

~~SECRET~~

TAB "B"

GENERAL INFORMATION

1. In the case of Guatemala City Airfield, the War Department expended public funds for the construction of installations and facilities under two different arrangements. Through the Airport Development Program the field itself was improved and the War Department is currently participating in the upkeep.
2. By direct arrangement with the Guatemalan Government the War Department constructed additional installations and facilities at this field in the category of barracks, hangars, etc.
3. The latter facilities are also being maintained by Pan American Airways through the Airport Development Program as a measure for conserving military personnel. In the case of Paramaribo, Dutch Guiana, and Cayenne, French Guiana, the Air Transport Command operations through that area require, for the time being, the continued use of these installations. The two fields listed in Panama were built by the Caribbean Defense Command with War Department funds but arrangements have been made, as in the case of Guatemala City, for the Airport Development Program to assume the maintenance responsibility thereof.
4. The fields of Asuncion, Paraguay, and Cochabamba, Bolivia, continue in a special category because of contemplated military need should a supporting operation become necessary as envisaged in J.C.S. 929.
5. Under the provisions of paragraph 1 and 4 of Article II and paragraph 5 of Article VIII of the ADP Subordinate Agreement and Article I of the Maintenance Agreement of 27 June 1944, this Government may terminate, on 90 days' notice, contributing to the maintenance of any of the ADP fields without affecting the right of the United States Government ultimately to require Pan American to transfer, either to the local government or to this government or one of its agencies, certain property which was provided with United States Government funds. Where contributions to maintenance and operation are discontinued, the Government also has the right, under paragraph 1 of Article II of the Subordinate Agreement, to require at a future date that Pan American again maintain and operate any of the fields, to the extent of its ability to do so. Furthermore, under the provisions of paragraph 2 (c) of Article II of the Subordinate Agreement and Article I of Maintenance Agreement, aircraft of any United States air carrier may use, to the extent that Pan American or any of its subsidiaries can confer such right, any of the ADP fields and their facilities so long as the existing state of war between the United States and Japan, Germany and Italy continues and thereafter pending arbitration. Paragraph 2 of Article VIII of the Subordinate Agreement and Article I of the Maintenance Agreement also give United States military aircraft the right to use the fields and facilities, so far as Pan American can confer such right, for a period of 99 years upon payment only of actual costs.

~~SECRET~~

TAB "A"

~~SECRET~~

TAB "B"

GENERAL INFORMATION

1. In the case of Guatemala City Airfield, the War Department expended public funds for the construction of installations and facilities under two different arrangements. Through the Airport Development Program the field itself was improved and the War Department is currently participating in the upkeep.
2. By direct arrangement with the Guatemalan Government the War Department constructed additional installations and facilities at this field in the category of barracks, hangars, etc.
3. The latter facilities are also being maintained by Pan American Airways through the Airport Development Program as a measure for conserving military personnel. In the case of Paramaribo, Dutch Guiana, and Cayenne, French Guiana, the Air Transport Command operations through that area require, for the time being, the continued use of these installations. The two fields listed in Panama were built by the Caribbean Defense Command with War Department funds but arrangements have been made, as in the case of Guatemala City, for the Airport Development Program to assume the maintenance responsibility thereof.
4. The fields of Asuncion, Paraguay, and Cochabana, Bolivia, continue in a special category because of contemplated military need should a supporting operation become necessary as envisaged in J.C.S. 929.
5. Under the provisions of paragraph 1 and 4 of Article II and paragraph 3 of Article VIII of the ADP Subordinate Agreement and Article I of the Maintenance Agreement of 27 June 1944, this Government may terminate, on 90 days' notice, contributing to the maintenance of any of the ADP fields without affecting the right of the United States Government ultimately to require Pan American to transfer, either to the local government or to this government or one of its agencies, certain property which was provided with United States Government funds. Where contributions to maintenance and operation are discontinued, the Government also has the right, under paragraph 1 of Article II of the Subordinate Agreement, to require at a future date that Pan American again maintain and operate any of the fields, to the extent of its ability to do so. Furthermore, under the provisions of paragraph 2 (c) of Article II of the Subordinate Agreement and Article I of Maintenance Agreement, aircraft of any United States air carrier may use, to the extent that Pan American or any of its subsidiaries can confer such right, any of the ADP fields and their facilities so long as the existing state of war between the United States and Japan, Germany and Italy continues and thereafter pending arbitration. Paragraph 2 of Article VIII of the Subordinate Agreement and Article I of the Maintenance Agreement also give United States military aircraft the right to use the fields and facilities, so far as Pan American can confer such right, for a period of 99 years upon payment only of actual costs.

~~SECRET~~

~~SECRET~~

TAB "A"

AIRFIELDS IN LATIN AMERICA CURRENTLY BEING PARTIALLY MAINTAINED  
BY WAR DEPARTMENT FUNDS THROUGH THE AIRPORT DEVELOPMENT PROGRAM

Field	Monthly Expenditure	Field	Monthly Expenditure
<b>BOLIVIA</b>		<b>MEXICO</b>	
Cochabamba	\$ 855	Carmen	\$ 3,450
<b>GUATEMALA</b>		Chetumal	2,500
Guatemala City	19,500	Cosumel	3,450
Airfield (Only those Installations built by the War Dept under direct agreements with Guatemala)		Merida	5,750
		Tampico	4,600
		Tapachula	8,625
		Tohuentepes	5,750
Puerto Barrios	2,575	<b>COLOMBIA</b>	
<b>DUTCH GUIANA</b>		Barranquilla	11,500
Paramaribo	7,475	<b>CUBA</b>	
<b>FRENCH GUIANA</b>		Camaguey	20,700
Cayenne	2,300	<b>HAITI</b>	
<b>MEXICO</b>		Port Au Prince	23,000
Vera Cruz	8,625	<b>DOMINICAN REPUBLIC</b>	
<b>NICARAGUA</b>		Ciudad Trujillo	17,250
Managua	8,625		
Puerto Cabezas	2,300		
<b>PANAMA</b>			
Hendings	2,300		
Pito	2,300		
<b>PARAGUAY</b>			
Asuncion	4,025		

~~SECRET~~

CONFIDENTIAL

323.3

Misc.

1 OVD  
2 Chief of Staff  
3 Secretary of War

1/2 Approval  
3 Signature  
Secretary of War

AFESP-5

Lt. Col. Riley/elm/71189

Release by the ATC of Certain North African Bases in French Territory.

28 September 45

SUMMARY

1. Approximately 3643 personnel stationed at the four airbases, namely, Marrakech, Oran, Algiers, and Tunis.
2. Only approximately 50 personnel required at each airbase.
3. French officials would welcome our proposed reduction of personnel.
4. French want command control of the subject bases as soon as possible.
5. War Department policy indicates any non-essential base should reduce operations at once and eventually be eliminated entirely therefrom.

COORDINATION

6. This has been coordinated with the Assistant Secretary of War for Air.

FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Signed

REUBEN C. HOOD, JR.  
Brigadier General, U. S. Army,  
Deputy Chief of Air Staff.

Incl.  
Ltr. for sig. of Sec/War.

SWNCC	
COL. MCCARTHY	.....
COMDR. RICHARDSON	.....
MR. R. E. COX	.....
LT. COL. PENNOYER	.....
LT. COL. WILFUSS	.....
MR. H. W. MOSELEY	.....
MR. J. P. GARDINER	.....
LT. COLONEL ROCKEFELLER	.....
LT. COL. V. F. FIELD	.....
MAJOR W. E. GUNTHER	.....
1ST LT. E. SPITTALL	.....
ENS. F. WHITESIDE	.....
FILE	.....

WET  
NOTED-OFFICE CHIEF OF STAFF  
9 - OCT 1945

114 Copy for SWNCC

CONFIDENTIAL

008 686 Africa (8)

(8)

CONFIDENTIAL

ESP-5  
Col Riley/elm/71189

OCT 10 1945

The Honorable

The Secretary of State

Dear Mr. Secretary:

In keeping with the policies of this department to curtail activities as soon as possible at bases considered non-essential, the Army Air Forces' operations at Marrakech, Oran, Algiers and Tunis will be reduced to approximately fifty personnel per base as soon as practicable after 15 October 1945. The fifty personnel will remain at the bases for the purpose of performing limited servicing of aircraft, but the extent of control these personnel can exercise over these installations, except to technically occupy the facilities, is open to serious question. In fact, it is anticipated that Command control of the bases will pass into French hands.

Attached as Tab "A" are information copies of communications received with respect to complaints by local French officials of the large number of American personnel stationed at these airbases. The French have also expressed a desire to use the subject airbases for training of their Air Components.

As you know, the Joint Chiefs of Staff are currently examining the United States world wide base requirements. This study has tentatively set up a requirement at these bases, subject to the Joint Chiefs of Staff final approval, for continuing participating rights on a temporary basis, and military rights of transit and technical stop on a permanent basis.

It is requested the War Department be furnished your advice as to whether it is advisable or necessary to continue to maintain present station complements at these airbases in connection with the negotiations for the rights referred to above.

Sincerely yours,

(Signed) ROBERT P. PATTERSON

1 Incl  
Tab A

Secretary of War

CONFIDENTIAL



373.3

*Wiac*  
**TOP SECRET**  
**THE STATE-WAR-NAVY COORDINATING COMMITTEE**  
WASHINGTON, D. C.



7 September 1945

MEMORANDUM FOR THE SECRETARY, JOINT CHIEFS OF STAFF:

Subject: American bases to be retained in the  
Philippine Islands after Independence.

1. Enclosed is a copy of a letter from the Secretary of the State to the Secretaries of War and the Navy on the above subject.
2. It is requested that the Joint Chiefs of Staff consider this matter with a view of informing the State-War-Navy Coordinating Committee the nature of a reply to be made to the Department of State.

For the State-War-Navy Coordinating Committee:

ALVIN F. RICHARDSON,  
Acting Secretary.

encl.

SWNCO FILE

**TOP SECRET**

(4)

In reply refer to  
PI

4 September 1945

My dear Mr. Secretary:

Reference is made to your letter of May 11, 1945 to the President, a copy of which was supplied this Department, wherein you declared your interest in securing an agreement in principle on the subject of American bases to be retained in the Philippine Islands after independence. You also submitted with your letter to the President a copy of a "Preliminary Statement of General Principles Pertaining to the United States Military and Naval Base System in the Philippines To Be Used As a Basis for Detailed Discussions and Staff Studies." This preliminary statement was later agreed to and signed by President Truman and President Osmena under date of May 14, 1945.

The Department is now pleased to inform you that Judge Francisco Delgado, former Resident Commissioner of the Philippines to the United States and currently acting as a special representative of President Osmena in the United States, has been directed by President Osmena to inquire whether this Government is now in a position to undertake negotiations looking to the drawing up of a definitive agreement on the subject of American bases to be retained in the Philippines after independence. Judge Delgado states that this definitive agreement might include such matters as the exact bases desired, the extent of the areas to be included and the nature of the installations required.

You will recall that the Congress has already, in Public Law 380, authorized the President of the United States to proceed with negotiations for the

retention

The Honorable  
Henry L. Stimson,  
Secretary of War.

- 2 -

retention of American bases in the Philippines after independence. The Department is also informed now that the Philippine Congress has passed a bill authorizing the President of the Philippines to proceed with negotiations for the retention of American bases in the Philippines.

The Department of State would be glad to be advised whether your Department considers the time is now opportune for entering into either preliminary or final negotiations on the question of Philippine bases.

A similar letter on the subject is being addressed to the Navy Department. An early reply would be appreciated.

Sincerely yours,

/s/ James F. Byrnes



COPY

*3-2-45*

*misc memo*

DEPARTMENT OF STATE  
WASHINGTON

COL. McCARTHY	.....
COMDR. RICHARDSON	.....
MR. R. E. COX	.....
LT. COL. PENNOYER	.....
LT. COMDR. WILFESS	.....
MR. H. W. MOSELEY	.....
MR. J. P. GARDINER	.....
September 14, 1945	.....
LT. COMDR. ROCKEFELLER	.....
LT. COL. V. F. FIELD	.....
MAJOR W. E. GUNTHER	.....
1ST LT. E. SPITTALL	.....
ENS. F. WHITESIDE	.....
FILE	.....

In reply refer to  
PI

My dear Mr. Secretary:

Reference is made to your letter of April 30, 1945 wherein you stated that it is the view of the Navy Department that negotiations should be initiated immediately with the Commonwealth Government of the Philippines to obtain rights to establish bases in certain areas in the Philippines. You also stated that such rights should include the right to use harbors, to construct shore facilities, including air fields and seaplane ramps and to take such other measures with respect to these areas as their strategic use may require. Several suggested base areas in the Philippines were also listed by you.

Subsequent to the dispatch of your letter, and one of a similar character from the Secretary of War, a "Preliminary Statement of General Principles Pertaining to the United States Military and Naval Base System in the Philippines To Be Used as a Basis for Detailed discussions and Staff Studies" was drawn up and later agreed to and signed by President Truman and President Osmena under date of May 14, 1945.

The Department is now pleased to inform you that Judge Francisco Delgado, former Resident Commissioner of the Philippines to the United States and currently acting as a special representative of President Osmena in the United States, has been directed by President Osmena to inquire whether this Government is now in a position to undertake negotiations looking to the drawing up of a definitive agreement on the subject of American military and naval bases to be retained in the Philippines after independence. Judge Delgado states that this definitive agreement may include such matters as the exact bases desired, the extent of the areas affected and the nature of the installations required.

You will recall that the Congress has already, in Public Law 380, authorized the President of the United States to proceed with negotiations for the retention of American bases in the Philippines after independence. The Department is also informed now that the Philippine Congress has passed a bill authorizing the President of the Philippines to proceed with negotiations for the retention of American bases in the Philippines.

The Department of State would be glad to be advised whether your Department believes the time is now opportune for entering into either preliminary or final negotiations on the question of Philippine bases.

A similar letter on the subject is being addressed to the War Department. An early reply would be appreciated.

Sincerely yours,

/s/ James F. Byrnes

The Honorable  
James Forrestal,  
Secretary of the Navy.

In reply refer to  
PI

My dear Mr. Secretary:

Reference is made to your letter of May 11, 1945 to the President, a copy of which was supplied this Department, wherein you declared your interest in securing an agreement in principle on the subject of American bases to be retained in the Philippine Islands after independence. You also submitted with your letter to the President a copy of a "Preliminary Statement of General Principles Pertaining to the United States Military and Naval Base System in the Philippines To Be Used As a Basis for Detailed Discussions and Staff Studies." This preliminary statement was later agreed to and signed by President Truman and President Osmena under date of May 14, 1945.

The Department is now pleased to inform you that Judge Francisco Delgado, former Resident Commissioner of the Philippines to the United States and currently acting as a special representative of President Osmena in the United States, has been directed by President Osmena to inquire whether this Government is now in a position to undertake negotiations looking to the drawing up of a definitive agreement on the subject of American bases to be retained in the Philippines after independence. Judge Delgado states that this definitive agreement might include such matters as the exact bases desired, the extent of the areas to be included and the nature of the installations required.

You will recall that the Congress has already, in Public Law 380, authorized the President of the United States to proceed with negotiations for the

retention

The Honorable  
Henry L. Stimson,  
Secretary of War.

- 2 -

retention of American bases in the Philippines after independence. The Department is also informed now that the Philippine Congress has passed a bill authorizing the President of the Philippines to proceed with negotiations for the retention of American bases in the Philippines.

The Department of State would be glad to be advised whether your Department considers the time is now opportune for entering into either preliminary or final negotiations on the question of Philippine Bases.

A similar letter on the subject is being addressed to the Navy Department. An early reply would be appreciated.

Sincerely yours,

PI:EWMill:DW  
August 31, 1945.

PI

FE

**SECRET**

JRG:CSR  
2273

OPD 580.82 Latin America (9 Apr 45)

APR 16 1945

*3 ✓ 313  
Post War*

The Honorable  
The Secretary of the Navy  
Dear Mr. Secretary:

Attached is a reply proposed by the Joint Chiefs of Staff to an inquiry from the Secretary of State, dated 8 February 1945, subject: "Establishment of Naval and Air Base in the Magallanes Area of Chile" (JCS 1249).

Since the inquiry of the State Department raises questions of interest to the Navy Department, your concurrence is requested before the proposed reply is forwarded to the Secretary of State.

Sincerely yours,

(Sgd.) HENRY L. STIMSON

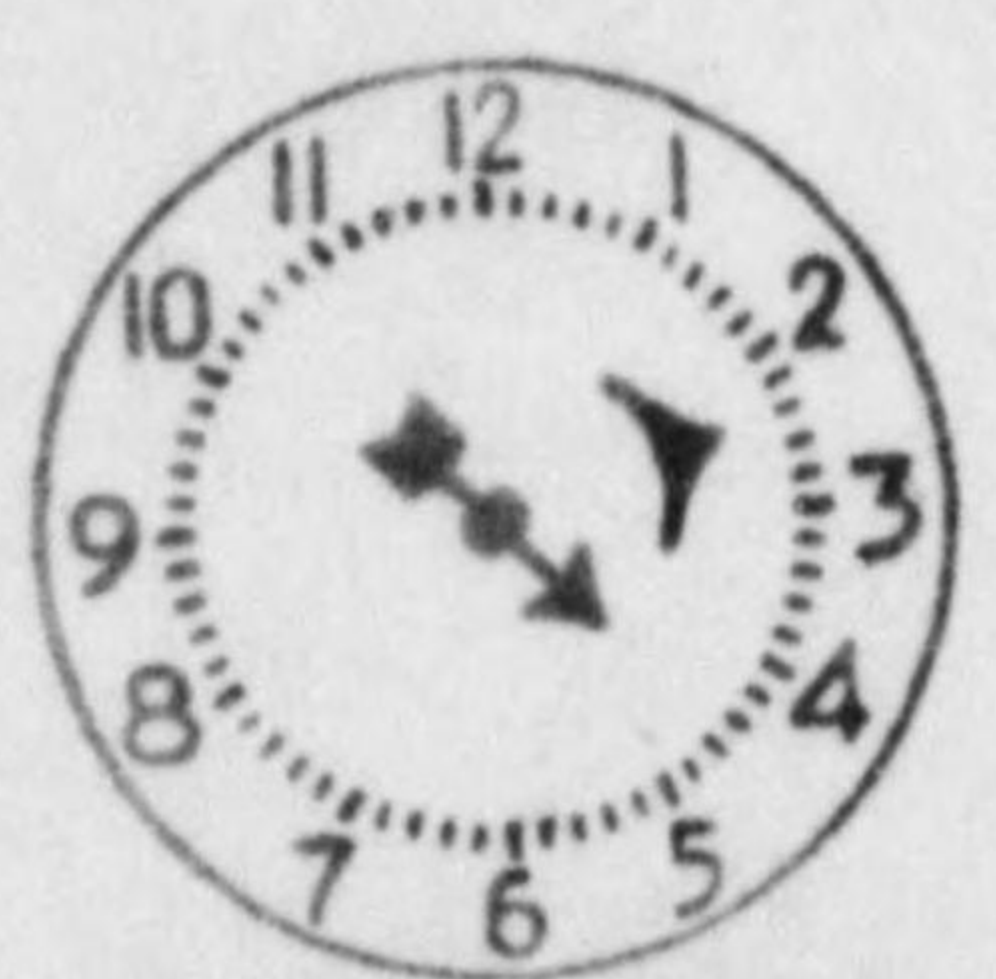
Secretary of War

1 Incl.  
Proposed ltr  
from S/W to  
S/S, undated

Cy to Sec. of SWNCC ✓

APR 17 '45 PM

APR 20 1945



DISPATCHED  
OFFICE OF THE  
CHIEF OF STAFF



STATE WAR & NAVY COORDINATING  
COMMITTEE

**SECRET**

284

(6)

**SECRET**

**COPY**

**COPY**

**WAR DEPARTMENT**

**WASHINGTON**

The Honorable  
E. R. Stettinius, Jr.,  
Secretary of State,  
Washington, D. C.

My dear Mr. Secretary:

Reference is made to your letter of 8 February 1945 requesting the views of the War Department with respect to the desirability of developing a naval and air base in the Magallanes area of Chile.

The Joint Chiefs of Staff are of the opinion that while there is no immediate need for a military base in Chile, future world developments may render advisable the acquisition of a base in that region, or operational rights at a Chilean base, particularly to provide against the contingency of an interruption of the Panama Canal. In view of this potential interest, rights to acquire or use a base or bases in Chile would be desirable, provided such rights could be exercised when and if needed, and any U.S. commitments involved would be conditioned upon U.S. election to construct or use a particular base.

The Secretary of the Navy and I concur in this opinion.

Sincerely yours,

(Sgd.) HENRY L. STIMSON

Secretary of War.

I concur.

Secretary of the Navy.

**SECRET**

**COPY**

Room 17  
DEPARTMENT OF STATE  
ASSISTANT SECRETARY

4/2/41

Mr. Rodris -

Attached is the letter  
to Stimson on airport  
address. Will you please see  
that it reaches Mr. Dunn  
so that he can place it  
before P W N C C.

JEO

*Mr. Murphy - 178 State*

*323-3*

*via Bureau Post wot*

April 2, 1945

In reply refer to  
AV

*Secret*

My dear Mr. Secretary:

The Department has been increasingly concerned over the need for safeguarding the position of the United States with respect to airfields located abroad and built or improved, in whole or in part, with United States funds in connection with the war effort. The major part of such construction, as you know, was undertaken without reference to this Department or its representatives abroad and under secret arrangements concluded in most instances exclusively by military authorities.

The Department has come to the conclusion that in order to protect the long range interests of this Government it must obtain from the military and naval authorities concerned complete, accurate, exact and current data with respect to the physical location and characteristics of all such airfields, the funds invested in their construction or improvement and the agreements under which the work took place and which govern present and future use of these airports.

While to some extent such data has been furnished the Department, it has not received the full and complete information required. In this connection I enclose a copy of a letter addressed on September 21, 1944, by Mr. Berle to Mr. Lovett and a copy of Mr. Lovett's reply of October 14, 1944. To date no information has been received concerning the airport construction at Tunis or Tripoli.

Furthermore

The Honorable  
Henry L. Stimson,  
Secretary of War.

DECLASSIFIED

Authority NND 740132  
By CGD OCT 19 1976  
NARS Date

(5)

-2-

Furthermore, the limitations imposed on the information furnished as set forth in Mr. Lovett's letter are unsatisfactory from the point of view of this Department. It is believed that the difficulties mentioned can be overcome.

It is urged that immediate attention be given to the foregoing with a view to furnishing this Department at an early date with the information requested and to setting up arrangements for the continued flow of such information.

Sincerely yours,

William L. Clayton

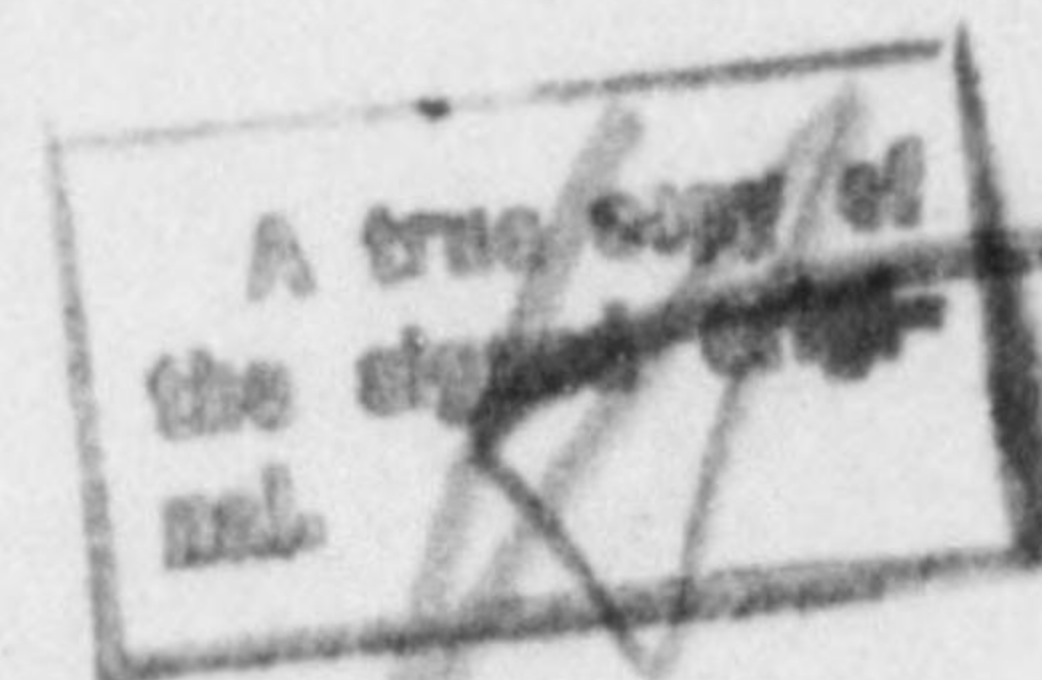
Assistant Secretary

Enclosures:

Letter from Mr. Berle  
to Mr. Lovett, dated  
September 21, 1944.

Letter from Mr. Lovett  
to Mr. Berle, dated  
October 14, 1944.

AV:JOB:LMcS  
3/6/45





~~SECRET~~

MAR 15 1945

**The Honorable****The Secretary of State****Dear Mr. Secretary:**

I have your letter of February 14, 1945, stating that the State Department has informally discussed with the Army Air Forces Air Transport Command the question of obtaining, through a proposed civil air transport agreement with Portugal, Portuguese permission to use both Santa Maria and Lagens Airports for our commercial airlines as soon as conditions permit. You ask whether the War Department has any further comments relative to this subject.

The War Department favors the negotiation of arrangements with the Portuguese Government permitting United States civil air carriers to use the facilities at Lagens and Santa Maria Airports as soon as conditions permit. However, it is desired to invite the attention of the State Department to the fact that the Azores have been selected by the Joint Chiefs of Staff as one of the locations in which it will be desirable for the United States to obtain post-war military rights for purposes of national defense. It is felt that the State Department should take cognizance of the effect which negotiations for commercial rights in the Azores might have upon subsequent negotiations for post-war military rights in that area.

The War Department is asking the Joint Chiefs of Staff, as a matter of priority, to make recommendations on the maximum post-war military rights in the Azores which would be desirable and the minimum which would be acceptable. As soon as this information is received, the State Department will be advised accordingly.

It is recognized that if a civil agreement is included, it may be necessary to make the agreement public. The War Department would have no objection to this procedure.

**Sincerely yours,****(Sgd.) HENRY L. STIMSON****Secretary of War**

Copy for Secretariat SWNCC

~~SECRET~~

175

~~SECRET~~

15 March 1945

The Honorable  
The Secretary of State

Dear Mr. Secretary:

I have your letter of February 14, 1945, stating that the State Department has informally discussed with the Army Air Forces Air Transport Command the question of obtaining, through a proposed civil air transport agreement with Portugal, Portuguese permission to use both Santa Maria and Lages Airports for our commercial airlines as soon as conditions permit. You ask whether the War Department has any further comments relative to this subject.

The War Department favors the negotiations of arrangements with the Portuguese Government permitting United States civil air carriers to use the facilities at Lages and Santa Maria Airports as soon as conditions permit. However, it is desired to invite the attention of the State Department to the fact that the Azores have been selected by the Joint Chiefs of Staff as one of the locations in which it will be desirable for the United States to obtain post-war military rights for purposes of national defense. It is felt that the State Department should take cognizance of the effect which negotiations for commercial rights in the Azores might have upon subsequent negotiations for post-war military rights in that area.

The War Department is asking the Joint Chiefs of Staff, as a matter of priority, to make recommendations on the maximum post-war military rights in the Azores which would be desirable and the minimum which would be acceptable. As soon as this information is received, the State Department will be advised accordingly.

It is recognized that if a civil agreement is included, it may be necessary to make the agreement public. The War Department would have no objection to this procedure.

Sincerely yours,

/s/ Henry L. Stimson

Secretary of War.

~~SECRET~~

~~SECRET~~

C-O-P-Y

15 March 1945

The Honorable  
The Secretary of State

Dear Mr. Secretary:

I have your letter of February 14, 1945, stating that the State Department has informally discussed with the Army Air Forces Air Transport Command the question of obtaining, through a proposed civil air transport agreement with Portugal, Portuguese permission to use both Santa Maria and Lages Airports for our commercial airlines as soon as conditions permit. You ask whether the War Department has any further comments relative to this subject.

The War Department favors the negotiations of arrangements with the Portuguese Government permitting United States civil air carriers to use the facilities at Lages and Santa Maria Airports as soon as conditions permit. However, it is desired to invite the attention of the State Department to the fact that the Azores have been selected by the Joint Chiefs of Staff as one of the locations in which it will be desirable for the United States to obtain post-war military rights for purposes of national defense. It is felt that the State Department should take cognizance of the effect which negotiations for commercial rights in the Azores might have upon subsequent negotiations for post-war military rights in that area.

The War Department is asking the Joint Chiefs of Staff, as a matter of priority, to make recommendations on the maximum post-war military rights in the Azores which would be desirable and the minimum which would be acceptable. As soon as this information is received, the State Department will be advised accordingly.

It is recognized that if a civil agreement is included, it may be necessary to make the agreement public. The War Department would have no objection to this procedure.

Sincerely yours,

/s/ Henry L. Stimson

Secretary of War.

~~SECRET~~

~~SECRET~~

C-O-P-Y

15 March 1945

The Honorable  
The Secretary of State

Dear Mr. Secretary:

I have your letter of February 14, 1945, stating that the State Department has informally discussed with the Army Air Forces Air Transport Command the question of obtaining, through a proposed civil air transport agreement with Portugal, Portuguese permission to use both Santa Maria and Lagens Airports for our commercial airlines as soon as conditions permit. You ask whether the War Department has any further comments relative to this subject.

The War Department favors the negotiations of arrangements with the Portuguese Government permitting United States civil air carriers to use the facilities at Lagens and Santa Maria Airports as soon as conditions permit. However, it is desired to invite the attention of the State Department to the fact that the Azores have been selected by the Joint Chiefs of Staff as one of the locations in which it will be desirable for the United States to obtain post-war military rights for purposes of national defense. It is felt that the State Department should take cognizance of the effect which negotiations for commercial rights in the Azores might have upon subsequent negotiations for post-war military rights in that area.

The War Department is asking the Joint Chiefs of Staff, as a matter of priority, to make recommendations on the maximum post-war military rights in the Azores which would be desirable and the minimum which would be acceptable. As soon as this information is received, the State Department will be advised accordingly.

It is recognized that if a civil agreement is included, it may be necessary to make the agreement public. The War Department would have no objection to this procedure.

Sincerely yours,

/s/ Henry L. Stimson

Secretary of War.

~~SECRET~~

~~SECRET~~

C-O-P-Y

15 March 1945

The Honorable  
The Secretary of State

Dear Mr. Secretary:

I have your letter of February 14, 1945, stating that the State Department has informally discussed with the Army Air Forces Air Transport Command the question of obtaining, through a proposed civil air transport agreement with Portugal, Portuguese permission to use both Santa Maria and Lagens Airports for our commercial airlines as soon as conditions permit. You ask whether the War Department has any further comments relative to this subject.

The War Department favors the negotiations of arrangements with the Portuguese Government permitting United States civil air carriers to use the facilities at Lagens and Santa Maria Airports as soon as conditions permit. However, it is desired to invite the attention of the State Department to the fact that the Azores have been selected by the Joint Chiefs of Staff as one of the locations in which it will be desirable for the United States to obtain post-war military rights for purposes of national defense. It is felt that the State Department should take cognizance of the effect which negotiations for commercial rights in the Azores might have upon subsequent negotiations for post-war military rights in that area.

The War Department is asking the Joint Chiefs of Staff, as a matter of priority, to make recommendations on the maximum post-war military rights in the Azores which would be desirable and the minimum which would be acceptable. As soon as this information is received, the State Department will be advised accordingly.

It is recognized that if a civil agreement is included, it may be necessary to make the agreement public. The War Department would have no objection to this procedure.

Sincerely yours,

/s/ Henry L. Stimson

Secretary of War.

~~SECRET~~

~~SECRET~~

C-O-P-Y

15 March 1945

The Honorable  
The Secretary of State

Dear Mr. Secretary:

I have your letter of February 14, 1945, stating that the State Department has informally discussed with the Army Air Forces Air Transport Command the question of obtaining, through a proposed civil air transport agreement with Portugal, Portuguese permission to use both Santa Maria and Lagens Airports for our commercial airlines as soon as conditions permit. You ask whether the War Department has any further comments relative to this subject.

The War Department favors the negotiations of arrangements with the Portuguese Government permitting United States civil air carriers to use the facilities at Lagens and Santa Maria Airports as soon as conditions permit. However, it is desired to invite the attention of the State Department to the fact that the Azores have been selected by the Joint Chiefs of Staff as one of the locations in which it will be desirable for the United States to obtain post-war military rights for purposes of national defense. It is felt that the State Department should take cognizance of the effect which negotiations for commercial rights in the Azores might have upon subsequent negotiations for post-war military rights in that area.

The War Department is asking the Joint Chiefs of Staff, as a matter of priority, to make recommendations on the maximum post-war military rights in the Azores which would be desirable and the minimum which would be acceptable. As soon as this information is received, the State Department will be advised accordingly.

It is recognized that if a civil agreement is included, it may be necessary to make the agreement public. The War Department would have no objection to this procedure.

Sincerely yours,

/s/ Henry L. Stimson

Secretary of War.

~~SECRET~~

~~SECRET~~

C-O-P-Y

15 March 1945

The Honorable  
The Secretary of State

Dear Mr. Secretary:

I have your letter of February 14, 1945, stating that the State Department has informally discussed with the Army Air Forces Air Transport Command the question of obtaining, through a proposed civil air transport agreement with Portugal, Portuguese permission to use both Santa Maria and Lagens Airports for our commercial airlines as soon as conditions permit. You ask whether the War Department has any further comments relative to this subject.

The War Department favors the negotiations of arrangements with the Portuguese Government permitting United States civil air carriers to use the facilities at Lagens and Santa Maria Airports as soon as conditions permit. However, it is desired to invite the attention of the State Department to the fact that the Azores have been selected by the Joint Chiefs of Staff as one of the locations in which it will be desirable for the United States to obtain post-war military rights for purposes of national defense. It is felt that the State Department should take cognizance of the effect which negotiations for commercial rights in the Azores might have upon subsequent negotiations for post-war military rights in that area.

The War Department is asking the Joint Chiefs of Staff, as a matter of priority, to make recommendations on the maximum post-war military rights in the Azores which would be desirable and the minimum which would be acceptable. As soon as this information is received, the State Department will be advised accordingly.

It is recognized that if a civil agreement is included, it may be necessary to make the agreement public. The War Department would have no objection to this procedure.

Sincerely yours,

/s/ Henry L. Stimson

Secretary of War.

~~SECRET~~

**SECRET**

C-O-P-Y

15 March 1945

The Honorable  
The Secretary of State

Dear Mr. Secretary:

I have your letter of February 14, 1945, stating that the State Department has informally discussed with the Army Air Forces Air Transport Command the question of obtaining, through a proposed civil air transport agreement with Portugal, Portuguese permission to use both Santa Maria and Lagens Airports for our commercial airlines as seen as conditions permit. You ask whether the War Department has any further comments relative to this subject.

The War Department favors the negotiations of arrangements with the Portuguese Government permitting United States civil air carriers to use the facilities at Lagens and Santa Maria Airports as seen as conditions permit. However, it is desired to invite the attention of the State Department to the fact that the Azores have been selected by the Joint Chiefs of Staff as one of the locations in which it will be desirable for the United States to obtain post-war military rights for purposes of national defense. It is felt that the State Department should take cognizance of the effect which negotiations for commercial rights in the Azores might have upon subsequent negotiations for post-war military rights in that area.

The War Department is asking the Joint Chiefs of Staff, as a matter of priority, to make recommendations on the maximum post-war military rights in the Azores which would be desirable and the minimum which would be acceptable. As soon as this information is received, the State Department will be advised accordingly.

It is recognized that if a civil agreement is included, it may be necessary to make the agreement public. The War Department would have no objection to this procedure.

Sincerely yours,

/s/ Henry L. Stimson

Secretary of War.

**SECRET**



~~SECRET~~

C-O-P-Y

15 March 1945

The Honorable  
The Secretary of State

Dear Mr. Secretary:

I have your letter of February 14, 1945, stating that the State Department has informally discussed with the Army Air Forces Air Transport Command the question of obtaining, through a proposed civil air transport agreement with Portugal, Portuguese permission to use both Santa Maria and Lagens Airports for our commercial airlines as soon as conditions permit. You ask whether the War Department has any further comments relative to this subject.

The War Department favors the negotiations of arrangements with the Portuguese Government permitting United States civil air carriers to use the facilities at Lagens and Santa Maria Airports as soon as conditions permit. However, it is desired to invite the attention of the State Department to the fact that the Azores have been selected by the Joint Chiefs of Staff as one of the locations in which it will be desirable for the United States to obtain post-war military rights for purposes of national defense. It is felt that the State Department should take cognizance of the effect which negotiations for commercial rights in the Azores might have upon subsequent negotiations for post-war military rights in that area.

The War Department is asking the Joint Chiefs of Staff, as a matter of priority, to make recommendations on the maximum post-war military rights in the Azores which would be desirable and the minimum which would be acceptable. As soon as this information is received, the State Department will be advised accordingly.

It is recognized that if a civil agreement is included, it may be necessary to make the agreement public. The War Department would have no objection to this procedure.

Sincerely yours,

/s/ Henry L. Stimson

Secretary of War.

~~SECRET~~

DECLASSIFIED

Authority NND740132By C G D OCT 19 1976  
NARS Date

(4)

STATE-WAR-NAVY COORDINATING  
COMMITTEE

STATE

Top  Mr. Cox  
 Mr. Halsey  
 Mr. Gardiner

WAR

Comp  Colonel McCarthy  
 Major Field  
 Lt. Massa

NAVY

MA  Commander Richardson  
 Lt. Condr. Rockefeller  
 Lieutenant Geilfuss  
 Ensign Whiteside

Note  
 Circulate  
 File

REMARKS:

Copies to Sec of State  
" " War  
" " Navy  
\_\_\_\_\_  
\_\_\_\_\_

Appendix "A"

SECRET

9 March 1945

## MEMORANDUM FOR THE SECRETARY, JOINT CHIEFS OF STAFF.

Subject: Air Bases in Latin America.

In J.C.S. 570/2 locations through the world in which the United States should maintain adequate military air bases, at the present time and in the post-war period, were designated.

The Secretary of War, in a letter dated 25 September 1944 to the Secretary of State, advised the Joint Chiefs of Staff had decided that there is no military necessity for the development of military air bases by the United States in Chile but that the potential value of commercial aviation in any future military effort was recognized.

Certain Latin American republics have from time to time indicated a desire for assistance from the United States in the construction of airfields, both military and commercial, within their respective boundaries. In some cases, the areas within which these countries desire to build airfields are not included in those areas in which the J.C.S. have determined that military air bases should be constructed.

It is therefore requested that the SWNCC be advised by the J.C.S., from the military viewpoint, the degree of assistance that the United States should render the various countries not included in the areas already designated by the J.C.S. and the quid pro quo, if any, which should be requested by the United States in return for such assistance.

For the State-War-Navy Coordinating Committee:

CHARLES W. McCARTHY  
Secretary

SECRET

3

(Annex B  
to app C)

SECRET

9 March 1945

MEMORANDUM FOR THE SECRETARY, JOINT CHIEFS OF STAFF.

Subject: Air Bases in Latin America.

In J.C.S. 570/2 locations through the world in which the United States should maintain adequate military air bases, at the present time and in the post-war period, were designated.

The Secretary of War, in a letter dated 25 September 1944 to the Secretary of State, advised the Joint Chiefs of Staff had decided that there is no military necessity for the development of military air bases by the United States in Chile but that the potential value of commercial aviation in any future military effort was recognized.

Certain Latin American republics have from time to time indicated a desire for assistance from the United States in the construction of airfields, both military and commercial, within their respective boundaries. In some cases, the areas within which these countries desire to build airfields are not included in those areas in which the J.C.S. have determined that military air bases should be constructed.

It is therefore requested that the SWNCC be advised by the J.C.S., from the military viewpoint, the degree of assistance that the United States should render the various countries not included in the areas already designated by the J.C.S. and the quid pro quo, if any, which should be requested by the United States in return for such assistance.

For the State-War-Navy Coordinating Committee:

CHARLES W. McCARTHY  
Secretary

SECRET

3

*D*  
*Law*  
~~TOP SECRET~~

8 March 1945

MEMORANDUM FOR: MR. DUNN  
MR. McCLOY

Subject: Post-War Bases

1. SWNCC 38 has been circulated and is on the agenda for the March 9th meeting of the Committee. It is a memorandum from the Joint Chiefs of Staff recommending that the Secretary of State be advised that the maximum and minimum post-war military base requirements in certain South Pacific Islands to which both the United States and Great Britain claim sovereignty are as therein described.

2. The Joint Chiefs of Staff, prior to the organization of SWNCC, submitted to the Department of State statements of United States base requirements in five territories (Cuba, Brazil, Iceland, Ecuador and New Zealand). Others, presumably, will be submitted in the future. Accordingly, it seems appropriate to consider at this time the relationship of SWNCC to the broad problem of post-war base requirements.

3. You will recall that on January 7, 1944, the President forwarded to the Secretary of State a study made by the Joint Chiefs of Staff, at his request, showing the locations in foreign territories in which air bases or aeronautical rights and facilities are deemed essential to the future military requirements of the United States. The State Department was requested to initiate negotiations for the acquisition of requisite rights, as a matter of high priority, and to collaborate with the War and Navy Departments in this matter. He also indicated that the Joint Chiefs of Staff were maintaining a continuing study of the subject and "would submit further recommendations from time to time as circumstances and the military interests of the United States dictate". He broadened this directive

DECLASSIFIED

E.O. 11652, Sec. 11

NND 740132

By RJD NARS Date 10/11/76~~TOP SECRET~~

②

~~TOP SECRET~~

to the Secretary of State in a letter dated February 1, 1944, to include base facilities for naval and ground bases in addition to air base requirements and stated therein:

"Subject to the approval of the Secretary of War and the Secretary of the Navy in matters involving departmental policy, the Joint Chiefs of Staff will be the coordinating agency in regard to the military guidance to be furnished the State Department, in connection with these negotiations."

4. The Joint Chiefs of Staff thereafter constituted a "special team" of the Joint War Plans Committee charged with responsibility for study of location of individual sites for bases and their characteristics. This "special team" was later converted into a special subcommittee of the Joint Staff Planners with the further duty of furnishing the State Department with the military guidance envisaged in the President's directives of January 7 and February 1, 1944, and, in so doing, with authority to decide such matters within the limits of the maxima and minima previously communicated to the State Department by the Joint Chiefs of Staff. At the same time, the Joint Chiefs of Staff advised the State Department of the creation of this committee and stated that the

"committee will meet with representatives of the State Department and afford all possible assistance in the preparation and conduct of negotiations for the necessary international agreements. The committee is authorized to decide such matters, lying between said maximum and minimum limits, as may require decision in the course of negotiations."

When the Joint Post-War Committee was formed, it assumed the functions of the Joint Staff Planners Subcommittee.

5. From the foregoing, it appears that procedures are in existence for the handling of these problems

~~TOP SECRET~~

~~TOP SECRET~~

except the obtaining of the informal and considered "approval of the Secretary of War and the Secretary of the Navy in matters involving departmental policy". Obviously, the base problem is closely related to the problem of determining the size and nature of the post-war military (naval) establishment in which Congress is already showing a lively interest. This might well be the function of SWNCC and should properly extend to:

(a) Consideration and approval of statements of maximum and minimum requirements prior to submission to the Secretary of State.

(b) Furnishing advise as to departmental policy with respect to the negotiations undertaken by the Department of State in each instance;

(c) Coordinating such requirements with United States policy with respect to the principle of international trusteeships as it is developed.

6. With respect to SWNCC 38, for example, the following questions of possible interest to the Secretary of War and the Secretary of the Navy are suggested:

(a) The nature of the claims of sovereignty asserted by the United States and Great Britain to these islands and the present status thereof;

(b) The use made of these islands by the United States in the prosecution of the present war and the agreements, if any, upon which such use was based;

(c) The relationship of our base requirements in these islands with others in that area for which negotiation is contemplated or might be pursued in the alternative.

These questions were presented for consideration by the Joint Chiefs of Staff in their approval of the letter to the Secretaries of War and the Navy but are not brought out in the letter.

~~TOP SECRET~~

~~TOP SECRET~~

7. It might be desirable for SWNCC to establish a Bases subcommittee responsible for developing departmental views with respect to these problems which could work with the Joint Post-War Committee of the Joint Chiefs of Staff.

- 4 -

~~TOP SECRET~~



C  
O  
P  
Y

8 March 1945

~~TOP SECRET~~MEMORANDUM FOR: MR. DUNN  
MR. McCLOYDECLASSIFIED  
E.O. 11652, Sec. 11NND 740132  
By RJD, NARS Date 10/15/76

SUBJECT: Post-War Bases

1. SWNCC 38 has been circulated and is on the agenda for the March 9th meeting of the Committee. It is a memorandum from the Joint Chiefs of Staff recommending that the Secretary of State be advised that the maximum and minimum post-war military base requirements in certain South Pacific Islands to which both the United States and Great Britain claim sovereignty are as therein described.
2. The Joint Chiefs of Staff, prior to the organization of SWNCC submitted to the Department of State statements of United States base requirements in five territories (Cuba, Brazil, Iceland, Ecuador and New Zealand). Others, presumably, will be submitted in the future. Accordingly, it seems appropriate to consider at this time the relationship of SWNCC to the broad problem of post-war base requirements.
3. You will recall that on January 7, 1944, the President forwarded to the Secretary of State a study made by the Joint Chiefs of Staff, at his request, showing the locations in foreign territories in which air bases or aeronautical rights and facilities are deemed essential to the future military requirements of the United States. The State Department was requested to initiate negotiations for the acquisition of requisite rights, as a matter of high priority, and to collaborate with the War and Navy Departments in this matter. He also indicated that the Joint Chiefs of Staff were maintaining a continuing study of the subject and "would submit further recommendations from time to time as circumstances and the military interests of the United States dictate". He broadened this directive to the Secretary of State in a letter dated February 1, 1944, to include base facilities for naval and ground bases in addition to air base requirements and stated therein:
 

"Subject to the approval of the Secretary of War and the Secretary of the Navy in matters involving departmental policy, the Joint Chiefs of Staff will be the coordinating agency in regard to the military guidance to be furnished the State Department, in connection with these negotiations."
4. The Joint Chiefs of Staff thereafter constituted a "special team" of the Joint War Plans Committee charged with responsibility for study of location of individual sites for bases and their characteristics. This "special team" was later converted into a special sub-committee of the Joint Staff Planners with the further duty of furnishing the State Department with the military guidance envisaged in the President's directive of January 7, and February 1, 1944, and, in so doing, with authority to decide such matters within the limits of the maxima and minima previously communicated to the State Department by the Joint Chiefs of Staff. At the same time, the Joint Chiefs of Staff advised the State Department of the creation of this committee and stated that the

TOP SECRET

(2)

"committee will meet with representatives of the State Department and afford all possible assistance in the preparation and conduct of negotiations for the necessary international agreements. The Committee is authorized to decide such matters, lying between said maximum and minimum limits, as may require decision in the course of negotiations."

When the Joint Post-War Committee was formed, it assumed the functions of the Joint Staff Planners Subcommittee.

5. From the foregoing, it appears that procedures are in existence for the handling of these problems except the obtaining of the informal and considered "approval of the Secretary of War and the Secretary of the Navy in matters involving departmental policy". Obviously, the base problem is closely related to the problem of determining the size and nature of our post-war military (naval) establishment in which Congress is already showing a lively interest. This might well be the function of SWNCC and should properly extend to:

(a) Consideration and approval of statements of maximum and minimum requirements prior to submission to the Secretary of State;

(b) Furnishing advice as to departmental policy with respect to the negotiations undertaken by the Department of State in each instance;

(c) Coordinating such requirements with United States policy with respect to the principle of international trusteeships as it is developed.

6. With respect to SWNCC 38, for example, the following questions of possible interest to the Secretary of War and the Secretary of the Navy are suggested:

(a) The nature of the claims of sovereignty asserted by the United States and Great Britain to these islands and the present status thereof;

(b) The use made of these islands by the United States in the prosecution of the present war and the agreements, if any, upon which such use was based;

(c) The relationship of our base requirements in these islands with others in that area for which negotiation is contemplated or might be pursued in the alternative.

These questions were presented for consideration by the Joint Chiefs of Staff in their approval of the letter to the Secretaries of War and the Navy but are not brought out in the letter.

7. It might be desirable for SWNCC to establish a Bases Subcommittee responsible for developing departmental views with respect to these problems which could work with the Joint Post-War Committee of the Joint Chiefs of Staff.

~~SECRET~~ *appendix "B"*

WAR DEPARTMENT  
OFFICE OF THE ASSISTANT SECRETARY  
WASHINGTON, D. C.

13 February 1945

MEMORANDUM FOR THE SECRETARIAT, STATE-WAR-NAVY COORDINATING COMMITTEE:

There are transmitted herewith a memorandum dated February 9, 1945 from the Deputy Chief of Staff to the Assistant Secretary of War referring to airfields in Chile, and certain inclosures as noted in the memorandum.

The Assistant Secretary of War suggests that the Secretariat consider paragraph 10<sup>a</sup> of this memorandum in the light of the comments made in the attached memorandum dated January 27, 1945 from the Assistant Secretary of War for Air and recommends that the matters referred to in paragraph 10<sup>a</sup> be referred to the Joint Chiefs of Staff in order that their views may be obtained as suggested by the Deputy Chief of Staff.

*(annex to app B)*

*H. A. Gernardt*  
HARRISON A. GERNARDT  
Colonel, General Staff Corps  
Executive to Ass't Secretary of War

Incl.

FEB 15 1945



STATE WAR & NAVY COORDINATING COMMITTEE  
*123*



~~SECRET~~

DECLASSIFIED  
Authority NND 740132  
By File/1042 WARS, Date JUN 13 1977

*72666*  
*(1)*

~~SECRET~~

13 February 1945

MEMORANDUM FOR THE SECRETARIAT, STATE-WAR-NAVY COORDINATING COMMITTEE:

There are transmitted herewith a memorandum dated February 9, 1945 from the Deputy Chief of Staff to the Assistant Secretary of War referring to airfields in Chile, and certain inclosures as noted in the memorandum.

The Assistant Secretary of War suggests that the Secretariat consider paragraph 10 of this memorandum in the light of the comments made in the attached memorandum dated January 27, 1945 from the Assistant Secretary of War for Air, and recommends that the matters referred to in paragraph 10 be referred to the Joint Chiefs of Staff in order that their views may be obtained as suggested by the Deputy Chief of Staff.

SIGNED, /

HARRISON A. GERHARDT  
Colonel, General Staff Corps  
Executive to Ass't Secretary of War

Incls.

~~SECRET~~



*MacCarthy*

**SECRET**

WAR DEPARTMENT  
OFFICE OF THE CHIEF OF STAFF  
WASHINGTON

FEB 9 1945

MEMORANDUM FOR THE ASSISTANT SECRETARY OF WAR:

SUBJECT: Interest of Chilean Government in Constructing  
a Network of Airfields in Chile

1. Reference is made to memorandum dated 27 January 1945 addressed to you by the Assistant Secretary of War for Air, subject as above.

2. The Assistant Secretary of State by letter to the Secretary of War dated 15 January 1945 inclosed correspondence concerning the interest of the Chilean Government in the construction of a network of airfields in Chile, and requested the views of the War Department in regard to the implementation of a plan submitted by the U. S. Military Air Attache in Chile.

3. By letter dated 25 September 1944 the Secretary of War informed the Secretary of State that the Joint Chiefs of Staff had decided that there is no military necessity for the development of military air bases by the United States and Chile, but that the potential value of commercial aviation to any future military effort was recognized, and to that extent the War Department was interested in the development of commercial bases, both foreign and domestic.

4. By letter dated 6 November 1944 the Secretary of War informed the Secretary of State that he should like to point out that the War Department is in a position, through the medium of its Aviation Missions in Latin American countries, to assist these countries if called upon to do so in matters of a technical nature in connection with the development of air facilities.

5. The Assistant Secretary of State, in letter indicated in paragraph 2 above, wished to be informed on two points:

a. Must the War Department, at this time, adhere to the decision stated in its letter of 25 September 1944?

b. Is the War Department prepared to implement the plans with respect to Chilean airfield construction made in the office of the Military Air Attache in Chile?



DECLASSIFIED  
Authority NND 740132  
By KWB/KAN NARS, Date JUN 13 1977

**SECRET**



R

~~SECRET~~

6. The plans made in the office of the Military Air Attache involved in general a program consisting of two parts:

a. A survey to require not more than six to eight months for the purpose of preparing and submitting a plan for an airport and airway expansion program, including the layout of military bases adjacent to the proposed airport sites as well as the preparation of cost estimates.

b. The supervision of construction of sites selected which would in all probability include Lend-Lease aid on such items as the Chileans could not produce themselves, such as airport lighting equipment, airport radio equipment and airport meteorological instruments.

7. The letter of 15 January 1945 from the Assistant Secretary of State indicates a misunderstanding as to the intent of the decision of the Joint Chiefs of Staff. That decision merely indicates the areas in which the United States has a requirement for military air bases and in which the United States should have military air rights, but the decision makes no reference to the desirability of developing the aviation market of the United States in Latin American countries, which the War Department has always considered advisable in order to increase the potential air power of the United States and to prevent the infiltration of foreign aviation interests.

8. In regard to the second question posed by the Assistant Secretary of State, the War Department is prepared to go forward with the Military Air Attache's program by having the required technicians assigned on temporary duty in Chile, but is not prepared at this time to undertake any commitments with respect to the furnishing of Lend-Lease or of any funds other than the actual cost of required personnel. The degree of assistance that should be rendered in this latter regard will be decided upon as the result of further survey and discussion. It is considered that a separate contractual airport mission under terms not consistent with the present Air Mission is undesirable and, in fact, unnecessary. The required personnel can be assigned to the Commanding General, Caribbean Defense Command and placed by him on temporary duty in Chile under an administrative set-up agreed upon by the Commanding General, Caribbean Defense Command and our Ambassador.

9. In regard to Mr. Lovett's statement reference obtaining quid pro quo from Chile in return for our assistance in the construction of air fields, it is considered by the War Department General Staff that it is inadvisable to use military personnel and military assistance in barter for commercial rights in Chile or any other Latin American country. However, the War Department General Staff considers that the

~~SECRET~~

~~SECRET~~

matter of obtaining rights in Latin America, as proposed in Mr. Lovett's Memorandum, should be referred to the Joint Chiefs of Staff by the State-War-Navy Coordinating Committee in order that their views may be obtained in regard to the rights, both commercial and military (not specifically covered in JCS 570/2) desired by the United States in the other American republics. In this manner a policy can be established by the State, War and Navy Departments in regard to the degree of assistance that is to be rendered each Latin American country in the construction of air fields, as well as a determination made of the quid pro quo desired by the United States. It is further recommended that in reply to the Assistant Secretary of State's letter at this time his specific questions be answered and that the questions raised by Mr. Lovett be made the subject of separate correspondence after the views of the Joint Chiefs of Staff have been obtained.

10. In view of the foregoing, it is recommended that the Secretary of War sign and dispatch the attached letter to the Assistant Secretary of State, informing him substantially as indicated in paragraphs seven and eight above.

*Thos Handy*  
 THOS. T. HANDY  
 Lieutenant General, GSC  
 Deputy Chief of Staff

3 Incls

1. Ltr to Asst Sec/State  
for sig Sec/War
2. Memo fr Asst Sec/War  
for Air, 27 Jan 45,  
to Asst Sec/War
3. Ltr fr Asst/Sec/State,  
15 Jan 45, to Sec/War  
w/5 incls

<sup>3</sup>  
~~SECRET~~



~~SECRET~~

FEB 9 - 1945

## MEMORANDUM FOR THE ASSISTANT SECRETARY OF WAR:

SUBJECT: Interest of Chilean Government in Constructing  
a Network of Airfields in Chile

1. Reference is made to memorandum dated 27 January 1945 addressed to you by the Assistant Secretary of War for Air, subject as above.
2. The Assistant Secretary of State by letter to the Secretary of War dated 15 January 1945 inclosed correspondence concerning the interest of the Chilean Government in the construction of a network of airfields in Chile, and requested the views of the War Department in regard to the implementation of a plan submitted by the U. S. Military Air Attache in Chile.
3. By letter dated 25 September 1944 the Secretary of War informed the Secretary of State that the Joint Chiefs of Staff had decided that there is no military necessity for the development of military air bases by the United States and Chile, but that the potential value of commercial aviation to any future military effort was recognized, and to that extent the War Department was interested in the development of commercial bases, both foreign and domestic.
4. By letter dated 6 November 1944 the Secretary of War informed the Secretary of State that he should like to point out that the War Department is in a position, through the medium of its Aviation Missions in Latin American countries, to assist these countries if called upon to do so in matters of a technical nature in connection with the development of air facilities.
5. The Assistant Secretary of State, in letter indicated in paragraph 2 above, wished to be informed on two points:
  - a. Must the War Department at this time adhere to the decision stated in its letter of 25 September 1944?
  - b. Is the War Department prepared to implement the plans with respect to Chilean airfield construction made in the office of the Military Air Attache in Chile?

DECLASSIFIED

Authority NND 740132~~SECRET~~By EWB/STW NARS, Date JUN 13 1977

COPY TO ACCOMPANY ORIGINAL

~~SECRET~~

6. The plans made in the office of the Military Air Attache involved in general a program consisting of two parts:

a. A survey to require not more than six to eight months for the purpose of preparing and submitting a plan for an airport and airway expansion program, including the layout of military bases adjacent to the proposed airport sites as well as the preparation of cost estimates.

b. The supervision of construction of sites selected which would in all probability include Lend-Lease aid on such items as the Chileans could not produce themselves, such as airport lighting equipment, airport radio equipment and airport meteorological instruments.

7. The letter of 15 January 1945 from the Assistant Secretary of State indicates a misunderstanding as to the intent of the decision of the Joint Chiefs of Staff. That decision merely indicates the areas in which the United States has a requirement for military air bases and in which the United States should have military air rights, but the decision makes no reference to the desirability of developing the aviation market of the United States in Latin American countries, which the War Department has always considered advisable in order to increase the potential air power of the United States and to prevent the infiltration of foreign aviation interests.

8. In regard to the second question posed by the Assistant Secretary of State, the War Department is prepared to go forward with the Military Air Attache's program by having the required technicians assigned on temporary duty in Chile, but is not prepared at this time to undertake any commitments with respect to the furnishing of Lend-Lease or of any funds other than the actual cost of required personnel. The degree of assistance that should be rendered in this latter regard will be decided upon as the result of further survey and discussion. It is considered that a separate contractual airport mission under terms not consistent with the present Air Mission is undesirable and, in fact, unnecessary. The required personnel can be assigned to the Commanding General, Caribbean Defense Command and placed by him on temporary duty in Chile under an administrative set-up agreed upon by the Commanding General, Caribbean Defense Command and our Ambassador.

9. In regard to Mr. Lovett's statement reference obtaining quid pro quo from Chile in return for our assistance in the construction of air fields, it is considered by the War Department General Staff that it is inadvisable to use military personnel and military assistance in barter for commercial rights in Chile or any other Latin American country. However, the War Department General Staff considers that the

~~SECRET~~

LEFT TO ACCOMPANY ORIGINAL

~~SECRET~~

matter of obtaining rights in Latin America, as proposed in Mr. Lovett's Memorandum, should be referred to the Joint Chiefs of Staff by the State-War-Navy Coordinating Committee in order that their views may be obtained in regard to the rights, both commercial and military (not specifically covered in JCS 570/2) desired by the United States in the other American republics. In this manner a policy can be established by the State, War and Navy Departments in regard to the degree of assistance that is to be rendered each Latin American country in the construction of air fields, as well as a determination made of the quid pro quo desired by the United States. It is further recommended that in reply to the Assistant Secretary of State's letter at this time his specific questions be answered and that the questions raised by Mr. Lovett be made the subject of separate correspondence after the views of the Joint Chiefs of Staff have been obtained.

10. In view of the foregoing, it is recommended that the Secretary of War sign and dispatch the attached letter to the Assistant Secretary of State, informing him substantially as indicated in paragraphs seven and eight above.

(Sgd) THOS. T. HANDY

3 Incls

1. Ltr to Asst Sec/State  
for sig Sec/War
2. Memo fr Asst Sec/War  
for Air, 27 Jan 45,  
to Asst Sec/War
3. Ltr fr Asst/Sec/State,  
15 Jan 45, to Sec/War  
w/5 incls

THOS. T. HANDY  
Lieutenant General, GSC  
Deputy Chief of Staff

~~SECRET~~

LET TO ACCOMPANY ORIGINAL

appendix "C"  
~~SECRET~~

OPD 580.82 Latin America (15 Jan 45)

FEB 9 - 1945

The Honorable

The Assistant Secretary of State

Dear Mr. Secretary:

I have your letter of January 15, 1945 concerning the interest of the Chilean Government in the construction of a network of airfields in Chile.

The letter indicates a misunderstanding as to the intent of the decision of the Joint Chiefs of Staff to which you refer. That decision merely indicates the areas in which the United States has a requirement for military air bases and in which the United States should have certain military rights. The area so indicated excludes Chile. The decision makes no reference to the desirability of developing the aviation market of the United States in Latin American countries which the War Department has always considered advisable in order to increase the potential air power of the United States and to prevent the infiltration of foreign aviation interests. The War Department has recently submitted to the State-War-Navy Coordinating Committee a proposed overall policy with respect to Latin America, which includes, among other objectives, the desire of the War Department to strengthen hemispheric defense through the development of commercial air facilities throughout Latin America.

As indicated in my letter of November 6, 1944, the War Department has always been willing to assist in the furtherance of this latter policy through the medium of its Aviation Missions in the Latin American countries. In this particular case the War Department is prepared to go forward with the Military Air Attache's program by having the required technicians assigned on temporary duty in Chile, but is not prepared at this time to undertake any commitments with respect to the furnishing of Lend-Lease or of any funds other than the actual cost of required personnel. The degree of assistance that should be rendered in this latter regard will have to abide the result of further survey and discussion.

~~SECRET~~

COPY FOR  
 THE ADJUTANT GENERAL

*Annex A to app (c)*

~~SECRET~~

The War Department is at present preparing recommendations to the State-War-Navy Coordinating Committee as to the extent of War Department participation in the implementation of the United States aviation policy with respect to Latin America.

Sincerely yours,

(Sgd.) HENRY L. STIMSON

Secretary of War

WET

FEB 9 - 45 PM



DISPATCHED  
OFFICE OF THE  
CHIEF OF STAFF

~~SECRET~~

ADDRESS OFFICIAL COMMUNICATIONS TO  
THE SECRETARY OF STATE  
WASHINGTON, D. C.

*Annex A to Appendix C*



DEPARTMENT OF STATE  
WASHINGTON

RECEIVED  
WAR DEPARTMENT  
SECRETARY'S OFFICE

In reply refer to  
AD 825.7962/12-1544

1945 JAN 15 PM 7:43  
January 15, 1945

~~SECRET~~

*Annex B to app C*

My dear Mr. Secretary:

I refer to the War Department's letter of September 25, 1944 in response to a memorandum dated August 7, 1944 from the Department of State to the Assistant Chief of Staff, Operations Division, War Department General Staff, concerning the interest of the Chilean Government in constructing a network of airfields in Chile.

There are enclosed a copy of a paraphrase of a telegram dated October 30, 1944 from the American Embassy at Santiago, Chile, a copy of despatch no. 11096 of November 13, 1944 from the American Embassy at Santiago, Chile, a copy of despatch no. 11187 dated November 30, 1944 from the American Embassy at Santiago, Chile, a copy of a paraphrase of telegram dated December 13, 1944 from the American Embassy at Santiago, Chile, and a copy of a paraphrase of telegram dated December 15, 1944 from the American Embassy at Santiago, Chile.\*

Although the War Department's letter of September 25, 1944 indicated that it had been decided by the Joint Chiefs of Staff that there was no necessity for the present development of military air bases in Chile, it appears from the correspondence, of which copies

are

The Honorable  
Henry L. Stimson,  
Secretary of War.



~~SECRET~~

DECLASSIFIED

Authority NND 740132

By Fue/lem NARS, Date JUN 13 1977

*Incl. #3*

*OSW 686 Chile (1-15-45) Report  
WCSA 686 (15-guar-45)*

-2-

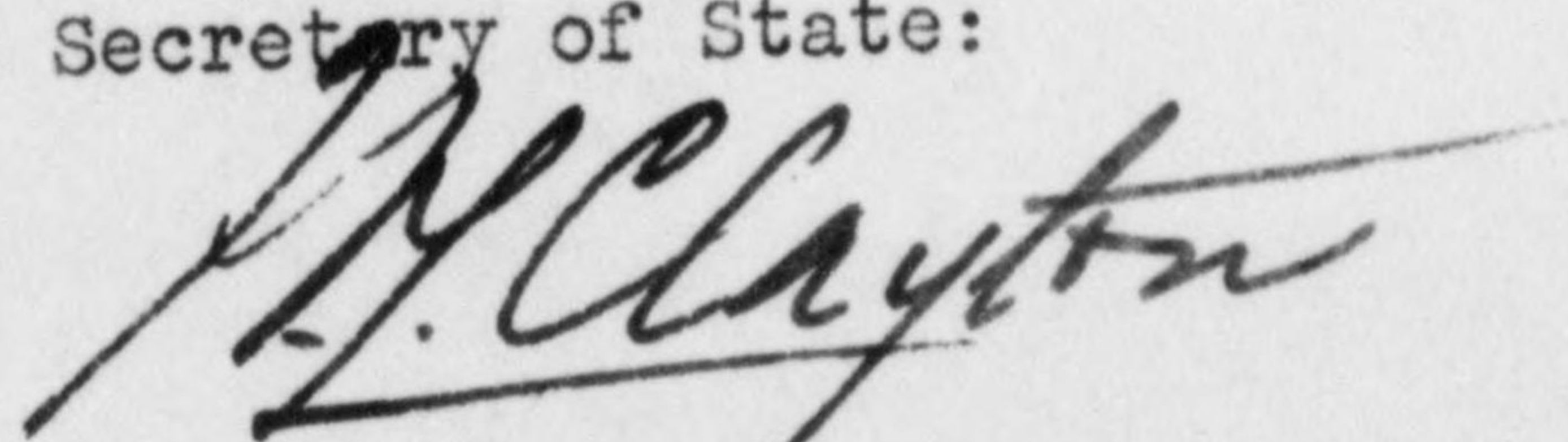
are enclosed, that an active interest in the proposal for the development of air works in Chile is being taken by the Military Air Attache of the American Embassy at Santiago on the basis of instructions which he had received from the War Department in December 1943 and by the Caribbean Defense Command. It will be noted that plans have been formulated whereby the War Department might cooperate through the assignment of a special engineering mission to assist the Chilean Government in this connection.

I would appreciate being informed whether it is the view of the War Department at this time that it must adhere to the decisions stated in its letter of September 25, 1944 or whether it is prepared to implement the plans made in the Office of the Military Air Attache.

It would be appreciated if your reply in this matter were expedited.

Sincerely yours,

For the Secretary of State:



Assistant Secretary

\* Not published.

Enclosures:

1. Paraphrase of telegram no. 1712, October 30, 1944, from Santiago, Chile.
2. Despatch no. 11096, November 13, 1944, from Santiago, Chile.
3. Despatch no. 11187, November 30, 1944, from Santiago, Chile.
4. Paraphrase of telegram no. 1914, December 13, 1944, from Santiago, Chile.
5. Paraphrase of telegram no. 1926, December 15, 1944, from Santiago, Chile.

~~SECRET~~

Annex B to appendix C  
COPY~~SECRET~~

OPD 580.82 Latin America (7 Aug 44)

September 25 1944.

The Honorable,

The Secretary of State.

Dear Mr. Secretary:

I refer to a memorandum dated August 7, 1944 from the Department of State to the Assistant Chief of Staff, Operations Division, War Department General Staff, subject: "Interest of Chilean Government in Constructing a Network of Airfields in Chile", inclosing a memorandum submitted to you by the Chilean Air Force Commission.

The Joint Chiefs of Staff have decided that there is no necessity for the development of military air bases in Chile at this time. Therefore, I consider that the only direct military interest which the War Department has in the above project lies in obtaining from Chile the right for military aircraft to fly into, through and away from that country.

The potential value of commercial aviation to any future military effort is of course recognized, and to that extent the War Department is interested in the development of commercial bases, both foreign and domestic. However, since the matter of obtaining operating and other rights for international commercial airline expansion, as certificated by the Civil Aeronautics Board, is one in which your Department exercises primary interest, I suggest that the construction of airfields in Chile be approached from the commercial airline standpoint rather than from any military requirement.

Sincerely yours,

Secretary of War.

~~SECRET~~

DECLASSIFIED

Authority NND 740132Kulbom HARS, Date JUN 13 1977



COPY

~~SECRET~~

OPD 580.82 Latin America (7 Aug 44)

September 22, 1944.

The Honorable,

The Secretary of State.

Dear Mr. Secretary:

I refer to a memorandum dated August 7, 1944 from the Department of State to the Assistant Chief of Staff, Operations Division, War Department General Staff, subject: "Interest of Chilean Government in Constructing a Network of Airfields in Chile", inclosing a memorandum submitted to you by the Chilean Air Force Commission.

The Joint Chiefs of Staff have decided that there is no necessity for the development of military air bases in Chile at this time. Therefore, I consider that the only direct military interest which the War Department has in the above project lies in obtaining from Chile the right for military aircraft to fly into, through and away from that country.

The potential value of commercial aviation to any future military effort is of course recognized, and to that extent the War Department is interested in the development of commercial bases, both foreign and domestic. However, since the matter of obtaining operating and other rights for international commercial airline expansion, as certificated by the Civil Aeronautics Board, is one in which your Department exercises primary interest, I suggest that the construction of airfields in Chile be approached from the commercial airline standpoint rather than from any military requirement.

Sincerely yours,

Secretary of War.

~~SECRET~~

COPY

~~SECRET~~

OPD 580.82 Latin America (7 Aug 44)

September 22, 1944.

The Honorable,

The Secretary of State.

Dear Mr. Secretary:

I refer to a memorandum dated August 7, 1944 from the Department of State to the Assistant Chief of Staff, Operations Division, War Department General Staff, subject: "Interest of Chilean Government in Constructing a Network of Airfields in Chile", inclosing a memorandum submitted to you by the Chilean Air Force Commission.

The Joint Chiefs of Staff have decided that there is no necessity for the development of military air bases in Chile at this time. Therefore, I consider that the only direct military interest which the War Department has in the above project lies in obtaining from Chile the right for military aircraft to fly into, through and away from that country.

The potential value of commercial aviation to any future military effort is of course recognized, and to that extent the War Department is interested in the development of commercial bases, both foreign and domestic. However, since the matter of obtaining operating and other rights for international commercial airline expansion, as certificated by the Civil Aeronautics Board, is one in which your Department exercises primary interest, I suggest that the construction of airfields in Chile be approached from the commercial airline standpoint rather than from any military requirement.

Sincerely yours,

Secretary of War.

~~SECRET~~

PARAPHRASE OF TELEGRAM RECEIVED

FROM: AMEMBASSY, Santiago  
TO: Secretary of State, Washington  
DATED: December 15, 1944, 1 p.m.  
NUMBER: 1926

General Smith is coming back tomorrow to Panama and (please refer to my telegram no. 1914 sent at 2 p.m. December 13) due to shortage of proper high octane gasoline. Proposed inspection trip to Magallanes has been cancelled.

BOWERS

**Department of State**

---

OFFICE } AD  
DIVISION } -----

**ENCLOSURE**

**TO**

**LETTER DRAFTED** 1-3-45

**ADDRESSED TO**

Henry L. Stimson

PARAPHRASE OF TELEGRAM RECEIVED

FROM: AMEMBASSY, Santiago  
TO: Secretary of State, Washington  
DATED: October 30, 1944, 5 p.m.  
NUMBER: 1712

In the course of conversations between Colonel Johnson and the Ministry of National Defense, eagerness was expressed by the Ministry with regard to aid and cooperation of United States Air Force Engineers in extending airports now existing and constructing new ones, and in the acquisition under Lend-Lease of necessary equipment. Today a note from the Foreign Office has been received stating that it is hoped that this can be done. It is agreed by our military men that this would be advantageous to us. I suggest that Johnson, if he is still in Washington, talk to the War Department concerning this.

BOWERS

No. 11,096

Santiago, Chile, November 13, 1944

Subject: Improvement of Chilean Airports and Military and Commercial Traffic.

~~SECRET~~~~Secret~~

The Honorable  
The Secretary of State,  
Washington.

I have the honor to refer to my strictly confidential telegram No. 1722 of October 30, 9:00 p.m. and to enclose the text and translation of a confidential note, No. 51 of October 27, 1944, from the Undersecretary of Foreign Affairs proposing that the understandings reached in conversations which have taken place in Santiago between the Military Air Attaché of this Embassy and the Ministry of Defense be reduced to concrete form as regards the technical advice and equipment which can be furnished by the War Department of the United States for the improvement of airfields in Chile. In this connection reference is made to the confidential memorandum of a conversation on the subject, "Chilean Aviation Matters" which took place in the Department on August 18, 1944.

As an indication of the subjects covered in the Santiago conversations, there is enclosed a copy of a memorandum to me from Col. Daniel E. Ellis, Military Air Attaché of this Embassy, dated August 30, 1944. It will be noted that Col. Ellis' memorandum stresses the assistance which might be rendered by U. S. Army Air Forces technical personnel in recommending construction of new landing fields and the improvement of the existing ones which can be carried out with Chilean equipment and resources without the necessity of furnishing construction machinery but with a recommendation for providing lighting, radio, and weather reporting apparatus and equipment. This recommendation is based upon the belief that satisfactory sites for new airfields can be so selected and existing airfields can be so re-designed as to enable the meeting of minimum requirements with respect to size, surface, drainage, etc., using machinery which is already at the disposal of the Chilean Government. Aids to aerial navigation and weather reporting and recording apparatus, however, are not obtainable in Chile and could not be acquired in a reasonable time without assistance.

It is

DECLASSIFIED

Authority NND 740132By RUB/BA NARS, Date JUN 13 1977

It is unnecessary to stress the importance, from the military viewpoint, of a network of airfields throughout the length of Chile assuring access to the Cape Horn region and adjacent waters by military aircraft in case of a threat by hostile forces. Almost equally important, from the viewpoint of commercial air communications, is the fact that lighted landing fields and radio beacons would permit considerable lengthening of the flying day, now limited to daylight hours.

As the project is presented in the enclosed memorandum, it seems to offer considerable benefits with a very reasonable outlay on the part of the two Governments, with the advantage that once a survey has been completed and recommendations have been made, the work can then proceed at whatever pace the Government of Chile may find it practicable to set.

It appears that what is now being sought is a general written understanding as to the character of the technical assistance desired and the method of providing it, which would serve as a basis and point of reference for initiating the project, the operating details to be arranged through direct contact between the War Department's representatives in Santiago and the Chilean Military Authorities. Reference is made to my Despatch No. 9740 of May 16, 1944 outlining the steps taken in arriving at an understanding as to the aerial photographic charting of Chilean territory to be carried out by USAAF personnel and aircraft. In that case, an exchange of notes between the Ambassador and the Minister of Foreign Affairs established the general lines of the project, which were later filled in, and even modified, by agreement between the War Department's representatives in Santiago and the Chilean Ministry of National Defense. This method might be followed in the present instance, if the War Department considers it appropriate.

I shall await the department's specific instructions before taking any steps in this matter beyond an acknowledgment of the Foreign Undersecretary's letter.

Respectfully yours,

CLAUDE G. DOWERS

Enclosures:

1. Confidential note, No. 51 to the Ambassador from Undersecretary of Foreign Affairs dated October 27, 1944.
2. Translation, confidential note No. 51.
3. Memorandum to the Ambassador from Col. Daniel S. Ellis dated August 30, 1944.

#10/379.6  
 M. J. / 10/10/44

BUROXURS NO. 2 TO DEPARTCH NO. 12,094  
DATED NOVEMBER 13, 1944  
FROM AMERICAN EMBASSY  
SANTIAGO, CHILE

TRANSMISSION

REPUBLIC OF CHILE  
Ministry of Foreign Affairs  
DIPLOMATIC DEPARTMENT

Santiago, October 27, 1944

~~CONFIDENTIAL NO. 5~~

Mr. Ambassador:

The Ministry of National Defense has informed this Department concerning the conversations held recently with the Military Air Attaché of that Embassy with the object of arriving at an understanding about the assistance which engineers of the American Air Force might render in carrying out a coordinated plan for the construction of new airfields, and the extension or re-orientation of the existing ones, in a network which would meet the requirements of modern military and commercial aircraft.

There would also be considered for the same purpose the acquisition of the necessary equipment for carrying out the plan, as a charge against Lend-Lease funds.

In view of the unusual importance for my country which the execution of this project would have, I venture to ask Your Excellency to be so kind as to take the appropriate steps to set forth in concrete form the progress already made in this direction which, according to the statement of the Military Air Attaché of that Embassy, enjoys the informal approval of the Department of War in Washington.

I avail myself of this opportunity to renew to Your Excellency the assurances of my highest and most distinguished consideration.

For the Minister,

(Signed) C. Allaga C.

The Honorable Claude G. Ewers  
Ambassador Extraordinary and Plenipotentiary  
of the United States of North America, Santiago.

DECLASSIFIED

Authority NND 740132

By RUB/STW NARS, Date JUN 13 1977



ENCLOSURE NO. 3 TO DESPATCH NO. 11,094  
 DATED NOVEMBER 13, 1944  
 FROM AMERICAN EMBASSY  
 SANTIAGO, CHILE

COPY

~~CONFIDENTIAL~~

AMERICAN EMBASSY

Office of The Military Air Attaché  
 Santiago, Chile.

MAA 686.9  
 381.3

30 August 1944  
 DEE/ces

MEMORANDUM

TO: The Ambassador, American Embassy, Santiago, Chile.

SUBJECT: Aid in Constructing Chilean Airports

Reference is made to copy of Department of State Memorandum of Conversation, entitled "Chilean Aviation Matters" dated 18 August 1944, between Sr. Gajardo, Chilean Minister Counselor; Comandante Raul Gonzalez, Chief of the Chilean Air Force Commission; Mr. Jarvis, AD; Mr. Longyear, FC/L; Mr. Lyon and Mr. Gray NWC, discussing the request which had been made by the Chilean Government for Lend-Lease funds to create a network of airfields extending from the north of Chile to Magallanes.

This is to advise that this office has had numerous conferences with the Chief of the Chilean Air Force, the Minister of Defense, and the Chief of the Coordination General Staff concerning the need of adequate airports in Chile, both for military and commercial aviation, and a program to carry out their construction.

On 6 September 1943, this office submitted a report to the War Department in which it was stated that in the opinion of the writer, an airport construction program of the type suited to the needs of Chile, adequate for modern aircraft, could be carried out by the Chilean Government without the aid of Lend-Lease funds provided sufficient technical engineering help were given.

On 3 December 1943 a reply to this suggestion was received from the War Department, which is quoted in part as follows:

"1. Reference is made to your Report #5174, dated 6 September 1943, I.G. #8020.

"2. In connection with your comment to the effect that a program for airport improvement could be instituted and carried out without Lend-Lease aid if adequate technical airport engineering and consultation could be given to the Chilean Government, we are advised by our Liaison Officer in Washington that complete Army Air Force engineers and technical services are available and in all probability would be furnished upon request, through channels, to the War Department."

Airport improvement in Chile should be divided into two priorities, in the opinion of this office, briefly outlined as follows:

A. First

DECLASSIFIED

Authority NND 740132

By Fue/Star NARS, Date JUN 13 1977

-2-

A. First Priority

(1) Lengthening of existing airports to a minimum of 5,000 feet at sealevel, plus 10% for each 1,000 feet of altitude, into the direction of the prevailing wind, and reorienting as needed, where the approaches are blocked by obstructions, which in Chile usually consist of mountains or nearby hills.

(2) The selection of new intermediate sites for airports on soil with good natural drainage at towns not now possessing airports, at intervals of approximately 100 miles as emergency landing fields or alternates for bad weather, and for local use in Aero Club pilot training.

(3) Dust and wind erosion control at all sites; those in the desert region of northern Chile by stabilization with magnesium chloride, and those in the central and south of Chile with grass or sod where prevailing rains are sufficient to insure growth.

B. Second Priority

(1) A program for night lighting of all airports to include the installation of equipment similar to the U.S. Army Air Forces portable night lighting system, minus the trucks, for airports at cities. This system includes runway marker lights, airport beacons, obstruction lights, airport flood lights, lighted windcones, and in some cases boundary marker lights.

(2) Additional airport lighting equipment portable-by-air, eight (8) units, for the eight air combat groups of the Chilean Air Force.

(3) Airport radio communication systems for approximately twenty-four (24) airports, to include transmitters and receivers for point-to-point communications and ground-to-air flight control.

(4) Basic meteorological equipment (including ceiling balloons) for approximately twenty-four (24) airports.

The program listed under A - First Priority, it is believed, can be accomplished with Chilean funds if a commission of U. S. Army Air Force airport engineers and technicians is made available and furnished by the War Department. The equipment listed under B - Second Priority is that which would probably have to be, or could be, furnished under Lend-Lease.

With reference to the grading equipment mentioned in the State Department Memorandum referred to, it is understood that surplus grading equipment exists in the U.S. which might be made available, according to a report received by the Naval Attaché of this Embassy from the Navy Department. The procurement of such grading equipment, whether by direct purchase or Lend-Lease, should not be included in any program for airport construction until, and if, the above-mentioned commission of engineers and airport technicians has had an opportunity to complete an airport survey, and has decided that such grading equipment is necessary. This recommendation is offered in view of the fact that the

Director

-3-

Director of Public Roads in Chile has grading equipment available for highway construction and maintenance purposes, and it is believed that the Chilean Government could properly delegate such actual airport grading as might be necessary to this Agency.

The above program involves only the following expenditures on the part of Chile:

- (1) Acquisition of necessary land for airport extensions, and for intermediate airport sites, either by expropriation or by lease.
- (2) Cost of grading, fencing and dust control stabilization.

It will be noted that the program does not include airport runway paving nor drainage, as the experience of the writer in Chile indicates that suitable sites can be found throughout the length of this country that will eliminate these two expensive items.

Such a program, therefore, in its essentials, includes only the following:

- (1) Acceptance and approval of the project by the Chilean Government, implemented by a formal request to the U. S. Government and the War Department for sending such a commission of airport engineers to Chile, and
- (2) The procurement, through Lend-Lease, of airport lighting and radio communications equipment.

A formal request mentioned for a commission of airport engineers and technicians to come to Chile has just been received by this office from the Chief of the Chilean Air Force, and has been approved by the Minister of Defense. An unofficial translation of this request is inclosed herewith. It is recommended that the above be coordinated with the State Department, and if approved, that the suggested aid in the form of a technical commission of airport engineers be furnished by the War Department rather than by the Civil Aeronautics Administration, inasmuch as airport and intermediate fields in Chile should, in the opinion of this office, be designed with a view to their end-use in military operations, as a part of the program for hemisphere defense. In other words, such airports and facilities should be designed by Army engineers to specifications that would permit their use by a U.S. tactical air force in the future contingency of a possible need on the part of Chile for U.S. aid in hemisphere defense.

In this connection, support is given to this proposal by State Department Document 810.24/554, dated 24 June 1944 on "Procurement of Material", inclosing a confidential statement of the Joint Chiefs of Staff, paragraph 4 a and 4 g, which are quoted as follows:

"a. The Development and preparation of such ground, naval, and air forces, with their supporting establishments and installations, as may be required for Joint operations with United Nations forces within this hemisphere.

"d. The

-4-

"d. The shipment of limited amounts of certain armaments and material deemed essential to the successful carrying on of the programs in which United States military and naval missions are engaged."

Since the development of facilities for joint operations is emphasized, the development of Chilean airports capable of handling such joint operations is the one most important need in Chile today. Under Paragraph 4 g quoted above, the furnishing of airport lighting and radio equipment under Lend-Lease, plus enough magnesium chloride for airport stabilization should be the only Lend-Lease demand for carrying this program into effect, providing a commission of Army Air Force engineers and technicians is furnished to Chile. This seems to be the most inexpensive and practical solution to the policy expressed by the Joint Chiefs of Staff.

Respectfully submitted,

(Sgd.) Daniel E. Ellis

DANIEL E. ELLIS  
Lt. Colonel, G.S.C.  
Military Air Attaché

Incl. Ltr. fr Chief of CHAF (translation)

C.C. MIS  
CG CDC  
NA

COPY

EMBASSY OF THE  
UNITED STATES OF AMERICA

Santiago, Chile, November 30, 1944.

No. 11,187

Subject: Improvement of Chilean Airports for Military and Commercial Traffic.

~~SECRET~~

The Honorable  
The Secretary of State,  
Washington, D. C.

Sir:

Supplementing my despatch No. 11,096 of November 13, 1944, I have the honor to forward herewith a further report, prepared by Colonel D. E. Ellis, the Military Air Attache of this Embassy, on November 15, 1944, regarding the aid which could be extended by USAAF engineering and other technical personnel in improving Chilean airports in compliance with the desire expressed by the Under Secretary of Foreign Affairs and repeatedly, though informally, by the Commander in Chief of the Air Force, General Manuel Tovarías A.

In my opinion, the accompanying report should be given full weight by the War Department in the formulation of its response to the Chilean Government's request, through this Embassy, for a statement of the assistance which could be expected. I make the following recommendations: (1) That the airport mission's recommendations for airport construction and improvement be limited to projects capable of fulfillment with the equipment at the disposal of the Chilean Government; (2) That lighting, radio and weather equipment be delivered to the Chileans only when and as the air fields have been made ready for installation of that equipment; and (3) That Colonel Ellis coordinate local support and cooperation for the project from his present post as Military Air Attache, but that he not be detached to take charge of the project.

It is understood on both sides that the outlay of money on the part of Chile should be held to the minimum. Since it is contemplated that the necessary technical personnel will be assigned from the United States Army, their salaries, subsistence and incidental expenses should be provided also, considering the project as a cooperative military undertaking. The Military Aviation Mission here is functioning in a highly efficient manner and its operation should not be dislocated even temporarily by

grafting

AIR MAIL

Despatch No. -11, 187  
Santiago, Chile  
November 30, 1944

-2-

grafting on it a sizable new branch with an entirely different purpose. Assuming acceptance of the principle that the Chilean Government should not be called upon to pay the salaries of the airport technicians, it is better that their status be defined entirely apart from the agreement regarding the Military Air Mission, which does provide for the payment of salaries, transportation expenses, etc.

It seems highly desirable that the airport group be subject to the jurisdiction of the Military Missions Division of the Caribbean Defense Command for administrative purposes but as a group separate and distinct from the existing Military Air Mission, neither to be subordinate to the other. In this way, the maximum benefit would be obtained from the representation opportunities which will occur, the airport technicians being able to maintain continuous contact with the engineering and non-flying Chilean Air Force officers.

The selection of the personnel to compose the proposed mission will, of course, depend upon military exigencies. I have only one recommendation to make in that connection, namely, that my Military Air Attache, Col. Ellis, not be shifted from his present assignment to become a member of the mission. I am fully cognizant of his technical and personal qualifications for such a post, but I wish to emphasize that his usefulness to this Embassy in his present capacity far outweighs the temporary employment of his specialized knowledge of airport engineering.

My judgement is that the airport mission should be arranged for in the way that was followed regarding the aerial photographic charting of Chilean territory, which is now well advanced. The first step having been taken by the Chilean Government in the form of a request for assistance by the Under Secretary of Foreign Affairs, this Embassy should now be instructed to make such specific proposals for furnishing airport engineering advice and equipment as may be agreed upon between the State Department, the War Department and any other agencies of our Government which would be concerned with the fulfillment of the commitments to be undertaken. Such details as the administrative arrangements and the selection of the personnel for the mission might well be deferred until the scope and limitations of the project have been established by an interchange of communications with the Ministry of Foreign Affairs in Santiago. Those and similar matters could then be settled between the War Department's representatives in Santiago and the Ministry of National Defense within the framework of the basic understanding.

It should be emphasized that Chilean airports need improvement whether or not Lend-Lease aid is to be extended for the purpose. Acquisition of new sites and the extension of existing airports should be feasible at comparatively small expense to the Chilean Government, and their conditioning does not necessarily require any mechanical equipment which the Government does not

already

**AIR MAIL**

Despatch No. 11, 187  
Santiago, Chile  
November 30, 1944

-3-

already possess. One of the chief virtues of Colonel Ellis's plan is that Lend-Lease aid would enter the picture only after the airports were ready for lighting, radio and weather equipment. The type and quantity of lighting, radio and weather equipment to be installed will of course, depend upon the findings and recommendations of the airport mission.

Respectfully yours,

s/ Claude G. Bowers

CLAUDE G. BOWERS

Enclosure:

Secret letter No. 7278, dated  
November 15, 1944, from Military  
Air Attache at Santiago to  
War Department, Washington, D.C.

File No. 820/879.6  
AFT:hah

AIR MAIL

(Enclosure to Despatch No. 11,187  
Santiago, Chile, November 30, 1944)C O P Y~~SECRET~~AMERICAN EMBASSY  
Office of the Military Air Attache  
Santiago, Chile7278 - MAA 686.9  
381.3DEE/kjd  
15 November 1944

SUBJECT: Aid in Constructing and Improving Chilean Airports.

TO: Chief, Military Intelligence Service, War Dept., Washington, D.C.

1. Reference is made to Letter Report from this office No. 7111 - MAA 686.9, 381.3, 4 September 1944, same subject as above. No reply to this has been received by this office.
2. A formal request for a Military Airport Engineering Mission to be sent to Chile has been received by the Ambassador from the Chilean Government through the Foreign Office. An official translation of this request is inclosed herewith. The Ambassador is recommending to the State Department that an Engineering Airport Mission be organized and sent to Chile for the objectives outlined below.
3. While the undersigned was in Gorgas Hospital in Panama, (20 September to 27 October 1944) information was received from Brig. General Luther Smith, Chief of Military Missions Division, ODC, that the above letter had been forwarded to him with instructions to make a preliminary survey of the situation in Chile. Accordingly, General Smith dispatched a flight to Chile, headed by Major McAlpin, in a C-47, which flight covered all of Chile from Arica to Magallanes, and resulted in a secret report to General Smith, a copy of which, it is understood, has been forwarded to MIS.
4. Prior to leaving Panama, General Smith showed the undersigned a copy of Major McAlpin's report, with which the undersigned is in complete agreement except for certain points which are explained as follows:
  - a. It is understood from Major McAlpin's report that he considered the airports on which he landed in Chile, with the exception of Chillan, as being adequate in size for operation of aircraft up to the size of the C-47. I do not know the background of Major McAlpin's experience in airport construction, however, this conclusion cannot be agreed with in view of the fact that none of the airports in Chile, with the exception of a new runway at Antofagasta which is not yet completed, are adequate in length to meet the minimum requirements of military aircraft operation, night flying, or have approaches free from obstructions.
  - b. Major McAlpin's report stressed airport radio facilities and meteorological stations as being the prime need in Chile. Although agreeing with the necessity for these facilities, it must be stated most emphatically that the prime need in Chile, first, is for airports

of

DECLASSIFIED

Authority..... NND 740132By EWB/STW NARS, Date JUN 13 1977



AIR MAIL

(Enclosure to Despatch No. 11,187  
Santiago, Chile, November 30, 1944)

-2-

of adequate length, correctly orientated into the prevailing winds, with clear approaches and with natural drainage, sufficient to sustain heavy aircraft without paving. Airport lighting is, as Major McAlpin states, most necessary; also full and complete weather reporting coverage for all airways.

5. Discussion with General Smith brought out the fact that he is in accord with providing Chile technical airport engineering assistance to develop airport and airway facilities throughout Chile. It was recommended to General Smith that this assistance should be provided in the form of an Engineering Mission, to be sent to Chile only under a formal agreement between the Chilean Government and the U.S.; that the Mission preferably should be administrated by and operated through Military Missions Division of CGC in Panama in the same manner the training missions in Latin America and the Photo Mission, now in Chile, are handled.

6. Composition of the Engineering Mission is recommended to be as follows:

a. Chief of Mission, a civil engineer drawn from the former Buildings and Grounds Division personnel of the Office, Chief of the Air Corps, in a grade not less than Colonel;

b. Assistant Chief of Mission, a civil engineer from the Office of the Chief of Engineers, expert on the selection of sites and with experience in AAF airport construction, in the grade of Captain. The duties of the Assistant Chief of Mission would be the coordination of field parties, supplies, administration, procurement of material, equipment, transportation and the drafting of progress reports.

c. Staff:

(1) One engineering draftsman from the Office of Chief of Engineers, capable of making layout plans and estimates;

(2) One architectural draftsman, capable of making building plans and architectural drawings, from Corps Engineers;

(3) Two field engineers, grade of Sgt., or surveyors from Corps of Engineers, capable of making airport surveys, running contours, field sketches, soil tests and field inspections;

(4) One electrical and lighting engineer, from Corps of Engineers, capable of laying out and estimating airport lighting requirements;

(5) One meteorologist, from the AAF, capable of laying out and estimating requirements for meteorological stations;

(6) One radio communications engineer, from the Signal Corps capable of laying out and estimating requirements for the radio communications network;

(7)

AIRMAIL

(Enclosure to Despatch No. 11,187  
Santiago, Chile, November 30, 1944)

-3-

(7) Two civilian translators, one engineer, one electrical; possibly may be obtainable locally in Santiago;

(8) One secretary-stenographer, civilian, may be employed locally in Santiago and should be bi-lingual, Spanish-English;

(9) One clerk-typist, civilian, may be employed locally in Santiago and should be bi-lingual, English-Spanish.

A table of organization illustrating the above recommendation is inclosed herewith.

7. It is not necessary that the Engineering Mission be provided with a pilot and airplane since it is believed that such airplane transportation as may be necessary for members of the Mission, may be arranged for by the Chilean Air Force, or the National Air Line without charge.

8. It is recommended that the program for the Mission be divided into two parts. The first (which should require not more than six to eight months), will be for the purpose of preparing and submitting a plan for an airport and airway expansion program. This should include a survey of all desirable sites for airports in Chile, the preparation of layouts for these sites to include, at first, a simple runway or landing strip only. Second, should be the layout of military bases around such sites as may be required for expansion for the Chilean Air Force. Third, should be the preparation of an estimate of cost of the initial landing strips, followed by estimates for the construction the military bases. When such a program has been fully prepared, it should be presented to the Chilean Government by the Engineering Mission through the Minister of Defense, for such appropriation of funds as may be necessary to complete the landing strips as the first phase of the program.

9. Following the approval by the Chilean Government of this program and the necessary appropriations to put it into effect, the Engineering Mission should then enter into its second phase of activity; that is, the supervision of the actual construction at the sites selected. This phase of the program should include the addition to the Mission personnel of a cadre of Chilean military engineers who would carry out the construction under the direction of the Mission, and who would be trained by the Mission so that they would be capable of carrying out further construction and maintenance when the Mission's contract is terminated.

10. It is recommended that the Mission be independent of, and not under the Military Air Attache. In order to make this possible, it is recommended that the Mission be headed by an officer fitted by training and experience in military airport construction, familiar with Latin American countries and able to speak Spanish. It is suggested that he be given a broad, overall directive to include the following:

a. To provide a program of airport improvement and expansion throughout Chile to give the Chilean Air Force sufficient mobility and dispersion to function in national and hemisphere defense, adequately, and in proportion to the size of the air force which the Chilean Government is able to support.

b.

(Enclosure to Despatch No. 11,187  
Santiago, Chile, November 30, 1944)

- 4 -

b. To have these airport and airways facilities throughout the length of Chile coordinated with the coming U.S. plan for hemisphere defense so that in the future, if necessary, any U.S. military air task force could be moved quickly to any point on the west coast down to Cape Horn in aid of the Chilean Government in hemisphere defense and

c. To prepare this program on a basis that will not require Lend-Lease aid in carrying it out; except for probable Lend-Lease aid on such items as the Chileans will not be able to produce themselves, such as, for example, airport lighting equipment, airport radio equipment and airport meteorological instruments.

Miscellaneous expenses such as salaries of military and civilian personnel and other incidental expenses should be borne by the U. S. Government in view of the benefits to accrue to the latter. It would be unwise to ask Chile to pay expenses for another Air Mission. (Chilean Government pays salaries to officers who are members of the U. S. Military Air Mission in Chile.)

11. Such a program of airport improvement (as discussed in previous reports) is entirely feasible and practical for Chile without Lend-Lease aid since airport sites are available at most cities and towns in Chile which do not require Lend-Lease money or equipment for grading, drainage or paving, and the cost of such airports can be confined to the cost of acquisition of the land, fencing and runway dust control or stabilization. All of these items can be paid for by the Chilean Government without Lend-Lease. Building of military air bases around any of these sites or flight strips thus constructed can come in future years in accordance with plans prepared by the Engineering Mission, likewise at the future expense of the Chilean Government as they are able to pay for same. Such a program by the Mission will thus enable 2,400 miles of Pacific coastline to be opened up to air defense from Arica to Cape Horn and come as a direct contribution by Chile to hemisphere defense.

12. Lend-Lease items mentioned above for airport lighting, radio and meteorological equipment which it is anticipated must be furnished Chile to open up these airways, it is believed will not exceed twenty-four (24) "portable by truck" airport lighting systems, (standard AAF specifications); eight (8) "portable by air" airport lighting systems, (standard AAF specifications); twelve (12) airport radio communications stations; twenty-four (24) radio ranges; and meteorological equipment for sixteen (16) airport meteorological stations. The Engineering Mission should revise this estimate and prepare its recommendations directly through the Chilean Government once it is on the ground and has completed its survey, however, it is believed that the above quantities will not be exceeded.

13. While discussing this program at the Military Missions Division, CDC, it was learned that some qualified personnel are available in Panama for assignment to the Engineering Mission, and the following are recommended for consideration:

a. Col. L. D. Crawford, A.C., Serial No. O;150824, civil engineer, on duty with the Commanding General, VI Air Force Service

Command.

(Enclosure to Despatch No. 11,187  
Santiago, Chile, November 30, 1944)

- 5 -

Command. Col. Crawford is recommended for selection as Chief of this Engineering Mission. He has been personally known to the undersigned for a period of years while he was on duty with the Engineering Section, Buildings and Grounds Division, Director of Base Services, AAF, Washington, D. C. Col Crawford was a prominent engineer in civil life in the U. S. He assisted, while in the Buildings and Grounds Division, in drawing up basic specifications for U.S. military airports and thereafter was in the Buildings and Grounds Division in the AAF airport construction program from 1940 through 1943. He speaks, reads and writes Spanish fluently. General Lundberg, Commanding General, VI Air Force Service Command, stated that he would make Col. Crawford available to head this Mission.

b. For Assistant Chief of Mission it is recommended that Captain Edward A. C. MacPherson, CE, Serial No. O-350764, be considered. Captain MacPherson, prior to being assigned to the Corps of Engineers, was a civil project manager for the constructing of Camp Springs Air Base at Camp Springs, Maryland. He was General Superintendent for the contracting constructor of U.S. military, air, and naval bases, cantonments and depots in Ireland, Scotland, England, Newfoundland, Iran and Eritres. He was also project engineer for the contractor for the construction of the Quartermaster Depot at Sumerville, New Jersey and the Camp Kilmer Staging Area, at New Brunswick, New Jersey. He has recently had nine months' duty with the Air Mission in Argentina, and five months on the west coast of South America as a member of U.S. military air missions on airport construction. He recently has been relieved from duty in the Argentine and is in Camp Dix awaiting reassignment.

14. The other members of the Mission as outlined above may be obtained through the Director of Base Services, AAF, or through the Chief of Engineers.

15. Reference is again made to conferences which have been held by the Chilean Air Mission in Washington, D.C. with the State Department, wherein the Air Mission has been urging an airport improvement program on the basis of Lend-Lease aid. For further conferences which may come up, it is again urged that such a program can be accomplished by the Chilean Government without Lend-Lease aid, except for the technical items mentioned above, provided technical engineering assistance is given to the Chilean Government.

16. While in Panama, General Smith kindly suggested to the undersigned that he should be named as Chief of this Engineering Mission because General Smith had contact with him at the time he was with General Weaver in the Southeast Training Center, when the undersigned was Chief of the Engineering Section of the Buildings and Grounds Division and worked on the airport improvement program for the Southeast Training Center. While the confidence implied by General Smith's suggestion is very much appreciated, it is recommended that Col Crawford is better able to be Chief of this Engineering Mission than the undersigned, and it is also recommended that I am better able to assist the overall project in the position of MAA after the Mission has completed its program and presented the same to the Chilean Government for approval. This assistance on my part from the diplomatic standpoint as MAA will not in any way be administrative or directive toward the Engineering Mission; rather, it will be assistance in

clarifying

(Enclosure to Despatch No. 11,187  
Santiago, Chile, November 30, 1944)

-6-

clarifying and interpreting objectives of such a program to the Chief of the Air Force, General Tovarias, and to the Minister of Defense, so that their wishes can be kept in line with the practical possibility of carrying the program out without Lend-Lease aid.

17. For this reason, it is recommended that in considering the organization of the Engineering Mission it be placed under a capable Chief such as Col. Crawford, and that my assistance be kept completely separate from the same, and that the Mission work under its own directive. In this way I feel sure that my personal contacts with General TOVARIAS, the Minister of Defense, the Director General of Roads, and the Corporacion de Fomento (Chilean Production Corporation) can tie together these agencies in aiding the Chilean Air Force and in getting this program approved by Congress, and that my assistance in this respect will have more value than as Chief of the Engineering Mission.

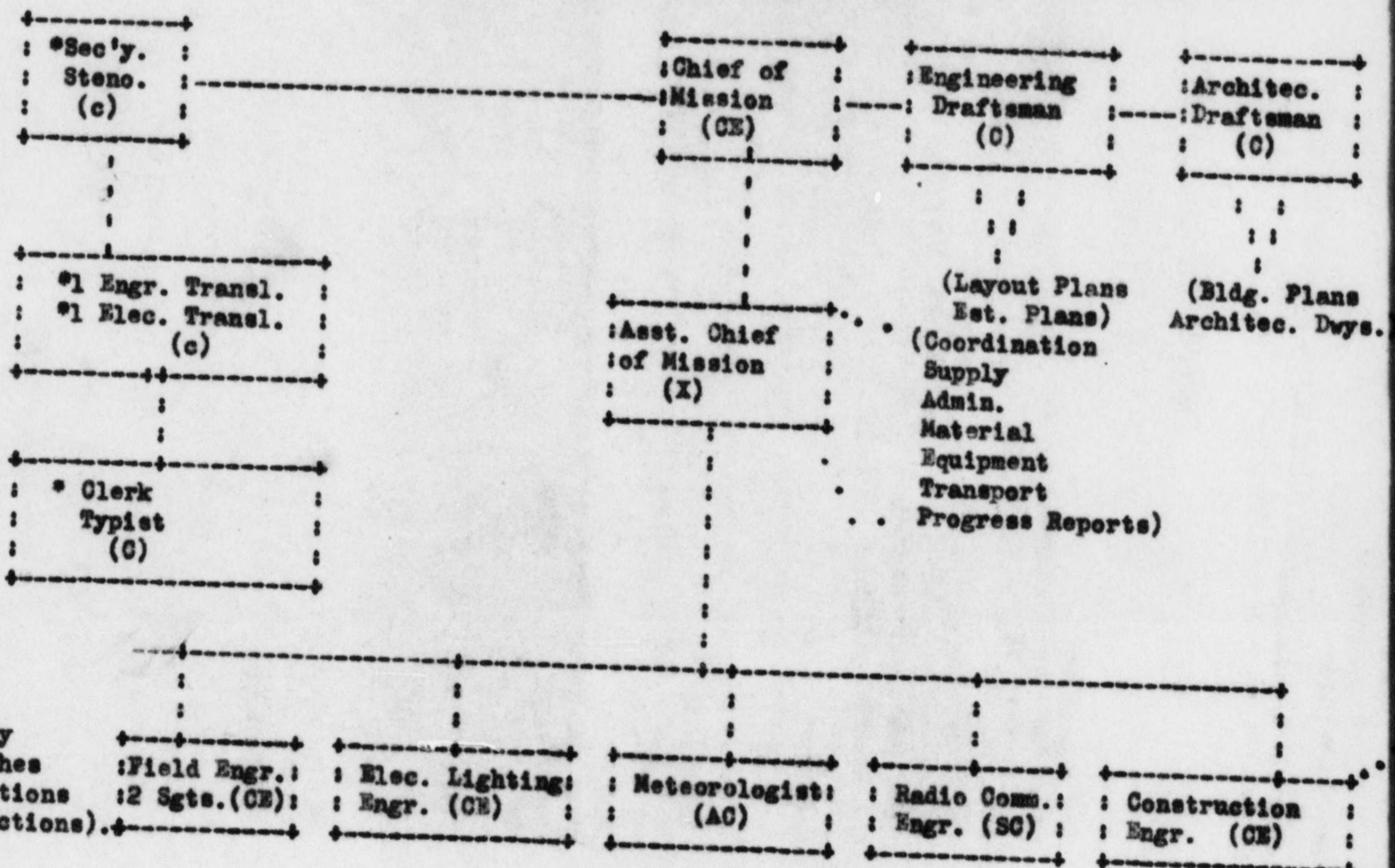
DANIEL E. ELLIS  
Colonel, G.S.C.  
Military Air Attache

Incls.  
cc CG, CDC, attention Gen. Smith  
The Ambassador

~~SECRET~~

(Enclosure to Despatch No. Santiago, Chile, November)

PROPOSED  
TABLE OF ORGANIZATION  
AIRPORT ENGINEERING MISSION--CHILE



\* Can be employed locally.

~~SECRET~~







(Enclosure to Despatch No. 11,187  
Santiago, Chile, November 30, 1944)

-8-

TRANSLATION

C  
O  
P  
Y

REPUBLIC OF CHILE  
MINISTRY OF FOREIGN AFFAIRS  
DIPLOMATIC DEPARTMENT

~~CONFIDENTIAL NO. 51~~

Santiago, October 27, 1944

Mr. Ambassador:

The Ministry of National Defense has informed this Department concerning the conversations held recently with the Military Air Attache of that Embassy with the object of arriving at an understanding about the assistance which engineers of the American Air Force might render in carrying out a coordinated plan for the construction of new air fields, and the extension or re-orientation of the existing ones, in a network which would meet the requirements of modern military and commercial aircraft.

There would also be considered for the same purpose the acquisition of the necessary equipment for carrying out the plan, as a charge against Lend-Lease funds.

In view of the unusual importance for my country which the execution of this project would have, I venture to ask Your Excellency to be so kind as to take the appropriate steps to set forth in concrete form the progress already made in this direction which, according to the statement of the Military Air Attache of that Embassy, enjoys the informal approval of the Department of War in Washington.

I avail myself of this opportunity to renew to Your Excellency the assurances of my highest and most distinguished consideration.

For the Minister,

(Signed) Claudio Aliaga C.

The Honorable  
Claude G. Bowers,  
Ambassador E. and P. of the  
United States of America,  
Santiago.

(A true copy of the  
signed original)

~~SECRET~~

DECLASSIFIED  
Authority NND 740132  
By AWB/AM NARS, Date JUN 13 1977

PARAPHRASE OF TELEGRAM RECEIVED

FROM: AMEMBASSY, Santiago  
TO: Secretary of State, Washington  
DATED: December 13, 1944, 2 p.m.  
NUMBER: 1914

PRIORITY

General Tovarias, Chief of the Chilean Air Force, has extended an invitation to Brigadier General Luther Smith, Chief of the Military Missions Division of Panama, now in Chile on a visit, to go to Magallanes to inspect the airport facilities. Approval has been given by me in response to the inquiry by Smith.

On December 16 party including technical assistants to Smith will depart in Smith's plane and maybe one of the Embassy staff will accompany them. They plan to stay a few days in Magallanes.

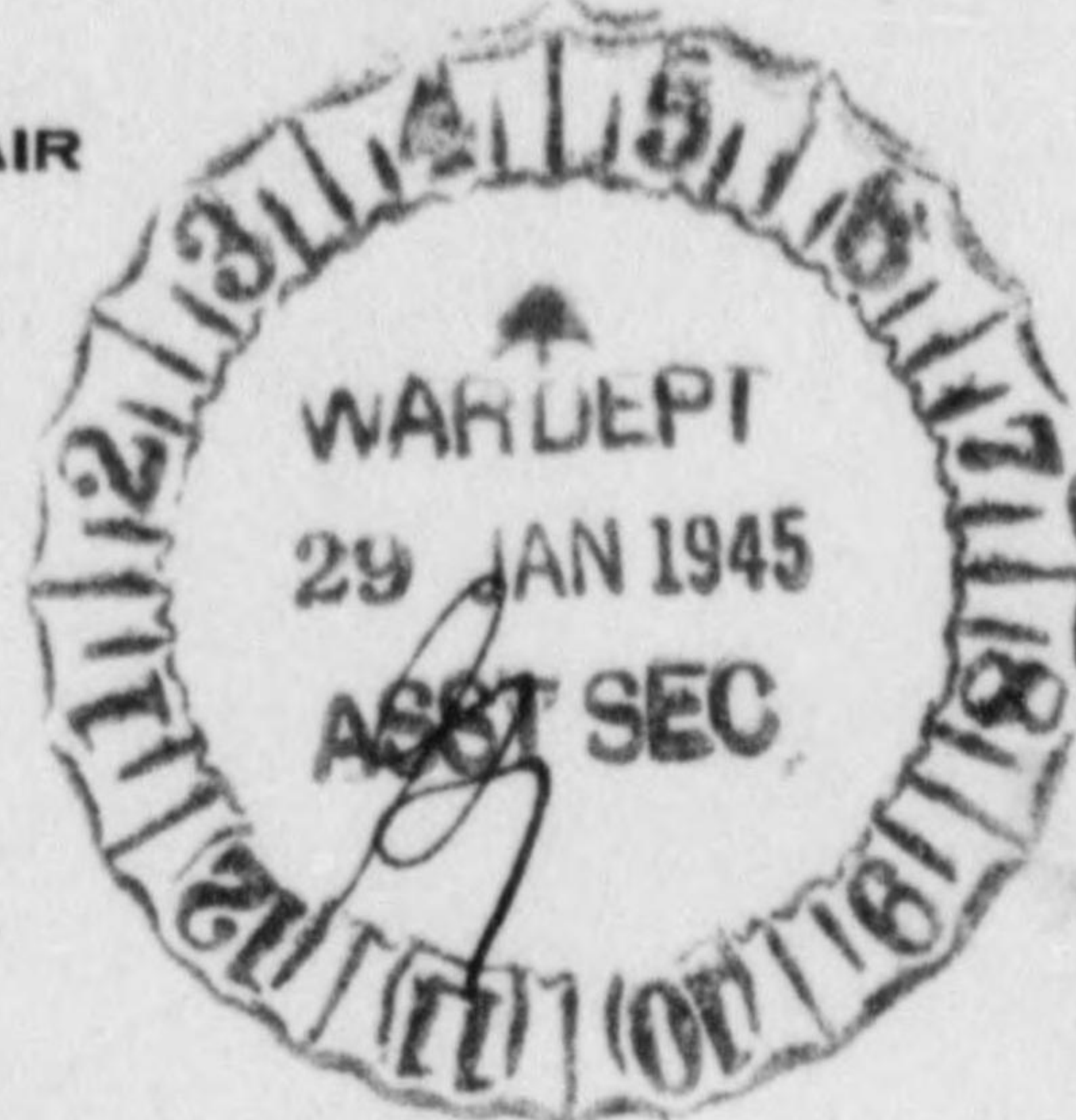
BOWERS



WAR DEPARTMENT  
THE ASSISTANT SECRETARY FOR AIR  
WASHINGTON, D. C.

27 January 1945

SECRET



MEMORANDUM FOR MR. JOHN J. McCLOY  
Assistant Secretary of War

Subject: United States Assistance for Construction of Airfields in Chile

1. There is returned herewith Mr. Clayton's letter of January 15 to the Secretary of War with its enclosures, and OPD's draft reply thereto, all forwarded to this office by you under date of 19 January 1945 for comment or concurrence.

2. The draft reply prepared by OPD does not appear to be fully responsive to the question raised by Mr. Clayton. I also think that further consideration should be given by the War Department to certain of the questions involved before any reply is sent.

3. Mr. Clayton asks to be informed on two points:

- (a) Must the War Department at this time adhere to the decision stated in its letter of September 25, 1944 to the State Department?
- ✓ (b) Is the War Department prepared to implement the plans with respect to Chilean airfield construction made in the office of the Military Air Attache?

4. As to the first of these two questions, the conclusion given in the draft letter prepared by OPD is correct. The letter of 25 September 1944 from the Secretary of War informed the Secretary of State that the Joint Chiefs of Staff had decided that there was no necessity for the development of military airbases by the United States in Chile. The Joint Chiefs of Staff, in the 570 Series, made no recommendation for the establishment of military airbases, either wholly controlled or jointly operated, in that country. However, the War Department is interested (as pointed out in OPD's recent memorandum submitted to your office in connection with the coming Conference of American Republics in Mexico City) in encouraging the development of commercial airfields in South American Republics that might be available in the future for military purposes. The Secretary of War informed the Secretary of State by letter, dated 6 November 1944, that the War Department is in a position through the medium of its aviation missions in Latin American countries to assist those countries, if called upon, in matters of a technical nature in connection with the development of air facilities. As far as I know, however, no United States Government policy in this connection has yet been agreed upon.

Wagon (556) (15 Jan 45)

1/26. 2

SECRET

SECRET

5. The proposed reply to Mr. Clayton's second question is merely a statement that the War Department is prepared to furnish technicians to Chile for the purpose of advising her in the construction of airfields, should a formal request for such assistance be received from the Department of State. Mr. Clayton should be advised in more detail as to the extent to which the War Department is prepared to go, in order that a more informative reply may be sent to Ambassador Bowers' letter of November 30, 1944 and the lengthy memorandum by the Military Air Attache, dated 15 November 1944, which was forwarded to the State Department with the Ambassador's letter.

6. It will be seen from an examination of the papers submitted by the State Department that the airport project is one that has received considerable attention in Chile, and that it has been the subject of numerous conferences with our people. The plans made in the office of the Military Air Attache, and referred to in Mr. Clayton's letter to the Secretary of War, are quite detailed. They involve a program consisting of two general parts:

(a) A survey (to require not more than six to eight months) for the purpose of preparing and submitting a plan for an airport and airway expansion program, including the layout of military bases around proposed airport sites and preparation of cost estimates. When this program has been prepared, it is proposed that it be presented to the Chilean Government by the United States Mission through the Minister of Defense for such appropriation of funds as may be necessary to complete the proposed landing strips "as the first phase of the program."

(b) The supervision of the additional construction of the sites selected, under the supervision of the United States Mission and with the assistance of Chilean military engineers.

7. The Military Air Attache's plans propose that the United States should bear the expenses of the Mission, and that the Chilean Government bear the cost of the "land, fencing, and runway dust control." It is apparently believed that airport sites are available which will not require grading, drainage or paving, although experience of the Army Air Forces in the construction of similar projects in Brazil and elsewhere in South America leads one to question this conclusion. The Military Air Attache's plans specifically contemplate our furnishing under lend-lease facilities for lighting, communications and meteorological services.

8. The War Department should consider and determine the exact extent of the commitment which it wishes to have the State Department make to the Government of Chile. One alternative would be to limit our undertaking to the first part of the Military Air Attache's plan as summarized above. Another would be to express a willingness to carry the program through both parts, but in such case I think it would be advisable at the present time to place some limit on the amount of lend-lease assistance that we are prepared to give. In construction work of this type in South America, it is important to us to make it perfectly clear to the South American Governments involved exactly what we are undertaking to do. Otherwise, we are apt to find ourselves in a position where the work cannot be completed without further substantial expenditures by this Government, and the local government will be in a position to bring pressure to bear to induce us to finance

SECRET

SECRET

completion of a project, or projects, which are only half finished.

9. The inquiry made by Mr. Clayton also gives rise to a further question which he does not specifically mention. That is whether or not we should seek from the Chilean Government some pro quid quo in return for whatever assistance we decide to give them in constructing the airfields. As you know, during the war it has been necessary for us in many locations to perform airfield construction work in foreign countries without receiving any concessions other than vitally important ones relating to the use and operation of the fields during the war. In the case of Chile, where we are under no military pressure to have the fields constructed, it might be possible to negotiate with the Chileans for certain post-war benefits. I would not myself consider this feasible if our contribution is limited entirely to the contribution of the time and know-how of our military engineers. However, I may be in error in this, and in any event, the question should be considered if we are to be called upon to make expenditures for equipment, facilities or other items. //

10. The following are the type of concessions that we might be able to obtain. The recommendations as to whether or not we should seek them should be secured from OPD and AAF in the first instance, and should then be discussed with the State Department.

- (a) Rights of transit and technical stop for United States military airplanes.
- (b) Rights of transit and technical and commercial stop for United States civil airlines.

11. Panagra now enjoys operating rights in Chile but it may prove desirable in the future to certify other United States carriers for this route. The latest information received in the War Department is that Chile has signed, but has not yet accepted, the Interim Agreement, the Convention and the Two Freedoms Agreement which were prepared at Chicago, and that it has neither signed nor accepted the Five Freedoms Agreement. The State Department may think it desirable that we delay even the survey by the military mission in order to induce Chile to accelerate its acceptance of all of the Chicago agreements.

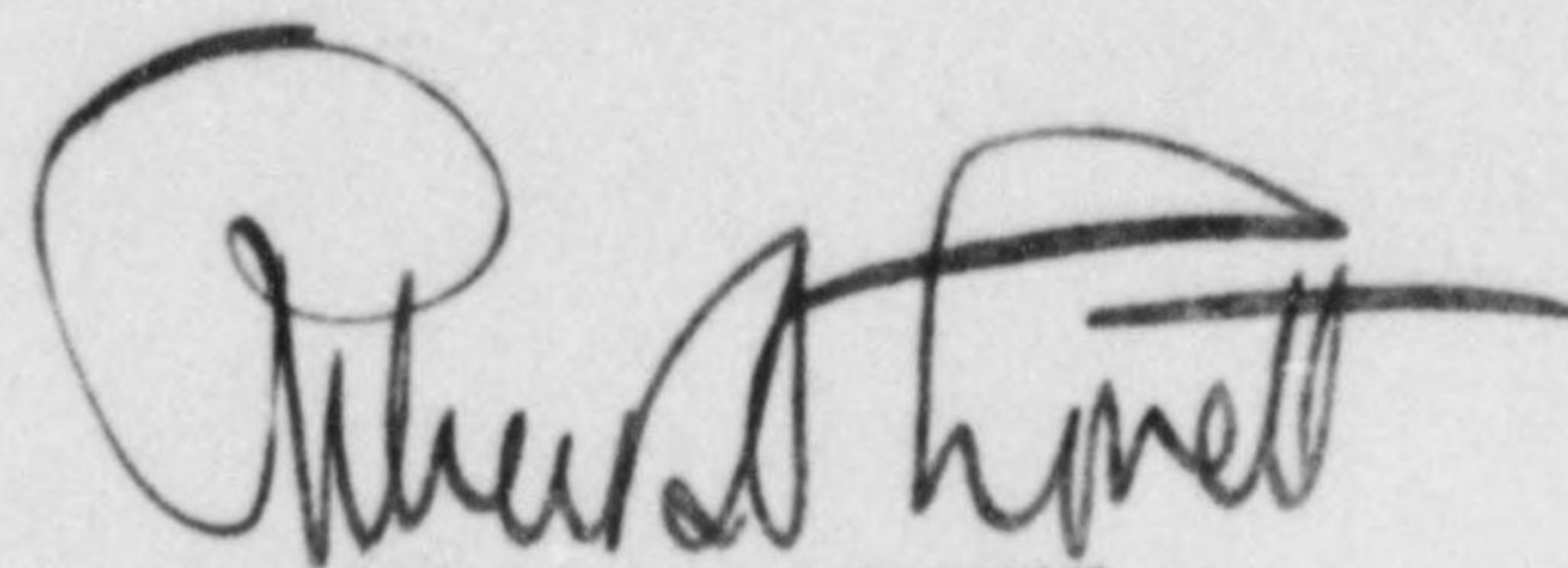
12. Unless the State Department indicates this latter view, it is my own feeling that the State Department should be told that the War Department is prepared to go forward with the first part of the Military Air Attache's program; but it should be made clear to the Chilean Government that by appointing the Mission and going forward with the first part of the program, we are not undertaking any commitments with respect to the second part, or with respect to the furnishing of any funds other than the actual costs of the Mission; and also that the degree of assistance that can be rendered with respect to the second part of the program will have to abide the result of the survey and further discussion in the light of the situation at that time (viz., six or eight months from now). When the survey has been completed and the probable costs more accurately known, it will be easier to determine whether we should go further. In the meantime it would be helpful if the Ambassador were given a general idea of the extent of the further contributions that we would be willing to make in return for whatever concessions we are

SECRET

SECRET

anxious to receive, so that he could advise as to the possibilities of negotiating some long term agreement.

13. I would recommend that the papers be returned by OPD with the request that your Coordinating Committee be furnished with the War Department's views on the questions discussed in this memorandum, together with a revised reply to Mr. Clayton.



ROBERT A. LOVETT  
Assistant Secretary of War for Air

SECRET