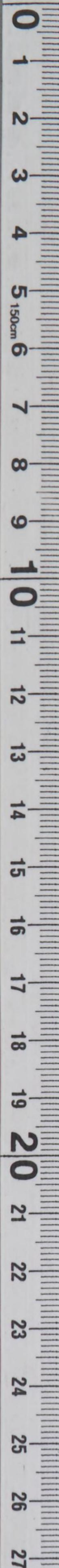
MAILED 1036
H. FRAZIER
Captain, AGD
Asst Adj Gen



SLR
for GLE
86265-
P+P

G-4 File Copy

G-4 File Copy



F/EXP
A/APP

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.

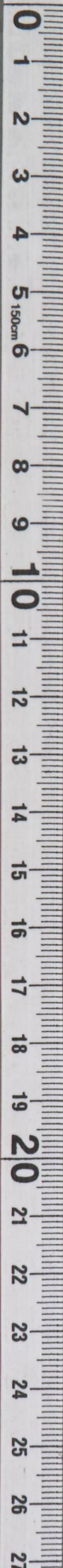
0159372

HEADQUARTERS
FAR EAST AIR FORCES
APO 922

[Faint, mostly illegible typed text, likely a memorandum or report, covering the majority of the page.]

RECEIVED
13 JUL P M
CA CHQ

DISPATCHED
12 JUL 1949
HQ FEAF



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)

Jarred V. Crabb
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

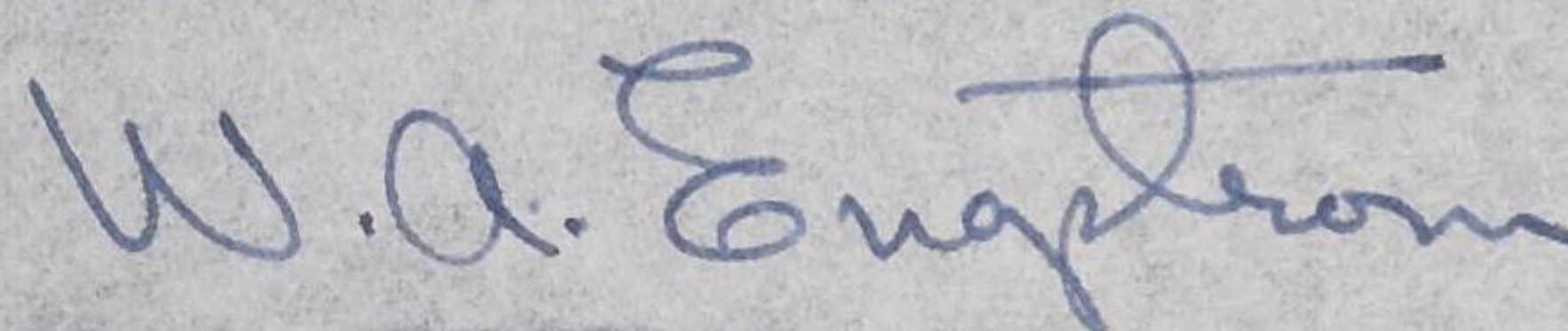
Dear Sir:

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 de-commissioning 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 originally 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
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. [Signature]

R. J. B. [Signature]

F. L. R. [Signature]

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

Copy to:
CG FEAF

H. FRAZIER
Captain, AGD
Asst Adj Gen

JLR
faGLE

DISPATCHED
13 JUL 49
G-4 GHQ

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	_____

85184

G-4 File Copy

G-4 File Copy

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.

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

095 NWA
~~X 095 PPA~~

RESTRICTED

GENERAL HEADQUARTERS
FAR EAST COMMAND

OUTGOING MESSAGE

Restricted

G-4 ROUTING	
A C/S G-4	
D AC/S G-4	
EXECUTIVE	<i>ms</i>
① PLANS & POLICY	
OPERATIONS	
CONST & FAC	
TRANSPORTATION	
GD P&P HCG/hv	
PETROLEUM	
BUDGET	13 JUL 1949
PERSONNEL	
② ADMINISTRATION	<i>u</i>

130503

FROM: CINCFE TOKYO JAPAN

TO: DA WASH DC. ROUTINE

INFO: CSUSAF WASH DC. ROUTINE

CG FEAF TOKYO JAPAN COURIER

C X 51382 NAN WILLIAM ABLE HAS REQUESTED CINCFE TO APPROACH

CHARLIE ABLE BAKER THRU DCG 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: APPROVED BY:

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

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

RETURN COPY

DISPATCHED
 13 JUL 1949
 G-4 G-4

3LR for GLE

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

Restricted

*P&P
85184*

RESTRICTED

G-4 File Copy

G-4 File Copy

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.

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

2. Ltr from NWA to CINCPAC, subj as above, 20 Jun 49, which requests that CINCPAC 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 CINCPAC 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

RESTRICTED

30 PEP HCO/PA
12 July 48

MEMORANDUM FOR RECORD

SUBJECT: NWA Request to Serve Osaka

1. References are:

a. Radio from SCAP to OSUASA, CX 84610, subj: Amendment of PAA License, 18 Oct 48, and W/E thereto, which advises OSUASA of change in PAA license to permit PAA traffic stop at Osaka rather than Yokohama. It also advises that NWA and SCAP licenses are being amended as indicated above.

b. Radio from OSUASA to GINSEI, ATOPY, 28 Oct 48, (284 Number 46.)

2. Ltr from NWA to GINSEI, subj as above, 20 Jan 49, which requests that GINSEI 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 8-4, Lt. Col. Godman, et al's request, to submit PAA's views as to desirability of GINSEI approaching CAB thru DA requesting action be taken on PAA's and NWA's request to serve Osaka. Mr. Sherman said, "Please let me know enough about this" and added that PAA did not consider it correct to approach CAB again after it had already submitted its request. PAA's request for consolidated application is now before CAB and any special request regarding service of Osaka might affect the processing of that document and delay PAA's final action.

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

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

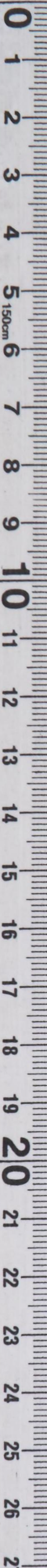
8. Within established policy.

9. Complete action on 8-4 Journal 482184.

H.O.G.
E.L.B.
F.I.R.



RESTRICTED



**HEADQUARTERS
FAR EAST AIR FORCES
APO 925**

095 NWA

W

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

26 APR 1949

Northwest Airlines, Inc.
Tokyo, Japan

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

Gentlemen:

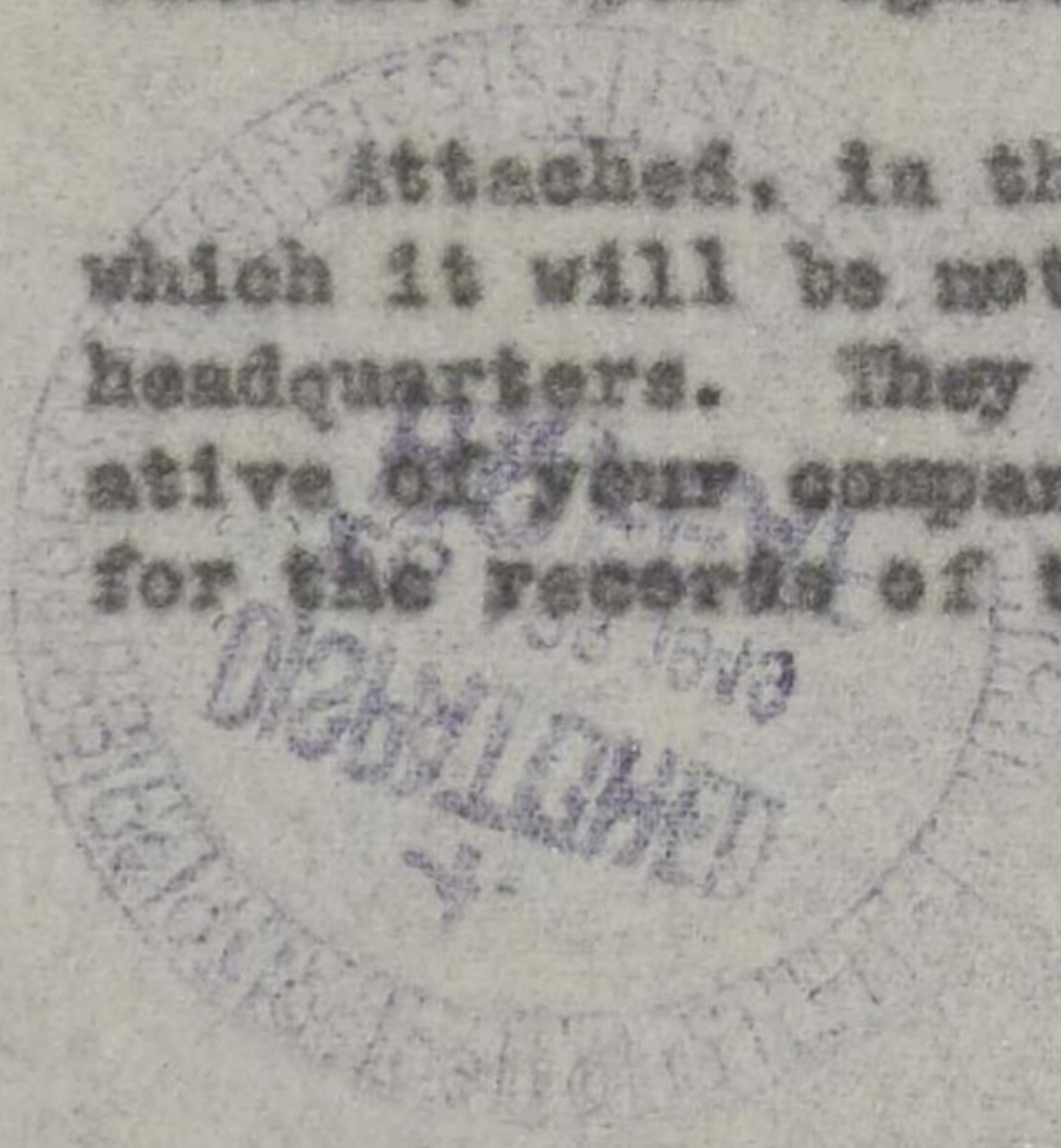
Reference is made to your letter of 4 April 1949 concerning use of Misawa Air Force Base.

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: CINCPAC, 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,

1 Incl:
AF Form 33

E. E. TORO
Colonel, USAF
Adjutant General

cc: GINCFE
CG, 5th AF
CG, 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 <input type="checkbox"/> Tourist <input type="checkbox"/> Survey <input type="checkbox"/> Charter <input type="checkbox"/> Revenue <input type="checkbox"/> Non-revenue <input type="checkbox"/> 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 Misawa 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) Northwest Airlines, Inc.	Address 1885 University Ave., St. Paul, Minn.	
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 <u>Indefinite period</u> , 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.		
(over)		_____ Signature of Authorized United States Official

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:

Give details of proposed flight including stop-over and westbound flight... when unfavorable weather conditions prevail in southern Honshu.

United States... E. E. TORO... Colonel, USAF... Adjutant General... Northwest Airlines, Inc. Registered Owner (Aircraft) 1085 University Ave., St. Paul, Minn.

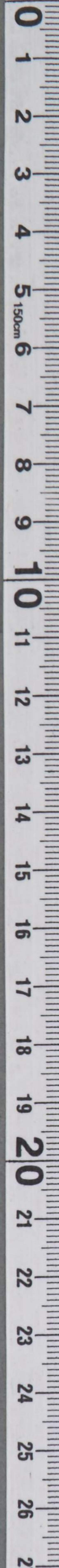
Model UC-4 and all aircraft owned and operated by Northwest Airlines Inc... Identification Mark Northwest Airlines... Will be valid... Expiration Date of Aircraft Maximum take-off gross weight permitted by the appropriate aeronautical authority of the country of manufacture (lbs.) 25,000 lbs.

Authorized Supplier (if "None", so state) 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 the pilot in command.

Signature of Authorized United States Official... RECEIVED... APR 10 1949... 10-DEC... 10-APR 1949

Restrictions (if any) a. No passengers or cargo will be embarked or disembarked... b. Reimbursement for supplies and services furnished from United States military services will be in accordance with AR Regulation No. 25-20 dated 7 Jan 1949. c. Facilities for civil aircraft at Misawa are extremely limited. No advance is given that any facilities other than gasoline and oil services 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)



GENERAL HEADQUARTERS
FAR EAST COMMAND
APO 500

AG 095 (19 APR 49)GD

SUBJECT: Use of Misawa Air Force Base by Northwest Airlines

TO: Commanding General
Far East Air Forces
APO 925

095NWA
~~Y/188~~

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

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 18 30 APR 19 49

CLARK MARSHALL
Major, AGD
Asst Adj Gen

2 Incls

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



Copies to:

- C/S
- G-2
- G-3



PP
80973

G-4 File Copy

G-4 File Copy

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 la 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 CINCPAC, AG 360.7, dated 1 April 48, for period 15 Jun 48 to 15 Sep 48, for the same purpose as stated in ref la.

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

~~_____~~
F.L.R. FLR

G-4 File Copy

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

HEADQUARTERS
FAR EAST AIR FORCES
APO 825

AIR 12 1949

TO: SAC, [illegible]
FROM: [illegible]
SUBJECT: [illegible]

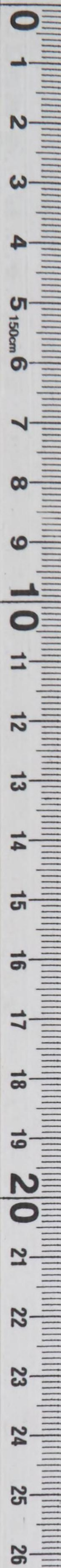
1. [illegible]

2. [illegible]

3. [illegible]

4. [illegible]

5. [illegible]



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 Aleutian Chain.

Sincerely,

W. A. Engstrom

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

WE/hu

Encl 1 to Encl 1

**HEADQUARTERS
FAR EAST AIR FORCES
APO 925**

H
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

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

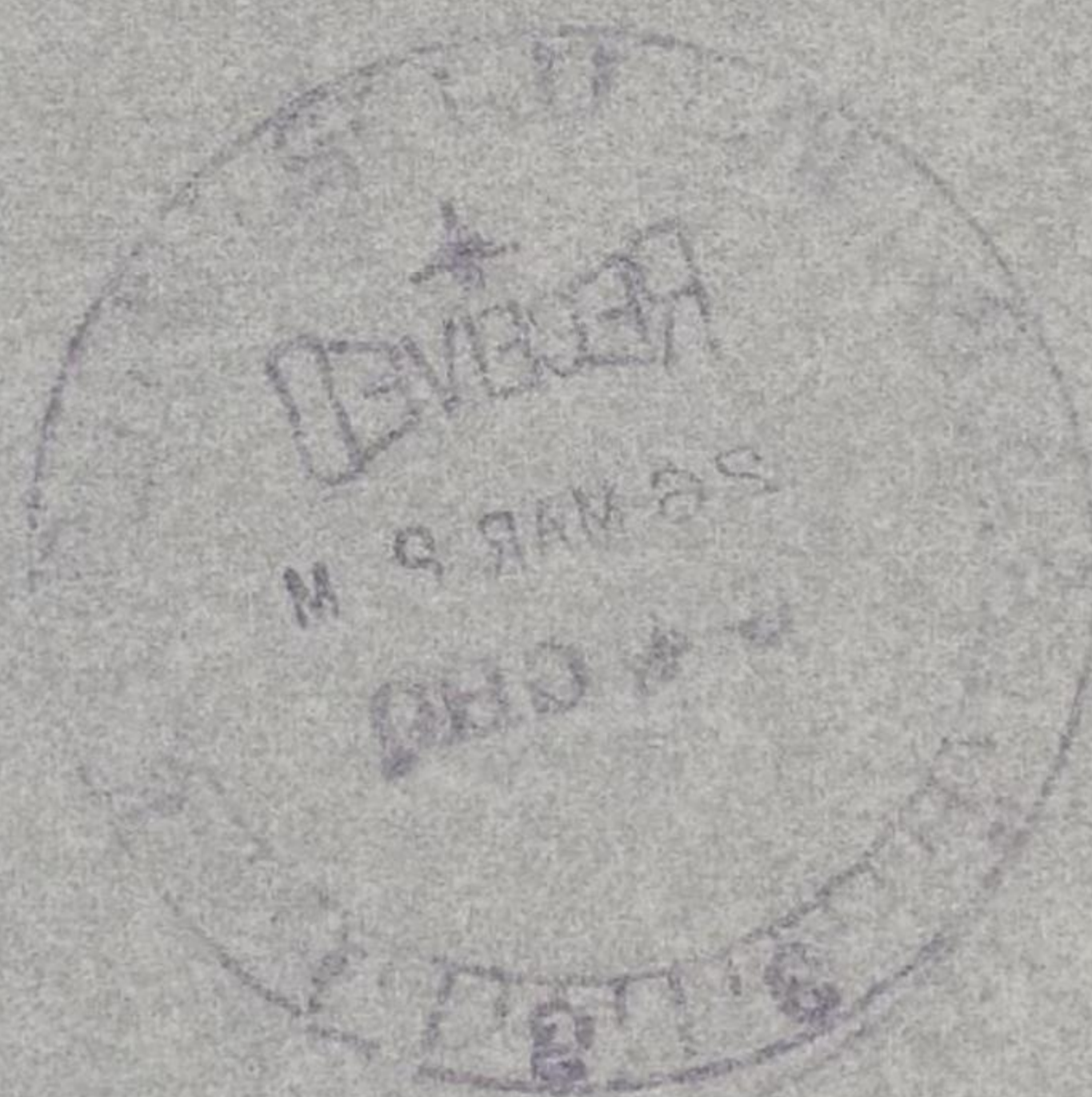
5. Request duplicate information copies of the executed AF Forms referred to in reference ld be supplied this headquarters.

FOR THE COMMANDING GENERAL:

T. J. BROGAN
Colonel, USAF,
ADJUTANT GENERAL

2 Incls: as above

cc: CINCPAC



Letter HQ 300.7 (GEX A-2), For Deputy Chief of Staff, Materiel, HQ,
USAF, subject: "Execution of AF Form 32."

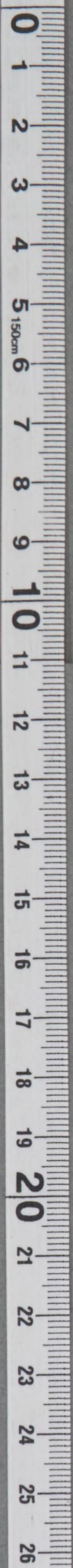
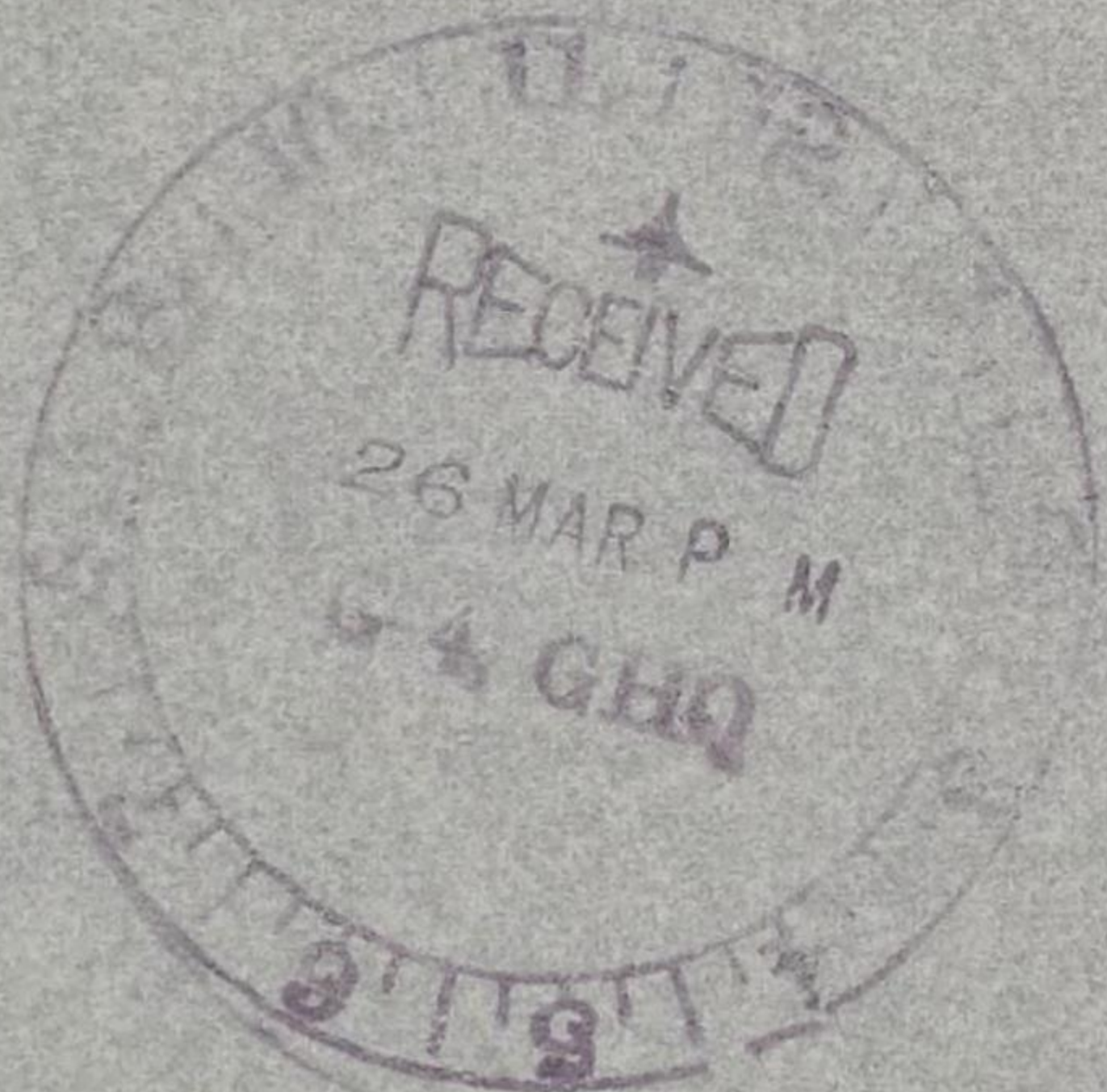
5. Request duplicate information copies of the executed AF Form
referred to in reference 1d be supplied this headquarters.

FOR THE COMMANDING GENERAL:

T. J. BROGAN
Colonel, USAF
ADJUTANT GENERAL

3 copies as above

001 01000



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

~~FILE~~
I/P/P
H

ROUTING SLIP

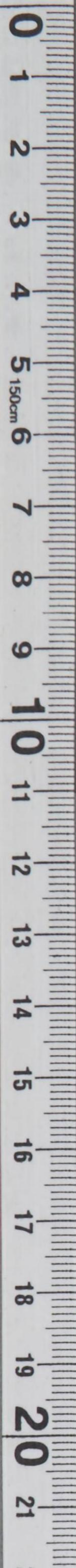
A.G. DIST

FROM: _____ DATE: 26 Nov 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 <input checked="" type="checkbox"/> <i>file</i> | 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 | Distribution Desired |
| Concurrence <input checked="" type="checkbox"/> <i>file</i> | Signature |
| Information | Dispatch |
| Initials | Attachment of |
| Issuance of Orders | Reference |
| Necessary Action | File <input checked="" type="checkbox"/> <i>file</i> |



DECLASSIFIED

Authority NND 975029

DATE 28 MAR 1949 TO INITIAL

DIV CHIEF:
Col. Rash

31 *ZLR*

PROG & POLICY BR:
Lt. Col. DeYoung
Lt. Col. Fitch
Maj. White
Capt. McMahan

FOR MISSIONS & MISC. BR:
Lt. Col. Rude
Cdr Hathaway
Lt. Col. Godman

[Handwritten scribbles]

PLANS & LOGISTICS BR:
Lt. Col. Wiltrakis

ADMINISTRATIVE BR:
Sfc Felich
Pfc Murrell

Johanna Sveen
Helen Vennett
Blanche Shepard
Martha Williford

ACTION: ~~ACTION~~

INFO:

OFFICER:

GENERAL

Remarks

0
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GENERAL HEADQUARTERS, FAR EAST COMMAND
ADJUTANT GENERAL'S OFFICE
RADIO AND CABLE CENTER

G-4 ROUTING #

A C/S G-4	GPM
D AC/S G-4	WS
EXECUTIVE	<i>[Signature]</i>
PLANS & POLICY	<i>[Signature]</i>
OPERATIONS	
INST. & FAC	
TRANSPORTATION	<i>[Signature]</i>
SUPPLY	
PETROLEUM	
BUDGET	
PERSONNEL	
ADMINISTRATION	<i>[Signature]</i>

095 NW

INCOMING MESSAGE

UNCLASSIFIED
COURIER

SM

19 Mar 49

FROM : CG FEAF
 TO : COMAF 5, CG 1503D ATW MATS (NORTHWEST AIRLINES)
 INFO : CINCPAC, CG ALASKAN AIR COMD, CG 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 Natsushima 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 position 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.

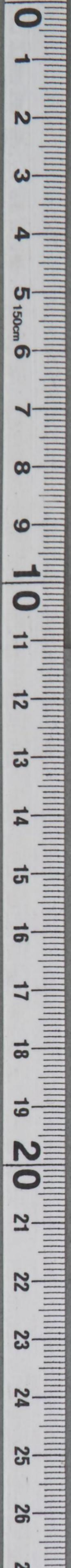
NO SIG

INFORMATION : G-4

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TOO : 151005 Z
MCN : NONE



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