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WASHINGTON, DC

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Office of the Secretary

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Devallee Pridgen-Gattison
DEVALEE PRIDGEN-GATTISON
Security Review Specialist
Secretary of the Air Force
Office of Public Affairs

1st Ind, AF/HO

TO: SAF/PA (Security and Policy Review)

- No objection
- No objection, subject to recommendation
- No objection, subject to amendments for security and policy as indicated by brackets
- Objection (Amendments to permit publication are impractical. State reason)
- No Equity

William C. Heindahl 16/2/11
(Reviewers Signature) (Date)
William C. Heindahl
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Deputy Director
HQ USAF/HO 697-5600

DEPARTMENT OF THE AIR FORCE
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1 SEP 1978

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TO: AF/CVAH(S)

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K.M. O'Over

K.M. OLVER, Colonel, USAF
Chief, Cost Analysis & Mgt Div
Directorate of Cost & Management Analysis

Report Documentation Page

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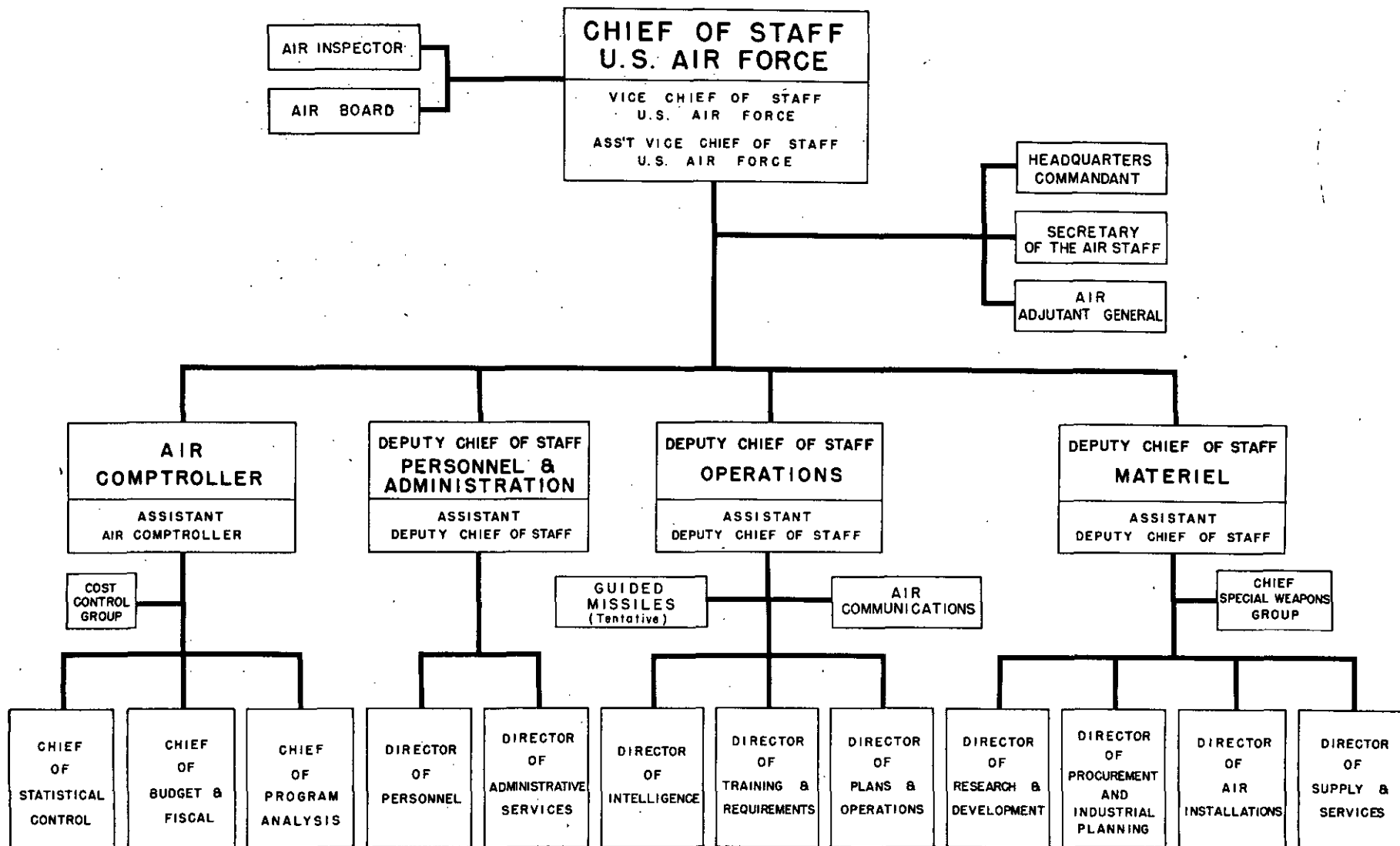


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CONTENTS

| | Page |
|---|------|
| FOREWORD | IX |
| GLOSSARY | X |
| PART I - TACTICAL UNITS | |
| Introduction | 1 |
| Section I - <u>Number of Tactical Groups and Squadrons</u> | |
| Table 1.-- Tactical Groups and Separate Squadrons in Continental US and Overseas, By Type: Nov 1941 to Dec 1947 | 2 |
| Table 2.-- Tactical Groups and Separate Squadrons in European Area, By Type: Jun 1942 to Dec 1947 | 6 |
| Table 3.-- Tactical Groups and Separate Squadrons in Caribbean Area, By Type: Nov 1941 to Dec 1947 | 8 |
| Table 4.-- Tactical Groups and Separate Squadrons in Pacific Area, By Type: Nov 1941 to Dec 1947 | 9 |
| Table 5.-- Tactical Groups and Separate Squadrons in China Area, By Type: Mar 1942 to Dec 1947 | 11 |
| Table 6.-- Tactical Groups and Separate Squadrons in Alaska, By Type: Nov 1941 to Dec 1947 | 12 |
| PART II - PERSONNEL, MILITARY AND CIVILIAN | |
| Introduction | 13 |
| Section II - <u>Comparison of Military Strengths</u> | |
| Table 7.-- Military Personnel -- Strength and Percent of US Army Strength: By Fiscal Year, Aug 1907 through Dec 1947 | 14 |
| Section III - <u>Type of Military Personnel</u> | |
| Table 8.-- Military Personnel in Continental US and Overseas, By Type of Personnel: Mar 1939 through Dec 1947 | 15 |
| Table 9.-- Peak Strengths of Military Personnel, Worldwide, By Date: 1943; 1944; and 1945 | 16 |
| Table 10-- ASWAF Women's Army Corps Personnel in Continental US and Overseas, By Type of Personnel: Sep 1943 through Dec 1947 | 17 |
| Table 11-- Negro Military Personnel in Continental US and Overseas, By Type of Personnel: Sep 1944 through Dec 1947 | 18 |
| Table 12-- Officers in Continental US and Overseas, By Arm or Service: Mar 1942 through Dec 1947 | 19 |
| Table 13-- Aviation Cadets, By Type of Training: Jun 1922 through Dec 1947 | 21 |
| Section IV - <u>Grade of Military Personnel</u> | |
| Table 14-- Officers in Continental US and Overseas, By Grade: Sep 1944 through Dec 1947 | 22 |
| Table 15-- Enlisted Personnel in Continental US and Overseas, By Grade: Sep 1944 through Dec 1947 | 23 |
| Table 16-- ASWAF Women's Army Corps Personnel in Continental US and Overseas, By Grade: Mar 1945 through Dec 1947 | 24 |
| Table 17-- ASWAF Nurses in Continental US and Overseas, By Grade: Oct 1944 through Dec 1947 | 25 |
| Table 18-- ASWAF Female Medical Specialists in Continental US, By Grade: Jan through Dec 1947 | 26 |
| Section V - <u>Military Occupational Specialty</u> | |
| Table 19-- Military Personnel By Specialty Group: Jun 1944 through Dec 1947 | 27 |
| Table 20-- Military Personnel in Continental US, By Specialty Group: Jun 1944 through Dec 1947 | 29 |
| Table 21-- Military Personnel Overseas, By Specialty Group: Jun 1944 through Dec 1947 | 31 |
| Table 22-- Military Personnel in European Area, By Specialty Group: Jan 1944 through Dec 1947 | 33 |
| Table 23-- Military Personnel in Caribbean Area, By Specialty Group: Jun 1944 through Dec 1947 | 35 |
| Table 24-- Military Personnel in the Pacific Area, By Specialty Group: Jun 1944 through Dec 1947 | 37 |
| Table 25-- Military Personnel in China Area, By Specialty Group: Jun 1944 through Dec 1947 | 39 |
| Table 26-- Military Personnel in Alaska, By Specialty Group: Jun 1944 through Dec 1947 | 41 |
| Table 27-- Military Personnel in Air Transport Command Overseas, By Specialty Group: Jun 1944 through Dec 1947 | 43 |
| Section VI - <u>Functional Category of Military Personnel</u> | |
| Table 28-- Military Personnel in Continental US; By Functional Group: Jun 1944 through Dec 1947 | 45 |
| Section VII - <u>Strength of Military Personnel By</u> | |
| A. Continental Command or Theater | |
| Table 29-- Military Personnel in Continental US, By Command: Dec 1942 through Dec 1947 | 46 |
| Table 30-- Officers in Continental US, By Command: Dec 1942 through Dec 1947 | 47 |
| Table 31-- Enlisted Personnel in Continental US, By Command: Dec 1941 through Dec 1947 | 48 |

CONTENTS - Continued

| | Page |
|---|------|
| Table 32-- ASWAF Women's Army Corps Personnel in Continental US, By Command: Sep 1943 through Dec 1947. | 49 |
| Table 33-- ASWAF Female Medical Specialist Officers in Continental US, By Command: Jan through Dec 1947 | 51 |
| Table 34-- Negro Military Personnel in Continental US, By Command: Sep 1944 through Dec 1947 | 52 |
| B. Overseas | |
| Table 35-- Military Personnel Overseas, By Theater or Command: Mar 1943 through Dec 1947 | 53 |
| Table 36-- Officers Overseas, By Theater or Command: Mar 1943 through Dec 1947 | 54 |
| Table 37-- Enlisted Personnel Overseas, By Theater or Command: Mar 1943 through Dec 1947 | 55 |
| Table 38-- ASWAF Women's Army Corps Personnel Overseas, By Theater or Command: Jun 1944 through Dec 1947. | 56 |
| Table 39-- Negro Military Personnel Overseas, By Theater or Command: Sep 1942 through Dec 1947 | 58 |
| Section VIII <u>Accessions and Separations of Military Personnel</u> | |
| Table 40-- Accessions to Enlisted Strength By Selective Service and Enlistments in Regular Army: 1944 through 1947 | 59 |
| Table 41-- Military Personnel Lost through Transfer to Separation Centers, By Cause of Separation: May 1945 through Dec 1947. | 60 |
| Table 42-- Military Personnel Lost through Transfer to Air Force and War Department Separation Centers: May 1945 through Dec 1947 | 61 |
| Section IX - <u>Military Personnel Shipments</u> | |
| Table 43-- Military Personnel Shipped Overseas, By Theater or Command of Destination and By Type of Personnel: Annually and Quarterly, 1st Quarter 1943 through 4th Quarter 1947 | 62 |
| Table 44-- Military Personnel Returned from Overseas, By Theater or Command from which Returned, and By Type of Personnel: Annually and Quarterly, 2nd Quarter, 1944 through 4th Quarter, 1947. | 64 |
| Section X - <u>Miscellaneous, Military and Civilian</u> | |
| Table 45-- Offenses committed By Civilian and Military Personnel on Posts in Continental US: Aug 1946 through Dec 1947 | 66 |
| Table 46-- Accidents incident to Ground Operations in Continental US: May 1944 through Dec 1947 | 67 |
| Table 47-- Admission of Military Personnel to Hospitals and Quarters in Continental US, By Cause--Number and Rate: Jul 1943 through Dec 1947. | 68 |
| Table 48-- Casualty Assistance Rendered in Continental US and Overseas to Next of Kin: Jan 1947 through Dec 1947. | 70 |
| Table 49-- Recapitulation of Status and Denominational Spread of Air Chaplains: 30 Jun and 31 Dec 1947 | 70 |
| Table 50-- Military and Civilian Suggestions and Civilian Awards: Jun 1943 through Dec 1947 | 71 |
| Section XI - <u>Civilian Personnel in Continental US</u> | |
| Table 51-- Civilian Personnel in Continental US, By Command: Dec 1941 through Dec 1947 | 72 |
| Table 52-- Civilian Personnel, Graded and Ungraded, in Continental US: Sep 1943 through Dec 1947 | 73 |
| Table 53-- Accessions, Separations, and Number Employed of Civilian Personnel with Veteran Preference, in Continental US: Jan 1946 through Dec 1947. | 73 |
| Table 54-- Accessions and Separations of Civilian Personnel in Continental US, By Cause and Rate: Jul 1943 through Dec 1947 | 74 |
| PART III - TRAINING | |
| Introduction. | 77 |
| Section XII - <u>Flying Training</u> | |
| A. Total Air Force | |
| Table 55-- Flying Training Students Under Instruction, By Type of Course: Quarterly, 3rd Quarter Sep 1939 through Dec 1947. | 78 |
| Table 56-- Flying Training Graduates, By Type of Course, Annually and Quarterly, 3rd Quarter 1939 through Dec 1947. | 81 |
| Table 57-- Flying Training Eliminees, By Type of Course: Annually and Quarterly, 3rd Quarter 1939 through Dec 1947. | 85 |
| Table 58-- Flying Training Fatalities, By Type of Course: Annually and Quarterly, 3rd Quarter, Jul 1939 through Dec 1947 | 89 |
| B. Negro | |
| Table 59-- Negro Flying Training Students Under Instruction, By Type of Course: Quarterly, Sep 1944 through Dec 1947 | 92 |
| Table 60-- Negro Flying Training Graduates, By Type of Course: Annually and Quarterly, Prior to 1944 and 1944 through Dec 1947 | 92 |
| Table 61-- Negro Flying Training Eliminees and Fatalities, By Type of Course: Annually and Quarterly, Prior to Oct 1944 and 4th Quarter 1944 through Dec 1947 | 93 |
| C. Foreign | |
| Table 62-- Foreign Flying Students Trained By A&F -- Number Under Instruction, By Type of Course: Quarterly, Dec 1941 through Dec 1947. | 94 |

CONTENTS - Continued

Page

Table 63.-- Foreign Flying Training Students Trained By AAF--Number of Graduates, By Type of Course: Annually, Prior to 1942 and Quarterly, 1942 through Dec 1947 95

Table 64.-- Foreign Flying Students Trained By AAF--Number of Eliminees, By Type of Course: Annually, Prior to 1942 and Quarterly, 1942 through Dec 1947 96

Table 65.-- Foreign Flying Training Students Trained By AAF--Number of Fatalities, By Type of Course: Annually, Prior to 1942 and Quarterly, 1942 through Dec 1947 97

Section XIII - Technical Training

Table 66.-- Technical Training Students Under Instruction, By Type of Course: Quarterly, Sep 1939 through Dec 1947 98

Table 67.-- Technical Training Graduates, By Type of Course: Annually and Quarterly, 3rd Quarter 1939 through Dec 1947 100

Table 68.-- Technical Training Eliminees and Fatalities, By Course: Annually and Quarterly, 3rd Quarter 1939 through Dec 1947 103

Section XIV - Training at Air Materiel Command and Air University

Table 69.-- Student Training Status at Air Materiel Command, By Type of Course: 1947 (Students under Instruction, Graduates and Eliminees). 106

Table 70.-- Student Training Status at Air University, By Type of Course: 1947 (Students under Instruction, Graduates and Eliminees). 106

PART IV - AIRCRAFT AND MATERIEL

Introduction. 107

Table 71.-- Class Designation of Bombardment Aircraft. 109

Section XV - Procurement

A. Air Force Aircraft

Table 72.-- Airplanes Authorized for USAF Procurement, By Type and Model of Airplane: Fiscal Years 1939 to 1947 110

Table 73.-- Average Unit Cost of USAF Airplanes Authorized for Procurement, By Principal Model: Fiscal Years Prior to 1941, Jan 1941 to Dec 1947 112

Table 74.-- Factory Acceptances of Army Cognizance Airplanes, By Type and Model of Airplane: Monthly 1946 and 1947. 115

Table 75.-- Airframe Weight of Factory Accepted USAF Cognizance Airplanes, By Type of Airplane: Quarterly, 1940 to 1945; Monthly 1946 and 1947. 116

B. All Military Aircraft (Army and Navy)

Table 76.-- Factory Acceptances of all US Military Airplanes, By Type of Airplane: Quarterly, 1940 to 1945; Monthly, 1946 and 1947. 117

Table 77.-- Factory Acceptances of all US Military Airplanes, By Plant and By Type and Model of Airplane: 1946 and 1947 118

Table 78.-- Airframe Weight of All Factory Accepted US Military Airplanes, By Type of Airplane: Quarterly, 1940 to 1945; Monthly 1946 and 1947. 119

Table 79.-- Factory Deliveries of all US Military Airplanes, By Type of Airplane and By Recipient: Quarterly, 3rd Quarter, 1940 to 1946; Monthly 1947 120

C. Aircraft Engines

Table 80.-- Factory Deliveries of all Military Aircraft Engines, By Type: Quarterly, 1940 to 1947. 124

Table 81.-- Factory Deliveries of all Military Aircraft Engines, By Plant, By Model and By Unit Horsepower: 1940 to 1947. 125

Table 82.-- Factory Deliveries of all Jet Propelled Aircraft Engines, By Plant, By Model and By Unit Power: 1944 to 1947. 127

Table 83.-- Average Unit Cost of USAF Procured Engines, By Type of Engine: Prior to Fiscal Year 1941 and Fiscal Years 1941 to 1948. 128

D. Propellers

Table 84.-- Factory Deliveries of all Military Propellers: Quarterly, 1940 to 1947 129

Table 85.-- Army Cognizance Propeller Deliveries and Unit Costs, By Manufacturer and Model of Airplane: Monthly, 1947. 129

Section XVI - On Hand

A. Aircraft

Table 86.-- Airplanes on Hand in the USAF, By Major Type: Jul 1939 to Dec 1947 130

Table 87.-- Airplanes on Hand in the USAF, By Type and Principal Model: Nov 1941 to Dec 1947 131

Table 88.-- Airplanes on Hand in Continental US, By Type and Principal Model: Nov 1941 to Dec 1947 135

Table 89.-- Airplanes on Hand Overseas, By Type and Principal Model: Nov 1941 to Dec 1947. 139

Table 90.-- Airplanes on Hand in European Area, By Type and Principal Model: Jun 1941 to Dec 1947 143

Table 91.-- Airplanes on Hand in China Area, By Type and Principal Model: Mar 1942 to Dec 1947 147

Table 92.-- Airplanes on Hand in Caribbean Area, By Type and Principal Model: Dec 1941 to Dec 1947 149

Table 93.-- Airplanes on Hand in Pacific Area, By Type and Principal Model: Nov 1941 to Dec 1947 152

Table 94.-- Airplanes on Hand in Alaska, By Type and Principal Model: Nov 1941 to Dec 1947. 155

CONTENTS - Continued

| | Page |
|--|------|
| Table 95-- Airplanes on Hand in the USAF, Dec 1946 and Gains and Losses, By Type and Principal Model of Airplane, During Calendar Year 1947 | 157 |
| Table 96-- Airplanes on Hand in USAF During 1947: Active and Inactive | 158 |
| B. Engines | |
| Table 97-- Selected Engines on Hand in Continental US, By Type and Series-- Number Installed and Status of Spare Engines: Mar 1944 to Dec 1947. | 159 |
| Table 98-- Selected Aircraft Engines on Hand in European Area, By Type and Series--Number Installed and Status of Spare Engines: Mar 1944 to Dec 1947. | 161 |
| Table 99-- Selected Aircraft Engines on Hand in Caribbean Area, By Type and Series--Number Installed and Status of Spare Engines: Mar 1944 to Dec 1947. | 163 |
| Table 100-- Selected Aircraft Engines on Hand in Pacific Area, By Type and Series--Number Installed and Status of Spare Engines: Mar 1944 to Dec 1947. | 164 |
| Table 101-- Selected Aircraft Engines on Hand in China Area, By Type and Series-- Number Installed and Status of Spare Engines: Mar 1944 to Dec 1947. | 166 |
| Table 102-- Selected Aircraft Engines on Hand in Alaska, By Type and Series-- Number Installed and Status of Spare Engines: Mar 1944 to Dec 1947. | 167 |
| Section XVII - <u>Storage and Overhaul</u> | |
| A. Storage | |
| Table 103-- Aircraft in Storage at Air Materiel Command Installations, in Continental US, By Type of Airplane: Sep 1944 to Dec 1947. | 168 |
| Table 104-- Storage Space at Air Materiel Command Air and Specialized Depots in Continental US: Mar 1944 to Dec 1946 and in Continental US and Overseas: 1947 | 169 |
| B. Engine Overhaul | |
| Table 105-- Average Operating Hours of Airplane Engines Since Manufacture or Between Major Overhaul in Continental US, By Type of Engine: Quarterly, 1945 to 1947 | 170 |
| Table 106-- Average Man-Hours Expended per Major Airplane Engine Overhaul at Air Materiel Command Air Depots in Continental US, By Type of Engine: Quarterly, 3rd Quarter 1943 to 1947. | 171 |
| Section XVIII <u>Losses and Disposals of Aircraft Arrivals of Airplanes Overseas</u> | |
| A. Losses | |
| Table 107-- Airplane Losses in Continental US and Overseas, By Type of Airplane: Dec 1941; Quarterly, 1942 to 1945; Monthly 1946 and 1947 | 172 |
| Table 108-- Losses of Combat Type Airplanes Overseas, By Area, By Type of Airplane and By Type of Loss: Monthly 1946 and 1947. | 174 |
| Table 109-- Losses of Non-Combat Types of Airplanes Overseas, By Area and By Type of Airplane: Dec 1941; Quarterly 1941-1945; Monthly 1946-1947 | 176 |
| Table 110-- Losses of Combat and Non-Combat Types of Airplanes Overseas, By Overseas Area: 1941 to 1947. | 177 |
| B. Arrivals of Airplanes Overseas | |
| Table 111-- Airplane Arrivals Overseas, By Overseas Area and By Type of Airplane: 1941 to 1947. | 178 |
| C. Disposals | |
| Table 112-- Disposition of Airplanes Excess to Military Requirements in Continental US and Overseas, By Type of Airplane and By Type of Disposition Prior to 1945 and Jan 1945 to Dec 1947. | 179 |
| PART V - FLIGHT OPERATIONS | |
| Introduction | 183 |
| Section XIX - <u>Flying Facilities</u> | |
| Table 113-- USAF Airfields in Continental US, By Air Force or Command and By Type of Airfield: 1941 to 1947 | 185 |
| Table 114-- Major Installations in Continental US, By Type of Installation: 1944 through 1947 | 186 |
| Table 115-- Status of Air Bases and Air Fields Outside Continental US: Aug, 1941 through Dec 1947 | 186 |
| Table 116-- Air Transport Command Air Weather Service Average Number of Forecasting and Observing Operations, By Type of Operation: Annually 1943 to 1947. | 187 |
| Table 117-- Facilities Maintained By Airways and Air Communications Service Units, Including Average Number of Homing Beacon Control Tower; Ground to Air Communications and Radio Range Facilities, By Geographical Area: Monthly 1947. | 188 |
| Section XX - <u>Instrument Landings</u> | |
| Table 118-- Number of Ground Control Approach Operations Performed By Airways and Air Communications Service Units, By Geographical Area: Monthly 1947. | 189 |
| Table 119-- Number of Instrument Landings System Operations Performed By Airways and Air Communications Service Units, By Geographical Area: Monthly, 1947 | 189 |
| Section XXI - <u>Flying Time</u> | |
| Table 120-- Flying Time of Airplanes in Continental US, By Command, and By Type and Principal Model of Airplane: 1946 and 1947. | 190 |

CONTENTS - Continued

| | Page |
|---|------|
| Table 121-- Flying Time of Airplanes in Continental US, By Type and Principal Model of Airplane: Quarterly, 1943 to 1945; Monthly, 1946 and 1947. | 193 |
| Table 122-- Flying Time of Airplanes Overseas, By Type and Principal Model of Airplane: Dec 1941; Quarterly 1942 to 1945; Monthly 1946 and 1947. | 197 |
| Table 123-- Flying Time of Airplanes in European Area, By Type and Principal Model of Airplane: Quarterly, 2nd Quarter, 1942 to 1945; Monthly 1946 and 1947. | 202 |
| Table 124-- Flying Time of Airplanes in Caribbean Area, By Type and Principal Model of Airplane: Sep 1945 to Dec 1947. | 205 |
| Table 125-- Flying Time of Airplanes in Pacific Area, By Type and Principal Model of Airplane: Dec 1941; Quarterly 1942 to 1945; Monthly 1946 and 1947. | 207 |
| Table 126-- Flying Time of Airplanes in China Area, By Type and Principal Model of Airplane: Quarterly 1942 to 1945; Monthly 1946 and 1947. | 211 |
| Table 127-- Flying Time of Airplanes in Alaska, By Type and Principal Model of Airplane: Quarterly 1942 to 1945; Monthly 1946 and 1947. | 213 |
| Section XXII - <u>Aviation Fuel Consumption</u> | |
| Table 128-- Aviation Fuel Consumption of Airplanes Overseas, By Type and Principal Model of Airplane: Dec 1941; Quarterly 1942 to 1945; Monthly 1946 and 1947. | 215 |
| Table 129-- Aviation Fuel Consumption of Airplanes in European Area, By Type and Principal Model of Airplane: Quarterly, 2nd Quarter, 1942 to 1945; Monthly 1946 and 1947. | 220 |
| Table 130-- Aviation Fuel Consumption of Airplanes in Caribbean Area, By Type and Principal Model of Airplane: Sep 1945 to Dec 1947. | 223 |
| Table 131-- Aviation Fuel Consumption of Airplanes in Pacific Area, By Type and Principal Model of Airplane: Dec 1941; Quarterly 1942 to 1945; Monthly 1946 and 1947. | 225 |
| Table 132-- Aviation Fuel Consumption of Airplanes in China Area, By Type and Principal Model of Airplane: Quarterly 1942 to 1945; Monthly 1946 and 1947. | 229 |
| Table 133-- Aviation Fuel Consumption of Airplanes in Alaska, By Type and Principal Model of Airplane: Quarterly, 1942 to 1945; Monthly 1946 and 1947. | 231 |
| Table 134-- USAF Issuance of Aircraft Fuel By Octane Rating, By Command: Monthly, 1947. | 234 |
| Table 135-- Issue of Aviation Gasoline and Fuel in Continental US, By Octane Rating: Quarterly 1942 to 1945; Monthly 1946 and 1947. | 236 |
| Section XXIII - <u>Aircraft Accidents</u> | |
| Table 136-- Aircraft Accidents, Number and Rate: Fiscal Years, 1921 through 1940. | 237 |
| Table 137-- Airplane Accidents in Continental US, By Principal Model of Airplane--Number and Rate: 1942 through 1947. | 238 |
| Table 138-- Aircraft Accidents in Continental US--Number and Rate: Dec 1941; Quarterly, 1942 through Dec 1945; Monthly 1946 and 1947; Overseas, Jan through Dec 1947--Worldwide Jan through Dec 1947. | 240 |
| Section XXIV - <u>Air Transport Command Operations</u> | |
| Table 139-- ATC Total Transport Operations: Quarterly, 3rd Quarter, 1942 to 1945; Monthly 1946 and 1947. | 242 |
| Table 140-- ATC Domestic Transport Operations: Quarterly, 3rd Quarter 1942 to 1945; Monthly 1946 and 1947. | 243 |
| Table 141-- ATC International Transport Operations: Quarterly, 3rd Quarter, 1942 to 1945; Monthly 1946 and 1947. | 244 |
| Table 142-- Medical Air Evacuation Operations of Air Transport Command: Jan 1943 to Dec 1947. | 245 |
| PART VI - MISCELLANEOUS | |
| Introduction | 247 |
| Section XXV - <u>Budget and Fiscal</u> | |
| Table 143-- Direct Cash Appropriations and Expenditures from Direct Appropriations: Fiscal Years 1899 through 1948. | 249 |
| Table 144-- Expenditures from Direct Appropriations, By Major Project: Fiscal Years 1943 through 1948. | 250 |
| Section XXVI - <u>Housing in US</u> | |
| Table 145-- Military Housing in Continental US--Existing Capacity and Reserved or Occupied--For Troop and Family Housing, By Air Force or Command: Jan through Dec 1947. | 253 |
| Table 146-- Military Housing in Continental US--Existing Capacity and Reserved or Occupied--By Air Force or Command: Dec 1942 through Dec 1947. | 254 |
| Section XXVII - <u>Readjustments</u> | |
| Table 147-- Number of Contract Terminations (Initiated, Settled, and Pending) and Cost Price of Items Cancelled, By Type of Contract: Prior to 1944 and Jan 1944 through Dec 1947. | 256 |
| Table 148-- Disposition of Surplus Property (Excluding Aircraft) in Continental US--Value of Items Declared, Disposed, and Pending Action, By Type of Property: Sep 1945 through Dec 1947. | 258 |

CONTENTS - Continued

| | Page |
|--|------|
| Section XXVIII. <u>Accidents</u> | |
| Table 149-- Motor Vehicle Accidents in Continental US, By Command: Aug 1946 through Dec 1947. | 260 |
| PART VII - CIVILIAN COMPONENTS | |
| Introduction | 263A |
| Section XXIX - <u>Air National Guard</u> | |
| Table 150-- National Guard Personnel Strength and Number of Units: Authorized, Sep 1947; Actual, Nov 1946 through Dec 1947 | 263 |
| Table 151-- Airplanes on Hand in the Air National Guard, By Air Force Area and State or Territory: Sep 1946 to Dec 1947 | 268 |
| Table 152-- Airplanes on Hand in the Air National Guard, By Type and Model of Airplane: Sep 1946 to Dec 1947 | 269 |
| Table 153-- Utilization and Maintenance of Air National Guard Airplanes, By Air Force Area and State or Territory: May to Dec 1947 | 270 |
| Table 154-- Air National Guard Continental US Flying Time and Average Hours Flown per Airplane; By Type and Model of Airplane, May to Dec 1947 | 272 |
| Section XXX - <u>Air Reserve</u> | |
| Table 155-- Air Reserve Organizations Activated, By Air Force and Type: Dec 1946 and Jan to Dec 1947. | 273 |
| Table 156-- Status of Air Reserve Bases and AF BU(RT)s with Servicing Bases and Location of Servicing Bases: As of 31 Dec 1947 | 274 |
| Table 157-- Air Reserve Personnel--By Type and By Race--in Continental US By Air Force and By State; Overseas By Command: As of 31 Dec 1947. | 276 |
| Table 158-- Air Reserve Officers By Specialty Group in Continental US and Overseas: As of 31 Dec 1947. | 277 |
| Table 159-- Air Reserve Enlisted Personnel By Specialty Group in Continental US: As of 31 Dec 1947 | 277 |
| Table 160-- Air Reserve Permanent Party, Air Defense Command: 28 Jul 1946 through Dec 1947. | 278 |
| Table 161-- Air Reserve Training, Air Defense Command: Weekly, Semi-Monthly, Monthly, 28 Jul 1946 through 31 Dec 1947. | 279 |
| Table 162-- Comparative Utilization and Maintenance of Airplanes in the Air Reserve in Continental US: Aug 1946 to Dec 1947. | 285 |
| Table 163-- Aircraft Hours Flown By Air Reserve Pilots on Inactive Duty Status: Aug 1946 to Dec 1947. | 285 |
| Table 164-- Airplanes on Hand in the Air Reserve, By Air Force Area and Type and Model of Airplane: Aug 1946 to Dec 1947. | 286 |
| Section XXXI - <u>Air Reserve Officer Training Corps</u> | |
| Table 165-- Reserve Officer Training Corps Enrollment, By Air Force, By Institution: Beginning of School Year, 1946-1947, through Beginning of School year, 1947-1948. | 288 |
| Section XXXII <u>Budget and Fiscal</u> | |
| Table 166-- Direct Funding for Civilian Components: Fiscal Years 1947 and 1948 | 294 |

INDEX

295-305

FOREWORD

U S AIR FORCES STATISTICAL DIGEST SUMMARIZES THE GREAT VOLUME OF STATISTICAL INFORMATION COLLECTED AND PUBLISHED BY THE VARIOUS OFFICES IN HEADQUARTERS USAF, THE AIR FORCES AND CERTAIN AIR FORCE COMMANDS. THE MORE IMPORTANT DATA ON THE MANY ACTIVITIES AND OPERATIONS OF THE USAF ARE BROUGHT TOGETHER ON A UNIFORM BASIS TO SERVE AS AN OFFICIAL AND BASIC REFERENCE MANUAL.

THE 1947 STATISTICAL DIGEST IS THE SECOND EDITION IN AN ANNUAL SERIES. PREVIOUS EDITIONS - ARMY AIR FORCES STATISTICAL DIGEST (WORLD WAR II) AND SUPPLEMENT NUMBER 1 THERETO AND AAF STATISTICAL DIGEST, 1946 - MADE AVAILABLE SUMMARY STATISTICS ON WORLD WAR II AND ON SELECTED SUBJECTS THROUGH THE YEAR 1946. THE PRESENT ISSUE INCLUDES THE MAJORITY OF THE TABLES CARRIED IN THE 1946 EDITION. HISTORICAL CONTINUITY HAS BEEN PRESERVED AND EACH SERIES HAS BEEN BROUGHT FORWARD THROUGH 1947. IN ADDITION, SEVERAL NEW TABLES HAVE BEEN ADDED ON DATA WHICH HAS BECOME AVAILABLE DURING THE PREPARATION OF THIS ISSUE.

TO FACILITATE THE USE OF THIS VOLUME, IT HAS BEEN DIVIDED INTO THE FOLLOWING PARTS, EACH COVERING A SPECIFIC PHASE OF USAF ACTIVITY:

1. COMBAT GROUPS
2. PERSONNEL, MILITARY AND CIVILIAN
3. TRAINING
4. AIRCRAFT AND MATERIEL
5. FLIGHT OPERATIONS
6. MISCELLANEOUS
7. CIVILIAN COMPONENTS

THE TABLES IN EACH PART ARE PRECEDED BY AN INTRODUCTORY STATEMENT, GIVING SOME INDICATION OF THE CHARACTER OF THE DATA, NEW TOPICS INTRODUCED AND AMENDMENTS TO TABLES IN EARLIER EDITIONS.

SOURCES OF THE MAJORITY OF THE DATA ARE THE MANY PUBLICATIONS AND UNPUBLISHED RECORDS OF THE STATISTICAL SERVICES. THE TABULATIONS WHICH WERE FURNISHED BY OTHER OFFICES IN HEADQUARTERS, USAF OR USAF COMMANDS ARE ANNOTATED AS TO SOURCE. TABLES CONTAINING NO SOURCE REFERENCES ARE THOSE SUPPLIED BY STATISTICAL SERVICES.

CRITICISMS AND SUGGESTIONS FOR FUTURE EDITIONS OF THE DIGEST SHOULD BE ADDRESSED TO HEADQUARTERS, U. S. AIR FORCES, DIRECTOR OF STATISTICAL SERVICES, THE PENTAGON, WASHINGTON 25. D. C.

GLOSSARY

AAF CENTER

Hq and Hq Sq Bombardment Department, AAF School of Applied Tactics, activated, 3 Dec 1942; redesignated Hq AAF Tactical Center, 1 Nov 1943; redesignated Hq AAF Center, 1 Jun 1945; redesignated Hq AAF Proving Ground Command, 26 Feb 1946 (Orlando, Fla). Took over functions of Hq AAF Proving Ground which had been disbanded at Eglin Field, Fla, and moved to Eglin.

ACCEPTANCE AIRPLANE

Receipt of legal title by the resident factory representative of procuring agency.

ACCIDENT AIRPLANE

An event, involving one or more military aircraft, that occurs while the aircraft is engaged in any phase of aerial flight including takeoff and landing runs, taxiing, or while the aircraft is on the ground and power plant is in operation (except maintenance operation--servicing, repair, etc.) and which results in death or injury to persons or damage to the aircraft.

ACCIDENT AIRCRAFT MAJOR

An accident which results in death or major injury to persons or major damage to the aircraft. Major injury is that which will probably require hospitalization for a period of five or more days or results in unconsciousness, fractures (except simple finger or toe fractures), lacerations of muscles or which cause hemorrhages, internal lesions and burns involving more than five percent of body surface or involving less than five percent if to the second or third degrees. Major damage includes damage to such parts of the aircraft as landing gear, wings, fuselage, stabilizers and power plant to the extent that the part must undergo major repair or be replaced.

ACCIDENT AIRCRAFT MINOR

An accident which results in minor injury to persons or minor damage to the aircraft. Minor injury is less severe than major injury as defined above and requires that military personnel be reported on the daily sick report as sick in quarters or hospital, or in the case of civilian personnel, loss or regular working time beyond the work-day on which the accident occurred. Minor damage is such damage as to make the aircraft unsafe for flight but not damage so great as to be classified major damage as defined above.

AF BU(RT)S

Air Force base units for reserve training.

AIRCRAFT

Any type of airplane, glider or aerial target.

AIRCRAFT-CLASS-OIZ

Complete aircraft used for ground instructional purposes.

AIR FORCES

First - Conn, Del, Mo, Mass, N H, N J, N Y, R I, Vt.
Second - Colo, Ill, Iowa, Kans, Mich, Minn, Mo, Nebr, N D, S D, Wis, Wyo.
Fourth - Ariz, Calif, Ida, Mont, Nev, Ore, Utah, Wash.
Tenth - Ark, La, N Mex, Okla, Tex.
Eleventh - Dist of Col, Ind, Ky, Md, Ohio, Pa, Va, W Va.
Fourteenth - Ala, Fla, Ga, Miss, N C, S C, Tenn.

AIR FORCE PERSONNEL

Includes USAF and ASWAAF personnel. Applies to personnel within selected or restricted categories which could not be properly described as "Command Strength" (eg Air Force personnel with SSN's 747,750 etc; Air Force Enlisted personnel on Flying Pay).

AIRFRAME WEIGHT

Empty weight of an airplane less the following government furnished equipment: engines, propellers, wheels, brakes, tires and tubes, auxiliary power plant, turbo-super chargers, radio receivers and transmitters, starters, batteries, generators, turrets and power-operated gun mounts.

AIRPLANE

This term indicates all aircraft except aerial target type aircraft and gliders.

AIRPLANE COMBAT

Any type of bomber, fighter or reconnaissance airplane.

AIRPLANE FIRST LINE

First line airplanes are those airplanes which are performing or are capable of performing the primary mission for which they were designed.

AIRPLANE MILITARY

One produced for the use of the armed forces or a commercial airplane seating twelve or more passengers.

AIRPLANE TRANSIENT

All airplanes other than those assigned to the reporting base or station. (applicable to flight operations and fuel consumption).

AIRPLANE SECOND-LINE

Second-line Airplanes are those airplanes formerly first line airplane which are not currently capable of effectually performing the primary mission for which they were designed but are capable of performing some secondary or less exacting mission. The type designator and/or prefix determines whether a specific airplane is classed as first or second line. The mechanical condition of an individual airplane does not automatically determine its classification.

AIR RESERVE SERVICING BASES

Consist of two types of bases which service the AF BU(RT)s: A. Repairs and Utilities
B. Other services

AIR RESERVE STRENGTH

The total number of persons currently members of the Air Reserve, both active and inactive, who are not currently on extended active duty. Includes reservists recalled to active duty "for training"; excludes reservists ordered to extended active duty.

ALASKAN AIR COMMAND

Activated Hq and Hq Sq Alaska Air Force, 15 Jan 1942; redesignated Hq and Hq Sq Eleventh Air Force, 5 Feb 1942; redesignated Alaskan Air Command, 18 Dec 1945. (No change since that date).

APPROPRIATIONS OR CASH APPROPRIATIONS

An authorization to make payments out of the Treasury for a designated purpose pursuant to an act of Congress.

ARM OR SERVICE

Arm refers to any non-combatant branch of the Air Force.

Service refers to a combatant branch.

ASSIGNED STRENGTH

Individuals are "assigned" when they are placed on duty with a unit as an integral member thereof by means of competent orders. Units are "assigned" when they are placed under the command jurisdiction of a unit and/or higher headquarters by means of competent orders.

ASWAAF PERSONNEL

Army Personnel assigned to an Air Force Organization (Pipeline or Permanent Party).

ATTRITION (SEE ELIMINEES AND FATALITIES)AVIATION FUEL CONSUMED

The sum of all fuel serviced into the aircraft during the reporting period plus fuel on hand at the beginning of the period minus balance on hand at the end of the period and any defueling occurring during the month.

AWARDS, CIVILIAN

Various amounts of cash paid to individuals for acceptable suggestions given to the government. The value of the award is determined by evaluating the suggestions and the amount is paid in accordance with a table set up by Executive Order 9817, 31 Dec 1946. (All government agencies use the same basis for awards).

BULLING FIELD COMMAND

Established, 15 Dec 1946, directly under Commanding General, AAF.

BULK ALLOTMENT

The authorization of personnel as individuals, as distinguished from personnel assigned to T/O & E units. Such personnel may be assigned to units organized under tables of distribution.

CARIBBEAN AIR COMMAND

Hq and Hq Sq Panama Canal Air Force, activated, 20 Nov 1940; redesignated Hq and Hq Sq Caribbean Air Force, 5 Aug 1941; redesignated, Hq and Hq Sq, Sixth Air Force, 5 Feb 1942; redesignated Hq Caribbean Air Command, 31 Jul 1946. At the same time took over the functions of Hq and Hq Sq Antilles Air Command which was inactivated by Caribbean Air Command, 25 Aug 1946.

CARIBBEAN AREA

(See Caribbean Air Command)

CASUALTY ASSISTANCE

Any assistance rendered to the next of kin of military personnel on matters pertaining to their personal affairs. Chaplains will assist and advise dependents of military personnel (excluding legal assistance) in connection with, but not limited to the following:

- Dependents' pensions
- Family allowance of casualty dependents
- Personal effects
- Arrears in pay
- Burial/memorial flag
- Settlement of government life insurance
- Burial allowance (See AAF Letter 35-55, 16 Jul 1947)

CHINA AREA

1. Hq and Hq Sq, India-Burma Theater activated, 20 Aug 1943 and inactivated, 30 April 1946.
2. Hq and Hq Sq (Sp) Tenth Air Force activated, 12 Feb 1942 and inactivated, 6 Jan 1946.
3. Hq and Hq Sq, Fourteenth Air Force activated, 10 Mar 1943 and inactivated, 6 Jan 1946.
4. (a) Hq and Hq Sq XX Bomber Command (except where Twentieth Air Force is shown separately) during its period of operation was activated, 20 Nov 1943 and inactivated, 16 July 1945--personnel and equipment absorbed by Hq and Hq Sq, Eighth Air Force, 16 Jul 1945.
- (b) For Hq Twentieth Air Force see Twentieth Air Force.
5. Hq and Hq Sq, USAAF China Theater established separately 6 and 7 July 1945, respectively, discontinued as Hq and Hq Sq USAAF, China, 20 Jun 1946 (overseas). Left 332 Troop Carrier Sq which was inactivated, 10 Apr 1947. Administrative Control of 332 Troop Carrier Sq transferred to Commanding General, Air Division, Nanking, Hq Command, effective, 20 June 1946; redesignated Air Division Army Advisory Group, China, 5 Nov 1946.

CIVILIAN COMPONENTS (AIR)

Air National Guard, Air Reserve, and Air Reserve Officers Training Corps

CIVILIAN EMPLOYEECLASSIFICATION OF -

- (1) CAF - Clerical, Administrative, and Fiscal
- (2) CPC - Crafts, Protective and Custodial
- (3) P - Professional
- (4) SP - Sub-professional
- (5) WAE'S - Consultants and Experts (included only when actually employed).

GRADED - Civilians employed in graded positions provided for in the Classification Act of 1923, as amended.

REDUCTION IN FORCE - Separation of civilians because of lack of work or funds, abolition of position of activity, or to keep within personnel authorizations. Employees are counted as separations the day following the last day of active duty.

RETURNED FROM LEAVE WITHOUT PAY - Civilians who returned to active duty and pay status from extended leave without pay, suspension, or furlough. Extended leave without pay and suspension refer to such status for a period of thirty (30) days or longer.

UNGRADED - Civilians, except consultants and experts employed in positions subject to classification act of 1923, as amended. This includes civilians occupying ungraded positions whose rates of pay are determined by Local Wage Boards and civilians employed in ungraded positions not compensated under locality wage rates such as maritime employees.

VETERAN PREFERENCE - Refers to the priority and 5 or 10 points additional credit given to veterans (male or female), wives of disabled veterans who have established service connected disability, and the unmarried widows of veterans in obtaining or retaining government jobs.

COGNIZANCE

Designations used to identify the aircraft of the USAF and the US Navy, respectively.

COMMANDING GENERAL

(a) Hq GHQ Air Force, activated, 1 Oct 1933; redesignated, Hq Air Force Combat Command, AG Letter, 20 Jun 1941; went to Hq Army Air Forces by Ag Letter dated 12 Mar 1942; redesignated Hq USAF, effective, 26 Sep 1947. (Personnel strength reported under Commanding General through Dec 1947).

(b) Hq Sq GHQ Air Force activated, 1 Mar 1935; redesignated Hqs Squadron, Air Force Combat Command, 20 Jun 1941; redesignated Hq Sq Army Air Forces, 12 Mar 1942; redesignated Hq Sq, United States Air Force, 26 Sep 1947.

CONTRACTOR INVENTORY

Surplus property in a privately owned plant which arose by reason of cancellation of a contract or curtailment of production.

CONTINENTAL AIR FORCES

(First, Second, Third, Fourth Air Forces and I Troop Carrier Command in reporting existence from March 1945 through Feb 1946). Designated Continental Air Forces, 15 Dec 1944; redesignated Hq Strategic Air Command, 21 Mar 1946.

1. Hq First Air Force, relieved from Continental Air Force, Mar 2, 1946 and went to Air Defense Command.

2. Hq Second Air Force, inactivated, 30 Mar 1946 and went into Air Defense Command in an inactive status. Reactivated Hq Second Air Force, 6 Jun 1946.

3. Hq Third Air Force, relieved from Continental Air Forces and reassigned to Tactical Air Command, 21 Mar 1946. Inactivated, 1 Nov 1946. Personnel and Equipment absorbed by Hqs Ninth Air Force, 1 Nov 1946.

4. Hq Fourth Air Force, relieved from Continental Air Forces and reassigned, 21 Mar 1946 to Air Defense Command.

CONTINENTAL AIR FORCES -- Continued

5. Hq I Troop Carrier Command, activated, 30 Apr 1942, relieved from Hq AAF, 16 Apr 1945 and assigned to Continental Air Forces. Disbanded, 4 Nov 1945; personnel reassigned to Hq and Hq Sq IX Troop Carrier Command, 4 Nov 1945. Hq and Hq Sq IX inactivated, 31 Mar 1946, personnel and equipment used to man and re-equip Hq, Third Air Force.

COST PLUS FIXED FEE CONTRACTS

A contract in which the government agrees to reimburse the contractor for costs incurred in producing the articles or performing the services and in addition the government agrees to pay the contractor a fixed fee.

DECLARATION (SURPLUS PROPERTY)

The reporting of surplus property to a disposal agency.

DELIVERY, AIRPLANE, ENGINE OR PROPELLER

Final transaction between manufacturer and recipient whereupon the aircraft engine or propeller, becomes part of the official inventory.

DIRECT CASH APPROPRIATIONS

An appropriation made directly to the Air Force is a Direct Appropriation.

An Indirect Appropriation, (as it applies to the Air Force) is or may be made through the Army for the use of the Air Force.

DISPOSAL AGENCY

A designated government agency to which surplus property will be declared for disposal.

ELIMINETS OR ATTRITION - TRAINING

Personnel separated from a course because of flying or academic deficiency; personnel withdrawn from a course because of illness and who will not continue the course at a later date; personnel losses from service because of death or separation.

EMBLEM PROGRAM

Honorary recognition accorded employees who accomplish their duties in a meritorious or exceptional manner. (CFR 104, 25 Apr 1947)

ENGINE, INSTALLED

An engine mounted in an aircraft or only temporarily removed for minor repair with the intent of return to the aircraft from which removed.

ENGINE, SPARE

An Engine not installed in an aircraft. Spare engines are divided into two categories; (a) Serviceable -- those engines ready for installation without undergoing overhaul, repair or modification, and (b) Reparable--engines which can be made serviceable by overhaul.

ENLISTED PERSONNEL

Enlisted personnel and aviation cadets, unless shown separately.

EUROPEAN AREA

European and Mediterranean Theaters until the latter was officially discontinued, 14 Dec 1947.

EUROPEAN THEATER

1. Hq and Hq Sq VIII Bomber Command, activated, 1 Feb 1942; redesignated Hq and Hq Sq Eighth Air Force, 28 Feb 1944 (To Europe), reassigned to USSTAF; back to United States, 7 Jun 1946 (less personnel and equipment).

2. Hq Ninth Air Force - Hq and Hq Sq 5th Air Support Command activated, 2 Sep 1941; redesignated Hq and Hq Sq, Ninth Air Force, 8 Apr 1942; inactivated in Germany, 2 Dec 1945.

EUROPEAN THEATER -- Continued

3. First Tactical Air Force (Provisional) established, 2 Nov 1944; discontinued in Germany, 20 May 1945; Hq and Hq Sq, 1st Tactical Air Force (Provisional) established, 20 Oct 1944. Disbanded, 20 May 1945 in Germany.

4. Hq and Hq Sq Eight Air Force, activated, 28 Jan 1942; redesignated, Hq and Hq Sq, USSTAF in Europe, 22 Feb 1944; redesignated, Hq and Hq Sq USAF in Europe, 7 Aug 1945.

FAR EAST AIR FORCES

Activated at Brisbane, Australia, Aug 3, 1944; redesignated Pacific Air Command, USA 6 Dec 1945; Beginning Jul 1945 it included Fifth and Thirteenth Air Forces and Seventh Air Force and Air Forces in Middle Pacific; redesignated Far East Air Forces, 1 Jan 1947.

FATALITIES OR ATTRITION - TRAINING

Students withdrawn from a course by reason of accidental death occurring while the student is actually receiving instructions.

FISCAL YEAR

Ex. FY 1947 includes 1 Jul through 31 Dec 1946 plus 1 Jan through 30 Jun 1947 or the year beginning 1 Jul and ending 30 Jun of the year designated as fiscal year.

FUNCTIONAL GROUP

The general grouping of personnel according to their status as to permanent party or pipeline.

GUARANTEED LOAN

A loan made by an agency such as a bank, by which the government assumes the obligation to pay to the loaning agency in case the borrower defaults.

MAJOR COMMANDS

That portion of the US Air Force command structure which includes appropriate headquarters and subordinate units and is immediately subordinate administratively to Headquarters, US Air Force. By definition, this excludes US Air Force "exempted activities", which are operated by units which are not subordinate to any of the major commands.

MAJOR PROJECT

The designation of a functional grouping of projects which are identified by a series of codes, 100 through 900, as of 1947.

MEDICAL

Units whose primary mission and function is to provide medical services or supplies. Does not include air evacuation.

MEDICAL SPECIALISTS

Includes Hospital Dietitians, Physical Therapy Aides, Occupational Therapists as set up by Congress in Sec 1 of Public Law 36 approved, 16 Apr 1947 (No Occupational Therapists reflected in 1947 reports).

MEDITERRANEAN THEATER

During World War II; Twelfth and Fifteenth Air Forces; also Ninth Air Force prior to October 1943. Subsequent to World War II, Miscellaneous AAF Units assigned to theater. With the return of the 838 and 1898 Engineer Aviation Battalions, Nov 6 1946, no further strength for the MTO is reflected in personnel data.

NEXT OF KIN

Widow or widower; child or children if there be no widow or widower and they are entitled to benefit; dependent, designated by deceased relative, if there be no wife or widower or children.

OBLIGATION

An order placed, a contract awarded, a service received, or any other transaction, which legally reserves an appropriation or fund for expenditure.

OFFENSES

An act or mission as against both civil and military law. (Manual for Court-Martial US Army, 1948). Such offenses are (a) Disorders and neglects to the prejudice of good order and military discipline, (b) Conduct of a nature to bring discredit upon the military service (c) Desertion, (d) Suffering military property to be lost, (e) Selling military property, etc.

OTHER ARMS AND SERVICES

Adjutant General, Armored Force, Cavalry, Coast Artillery, Field Artillery, General Staff, Infantry, Inspector General, Judge Advocate General, Military Intelligence, and in the case of enlisted personnel, students in Army schools.

OTHER CONTINENTAL US

Commanding General, AAF, Bolling Field Command unless shown separately, or otherwise noted. In the case of military personnel, personnel enroute to or at departure points and beginning Jun 1945, personnel enroute to overseas (Prior to Jun 1945, in the overseas theater to which enroute) and staging Area or pipeline for 1947.

OTHER FLYING TRAINING COURSES

Emergency Air Rescue Crew, B-32 Combat Crew, Flight Planning, Observation Non-Pilot, Courses in War Training Service Schools.

OTHER OVERSEAS

Africa Middle East Theater, Bermuda, Iceland, Newfoundland, the Azores, Greenland, US Air Forces, in South America, Commanding General, AAF(Foreign), Air Transport Command (Foreign), unless shown separately or otherwise noted, prior to 1947. 1947 showed SAC (foreign) for Jan only.

OTHER SPECIALISTS

Primarily photographic, weather and mess personnel.

OTHER TECHNICAL TRAINING COURSES

Auto Mechanic, Clerk-Typist, Cook and Baker, Counter Intelligence, Link Trainer Mechanic, Mess Sergeant, Military Police (Aviation), Parachute Rigger and Repairman Supply Clerk and Teletype Operator and Mechanic.

PACIFIC AIR COMMAND, US ARMY

Far East Air Forces, AAF, Pacific Ocean Areas, US Army Strategic Air Forces (USASTAF). This command was established, 6 Dec 1945 (See organization of FEAF for further history of Pacific Air Command with the exception of Seventh Air Force).

PACIFIC AREA

Pacific Air Command, US Army; prior to Dec 1945, includes Far East Air Forces, Pacific Ocean Areas; US Army Strategic Air Forces (USASTAF) after Jun 1945 and XXI Bomber Command prior to Jul 1945.

PACIFIC OCEAN AREAS

Seventh Air Force prior to Jul 1945 and Air Forces in Middle Pacific (AIRFORMIDPAC) beginning in Jul 1945. Included in Far East Air Forces beginning Jul 1945.

PATIENTS (PIPELINE) - MILITARY

Hospitalized personnel who are assigned to a Detachment of Patients.

PEAK STRENGTH

Maximum strength as shown for the nearest end of the month date; as daily strengths are not given.

PERMANENT PARTY PERSONNEL

Those personnel assigned to a unit to perform their principle duty in the furtherance of the

PERMANENT PARTY PERSONNEL - Continued

mission of the unit and who are properly chargeable against the authorization of the unit. This is to include assigned over-strength.

PILOT

A rating given a member of the Air Force who has been qualified to control and navigate an aircraft in flight. The rating of pilot is next below that of senior pilot. (WD TM 20-205, 18 Jan 1944)

PIPELINE PERSONNEL

That portion of Air Force Command Strength that is temporarily ineffective, consisting of: Students, Outbound Personnel, Overseas Replacements, Returnees, Fillers, Patients, Prisoners, and Separates.

PROCUREMENT

(As used in Table L44). Itemized lists for which contracts have been made for equipment and supplies.

PROJECT

A planned undertaking of something to be accomplished or produced for which a separate account is maintained.

PROPELLER, CONTROLLABLE

A variable pitch propeller as opposed to one with fixed pitch.

PURCHASE OF GUARANTEED LOANS

Government pays the loan for which it has assumed the obligation or guaranteed payment.

RECOUPEMENT

The amount regained in cash from contractor or deducted on a voucher, in recouping an amount or a part thereof which was formerly advanced to a contractor.

RETURNEES (PIPELINE) - MILITARY

Casual personnel who are at or enroute from an overseas Port of Embarkation to a continental Port of Debarkation or Assembly Station for Permanent Change of Station or at a continental Port of Debarkation for further assignment in the Continental US or for separation.

SEPARATEES (PIPELINE)

Returnee personnel who are assigned to an Air Force unit conducting a separation activity for the purpose of separation processing. This does not include personnel who are separated locally or directly from a "Patient" status.

SEVENTH AIR FORCE

Hawaiian Air Force activated, 1 Nov 1940; redesignated Hq and Hq Sq Seventh Air Force, 5 Feb 1942; Redesignated Pacific Air Command, 15 Dec 1947.

SPECIAL CONSULTANTS - CIVILIAN

Consultants, professional and technical experts who upon appointment are given an "excepted appointment" for a specific number of days and who receive a stipulated amount of compensation for the days they actually work.

SPECIAL PURPOSE VEHICLES

Any vehicle operated for one specific purpose, such as fire trucks, forklifts, tugs, tractors, ambulances, cranes, etc.

STUDENTS

Personnel assigned to a major command and attached unassigned to units thereof for the purpose of undergoing standardized courses of instruction.

FOREIGN STUDENTS - Foreign nationals who are detailed to the school in attached status from any foreign country, territory, or possession, excluding those territories and possessions of the United States.

PIPELINE STUDENTS - Personnel who are undergoing formal training in service or civilian schools and are assigned to an Air Force student unit.

SUGGESTIONS (CIVILIAN AND MILITARY)

A constructive idea designed to accomplish an Air Force job better, faster and cheaper. For civilian see AF Regulation 40-16, 20 Jul 1948. Cash awards for suggestions are given to civilians but no awards are authorized to the military. Military suggestions are covered by AF Regulation 37-3, 9 May 1947.

SURPLUS PROPERTY

Property which has been determined to be surplus by an authorized agency of the Department of Air Force. (Authority granted through Surplus Property Act, 1944) Public Law 457, 78th Congress.

TACTICAL UNITS

Any bomber, fighter, reconnaissance, troop carrier, rescue, liaison, geodetic control or tow target.

T/O & E UNIT PERSONNEL

Military personnel assigned to a WD or AF constituted and activated unit which has a prescribed organization as published by the War Department in tables of organization and equipment.

TRAINING

- Includes units whose primary mission and function is training or maintenance of certain skills after training.

FLYING TRAINING, ADVANCED - Training given to pilots subsequent to basic training and consisting of further military, ground and flying instructions - the latter in trainer aircraft more powerful than those previously used.

FLYING TRAINING, BASIC - Training given to pilots subsequent to primary training and consisting of further military and ground instruction and specified number of hours in trainer aircraft more powerful than those used in primary training.

FLYING TRAINING, PRE-FLIGHT - The initial training given to pilots, bombardiers and navigators to acquaint them with the fundamentals of flight.

FLYING TRAINING, PRIMARY - Training given to pilots subsequent to pre-flight training and consisting of military instruction, academic instruction in ground school and a specified number of hours of instruction in a single-engine trainer airplane.

FLYING TRAINING, TRANSITION - Training given to pilots subsequent to advanced training and designed to teach them to fly a specific model of airplane.

TWENTIETH AIR FORCE

Hq and Hq Sq XXI Bomber Command activated, 7 Apr 1944; redesignated Hq Sq Twentieth Air Force, 16 Jul 1945; Hq Twentieth Air Force activated at Washington D.C., by CG AAF effective, 4 Apr 1944. Closed at Washington, D.C., 15 Jul 1945. Opened at Guam Marianas Islands effective, 16 Jul 1945.

USAF UNIT

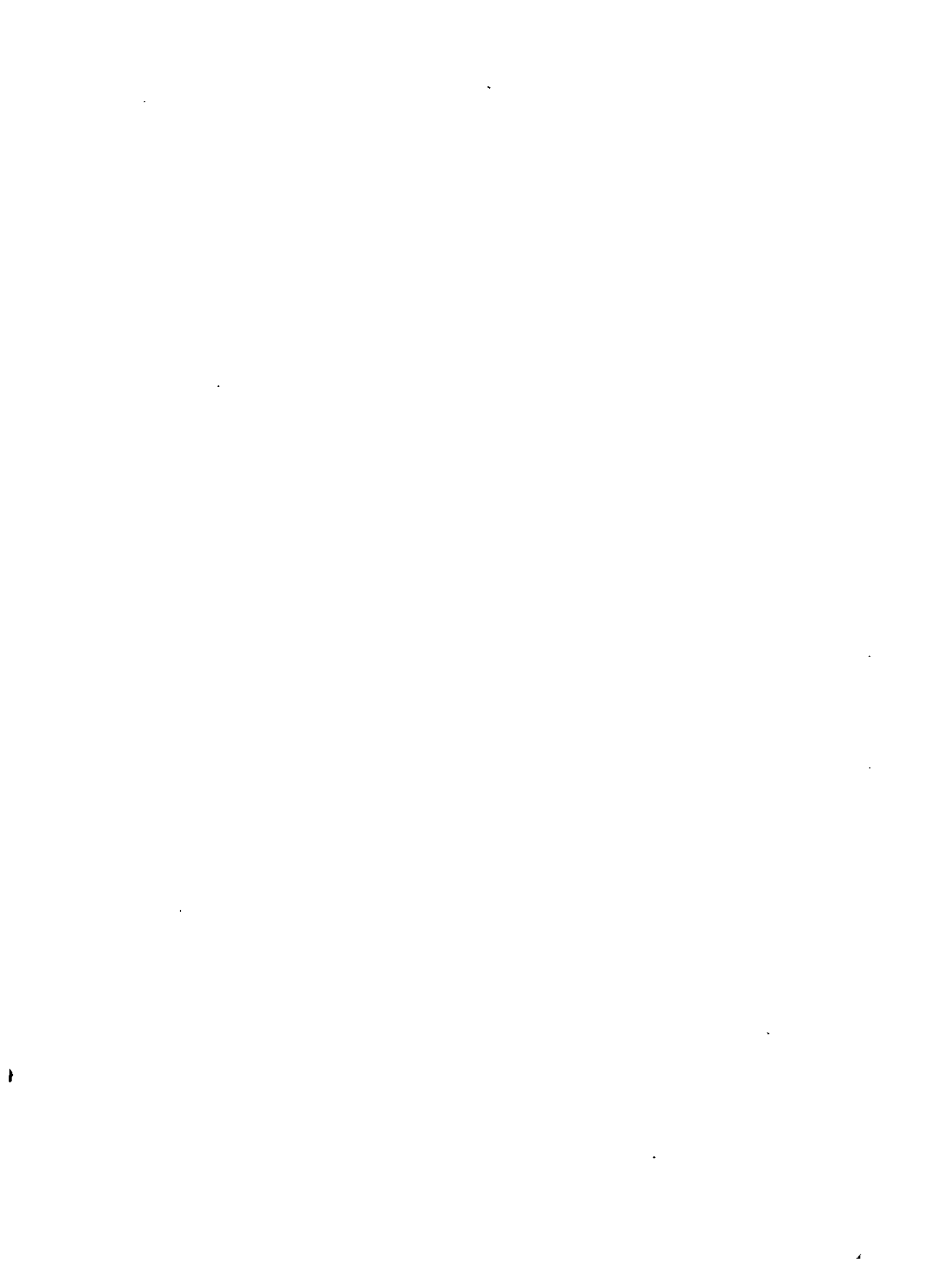
Any United States Air Force active military force having an organizational structure authorized and prescribed by Headquarters, US Air Force or delegated authority. These are chargeable to the US Air Force Troop Basis. Also includes any military force in the US Air Force Reserve or the Air National Guard while on active Federal service with the US Air Force.

VETERANS (MALE AND FEMALE)

Civilians employed as of the end of the month who were "veterans" resulting from their own active military or naval service in or prior to World War I or World War II.

WORLDWIDE

(As used in Tables found in this publication) Includes both Continental US and Overseas figures.





PART I

TACTICAL UNITS

Statistics on the number of tactical groups and separate squadrons presented in this section include only those units which were actually activated and/or organized prior to or on the dates shown; i.e., units which had been actually activated and/or organized and for which inactivation or disbandment orders had not been actually accomplished by the dates shown. In the following pages, the figures immediately preceding the parentheses indicate the number of groups as measured by the activations of group headquarters while the figures within the parentheses represent the number of squadrons assigned to those groups; and in the figures below the groups the number of separate squadrons are presented. Squadrons which are not assigned to a group are designated as separate squadrons. Such units as replacement training and parent operational training units which were included in the World War II Digest are now excluded.

Since the end of World War II, the composition of groups and squadrons has changed considerably. In numerous instances reduced strength Tables of Organization and Equipment (T/O & E) and Air Force Table of Distribution (Special) (AF-TD-S) are in operation, and such units as Heavy and Medium Bombardment have been inactivated or converted to another type of airplane. The most usual composition of tactical units, in planes and personnel, as of 31 December 1947, is shown in the following table:

COMPOSITION OF TACTICAL UNITS

| Type of Unit | T/O & E or AF-TD-S | Major Type of Airplane | Number of Airplanes | Number of Crews | Men Per Crew | Personnel | | |
|-------------------------------------|--------------------------|---------------------------------|---------------------------|-----------------------|--------------------|-----------|---------|----------|
| | | | | | | Total | Officer | Enlisted |
| Group | | | | | | | | |
| Very Heavy Bombardment. | Hq: 1-112R Sq: 1-167R | B-29 | 30 | 30 | 11 | 784 | 168 | 616 |
| Light Bombardment. | Hq: 1-112R Sq: 1-137R | A-26 | 48 | 48 | 3 | 517 | 120 | 397 |
| Light Bombardment (Night Attack) | Hq: 1-112R Sq: 1-137R | A-26 | 48 | 48 | 4 | 550 | 186 | 364 |
| Fighter, JF, SE or TE. | Hq: 1-12R Sq: 1-27R | P-47, P-51; P-80, P-84 | 75 | 75 | 1 | 439 | 110 | 329 |
| Fighter, All Weather. | Hq: 1-12R Sq: 1-67R | P-61 | 36 | 36 | 3 | 739 | 141 | 598 |
| Reconnaissance. | Hq: 1-752 Sq: 1-267 | - | - | - | - | 710 | 156 | 554 |
| Reconnaissance, VLR (Mapping) . . . | Hq: 1-299 Sq: 1-752 | FP-80, F-6 FA-26 | 36 | 36 | 1 | - | - | - |
| Reconnaissance, VLR - Photo | Hq: 1-298 Sq: 1-298 | F-13 | 18 | 18 | 3 | - | - | - |
| Reconnaissance, VLR-Photo, RCM. . . | Hq: 1-752 Sq: 1-298 | F-13 | 36 | 36 | 11 | 1480 | 268 | 1212 |
| Reconnaissance, VLR, Weather. . . . | Hq: 1-752 Sq: 1-298 | B-29 | 36 | 36 | 12 | 1373 | 298 | 1075 |
| Troop Carrier. | Hq: 1-312R Sq: 1-317R | C-46, C-47, C-82 | 48 | 48 | 5 | 605 | 244 | 361 |
| Squadron | | | | | | | | |
| Geodetic Control. | 1-1097T | F-9, C-47 | 16 | 16 | 9,4 | 694 | 155 | 539 |
| Liaison. | 1-997 | L-5, L-13 | 16 | 16 | 1 | 89 | 11 | 78 |
| Photo Recon (Special). | AF-TD-S | F-13 | 12 | 12 | 11 | 419 | 85 | 334 |
| Emergency Rescue a/. | 1-987 | OA-10, C-46 | 36 | 36 | 7 | 421 | 93 | 328 |
| Rescue b/. | 1-987S | B-17 R-6, L-5 OA-10, B-17 | 16 | 16 | 10 | - | - | - |
| Tow Target. | 1-1077 | R-5, L-5 C-47 A-26 | 16 | 16 | 7,10 | 565 | 107 | 458 |
| | | | 4 | 4 | 7 | - | - | - |
| | | | 20 | 20 | 3 | 187 | 25 | 162 |

a/ Number of airplanes and crews varies according to area in which deployed.

b/ Number of personnel varies according to area in which deployed.

Troop Carrier groups include Combat Cargo groups during the war period. The latter, deployed in the Pacific and amounting to a maximum of four, were combined with Troop Carrier because of relative similarity of mission and composition. Air Commando groups are included in Composite groups.

Continental US includes units enroute to overseas. Units enroute to US from overseas are included in the overseas area from which they were enroute. Caribbean Area, as used in this section, includes Sixth Air Force, Antilles Air Command and Atlantic Bases (Iceland, Greenland, Azores, etc.).

Composite Group shown in the following tables, as of 31 December 1947, was composed of two Fighter Squadrons, SE and one Reconnaissance Squadron.

Table 1.-- TACTICAL GROUPS AND SEPARATE SQUADRONS IN

(Figures are as of

| Line No. | Type of Unit | 1941 | | 1942 | | | | 1943 | | |
|----------|--------------------------------|---------|---------|---------|----------|----------|----------|----------|----------|----------|
| | | Nov | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep |
| 1 | Total US Air Force | | | | | | | | | |
| 2 | Group - Total | 64(217) | 64(216) | 89(316) | 101(375) | 117(431) | 136(499) | 155(562) | 185(668) | 206(739) |
| 3 | Very Heavy Bomb | - | - | - | - | - | - | 1 (4) | 1 (4) | 4 (16) |
| 4 | Heavy Bomb | 13 (51) | 13 (50) | 21 (82) | 28 (112) | 30 (116) | 37 (148) | 39 (156) | 51 (204) | 66 (263) |
| 5 | Medium Bomb | 6 (23) | 6 (23) | 9 (36) | 13 (52) | 19 (76) | 19 (76) | 20 (78) | 23 (92) | 22 (88) |
| 6 | Light Bomb | 6 (23) | 6 (23) | 7 (27) | 7 (27) | 4 (16) | 4 (15) | 6 (23) | 7 (27) | 6 (24) |
| 7 | Fighter | 22 (87) | 22 (87) | 27 (83) | 27 (83) | 36 (113) | 47 (145) | 56 (175) | 60 (187) | 67 (205) |
| 8 | Reconnaissance | 12 (38) | 12 (38) | 15 (58) | 16 (62) | 18 (70) | 16 (62) | 17 (64) | 23 (76) | 18 (54) |
| 9 | Troop Carrier | 4 (12) | 4 (12) | 9 (25) | 9 (36) | 9 (36) | 12 (29) | 15 (58) | 19 (74) | 22 (86) |
| 10 | Composite | 1 (3) | 1 (3) | 1 (5) | 1 (3) | 1 (4) | 1 (4) | 1 (4) | 1 (4) | 1 (3) |
| 11 | Separate Squadron-Total | 17 | 17 | 21 | 25 | 22 | 20 | 28 | 33 | 56 |
| 12 | Very Heavy Bomb | - | - | - | - | - | - | - | - | - |
| 13 | Heavy Bomb | - | - | - | - | - | - | - | - | 1 |
| 14 | Medium Bomb | - | - | - | - | - | - | - | 1 | 3 |
| 15 | Light Bomb | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 1 |
| 16 | Fighter | 4 | 4 | 8 | 8 | 4 | 2 | 2 | 2 | 3 |
| 17 | Night Fighter | - | - | - | - | - | - | 5 | 8 | 9 |
| 18 | Reconnaissance | 8 | 8 | 7 | 8 | 8 | 8 | 8 | 10 | 15 |
| 19 | Troop Carrier | 2 | 2 | 2 | 5 | 5 | 4 | 7 | 7 | 7 |
| 20 | Composite | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 21 | Liaison | - | - | - | - | - | - | - | - | 1 |
| 22 | Emergency Rescue | - | - | - | - | - | - | - | - | - |
| 22A | Geodetic Control | - | - | - | - | - | - | - | - | - |
| 23 | Tow Target | - | - | - | - | 1 | 2 | 2 | 2 | 2 |
| 24 | Continental US | | | | | | | | | |
| 25 | Group - Total | 48(160) | 47(156) | 63(224) | 73(274) | 65(247) | 64(243) | 77(285) | 79(295) | 89(324) |
| 26 | Very Heavy Bomb | - | - | - | - | - | - | 1 (4) | 1 (4) | 4 (16) |
| 27 | Heavy Bomb | 6 (23) | 5 (19) | 12 (47) | 19 (75) | 11 (42) | 18 (72) | 19 (75) | 18 (71) | 30 (120) |
| 28 | Medium Bomb | 6 (23) | 6 (23) | 7 (28) | 10 (39) | 14 (55) | 9 (35) | 8 (31) | 6 (23) | 5 (19) |
| 29 | Light Bomb | 5 (20) | 5 (20) | 5 (20) | 6 (23) | 3 (12) | 1 (4) | 3 (12) | 4 (16) | 4 (16) |
| 30 | Fighter | 15 (44) | 15 (44) | 16 (50) | 14 (43) | 16 (53) | 19 (60) | 26 (83) | 28 (89) | 26 (79) |
| 31 | Reconnaissance | 12 (38) | 12 (38) | 14 (54) | 15 (58) | 15 (58) | 11 (46) | 12 (48) | 14 (58) | 11 (37) |
| 32 | Troop Carrier | 4 (12) | 4 (12) | 9 (25) | 9 (36) | 6 (24) | 6 (26) | 8 (32) | 8 (34) | 9 (36) |
| 33 | Composite | - | - | - | - | - | - | - | - | (1) |
| 34 | Separate Squadron-Total | 7 | 7 | 10 | 9 | 7 | 7 | 9 | 11 | 31 |
| 35 | Very Heavy Bomb | - | - | - | - | - | - | - | - | - |
| 36 | Heavy Bomb | - | - | - | - | - | - | - | - | 1 |
| 37 | Medium Bomb | - | - | - | - | - | - | - | - | 2 |
| 38 | Light Bomb | 1 | 1 | 1 | - | - | 1 | 1 | 1 | 1 |
| 39 | Fighter | 1 | 1 | 2 | 2 | 2 | 1 | 1 | - | - |
| 40 | Night Fighter | - | - | - | - | - | - | 2 | 3 | 4 |
| 41 | Reconnaissance | 5 | 5 | 6 | 6 | 4 | 4 | 4 | 6 | 11 |
| 42 | Troop Carrier | - | - | - | - | - | - | - | - | - |
| 43 | Composite | - | - | 1 | 1 | - | - | - | - | - |
| 44 | Liaison | - | - | - | - | - | - | - | - | 11 |
| 45 | Emergency Rescue | - | - | - | - | - | - | - | - | - |
| 45A | Geodetic Control | - | - | - | - | - | - | - | - | - |
| 46 | Tow Target | - | - | - | - | 1 | 1 | 1 | 1 | 1 |
| 47 | Overseas | | | | | | | | | |
| 48 | Group - Total | 16 (57) | 17 (60) | 26 (92) | 28(101) | 52(184) | 72(256) | 78(277) | 106(373) | 117(415) |
| 49 | Very Heavy Bomb | - | - | - | - | - | - | - | - | - |
| 50 | Heavy Bomb | 7 (28) | 8 (31) | 9 (35) | 9 (37) | 19 (74) | 19 (76) | 20 (81) | 33(133) | 36(143) |
| 51 | Medium Bomb | - | - | 2 (8) | 3 (13) | 5 (21) | 10 (41) | 12 (47) | 17 (69) | 17 (69) |
| 52 | Light Bomb | 1 (3) | 1 (3) | 2 (7) | 1 (4) | 1 (4) | 3 (11) | 3 (11) | 3 (11) | 2 (8) |
| 53 | Fighter | 7 (23) | 7 (23) | 11 (37) | 13 (40) | 20 (60) | 28 (85) | 30 (92) | 32 (98) | 41(126) |
| 54 | Reconnaissance | - | - | 1 (4) | 1 (4) | 3 (9) | 5 (16) | 5 (16) | 9 (18) | 9 (17) |
| 55 | Troop Carrier | - | - | - | - | 3 (12) | 6 (23) | 7 (26) | 11 (40) | 13 (50) |
| 56 | Composite | 1 (3) | 1 (3) | 1 (5) | 1 (3) | 1 (4) | 1 (4) | 1 (4) | 1 (4) | 1 (2) |
| 57 | Separate Squadron-Total | 10 | 10 | 11 | 16 | 15 | 13 | 19 | 22 | 25 |
| 58 | Heavy Bomb | - | - | - | - | - | - | - | - | - |
| 59 | Medium Bomb | - | - | - | - | - | - | - | 1 | 1 |
| 60 | Light Bomb | 2 | 2 | 2 | 3 | 3 | 2 | 2 | 1 | - |
| 61 | Fighter | 3 | 3 | 6 | 6 | 2 | 1 | 1 | 2 | 3 |
| 62 | Night Fighter | - | - | - | - | - | - | 3 | 5 | 5 |
| 63 | Reconnaissance | 3 | 3 | 1 | 2 | 4 | 4 | 4 | 4 | 4 |
| 64 | Troop Carrier | 2 | 2 | 2 | 5 | 5 | 4 | 7 | 7 | 7 |
| 65 | Composite | - | - | - | - | 1 | 1 | 1 | 1 | 1 |
| 66 | Liaison | - | - | - | - | - | - | - | - | 3 |
| 67 | Emergency Rescue | - | - | - | - | - | -1 | -1 | -1 | - |
| 68 | Tow Target | - | - | - | - | - | - | - | - | 1 |

g/ Under the National Security Act of 1947, Army Air Forces was redesignated US Air Force, Sep 26, 1947

CONTINENTAL US AND OVERSEAS, BY TYPE: NOV 1941 TO DEC 1947

end of month)

| 1943 (Contd) | 1944 | | | | 1945 | | | | Line No. |
|-----------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep | |
| 210(744) | 222(792) | 234(841) | 239(856) | 242(863) | 243(861) | 243(857) | 201(677) | 109(352) | 1 |
| - | 10 (40) | 21 (67) | 24 (76) | 24 (71) | 25 (74) | 29 (88) | 40(130) | 28 (93) | 2 |
| 72(287) | 74(295) | 73(291) | 73(291) | 73(291) | 72(287) | 68(221) | 27(107) | 17 (61) | 3 |
| 22 (88) | 22 (85) | 21 (84) | 21 (84) | 21 (84) | 20 (80) | 17 (68) | 15 (60) | 5 (17) | 4 |
| 7 (28) | 7 (28) | 7 (28) | 7 (28) | 7 (28) | 7 (28) | 8 (32) | 10 (40) | 9 (36) | 5 |
| 68(206) | 67(202) | 67(203) | 66(202) | 71(217) | 71(216) | 71(215) | 67(203) | 29 (86) | 6 |
| 16 (41) | 16 (41) | 13 (37) | 16 (43) | 13 (38) | 13 (38) | 13 (38) | 11 (30) | 6 (12) | 7 |
| 24 (92) | 24 (94) | 28(112) | 28(112) | 28(112) | 29(112) | 29(112) | 26 (89) | 17 (59) | 8 |
| 1 (2) | 2 (7) | 4 (19) | 4 (20) | 5 (22) | 5 (22) | 6 (25) | 6 (22) | 3 (10) | 9 |
| 83 | 92 | 87 | 91 | 100 | 105 | 105 | 123 | 96 | 10 |
| - | - | - | - | 1 | 1 | - | - | - | 11 |
| 6 | 7 | 8 | 8 | 8 | 8 | 8 | 8 | 6 | 12 |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | - | 13 |
| 1 | 1 | - | - | - | - | - | - | - | 14 |
| 11 | 13 | 8 | 8 | 8 | 8 | 7 | 8 | 7 | 15 |
| 11 | 14 | 16 | 16 | 16 | 16 | 16 | 15 | 12 | 16 |
| 22 | 21 | 23 | 26 | 31 | 31 | 30 | 39 | 29 | 17 |
| 10 | 8 | 6 | 7 | 8 | 8 | 8 | 12 | 13 | 18 |
| 1 | 1 | 1 | 1 | 1 | - | - | - | - | 19 |
| 14 | 19 | 16 | 16 | 17 | 18 | 18 | 21 | 14 | 20 |
| 2 | 3 | 4 | 4 | 4 | 8 | 9 | 8 | 7 | 21 |
| - | - | - | - | - | - | 1 | 1 | 1 | 22 |
| 4 | 4 | 4 | 4 | 5 | 6 | 7 | 9 | 7 | 22A |
| 74(262) | 46(159) | 31(101) | 33(109) | 28 (86) | 19 (58) | 49(180) | 59(201) | 28 (95) | 23 |
| - | 10 (40) | 17 (51) | 20 (60) | 14 (42) | 9 (27) | 11 (34) | 19 (67) | 15 (57) | 24 |
| 28(112) | 11 (44) | - | - | 1 (4) | - | 30(120) | 4 (17) | - | 25 |
| 4 (16) | 3 (9) | 1 (4) | 1 (4) | 1 (4) | 1 (4) | - | 1 (4) | - | 26 |
| 4 (16) | 2 (8) | - | - | - | 1 (4) | 1 (4) | 6 (24) | 1 (4) | 27 |
| 21 (61) | 12 (32) | 3 (7) | 3 (9) | 8 (24) | 6 (18) | 4 (12) | 15 (45) | 4 (10) | 28 |
| 8 (23) | 6 (18) | 4 (11) | 4 (12) | 2 (6) | 1 (3) | 1 (3) | 3 (10) | 2 (4) | 29 |
| 9 (34) | 2 (8) | 4 (16) | 3 (12) | 1 (4) | - | 1 (4) | 10 (31) | 4 (16) | 30 |
| - | - | 2 (12) | 2 (12) | 1 (2) | 1 (2) | 1 (3) | 1 (3) | 2 (4) | 31 |
| 35 | 34 | 25 | 20 | 19 | 15 | 14 | 28 | 22 | 32 |
| - | - | - | - | 1 | 1 | - | - | - | 33 |
| - | - | - | - | - | - | - | - | - | 34 |
| - | - | - | - | - | - | - | - | - | 35 |
| 1 | 1 | - | - | - | - | - | - | - | 36 |
| 4 | 5 | 6 | 2 | - | - | - | 1 | - | 37 |
| 14 | 8 | 9 | 11 | 11 | 10 | 7 | 15 | 12 | 38 |
| 3 | 3 | 1 | 1 | 1 | - | - | - | - | 39 |
| - | - | - | - | 1 | - | - | - | - | 40 |
| 10 | 14 | 5 | 5 | 3 | 2 | 2 | 6 | 4 | 41 |
| 2 | 2 | 3 | 1 | 1 | 1 | 3 | 2 | 2 | 42 |
| 1 | - | - | - | - | - | 1 | 1 | 1 | 43 |
| 1 | 1 | 1 | - | 1 | 1 | 1 | 1 | 1 | 44 |
| 136(482) | 176(633) | 203(740) | 206(747) | 214(777) | 224(803) | 194(677) | 142(476) | 81(257) | 45A |
| - | - | 4 (16) | 4 (16) | 10 (29) | 16 (47) | 18 (54) | 21(63) | 13 (36) | 46 |
| 44(175) | 63(251) | 73(291) | 73(291) | 72(287) | 72(287) | 38(151) | 23 (90) | 17 (61) | 47 |
| 18 (72) | 19 (76) | 20 (80) | 20(80) | 20 (80) | 19 (76) | 17 (68) | 14 (56) | 5 (17) | 48 |
| 3 (12) | 5 (20) | 7 (28) | 7 (28) | 7 (28) | 7 (28) | 9 (36) | 3 (12) | 3 (10) | 49 |
| 47(145) | 55(170) | 64(196) | 63(193) | 63(193) | 65(198) | 67(203) | 52(158) | 25 (76) | 50 |
| 8 (18) | 10 (23) | 9 (26) | 12(31) | 11 (32) | 12 (35) | 12 (35) | 8 (20) | 4 (8) | 51 |
| 15 (58) | 22 (86) | 24 (96) | 25(100) | 27(108) | 29(112) | 28(108) | 16 (58) | 13 (43) | 52 |
| 1 (2) | 2 (7) | 2 (7) | 2 (8) | 4 (20) | 4 (20) | 5 (22) | 4 (19) | 1 (6) | 53 |
| 48 | 58 | 62 | 71 | 81 | 90 | 91 | 95 | 74 | 54 |
| 6 | 7 | 8 | 8 | 8 | 8 | 8 | 9 | 6 | 55 |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | - | 56 |
| - | - | - | - | - | - | - | - | - | 57 |
| 11 | 13 | 8 | 8 | 8 | 8 | 7 | 7 | 7 | 58 |
| 7 | 9 | 10 | 14 | 16 | 16 | 16 | 13 | 10 | 59 |
| 8 | 13 | 14 | 15 | 20 | 21 | 23 | 24 | 17 | 60 |
| 7 | 5 | 5 | 6 | 7 | 8 | 8 | 12 | 13 | 61 |
| 1 | 1 | 1 | 1 | - | - | - | - | - | 62 |
| 4 | 5 | 11 | 11 | 14 | 16 | 16 | 15 | 10 | 63 |
| - | 1 | 1 | 3 | 3 | 7 | 6 | 6 | 5 | 64 |
| 3 | 3 | 3 | 4 | 4 | 5 | 6 | 8 | 6 | 65 |

Table I.-- TACTICAL GROUPS AND SEPARATE SQUADRONS IN CONTINENTAL

| Line No. | Type of Unit | 1946 (Continued) | | | | | | | | | |
|----------|--------------------------------|------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
| 1 | <u>Total US Air Force</u> | | | | | | | | | | |
| 2 | Group - Total | 71(212) | 65(188) | 60(175) | 54(156) | 52(148) | 52(145) | 52(146) | 53(153) | 54(155) | 52(149) |
| 3 | Very Heavy Bomb | 21 (66) | 21 (63) | 19 (58) | 15 (46) | 15 (47) | 15 (45) | 15 (45) | 15 (45) | 15 (45) | 15 (45) |
| 4 | Heavy Bomb. | 7 (24) | 3 (8) | 3 (8) | 2 (6) | 2 (6) | 2 (6) | 2 (6) | 2 (6) | 2 (6) | - |
| 5 | Medium Bomb | 2 (7) | 2 (6) | 1 (3) | - | - | - | - | - | - | - |
| 6 | Light Bomb. | 2 (7) | 2 (6) | 2 (6) | 3 (9) | 3 (9) | 3 (9) | 3 (9) | 3 (9) | 3 (9) | 3 (9) |
| 7 | Fighter | 22 (63) | 22 (63) | 21 (60) | 21 (60) | 21 (60) | 21 (59) | 21 (60) | 21 (63) | 22 (65) | 22 (65) |
| 8 | Reconnaissance. | 3 (4) | 2 (2) | 2 (2) | 2 (2) | 2 (2) | 2 (3) | 2 (3) | 3 (5) | 3 (5) | 3 (5) |
| 9 | Troop Carrier | 12 (37) | 11 (36) | 10 (32) | 9 (27) | 8 (22) | 8 (21) | 8 (21) | 8 (23) | 8 (23) | 8 (23) |
| 10 | Composite | 2 (4) | 2 (4) | 2 (6) | 2 (6) | 1 (2) | 1 (2) | 1 (2) | 1 (2) | 1 (2) | 1 (2) |
| 11 | <u>Separate Squadron-Total</u> | 72 | 74 | 68 | 66 | 65 | 65 | 65 | 55 | 50 | 49 |
| 12 | Heavy Bomb. | 5 | 6 | 6 | 5 | 5 | 5 | 5 | 5 | 1 | 1 |
| 13 | Fighter | 6 | 6 | 6 | 6 | 6 | 7 | 7 | 1 | 1 | 1 |
| 14 | Night Fighter | 9 | 9 | 9 | 10 | 10 | 10 | 10 | 10 | 8 | 8 |
| 15 | Reconnaissance. | 22 | 23 | 21 | 19 | 19 | 18 | 18 | 16 | 16 | 16 |
| 16 | Troop Carrier | 8 | 7 | 5 | 6 | 5 | 5 | 5 | 4 | 4 | 4 |
| 17 | Liaison | 10 | 10 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| 18 | Emergency Rescue. | 7 | 8 | 8 | 7 | 7 | 7 | 7 | 7 | 8 | 8 |
| 19 | Geodetic Control. | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 20 | Tow Target. | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 3 | 3 | 2 |
| 21 | <u>Continental US</u> | | | | | | | | | | |
| 22 | Group - Total | 21 (64) | 21 (61) | 22 (65) | 21 (60) | 19 (52) | 20 (53) | 19 (56) | 20 (58) | 20 (58) | 19 (54) |
| 23 | Very Heavy Bomb | 9 (30) | 9 (27) | 9 (28) | 9 (28) | 9 (29) | 9 (27) | 9 (27) | 9 (27) | 9 (27) | 8 (24) |
| 24 | Light Bomb. | 1 (3) | 1 (3) | 1 (3) | 1 (3) | 1 (3) | 1 (3) | 1 (3) | 1 (3) | 1 (3) | 1 (3) |
| 25 | Fighter | 3 (6) | 3 (6) | 4 (9) | 4 (9) | 4 (9) | 5 (12) | 5 (15) | 5 (15) | 5 (15) | 5 (14) |
| 26 | Reconnaissance. | 1 (2) | 1 (2) | 1 (2) | 1 (2) | 1 (2) | 1 (3) | 1 (3) | 2 (5) | 2 (5) | 2 (5) |
| 27 | Troop Carrier | 5 (19) | 5 (19) | 5 (17) | 4 (12) | 3 (7) | 3 (6) | 2 (6) | 2 (6) | 2 (6) | 2 (6) |
| 28 | Composite | 2 (4) | 2 (4) | 2 (6) | 2 (6) | 1 (2) | 1 (2) | 1 (2) | 1 (2) | 1 (2) | 1 (2) |
| 29 | <u>Separate Squadron-Total</u> | 19 | 20 | 17 | 17 | 16 | 14 | 13 | 11 | 11 | 11 |
| 30 | Fighter | - | - | - | - | - | - | - | - | - | - |
| 31 | Night Fighter | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 32 | Reconnaissance. | 7 | 8 | 7 | 7 | 7 | 5 | 5 | 3 | 3 | 3 |
| 33 | Troop Carrier | 2 | 2 | - | 1 | - | - | - | - | - | - |
| 34 | Liaison | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 2 |
| 35 | Emergency Rescue. | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 36 | Geodetic Control. | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 37 | Tow Target. | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 38 | <u>Overseas</u> | | | | | | | | | | |
| 39 | Group - Total | 50(148) | 44(127) | 38(110) | 33 (96) | 33 (96) | 32 (92) | 33 (90) | 33 (95) | 34 (97) | 33 (95) |
| 40 | Very Heavy Bomb | 12 (36) | 12 (36) | 10 (30) | 6 (18) | 6 (18) | 6 (18) | 6 (18) | 6 (18) | 6 (18) | 7 (21) |
| 41 | Heavy Bomb. | 7 (24) | 3 (8) | 3 (8) | 2 (6) | 2 (6) | 2 (6) | 2 (6) | 2 (6) | 2 (6) | - |
| 42 | Medium Bomb | 2 (7) | 2 (6) | 1 (3) | - | - | - | - | - | - | - |
| 43 | Light Bomb. | 1 (4) | 1 (3) | 1 (3) | 2 (6) | 2 (6) | 2 (6) | 2 (6) | 2 (6) | 2 (6) | 2 (6) |
| 44 | Fighter | 19 (57) | 19 (57) | 17 (51) | 17 (51) | 17 (51) | 16 (47) | 16 (45) | 16 (48) | 17 (50) | 17 (51) |
| 45 | Reconnaissance. | 2 (2) | 1 (0) | 1 (0) | 1 (0) | 1 (0) | 1 (0) | 1 (0) | 1 (0) | 1 (0) | 1 (0) |
| 46 | Troop Carrier | 7 (18) | 6 (17) | 5 (15) | 5 (15) | 5 (15) | 5 (15) | 6 (15) | 6 (17) | 6 (17) | 6 (17) |
| 47 | Composite | - | - | - | - | - | - | - | - | - | - |
| 48 | <u>Sep. Squadron-Total</u> | 53 | 54 | 51 | 49 | 49 | 51 | 52 | 44 | 39 | 38 |
| 49 | Heavy Bomb. | 5 | 6 | 6 | 5 | 5 | 5 | 5 | 5 | 1 | 1 |
| 50 | Fighter | 6 | 6 | 6 | 6 | 6 | 7 | 7 | 1 | 1 | 1 |
| 51 | Night Fighter | 6 | 6 | 6 | 7 | 7 | 7 | 7 | 7 | 5 | 5 |
| 52 | Reconnaissance. | 15 | 15 | 14 | 12 | 12 | 13 | 13 | 13 | 13 | 13 |
| 53 | Troop Carrier | 6 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 4 | 4 |
| 54 | Liaison | 7 | 7 | 5 | 5 | 5 | 5 | 6 | 6 | 6 | 6 |
| 55 | Emergency Rescue. | 5 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 7 | 7 |
| 56 | Tow Target. | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 1 |

Table 2.-- TACTICAL GROUPS AND SEPARATE SQUADRONS IN EUROPEAN AREA, BY TYPE: JUN 1942 TO DEC 1947

(Figures are as of end of month.)

| Type of Unit | 1942 | | | 1943 | | | | 1944 |
|----------------------------------|-------|--------|---------|---------|---------|---------|---------|----------|
| | Jun | Sep | Dec | Mar | Jun | Sep | Dec | Mar |
| Group - Total | 3(10) | 23(81) | 40(142) | 43(153) | 66(242) | 75(265) | 93(330) | 130(469) |
| Heavy Bomb. | 1 (4) | 10(39) | 11 (43) | 11 (44) | 24 (96) | 27(107) | 35(139) | 53(211) |
| Medium Bomb. | - | 1 (4) | 6 (24) | 7 (28) | 11 (44) | 11 (44) | 11 (44) | 14 (56) |
| Light Bomb. | - | - | 2 (7) | 2 (7) | 2 (7) | 1 (4) | 1 (4) | 2 (8) |
| Fighter | 2 (6) | 7(21) | 13 (38) | 15 (45) | 17 (52) | 23 (69) | 31 (93) | 39(117) |
| Reconnaissance. | - | 2 (5) | 3 (11) | 3 (11) | 4 (13) | 5 (11) | 5 (12) | 6 (15) |
| Troop Carrier | - | 3(12) | 5 (19) | 5 (18) | 8 (30) | 8 (30) | 10 (38) | 16 (62) |
| Separate Squadron - Total | 1 | 2 | 2 | 4 | 7 | 8 | 10 | 16 |
| Heavy Bomb. | - | - | - | - | - | - | 2 | 2 |
| Light Bomb. | 1 | 1 | 1 | 1 | 1 | - | - | - |
| Fighter | - | - | - | - | 1 | 1 | 1 | 2 |
| Night Fighter | - | - | - | 2 | 4 | 4 | 4 | 5 |
| Reconnaissance. | - | 1 | 1 | 1 | 1 | 1 | 1 | 3 |
| Troop Carrier | - | - | - | - | - | - | - | - |
| Liaison | - | - | - | - | - | 2 | 2 | 3 |
| Emergency Rescue. | - | - | - | - | - | - | - | 1 |
| Tow Target. | - | - | - | - | - | - | - | - |

| Type of Unit | 1944 (Continued) | | | 1945 | | | |
|--|------------------|----------|----------|----------|----------|---------|--------|
| | Jun | Sep | Dec | Mar | Jun | Sep | Dec |
| Group - Total | 148(544) | 149(543) | 148(539) | 149(541) | 106(368) | 58(190) | 23(71) |
| Heavy Bomb. | 62(247) | 62(247) | 61(243) | 61(243) | 24 (95) | 11 (43) | 5(20) |
| Medium Bomb. | 14 (56) | 14 (56) | 14 (56) | 13 (52) | 11 (44) | 8 (32) | 1 (1) |
| Light Bomb. | 4 (16) | 4 (16) | 4 (16) | 4 (16) | 5 (20) | - | 2 (6) |
| Fighter | 46(139) | 45(136) | 45(136) | 45(135) | 45(134) | 30 (89) | 10(30) |
| Reconnaissance. | 5 (18) | 7 (20) | 7 (20) | 8 (23) | 8 (23) | 4 (8) | 1 - |
| Troop Carrier | 17 (68) | 17 (68) | 17 (68) | 18 (72) | 13 (52) | 5 (18) | 4(14) |
| Separate Squadron - Total | 23 | 27 | 28 | 31 | 29 | 26 | 16 |
| Heavy Bomb. | 3 | 3 | 3 | 3 | 3 | 3 | - |
| Light Bomb. | - | - | - | - | - | - | - |
| Fighter | 1 | - | - | - | - | - | - |
| Night Fighter | 6 | 6 | 6 | 6 | 6 | 3 | 3 |
| Reconnaissance. | 5 | 9 | 8 | 9 | 9 | 9 | 3 |
| Troop Carrier | - | - | - | - | - | 2 | 3 |
| Liaison | 7 | 7 | 9 | 10 | 10 | 6 | 5 |
| Emergency Rescue. | 1 | 1 | 1 | 2 | - | - | - |
| Tow Target. | - | 1 | 1 | 1 | 1 | 3 | 2 |

Table 2.-- TACTICAL GROUPS AND SEPARATE SQUADRONS IN EUROPEAN AREA, BY TYPE: JUN 1941 TO DEC 1947 -- Continued

| Type of Unit | 1946 | | | | | | | | |
|--|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep |
| <u>Group - Total</u> | 22(70) | 13(38) | 13(38) | 13(38) | 13(38) | 13(36) | 13(36) | 12(33) | 12(33) |
| Heavy Bomb. | 5(20) | 2 (8) | 2 (8) | 2 (8) | 2 (8) | 2 (6) | 2 (6) | 2 (6) | 2 (6) |
| Medium Bomb. | - | - | - | - | - | - | - | - | - |
| Light Bomb. # | 2 (6) | - | - | - | - | - | - | - | - |
| Fighter | 10(30) | 7(21) | 7(21) | 7(21) | 7(21) | 7(21) | 7(21) | 6(18) | 6(18) |
| Reconnaissance. | 1 - | 1 - | 1 (0) | 1 (0) | 1 (0) | 1 (0) | 1 (0) | 1 (0) | 1 (0) |
| Troop Carrier | 4(14) | 3 (9) | 3 (9) | 3 (9) | 3 (9) | 3 (9) | 3 (9) | 3 (9) | 3 (9) |
| <u>Separate Squadron - Total</u> | 17 | 10 | 9 | 9 | 9 | 9 | 9 | 9 | 9 |
| Heavy Bomb. | - | - | - | - | - | - | - | - | - |
| Light Bomb. | - | - | - | - | - | - | - | - | - |
| Fighter | - | - | - | - | - | - | - | - | - |
| Night Fighter | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Reconnaissance. | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Troop Carrier | 3 | 1 | - | - | - | - | - | - | - |
| Liaison | 5 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Emergency Rescue. | - | - | - | - | - | - | - | - | - |
| Tow Target. | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |

| Type of Unit | 1946 (Contd) | | | 1947 | | | | |
|--|--------------|--------|--------|--------|--------|--------|--------|--------|
| | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May |
| <u>Group - Total</u> | 12(33) | 13(35) | 11(29) | 11(29) | 11(29) | 11(29) | 11(29) | 11(29) |
| Heavy Bomb. | 2 (6) | 2 (6) | - | - | - | - | - | - |
| Fighter | 6(18) | 7(20) | 7(20) | 7(20) | 7(20) | 7(20) | 7(20) | 6(17) |
| Reconnaissance. | 1 (0) | 1 (0) | 1 (0) | 1 - | 1 - | 1 - | 1 - | 1 - |
| Troop Carrier | 3 (9) | 3 (9) | 3 (9) | 3 (9) | 3 (9) | 3 (9) | 3 (9) | 3 (9) |
| Composite | - | - | - | - | - | - | - | 1 (3) |
| <u>Separate Squadron - Total</u> | 9 | 7 | 6 | 6 | 6 | 6 | 6 | 6 |
| Fighter | - | - | - | - | - | - | - | 1 |
| Night Fighter | 2 | - | - | - | - | - | - | - |
| Reconnaissance. | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 |
| Liaison | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Tow Target. | 1 | 1 | - | - | - | - | - | - |

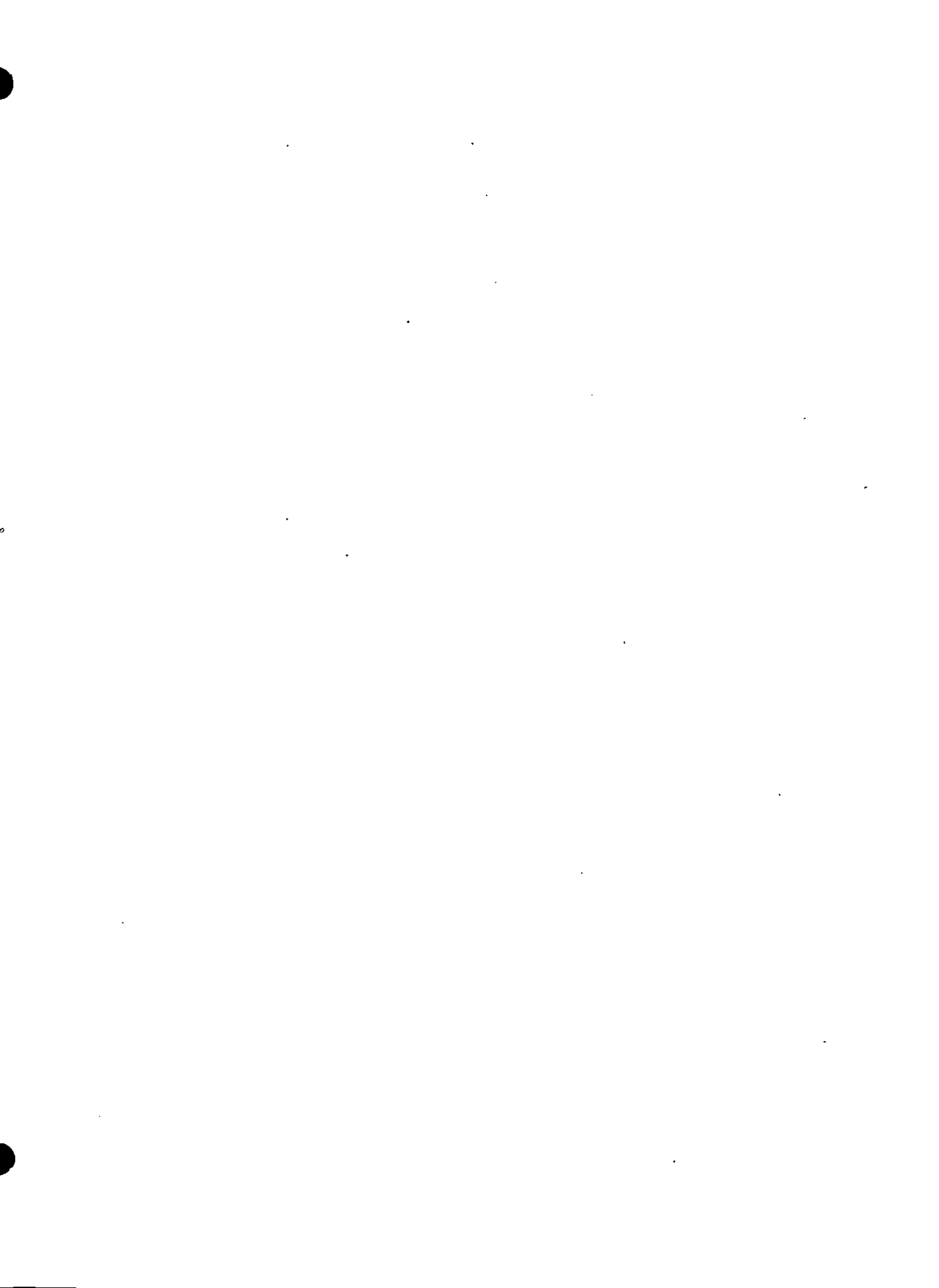
| Type of Unit | 1947 (Continued) | | | | | | |
|--|------------------|-------|------|------|------|------|------|
| | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
| <u>Group - Total</u> | 4(12) | 4(12) | 3(9) | 3(9) | 3(9) | 3(9) | 3(9) |
| Fighter | 1 (3) | 1 (3) | - | - | - | - | - |
| Reconnaissance. | - | - | - | - | - | - | - |
| Troop Carrier | 2 (6) | 2 (6) | 2(6) | 2(6) | 2(6) | 2(6) | 2(6) |
| Composite | 1 (3) | 1 (3) | 1(3) | 1(3) | 1(3) | 1(3) | 1(3) |
| <u>Separate Squadron - Total</u> | 1 | 1 | 1 | 1 | 1 | 1 | 2 |
| Fighter | - | - | - | - | - | - | 1 |
| Reconnaissance. | - | - | - | - | - | - | - |
| Liaison | 1 | 1 | 1 | 1 | 1 | 1 | 1 |

Table 4.-- TACTICAL GROUPS AND SEPARATE SQUADRONS IN PACIFIC AREA, BY TYPE: NOV 1941 TO DEC 1947

(Figures are as of end of month.)

| Type of Unit | 1941 | | 1942 | | | | 1943 | | | | 1944 |
|----------------------------------|-------|-------|--------|--------|--------|--------|--------|--------|--------|---------|---------|
| | Nov | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec | Mar |
| Group - Total | 7(25) | 8(28) | 14(49) | 13(46) | 13(48) | 17(60) | 19(66) | 26(80) | 26(94) | 32(114) | 33(120) |
| Very Heavy Bomb | - | - | - | - | - | - | - | - | - | - | - |
| Heavy Bomb | 3(12) | 4(15) | 4(16) | 4(16) | 5(20) | 5(20) | 5(20) | 6(24) | 6(24) | 7 (28) | 8 (32) |
| Medium Bomb | - | - | 2 (8) | 2 (8) | 2 (8) | 2 (8) | 3(10) | 4(16) | 4(16) | 5 (20) | 4 (16) |
| Light Bomb | 1 (3) | 1 (3) | 2 (7) | 1 (4) | 1 (4) | 1 (4) | 1 (4) | 1 (4) | 1 (4) | 2 (8) | 3 (12) |
| Fighter | 3(10) | 3(10) | 6(18) | 6(18) | 5(16) | 7(23) | 7(23) | 8(25) | 9(29) | 10 (32) | 10 (32) |
| Reconnaissance | - | - | - | - | - | 1 (1) | 1 (1) | 4 (1) | 1 (1) | 3 (6) | 3 (8) |
| Troop Carrier | - | - | - | - | - | 1 (2) | 2 (8) | 3(10) | 5(20) | 5 (20) | 5 (20) |
| Composite | - | - | - | - | - | - | - | - | - | - | - |
| Separate Squadron - Total | 5 | 5 | 8 | 9 | 8 | 4 | 6 | 6 | 6 | 9 | 14 |
| Heavy Bomb | - | - | - | - | - | - | - | - | - | - | 1 |
| Medium Bomb | - | - | - | - | - | - | - | - | - | - | - |
| Light Bomb | 1 | 1 | 1 | 1 | 1 | - | - | - | - | - | - |
| Fighter | 2 | 2 | 5 | 3 | 2 | 1 | 1 | 1 | 1 | 1 | 1 |
| Night Fighter | - | - | - | - | - | - | 1 | 1 | 1 | 3 | 4 |
| Reconnaissance | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 3 |
| Troop Carrier | 1 | 1 | 1 | 3 | 3 | 1 | 2 | 2 | 2 | 2 | 3 |
| Liaison | - | - | - | - | - | - | - | - | - | 1 | 1 |
| Emergency Rescue | - | - | - | - | - | - | - | - | - | - | - |
| Tow Target | - | - | - | - | - | - | - | - | - | 1 | 1 |

| Type of Unit | 1944 (Continued) | | | 1945 | | | | 1946 | | |
|----------------------------------|------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | Jun | Sep | Dec | Mar | Jun | Sep | Dec | Jan | Feb | Mar |
| Group - Total | 35(125) | 35(124) | 43(152) | 52(176) | 62(207) | 65(216) | 50(160) | 39(124) | 37(117) | 35(105) |
| Very Heavy Bomb | - | - | 6 (17) | 12 (35) | 18 (54) | 21 (63) | 13 (36) | 12 (36) | 12 (36) | 12 (36) |
| Heavy Bomb | 9 (36) | 9 (36) | 9 (36) | 9 (36) | 9 (36) | 10 (40) | 10 (34) | 6 (22) | 5 (18) | 5 (16) |
| Medium Bomb | 4 (16) | 4 (16) | 4 (16) | 4 (16) | 4 (16) | 4 (16) | 3 (12) | 2 (7) | 2 (7) | 2 (7) |
| Light Bomb | 3 (12) | 3 (12) | 3 (12) | 3 (12) | 4 (16) | 3 (12) | 1 (4) | 1 (4) | 1 (4) | 1 (4) |
| Fighter | 11 (33) | 11 (33) | 11 (33) | 13 (39) | 15 (45) | 15 (45) | 12 (36) | 10 (30) | 11 (33) | 11 (33) |
| Reconnaissance | 3 (8) | 3 (7) | 3 (8) | 3 (8) | 3 (8) | 3 (8) | 3 (8) | 2 (7) | 1 (2) | 1 (2) |
| Troop Carrier | 5 (20) | 5 (20) | 6 (24) | 7 (24) | 7 (24) | 7 (24) | 7 (24) | 5 (12) | 4 (11) | 3 (7) |
| Composite | - | - | 1 (6) | 1 (6) | 2 (8) | 2 (8) | 1 (6) | 1 (6) | 1 (6) | - |
| Separate Squadron - Total | 13 | 18 | 26 | 31 | 34 | 42 | 38 | 34 | 26 | 27 |
| Heavy Bomb | 1 | 1 | 1 | 1 | 1 | 2 | 1 | - | - | - |
| Medium Bomb | 1 | 1 | 1 | 1 | 1 | 1 | 1 | - | - | - |
| Light Bomb | - | - | - | - | - | - | - | - | - | - |
| Fighter | - | 1 | 1 | 1 | 1 | 1 | - | 3 | - | - |
| Night Fighter | 4 | 6 | 8 | 8 | 8 | 8 | 7 | 6 | 4 | 4 |
| Reconnaissance | 2 | 2 | 7 | 7 | 9 | 10 | 11 | 11 | 10 | 9 |
| Troop Carrier | 3 | 3 | 4 | 5 | 5 | 7 | 6 | 5 | 5 | 4 |
| Liaison | 1 | 1 | 1 | 2 | 2 | 5 | 4 | 1 | 1 | 4 |
| Emergency Rescue | - | 2 | 2 | 4 | 4 | 5 | 5 | 5 | 5 | 5 |
| Tow Target | 1 | 1 | 1 | 2 | 3 | 3 | 3 | 3 | 1 | 1 |





PART II

PERSONNEL - MILITARY AND CIVILIAN

All figures on military personnel (male and female) shown in this section are assigned strength figures and are concerned solely with those personnel chargeable to the Air Force Troop Bases. The tables are based on audited and coordinated data and in all cases the latest available information has been used.

Tables now showing source are generally based on statistics published in "The US Air Force Personnel Strength Report (SC-PS-1), as published by the preparing agency.

Personnel enroute overseas are included in "Continental" totals, and personnel enroute from a theater are included in "Overseas" totals in accordance with AR 345-60 unless noted.

National Guard and Reserve Personnel are included only when on active duty. More complete tables on Civilian Component Personnel may be found in Part VII of this publication. Arms and Services personnel on duty with the AAF (ASWAAF) are first shown in 1941. While such personnel were on duty with the Air Corps prior to that date--for example, flight surgeons--the data available have been of such an incomplete nature that Air Corps personnel only are shown prior to that date.

Where statistics on Negro and Female personnel are shown separately, these data should not be added to those in comparable tables in order to arrive at total AF figures.

Table 8.-- "Military Personnel in Continental US and Overseas, By Type of Personnel: Mar 1939 through Dec 1947" is being published once more in its entirety since it is used as basic information for all military personnel tables.

An attempt has been made in this issue to expand tables and to gather new material in order to give more detailed information on subjects needing explanation. Examples of such information may be found in Table 19 showing "break out" on Glider Pilots for 1946 and 1947; Table 38.-- "ASWAAF Women's Auxiliary Corps overseas Table 17.-- "ASWAAF Nurses in Continental US and Overseas, By Grade: Oct 1944 through Dec 1947"; Table 40.-- "Accessions to Enlisted Strength By Selective Service and Enlistments in Regular Army: 1944 through 1947" which is an expansion of Table 14 in 1946 Statistical Digest and Table 54.-- "Accessions, Separations, of Civilian Personnel in Continental US, By Cause and Rate: Jul 1943 through Dec 1947. This table not only shows rearrangement of data but also reports average Civilian Employment on which rates are based.

A few tables reflect changes in titles in order to clarify contents. Examples of this may be noted in Tables 41 and 42-- "Military Personnel Lost Through Transfer to Separation Centers, By Cause of Separation: May 1945 through Dec 1947" and "Military Personnel Lost through Transfer to Air Force and War Department Separation Centers: May 1945 through Dec 1947", respectively."

Personnel reporting for the Air Forces has continued under the Army throughout 1947 although the order on Unification, effective September 1947, separated United States Air Forces, United States Army and United States Navy into three Departments. The effective date for changes in reporting was set for 2 Jan 1948 and changes will be reflected in the 1948 issue of the Statistical Digest.

A more complete set of definitions, defining terms used under this heading, may be found in the front of the book.

Change in Commands is reflected in the box headings as of the date of change in the reporting system. For more specific changes in command see Glossary.

Table 7.-- MILITARY PERSONNEL -- STRENGTH AND PERCENT OF US ARMY STRENGTH: BY FISCAL YEAR,
AUG 1907 THROUGH DEC 1947

Note.--Annual strength figures are as of 30 June except as noted. The history of the AAF falls into several well defined phases. On 1 August 1907 the Aeronautical Division of the Signal Corps was established, and this division continued until 1 July 1914 when it was reorganized as the Aviation Section of the Signal Corps. In May 1918 Army aviation was divorced from the Signal Corps by Presidential order and comprised the Division of Military Aeronautics, Bureau of Aircraft Production and the Spruce Section which had been organized in November 1917. (The latter was created to expedite lumber production for aircraft construction.) Legislative cognizance of a separate arm occurred on 4 June 1920 when the Air Service was created. The Air Corps was established in July 1926 and continued until the reorganization of the Army in March 1942. At that time, the Army Air Forces came into being and continued under this organization through the date of this table (30 June 1947).

| Year | Total Army Air Forces | Percent of US Army Strength | Year | Total Army Air Forces | Percent of US Army Strength |
|-------------------------|-----------------------------|-----------------------------------|-------------------|-----------------------------|-----------------------------------|
| 1907 (1 Aug) | 3 | a/ | 1927 | 10,078 | 7.5 |
| 1908. | 13 | a/ | 1928 | 10,549 | 7.8 |
| 1909. | 27 | a/ | 1929 | 12,131 | 7.8 |
| 1910. | 11 | a/ | 1930 | 13,531 | 9.8 |
| 1911. | 23 | a/ | 1931 | 14,780 | 10.6 |
| 1912 (1 Nov) | 51 | 0.1 | 1932 | 15,028 | 11.2 |
| 1913 (30 Sep) | 114 | 0.1 | 1933 | 15,099 | 11.1 |
| 1914. | 122 | 0.1 | 1934 | 15,861 | 11.5 |
| 1915. | 208 | 0.2 | 1935 | 16,247 | 11.7 |
| 1916. | 311 | 0.3 | 1936 | 17,233 | 10.3 |
| 1917 (6 Apr) | 1,218 | 0.6 | 1937 | 19,147 | 10.7 |
| 1918 (11 Nov) | 195,023 | 5.3 | 1938 | 21,089 | 11.5 |
| 1919. | 25,603 | 2.7 | 1939 | 23,455 | 12.4 |
| 1920. | 9,050 | 4.5 | 1940 | 51,165 | 19.1 |
| 1921. | 11,649 | 5.1 | 1941 b/ | 152,125 | 10.4 |
| 1922. | 9,642 | 6.5 | 1942 | 764,415 | 24.9 |
| 1923. | 9,441 | 7.2 | 1943 | 2,197,114 | 31.4 |
| 1924. | 10,547 | 7.4 | 1944 | 2,372,292 | 29.7 |
| 1925. | 9,670 | 7.1 | 1945 | 2,282,259 | 27.6 |
| 1926. | 9,674 | 7.2 | 1946 | 455,515 | 24.1 |
| | | | 1947 | 305,827 | 30.9 |

a/ Less than 0.1 percent.

b/ Totals include Arms and Services beginning September 1941.

Source: AAF Figures - Air Historical Office (1907-1918); "US Air Service Activities" (1919-1925); "US Air Corps Activities" (1926-1929); "Strength Report, Army Air Corps" (1930-1940); Statistical Control Division, Office of Air Comptroller (1941-1947). US Army figures used to compute percentages - "Annual Report of The Secretary of War" (1907-1912; 1917-1920; 1922-1939); "Annual Report of The Adjutant General" (1913-1916; 1921); "Strength of the Army" - STM-30 (1940-1947) prepared by Office of The Adjutant General, Strength Accounting Branch.

Table 8.-- MILITARY PERSONNEL IN CONTINENTAL US AND OVERSEAS, BY TYPE OF PERSONNEL: MAR 1939 THROUGH DEC 1947

| End of Month | Total Army Air Forces | | | Continental US | | | Overseas | | |
|--------------|-----------------------|------------------------|----------------------------------|----------------|------------------------|----------------------------------|-----------|------------------------|----------------------------------|
| | Total | Officers ^{a/} | Enlisted Personnel ^{b/} | Total | Officers ^{a/} | Enlisted Personnel ^{b/} | Total | Officers ^{a/} | Enlisted Personnel ^{b/} |
| 1939 | | | | | | | | | |
| Jul. . . . | 24,721 | 2,633 | 22,088 | 20,269 | 2,356 | 17,913 | 4,452 | 277 | 4,175 |
| Aug. . . . | 26,526 | 2,747 | 23,779 | 21,932 | 2,488 | 19,444 | 4,594 | 259 | 4,335 |
| Sep. . . . | 30,917 | 2,886 | 28,031 | 25,560 | 2,581 | 22,979 | 5,357 | 305 | 5,052 |
| Oct. . . . | 34,690 | 2,872 | 31,818 | 28,982 | 2,561 | 26,421 | 5,708 | 311 | 5,397 |
| Nov. . . . | 39,058 | 3,030 | 36,028 | 32,259 | 2,691 | 29,568 | 6,799 | 339 | 6,460 |
| Dec. . . . | 43,118 | 3,006 | 40,112 | 35,566 | 2,650 | 32,916 | 7,552 | 356 | 7,196 |
| 1940 | | | | | | | | | |
| Jan. . . . | 45,948 | 3,003 | 42,945 | 37,989 | 2,642 | 35,347 | 7,959 | 361 | 7,598 |
| Feb. . . . | 47,851 | 2,991 | 44,860 | 38,728 | 2,637 | 36,091 | 9,123 | 354 | 8,769 |
| Mar. . . . | 47,936 | 3,174 | 44,762 | 38,643 | 2,826 | 35,817 | 9,293 | 348 | 8,945 |
| Apr. . . . | 47,812 | 3,159 | 44,653 | 37,774 | 2,816 | 34,958 | 10,038 | 343 | 9,695 |
| May. . . . | 48,566 | 3,339 | 45,227 | 38,009 | 2,983 | 35,026 | 10,557 | 356 | 10,201 |
| Jun. . . . | 51,165 | 3,361 | 47,804 | 40,229 | 2,999 | 37,230 | 10,936 | 362 | 10,574 |
| Jul. . . . | 57,150 | 3,650 | 53,500 | 46,071 | 3,264 | 42,807 | 11,079 | 386 | 10,693 |
| Aug. . . . | 63,516 | 4,035 | 59,481 | 52,299 | 3,649 | 48,650 | 11,217 | 386 | 10,831 |
| Sep. . . . | 73,662 | 4,112 | 69,550 | 62,276 | 3,698 | 58,578 | 11,386 | 414 | 10,972 |
| Oct. . . . | 85,292 | 4,483 | 80,809 | 72,018 | 3,994 | 68,024 | 13,274 | 489 | 12,785 |
| Nov. . . . | 94,980 | 4,889 | 90,091 | 80,017 | 4,281 | 75,736 | 14,963 | 608 | 14,355 |
| Dec. . . . | 99,993 | 5,203 | 94,790 | 83,910 | 4,586 | 79,324 | 16,083 | 617 | 15,466 |
| 1941 | | | | | | | | | |
| Jan. . . . | 100,513 | 6,546 | 93,967 | 81,473 | 6,230 | 75,243 | 19,040 | 316 | 18,724 |
| Feb. . . . | 135,738 | 6,951 | 128,787 | 115,712 | 6,645 | 109,067 | 20,026 | 306 | 19,720 |
| Mar. . . . | 144,774 | 7,793 | 136,981 | 123,025 | 7,469 | 115,556 | 21,749 | 324 | 21,425 |
| Apr. . . . | 147,431 | 8,625 | 138,806 | 125,518 | 8,137 | 117,381 | 21,913 | 488 | 21,425 |
| May. . . . | 152,641 | 9,078 | 143,563 | 130,422 | 8,284 | 122,138 | 22,219 | 794 | 21,425 |
| Jun. . . . | 152,125 | 10,611 | 141,514 | 129,767 | 9,463 | 120,304 | 22,358 | 1,148 | 21,210 |
| Jul. . . . | 194,626 | 13,175 | 181,451 | 171,679 | 11,947 | 159,732 | 22,947 | 1,228 | 21,719 |
| Aug. . . . | 219,263 | 15,246 | 204,017 | 195,413 | 13,928 | 181,485 | 23,850 | 1,318 | 22,532 |
| Sep. . . . | 246,319 | 20,376 | 225,943 | 222,034 | 18,961 | 203,073 | 24,285 | 1,415 | 22,870 |
| Oct. . . . | 270,326 | 22,101 | 248,225 | 242,121 | 20,512 | 221,609 | 28,205 | 1,589 | 26,616 |
| Nov. . . . | 297,103 | 22,524 | 274,579 | 268,176 | 20,859 | 247,317 | 28,927 | 1,665 | 27,262 |
| Dec. . . . | 354,161 | 24,521 | 329,640 | 328,277 | 22,042 | 306,235 | 25,884 | 2,479 | 23,405 |
| 1942 | | | | | | | | | |
| Jan. . . . | 417,526 | 30,040 | 387,486 | 366,582 | 27,211 | 339,371 | 50,944 | 2,829 | 48,115 |
| Feb. . . . | 482,733 | 32,917 | 449,816 | 419,761 | 29,486 | 390,275 | 62,972 | 3,431 | 59,541 |
| Mar. . . . | 547,753 | 35,987 | 511,766 | 485,768 | 32,584 | 453,184 | 61,985 | 3,403 | 58,582 |
| Apr. . . . | 599,961 | 41,207 | 558,754 | 523,835 | 37,281 | 486,554 | 76,126 | 3,926 | 72,200 |
| May. . . . | 659,746 | 47,352 | 612,394 | 569,204 | 43,310 | 525,894 | 90,542 | 4,042 | 86,500 |
| Jun. . . . | 764,415 | 55,956 | 708,459 | 649,091 | 45,449 | 603,642 | 115,324 | 10,507 | 104,817 |
| Jul. . . . | 840,637 | 68,894 | 771,743 | 708,191 | 56,454 | 651,737 | 132,446 | 12,440 | 120,006 |
| Aug. . . . | 986,338 | 82,130 | 904,208 | 826,967 | 67,207 | 759,760 | 159,371 | 14,923 | 144,448 |
| Sep. . . . | 1,089,930 | 88,918 | 1,001,012 | 920,810 | 73,095 | 847,715 | 169,120 | 15,823 | 153,297 |
| Oct. . . . | 1,261,172 | 105,089 | 1,156,083 | 1,076,861 | 85,492 | 991,369 | 184,311 | 19,597 | 164,714 |
| Nov. . . . | 1,511,323 | 111,727 | 1,399,596 | 1,301,704 | 88,862 | 1,212,842 | 209,619 | 22,865 | 186,754 |
| Dec. . . . | 1,597,049 | 127,267 | 1,469,782 | 1,355,028 | 100,475 | 1,254,553 | 242,021 | 26,792 | 215,229 |
| 1943 | | | | | | | | | |
| Jan. . . . | 1,696,866 | 139,976 | 1,556,890 | 1,436,236 | 111,944 | 1,324,292 | 260,630 | 28,032 | 232,598 |
| Feb. . . . | 1,859,569 | 153,077 | 1,706,492 | 1,573,089 | 121,373 | 1,451,716 | 286,480 | 31,704 | 254,776 |
| Mar. . . . | 2,045,649 | 173,213 | 1,872,436 | 1,721,211 | 136,004 | 1,585,207 | 324,438 | 37,209 | 287,229 |
| Apr. . . . | 2,133,925 | 181,757 | 1,952,168 | 1,802,824 | 143,280 | 1,659,544 | 331,101 | 38,477 | 292,624 |
| May. . . . | 2,184,041 | 197,519 | 1,986,522 | 1,780,635 | 150,978 | 1,629,657 | 403,906 | 46,541 | 356,865 |
| Jun. . . . | 2,197,114 | 205,874 | 1,991,240 | 1,764,969 | 156,417 | 1,608,552 | 432,145 | 49,457 | 382,688 |
| Jul. . . . | 2,238,802 | 217,161 | 2,021,641 | 1,768,402 | 164,346 | 1,604,056 | 470,400 | 52,815 | 417,585 |
| Aug. . . . | 2,305,320 | 232,922 | 2,072,398 | 1,778,873 | 174,628 | 1,604,245 | 526,447 | 58,294 | 468,153 |
| Sep. . . . | 2,321,858 | 246,329 | 2,075,529 | 1,766,464 | 184,075 | 1,582,389 | 555,394 | 62,254 | 493,140 |
| Oct. . . . | 2,356,167 | 253,796 | 2,102,371 | 1,728,019 | 183,653 | 1,544,366 | 628,148 | 70,143 | 558,005 |
| Nov. . . . | 2,383,370 | 265,630 | 2,117,740 | 1,711,492 | 187,980 | 1,523,512 | 671,878 | 77,650 | 594,228 |
| Dec. . . . | 2,373,882 | 274,347 | 2,099,535 | 1,638,216 | 193,275 | 1,444,941 | 735,666 | 81,072 | 654,594 |
| 1944 | | | | | | | | | |
| Jan. . . . | 2,400,151 | 287,294 | 2,112,857 | 1,606,394 | 198,510 | 1,407,884 | 793,757 | 88,784 | 704,973 |
| Feb. . . . | 2,403,499 | 296,561 | 2,106,938 | 1,555,969 | 202,842 | 1,353,127 | 847,530 | 93,719 | 753,811 |
| Mar. . . . | 2,411,294 | 306,889 | 2,104,405 | 1,504,959 | 202,025 | 1,302,934 | 906,335 | 104,864 | 801,471 |
| Apr. . . . | 2,356,504 | 313,874 | 2,042,630 | 1,410,704 | 201,981 | 1,208,723 | 945,800 | 111,893 | 833,907 |
| May. . . . | 2,372,447 | 322,350 | 2,050,097 | 1,372,933 | 200,386 | 1,172,547 | 999,514 | 121,964 | 877,550 |
| Jun. . . . | 2,372,292 | 333,401 | 2,038,891 | 1,334,958 | 205,156 | 1,129,802 | 1,037,334 | 128,245 | 909,089 |
| Jul. . . . | 2,403,806 | 342,914 | 2,060,892 | 1,342,025 | 207,447 | 1,134,578 | 1,061,781 | 135,467 | 926,314 |
| Aug. . . . | 2,403,056 | 350,060 | 2,052,996 | 1,320,980 | 212,650 | 1,108,330 | 1,082,076 | 137,410 | 944,666 |
| Sep. . . . | 2,391,281 | 357,924 | 2,033,357 | 1,313,143 | 220,526 | 1,092,617 | 1,078,138 | 137,398 | 940,740 |
| Oct. . . . | 2,382,410 | 360,843 | 2,021,567 | 1,261,050 | 214,948 | 1,046,102 | 1,121,360 | 145,895 | 975,465 |
| Nov. . . . | 2,383,453 | 368,804 | 2,014,649 | 1,231,978 | 217,471 | 1,014,507 | 1,151,475 | 151,333 | 1,000,142 |
| Dec. . . . | 2,359,456 | 375,973 | 1,983,483 | 1,195,320 | 222,428 | 972,892 | 1,164,136 | 153,545 | 1,010,591 |

Table 8.-- MILITARY PERSONNEL IN CONTINENTAL US AND OVERSEAS, BY TYPE OF PERSONNEL: MAR 1939 THROUGH DEC 1947
-- Continued

| End of Month | Total Army Air Forces | | | Continental US | | | Overseas | | |
|--------------|-----------------------|------------------------|----------------------------------|----------------|------------------------|----------------------------------|-----------|------------------------|----------------------------------|
| | Total | ^{a/} Officers | ^{b/} Enlisted Personnel | Total | ^{a/} Officers | ^{b/} Enlisted Personnel | Total | ^{a/} Officers | ^{b/} Enlisted Personnel |
| 1945 | | | | | | | | | |
| Jan. . . . | 2,345,068 | 377,426 | 1,967,642 | 1,165,349 | 221,180 | 944,169 | 1,179,719 | 156,246 | 1,023,473 |
| Feb. . . . | 2,324,377 | 385,111 | 1,939,266 | 1,138,146 | 223,985 | 914,161 | 1,186,231 | 161,126 | 1,025,105 |
| Mar. . . . | 2,325,842 | 385,916 | 1,939,926 | 1,108,705 | 220,424 | 888,281 | 1,217,137 | 165,492 | 1,051,645 |
| Apr. . . . | 2,329,534 | 388,278 | 1,941,256 | 1,105,528 | 224,392 | 881,136 | 1,224,006 | 163,886 | 1,060,120 |
| ✓ May. . . . | 2,310,436 | 388,295 | 1,922,141 | 1,101,932 | 225,537 | 876,395 | 1,208,504 | 162,758 | 1,045,746 |
| ✓ Jun. . . . | 2,282,259 | 381,454 | 1,900,805 | 1,153,373 | 239,561 | 913,812 | 1,128,886 | 141,893 | 986,993 |
| Jul. . . . | 2,262,092 | 371,269 | 1,890,823 | 1,185,712 | 238,771 | 946,941 | 1,076,380 | 132,498 | 943,882 |
| Aug. . . . | 2,253,182 | 368,344 | 1,884,838 | 1,253,573 | 245,511 | 1,008,062 | 999,609 | 122,833 | 876,776 |
| Sep. . . . | 1,992,960 | 310,443 | 1,682,517 | 1,095,017 | 199,207 | 895,810 | 897,943 | 111,236 | 786,707 |
| Oct. . . . | 1,553,867 | 241,226 | 1,312,641 | 836,070 | 149,334 | 686,736 | 717,797 | 91,892 | 625,905 |
| Nov. . . . | 1,200,247 | 200,152 | 1,000,095 | 619,602 | 126,056 | 493,546 | 580,645 | 74,096 | 506,549 |
| Dec. . . . | 888,769 | 164,004 | 724,765 | 503,234 | 110,609 | 392,625 | 385,535 | 53,395 | 332,140 |
| 1946 | | | | | | | | | |
| Jan. . . . | 733,786 | 141,643 | 592,143 | 456,567 | 95,203 | 361,364 | 277,219 | 46,440 | 230,779 |
| Feb. . . . | 564,605 | 115,243 | 449,362 | 356,980 | 76,880 | 280,100 | 207,625 | 38,363 | 169,262 |
| Mar. . . . | 500,472 | 102,286 | 398,186 | 328,079 | 69,756 | 258,323 | 172,393 | 32,530 | 139,863 |
| Apr. . . . | 485,151 | 95,906 | 389,245 | 310,116 | 65,439 | 244,677 | 175,035 | 30,467 | 144,568 |
| May. . . . | 472,563 | 88,746 | 383,817 | 300,287 | 61,246 | 239,041 | 172,276 | 27,500 | 144,776 |
| ✓ Jun. . . . | 455,515 | 81,733 | 373,782 | 296,964 | 58,907 | 238,057 | 158,551 | 22,826 | 135,725 |
| Jul. . . . | 450,626 | 72,983 | 377,643 | 292,495 | 51,413 | 241,082 | 158,131 | 21,570 | 136,561 |
| Aug. . . . | 441,852 | 68,452 | 373,400 | 291,495 | 49,907 | 241,588 | 150,357 | 18,545 | 131,812 |
| Sep. . . . | 419,670 | 65,991 | 353,679 | 274,248 | 46,861 | 227,387 | 145,422 | 19,130 | 126,292 |
| Oct. . . . | 406,802 | 61,252 | 345,550 | 271,894 | 42,320 | 229,574 | 134,908 | 18,932 | 115,976 |
| Nov. . . . | 373,960 | 50,722 | 323,238 | 267,194 | 32,111 | 235,083 | 126,766 | 18,611 | 108,155 |
| Dec. . . . | 341,413 | 49,529 | 291,884 | 228,048 | 31,497 | 196,551 | 113,365 | 18,032 | 95,333 |
| 1947 | | | | | | | | | |
| Jan. . . . | 327,404 | 48,021 | 279,383 | 220,910 | 31,227 | 189,683 | 106,494 | 16,794 | 89,700 |
| Feb. . . . | 323,704 | 46,999 | 276,705 | 218,376 | 31,055 | 187,321 | 105,328 | 15,944 | 89,384 |
| Mar. . . . | 314,569 | 46,507 | 268,062 | 211,552 | 31,111 | 180,441 | 103,017 | 15,396 | 87,621 |
| Apr. . . . | 307,828 | 44,513 | 263,315 | 206,595 | 30,504 | 176,091 | 101,233 | 14,009 | 87,224 |
| May. . . . | 303,614 | 43,076 | 260,538 | 203,809 | 29,868 | 173,941 | 99,805 | 13,208 | 86,597 |
| ✓ Jun. . . . | 305,827 | 42,745 | 263,082 | 206,226 | 29,640 | 176,586 | 99,601 | 13,105 | 86,496 |
| Jul. . . . | 310,332 | 42,711 | 266,821 | 211,046 | 30,600 | 180,446 | 99,286 | 12,911 | 86,375 |
| Aug. . . . | 314,551 | 43,733 | 270,818 | 216,135 | 31,161 | 184,974 | 98,416 | 12,572 | 85,844 |
| Sep. . . . | 318,744 | 44,352 | 274,392 | 220,547 | 31,519 | 189,028 | 98,197 | 12,833 | 85,364 |
| Oct. . . . | 329,523 | 45,861 | 283,662 | 230,854 | 33,184 | 197,670 | 98,669 | 12,677 | 85,992 |
| Nov. . . . | 335,671 | 46,760 | 288,911 | 236,560 | 34,221 | 202,339 | 99,111 | 12,539 | 86,572 |
| Dec. . . . | 339,246 | 47,021 | 292,225 | 238,608 | 34,602 | 204,006 | 100,638 | 12,419 | 88,219 |

a/ Includes Flight and Warrant Officers.

b/ Includes Aviation Cadets.

Table 9.-- PEAK STRENGTHS OF MILITARY PERSONNEL, WORLDWIDE, BY DATE: 1943; 1944; AND 1945

| Type of Personnel | Date (End of Month) | Total Strength |
|---|---------------------|----------------|
| AAF (Officers, Aviation Cadets, and Enlisted Personnel) | Mar 1944 | 2,411,294 |
| Officers | May 1945 | 388,295 |
| Aviation Cadets | Nov 1943 | 115,515 |
| Enlisted Personnel (Includes Aviation Cadets) | Nov 1943 | 2,117,740 |
| Enlisted Personnel (Excludes Aviation Cadets) | Jan 1944 | 2,005,148 |

Table 10.-- ASWAF WOMEN'S ARMY CORPS PERSONNEL IN CONTINENTAL US AND OVERSEAS, BY TYPE OF PERSONNEL:
SEP 1943 THROUGH DEC 1947

| End of Month | Total Army Air Forces | | | Continental United States | | | Overseas | | |
|-------------------|-----------------------|----------|----------------|---------------------------|----------|----------------|----------|----------|----------------|
| | Total | Officers | Enlisted Women | Total | Officers | Enlisted Women | Total | Officers | Enlisted Women |
| 1943 Sep. | a/ | a/ | a/ | 15,486 | 1,160 | 14,326 | a/ | a/ | a/ |
| Dec. | a/ | a/ | a/ | 17,840 | 1,758 | 16,082 | a/ | a/ | a/ |
| 1944 Mar. | a/ | a/ | a/ | 22,144 | 1,901 | 20,243 | a/ | a/ | a/ |
| Jun. | 30,002 | 1,886 | 28,116 | 26,294 | 1,795 | 24,499 | 3,708 | 91 | 3,617 |
| Sep. | 34,823 | 1,845 | 32,978 | 29,579 | 1,625 | 27,954 | 5,244 | 220 | 5,024 |
| Dec. | 38,282 | 1,846 | 36,436 | 31,510 | 1,579 | 29,931 | 6,772 | 267 | 6,505 |
| 1945 Mar. | 39,304 | 1,829 | 37,475 | 31,920 | 1,540 | 30,380 | 7,384 | 289 | 7,095 |
| Jun. | 37,355 | 1,894 | 35,461 | 29,989 | 1,576 | 28,413 | 7,366 | 318 | 7,048 |
| Sep. | 30,445 | 1,538 | 28,907 | 25,148 | 1,264 | 23,884 | 5,297 | 274 | 5,023 |
| Dec. | 10,562 | 1,070 | 9,492 | 8,882 | 845 | 8,037 | 1,680 | 225 | 1,455 |
| 1946 Jan. | 8,963 | 694 | 8,269 | 7,771 | 601 | 7,170 | 1,192 | 93 | 1,099 |
| Feb. | 7,536 | 526 | 7,010 | 6,588 | 459 | 6,129 | 948 | 67 | 881 |
| Mar. | 6,745 | 433 | 6,312 | 5,924 | 373 | 5,551 | 821 | 60 | 761 |
| Apr. | 6,231 | 399 | 5,832 | 5,616 | 338 | 5,278 | 615 | 61 | 554 |
| May. | 5,869 | 344 | 5,525 | 5,340 | 300 | 5,040 | 529 | 44 | 485 |
| Jun. | 5,223 | 316 | 4,907 | 4,601 | 268 | 4,333 | 622 | 48 | 574 |
| Jul. | 4,381 | 285 | 4,096 | 3,861 | 241 | 3,620 | 520 | 44 | 476 |
| Aug. | 3,789 | 247 | 3,542 | 3,591 | 225 | 3,366 | 198 | 22 | 176 |
| Sep. | 3,082 | 234 | 2,848 | 2,788 | 202 | 2,586 | 294 | 32 | 262 |
| Oct. | 2,300 | 207 | 2,093 | 1,994 | 168 | 1,826 | 306 | 39 | 267 |
| Nov. | 2,353 | 192 | 2,161 | 2,065 | 154 | 1,911 | 288 | 38 | 250 |
| Dec. | 2,443 | 170 | 2,273 | 2,115 | 141 | 1,974 | 328 | 29 | 299 |
| 1947 Jan. | 2,541 | 183 | 2,358 | 2,138 | 144 | 1,994 | 403 | 39 | 364 |
| Feb. | 2,537 | 177 | 2,360 | 2,131 | 131 | 2,000 | 406 | 46 | 360 |
| Mar. | 2,474 | 176 | 2,298 | 2,070 | 127 | 1,943 | 404 | 49 | 355 |
| Apr. | 2,595 | 180 | 2,415 | 2,086 | 130 | 1,956 | 509 | 50 | 459 |
| May. | 2,499 | 184 | 2,315 | 1,993 | 132 | 1,861 | 506 | 52 | 454 |
| Jun. | 2,203 | 183 | 2,020 | 1,699 | 133 | 1,566 | 504 | 50 | 454 |
| Jul. | 2,191 | 179 | 2,012 | 1,692 | 132 | 1,560 | 499 | 47 | 452 |
| Aug. | 2,179 | 173 | 2,006 | 1,692 | 129 | 1,563 | 487 | 44 | 443 |
| Sep. | 2,149 | 174 | 1,975 | 1,667 | 127 | 1,540 | 482 | 47 | 435 |
| Oct. | 2,146 | 178 | 1,968 | 1,666 | 130 | 1,536 | 480 | 48 | 432 |
| Nov. | 2,122 | 179 | 1,943 | 1,649 | 130 | 1,519 | 473 | 49 | 424 |
| Dec. | 2,103 | 177 | 1,926 | 1,635 | 130 | 1,505 | 468 | 47 | 421 |

a/ Not available.

Table 11.-- NEGRO MILITARY PERSONNEL IN CONTINENTAL US AND OVERSEAS, BY TYPE OF PERSONNEL:
SEP 1944 THROUGH DEC 1947

| End of Month | Total Army Air Forces | | | Continental US | | | Overseas | | |
|--------------|-----------------------|----------|--------------------|----------------|----------|--------------------|----------|----------|--------------------|
| | Total | Officers | Enlisted Personnel | Total | Officers | Enlisted Personnel | Total | Officers | Enlisted Personnel |
| 1942 | | | | | | | | | |
| Sep. | 37,223 | 142 | 37,081 | 32,241 | 134 | 32,107 | 4,982 | 8 | 4,974 |
| Dec. | 71,824 | 129 | 71,695 | 61,791 | 118 | 61,673 | 10,033 | 11 | 10,022 |
| 1943 | | | | | | | | | |
| Mar. | 106,409 | 255 | 106,154 | 89,933 | 243 | 89,690 | 16,476 | 12 | 16,464 |
| Jun. | 114,075 | 359 | 113,716 | 89,426 | 273 | 89,153 | 24,649 | 86 | 24,563 |
| Sep. | 130,372 | 605 | 129,767 | 95,536 | 500 | 95,036 | 34,836 | 105 | 34,731 |
| Dec. | 145,025 | 636 | 144,389 | 102,446 | 476 | 101,970 | 42,579 | 160 | 42,419 |
| 1944 | | | | | | | | | |
| Mar. | 140,857 | 904 | 139,953 | 90,409 | 556 | 89,853 | 50,448 | 348 | 50,100 |
| Jun. | 145,242 | 1,107 | 144,135 | 86,580 | 648 | 85,932 | 58,662 | 459 | 58,203 |
| Sep. | 140,728 | 1,243 | 139,485 | 77,176 | 732 | 76,444 | 63,552 | 511 | 63,041 |
| Dec. | 137,806 | 1,303 | 136,503 | 70,649 | 832 | 69,817 | 67,157 | 471 | 66,686 |
| 1945 | | | | | | | | | |
| Mar. | 136,827 | 1,464 | 135,363 | 69,865 | 1,027 | 68,838 | 66,962 | 437 | 66,525 |
| Jun. | 140,462 | 1,559 | 138,903 | 68,742 | 1,191 | 67,551 | 71,720 | 368 | 71,352 |
| Sep. | 133,447 | 1,511 | 131,936 | 68,926 | 1,260 | 67,666 | 64,521 | 251 | 64,270 |
| Dec. | 69,016 | 1,050 | 67,966 | 43,606 | 1,014 | 42,592 | 25,410 | 36 | 25,374 |
| 1946 | | | | | | | | | |
| Jan. | 60,663 | 1,020 | 59,643 | 41,331 | 982 | 40,349 | 19,332 | 38 | 19,294 |
| Feb. | 49,006 | 883 | 48,123 | 35,232 | 849 | 34,383 | 13,774 | 34 | 13,740 |
| Mar. | 42,564 | 778 | 41,786 | 32,406 | 754 | 31,652 | 10,158 | 24 | 10,134 |
| Apr. | 43,898 | 787 | 43,111 | 30,511 | 762 | 29,749 | 13,387 | 25 | 13,362 |
| May. | 45,050 | 764 | 44,286 | 30,871 | 726 | 30,145 | 14,179 | 38 | 14,141 |
| Jun. | 42,980 | 740 | 42,240 | 29,775 | 704 | 29,071 | 13,205 | 36 | 13,169 |
| Jul. | 45,030 | 582 | 44,448 | 30,759 | 556 | 30,203 | 14,271 | 26 | 14,245 |
| Aug. | 43,137 | 497 | 42,640 | 30,556 | 477 | 30,079 | 12,581 | 20 | 12,561 |
| Sep. | 40,551 | 500 | 40,051 | 29,532 | 474 | 29,058 | 11,019 | 26 | 10,993 |
| Oct. | 38,739 | 466 | 38,273 | 27,951 | 443 | 27,508 | 10,788 | 23 | 10,765 |
| Nov. | 34,952 | 246 | 34,706 | 24,418 | 231 | 24,187 | 10,534 | 15 | 10,519 |
| Dec. | 29,983 | 247 | 29,736 | 19,852 | 236 | 19,616 | 10,131 | 11 | 10,120 |
| 1947 | | | | | | | | | |
| Jan. | 25,759 | 255 | 25,504 | 17,129 | 241 | 16,888 | 8,630 | 14 | 8,616 |
| Feb. | 23,401 | 263 | 23,138 | 14,829 | 251 | 14,578 | 8,572 | 12 | 8,560 |
| Mar. | 22,075 | 265 | 21,810 | 13,594 | 252 | 13,342 | 8,481 | 13 | 8,468 |
| Apr. | 21,300 | 261 | 21,039 | 12,641 | 247 | 12,394 | 8,659 | 14 | 8,645 |
| May. | 21,047 | 267 | 20,780 | 12,744 | 253 | 12,491 | 8,303 | 14 | 8,289 |
| Jun. | 21,243 | 263 | 20,980 | 12,931 | 251 | 12,680 | 8,312 | 12 | 8,300 |
| Jul. | 21,611 | 257 | 21,354 | 13,271 | 246 | 13,025 | 8,340 | 11 | 8,329 |
| Aug. | 23,193 | 257 | 22,936 | 14,858 | 244 | 14,614 | 8,335 | 13 | 8,322 |
| Sep. | 23,505 | 245 | 23,260 | 15,543 | 233 | 15,310 | 7,962 | 12 | 7,950 |
| Oct. | 23,687 | 251 | 23,436 | 15,872 | 239 | 15,633 | 7,815 | 12 | 7,803 |
| Nov. | 23,407 | 247 | 23,160 | 15,695 | 236 | 15,459 | 7,712 | 11 | 7,701 |
| Dec. | 23,432 | 251 | 23,181 | 15,760 | 242 | 15,518 | 7,672 | 9 | 7,663 |

Table 13.-- AVIATION CADETS, BY TYPE OF TRAINING: JUN 1922 THROUGH DEC 1947

| End of Month | Total | Flying Training | Technical Training | End of Month | Total | Flying Training | Technical Training |
|---------------|-------|-----------------|--------------------|---------------|-------------------|-------------------|--------------------|
| 1922 | | | | 1939 (Contd) | | | |
| Jun | 113 | 113 | - | Sep | 990 | 990 | - |
| Dec | 106 | 106 | - | Oct | 1,328 | 1,328 | - |
| 1923 | | | | 1940 | | | |
| Jun | 77 | 77 | - | Mar | 1,524 | 1,524 | - |
| Dec | 127 | 127 | - | Jun | 1,894 | 1,894 | - |
| 1924 | | | | Sep | 3,051 | 3,051 | - |
| Jun | 119 | 119 | - | Dec | 4,792 | 4,792 | - |
| Dec | 114 | 114 | - | 1941 | | | |
| 1924 | | | | Mar | 8,437 | 7,755 | 682 |
| Jun | 103 | 103 | - | Jun | 8,627 | 7,859 | 768 |
| Dec | 138 | 138 | - | Sep | 8,859 | 7,522 | 1,337 |
| 1926 | | | | Dec | 17,614 | 16,733 | 881 |
| Jun | 142 | 142 | - | 1942 | | | |
| Dec | 108 | 108 | - | Mar | 38,359 | 37,214 | 1,145 |
| 1927 | | | | Jun | 50,213 | 48,432 | 1,781 |
| Jun | 125 | 125 | - | Sep | 79,571 | 76,951 | 2,620 |
| Dec | 172 | 172 | - | Dec | 94,003 | 89,973 | 4,030 |
| 1928 | | | | 1943 | | | |
| Jun | 280 | 280 | - | Mar | 108,315 | 101,411 | 6,904 |
| Dec | 331 | 331 | - | Jun | 99,672 | 92,741 | 6,931 |
| 1929 | | | | Sep | 108,220 | 103,888 | 4,332 |
| Jun | 403 | 403 | - | Dec | 114,336 | 109,322 | 5,014 |
| Dec | 269 | 269 | - | 1944 | | | |
| 1930 | | | | Mar | 100,542 | 96,042 | 4,500 |
| Jun | 378 | 378 | - | Jun | 82,647 | 79,774 | 2,873 |
| Dec | 284 | 284 | - | Sep | 60,114 | 58,355 | 1,759 |
| 1931 | | | | Dec | 38,929 | 38,796 | 133 |
| Jun | 418 | 418 | - | 1945 | | | |
| Dec | 289 | 289 | - | Mar | 25,300 | 24,931 | 369 |
| 1932 | | | | Jun | 16,764 | 13,891 | 2,873 |
| Jun | 325 | 325 | - | Sep | 16,000 | 13,600 | 4,275 |
| Jul | 252 | 252 | - | Dec | 2,612 | 2,322 | - |
| 1933 | | | | 1946 | | | |
| Jun | 238 | 238 | - | Jan | 181 | 181 | - |
| Jul | 177 | 177 | - | Feb | 104 | 104 | - |
| 1934 | | | | Mar | 55 | 55 | - |
| Jun | 318 | 318 | - | Apr | 15 | 15 | - |
| Dec | 290 | 290 | - | May | 12 | 12 | - |
| 1935 | | | | Jun | 7 | 7 | - |
| Jun | 363 | 363 | - | Jul | 7 | 7 | - |
| Dec | 312 | 312 | - | Aug | 2 | 2 | - |
| 1936 | | | | Sep | 3 | 3 | - |
| Jun | 328 | 328 | - | Oct | - | - | - |
| Dec | 288 | 288 | - | Nov | - | - | - |
| 1937 | | | | Dec | - | - | - |
| Jun | 166 | 166 | - | 1947 | | | |
| Dec | 295 | 295 | - | Jan | - | - | - |
| 1938 | | | | Feb | - | - | - |
| Jun | 342 | 342 | - | Mar | 69 | 69 | - |
| Dec | 495 | 495 | - | Apr | 66 | 66 | - |
| 1939 | | | | May | 50 | 50 | - |
| Mar | 630 | 630 | - | Jun | 53 | 53 | - |
| Jun | 633 | 633 | - | Jul | 437 | 437 | - |
| | | | | Aug | 422 | 422 | - |
| | | | | Sep | 358 | 358 | - |
| | | | | Oct | 626 | 626 | - |
| | | | | Nov | 603 | 603 | - |
| | | | | Dec | 578 | 578 | - |

Table 14.-- OFFICERS IN CONTINENTAL US AND OVERSEAS, BY GRADE: SEP 1944 THROUGH DEC 1947

| End of Month | Total | General | Colonel | Lt Colonel | Major | Captain | 1st Lieutenant | 2nd Lieutenant | Warrant Officer | Flight Officer |
|-----------------------|---------|---------|---------|------------|--------|---------|----------------|----------------|-----------------|----------------|
| Total Army Air Forces | | | | | | | | | | |
| 1944 Sep. | 357,924 | 259 | 2,199 | 5,984 | 20,600 | 57,459 | 100,182 | 141,338 | 7,165 | 22,738 |
| Dec. | 375,973 | 268 | 2,320 | 6,377 | 21,991 | 62,863 | 110,294 | 135,175 | 6,993 | 29,692 |
| 1945 Mar. | 385,916 | 294 | 2,430 | 6,680 | 22,758 | 68,435 | 125,088 | 121,315 | 7,039 | 31,877 |
| Jun. | 381,454 | 298 | 2,576 | 7,225 | 23,400 | 71,706 | 134,917 | 101,935 | 6,984 | 32,413 |
| Sep. | 310,443 | 276 | 2,522 | 6,358 | 20,538 | 61,715 | 110,899 | 73,437 | 5,886 | 28,812 |
| Dec. | 164,004 | 234 | 2,314 | 4,657 | 12,648 | 37,198 | 57,804 | 33,730 | 4,039 | 11,380 |
| 1946 Mar. | 102,286 | 195 | 2,099 | 3,833 | 9,546 | 25,117 | 37,434 | 16,564 | 2,843 | 4,655 |
| Jun. | 81,733 | 174 | 1,815 | 3,213 | 7,649 | 19,845 | 32,831 | 12,392 | 2,304 | 1,510 |
| Sep. | 65,991 | 161 | 1,729 | 3,092 | 6,875 | 17,537 | 26,737 | 7,684 | 1,875 | 301 |
| Dec. | 49,529 | 154 | 1,637 | 2,786 | 5,799 | 13,567 | 19,224 | 4,798 | 1,511 | 53 |
| 1947 Mar. | 46,507 | 162 | 1,577 | 2,764 | 5,875 | 13,325 | 18,187 | 3,230 | 1,367 | 20 |
| Jun. | 42,745 | 167 | 1,579 | 2,720 | 5,666 | 12,815 | 16,149 | 2,416 | 1,230 | 3 |
| Sep. | 44,352 | 163 | 1,457 | 2,959 | 6,020 | 13,668 | 16,747 | 2,088 | 1,250 | - |
| Dec. a/ | 47,021 | 165 | 1,459 | 3,048 | 6,260 | 14,348 | 18,052 | 1,916 | 1,258 | 1 |
| Continental US | | | | | | | | | | |
| 1944 Sep. | 220,526 | 122 | 1,237 | 3,559 | 13,401 | 33,803 | 52,323 | 93,908 | 4,172 | 18,001 |
| Dec. | 222,428 | 119 | 1,295 | 3,735 | 13,798 | 36,155 | 59,519 | 82,133 | 4,007 | 21,667 |
| 1945 Mar. | 220,424 | 125 | 1,307 | 3,743 | 13,478 | 38,783 | 69,382 | 68,485 | 3,971 | 21,150 |
| Jun. | 239,561 | 152 | 1,540 | 4,253 | 14,230 | 41,754 | 81,666 | 69,192 | 4,005 | 22,769 |
| Sep. | 199,207 | 161 | 1,642 | 4,185 | 12,987 | 37,053 | 65,106 | 52,721 | 3,799 | 21,553 |
| Dec. | 110,609 | 165 | 1,613 | 3,459 | 9,413 | 27,062 | 37,718 | 19,849 | 3,208 | 8,122 |
| 1946 Mar. | 69,756 | 138 | 1,603 | 2,983 | 7,460 | 19,167 | 23,734 | 9,965 | 2,185 | 2,521 |
| Jun. | 58,907 | 127 | 1,419 | 2,599 | 5,965 | 15,139 | 23,297 | 8,003 | 1,675 | 683 |
| Sep. | 46,861 | 113 | 1,369 | 2,480 | 5,210 | 13,410 | 18,605 | 4,144 | 1,402 | 128 |
| Dec. | 31,497 | 111 | 1,308 | 2,194 | 4,260 | 9,251 | 11,276 | 2,094 | 967 | 36 |
| 1947 Mar. | 31,111 | 119 | 1,268 | 2,223 | 4,427 | 9,216 | 11,226 | 1,674 | 939 | 19 |
| Jun. | 29,640 | 125 | 1,305 | 2,187 | 4,304 | 9,192 | 10,126 | 1,526 | 872 | 3 |
| Sep. | 31,519 | 126 | 1,202 | 2,381 | 4,715 | 10,117 | 10,681 | 1,407 | 890 | - |
| Dec. a/ | 34,602 | 133 | 1,231 | 2,486 | 4,998 | 10,931 | 11,527 | 1,471 | 910 | 1 |
| Overseas | | | | | | | | | | |
| 1944 Sep. | 137,398 | 137 | 962 | 2,425 | 7,199 | 23,656 | 47,859 | 47,430 | 2,993 | 4,737 |
| Dec. | 153,545 | 149 | 1,025 | 2,642 | 8,193 | 26,708 | 50,775 | 53,042 | 2,986 | 8,025 |
| 1945 Mar. | 165,492 | 169 | 1,123 | 2,937 | 9,280 | 29,652 | 55,706 | 52,830 | 3,068 | 10,727 |
| Jun. | 141,893 | 146 | 1,036 | 2,972 | 9,170 | 29,952 | 53,251 | 32,743 | 2,979 | 9,644 |
| Sep. | 111,236 | 115 | 880 | 2,173 | 7,551 | 24,662 | 45,793 | 20,716 | 2,087 | 7,259 |
| Dec. | 53,395 | 69 | 701 | 1,198 | 3,235 | 10,136 | 20,086 | 13,881 | 831 | 3,258 |
| 1946 Mar. | 32,530 | 57 | 496 | 850 | 2,086 | 5,950 | 13,700 | 6,599 | 658 | 2,134 |
| Jun. | 22,826 | 47 | 396 | 614 | 1,684 | 4,706 | 9,534 | 4,389 | 629 | 827 |
| Sep. | 19,130 | 48 | 360 | 612 | 1,665 | 4,127 | 8,132 | 3,540 | 473 | 173 |
| Dec. | 18,032 | 43 | 329 | 592 | 1,539 | 4,316 | 7,948 | 2,704 | 544 | 17 |
| 1947 Mar. | 15,396 | 43 | 309 | 541 | 1,448 | 4,109 | 6,961 | 1,556 | 428 | 1 |
| Jun. | 13,105 | 42 | 274 | 533 | 1,362 | 3,623 | 6,023 | 890 | 358 | - |
| Sep. | 12,833 | 37 | 255 | 578 | 1,305 | 3,551 | 6,066 | 681 | 360 | - |
| Dec. | 12,419 | 32 | 228 | 562 | 1,262 | 3,417 | 6,125 | 445 | 348 | - |

a/ Grade distribution not available for 514 officers included in totals.

Table 15.-- ENLISTED PERSONNEL IN CONTINENTAL US AND OVERSEAS, BY GRADE: SEP 1944 THROUGH DEC 1947

| End of Month | Total | Aviation Cadet | Master Sergeant | Technical Sergeant | Staff Sergeant | Sergeant | Corporal | Private First Class | Private |
|------------------------------|-----------|-------------------|--------------------|-----------------------|-------------------|----------|----------|---------------------------|---------|
| Total Army Air Forces | | | | | | | | | |
| 1944 | | | | | | | | | |
| Sep a/ | 2,032,490 | 60,114 | 39,325 | 92,043 | 220,800 | 329,580 | 454,483 | 340,138 | 496,007 |
| Dec | 1,983,483 | 38,929 | 40,949 | 99,004 | 233,182 | 337,138 | 465,250 | 317,579 | 451,452 |
| 1945 | | | | | | | | | |
| Mar | 1,939,926 | 25,300 | 42,835 | 106,596 | 248,313 | 351,642 | 466,346 | 396,355 | 302,539 |
| Jun | 1,900,805 | 16,764 | 41,462 | 105,323 | 248,391 | 357,865 | 451,682 | 423,034 | 256,284 |
| Sep | 1,682,517 | 12,602 | 34,128 | 85,226 | 217,310 | 342,416 | 418,388 | 354,013 | 218,434 |
| Dec | 724,765 | 322 | 11,831 | 20,184 | 67,981 | 139,187 | 178,972 | 149,240 | 157,048 |
| 1946 | | | | | | | | | |
| Mar | 398,186 | 55 | 16,682 | 13,336 | 22,673 | 38,609 | 66,239 | 98,170 | 142,422 |
| Jun | 373,782 | 7 | 18,879 | 13,851 | 20,086 | 27,118 | 58,154 | 98,659 | 137,028 |
| Sep | 353,679 | 3 | 19,400 | 15,699 | 22,795 | 29,549 | 54,304 | 99,484 | 112,445 |
| Dec | 291,884 | - | 20,067 | 15,849 | 24,165 | 23,875 | 41,488 | 81,485 | 84,955 |
| 1947 | | | | | | | | | |
| Mar | 268,062 | 69 | 22,058 | 15,982 | 27,169 | 26,804 | 46,244 | 70,224 | 59,512 |
| Jun | 263,082 | 53 | 23,380 | 16,720 | 31,628 | 31,925 | 49,160 | 66,441 | 43,775 |
| Sep | 274,392 | 358 | 23,918 | 17,738 | 34,913 | 36,876 | 51,398 | 63,352 | 45,839 |
| Dec b/ | 292,225 | 578 | 23,414 | 18,655 | 38,181 | 43,526 | 56,001 | 75,259 | 34,766 |
| Continental US | | | | | | | | | |
| 1944 | | | | | | | | | |
| Sep a/ | 1,091,750 | 60,114 | 17,200 | 43,235 | 101,943 | 147,549 | 212,803 | 180,315 | 328,591 |
| Dec | 972,892 | 38,929 | 17,156 | 48,364 | 105,895 | 135,885 | 198,429 | 150,835 | 277,399 |
| 1945 | | | | | | | | | |
| Mar | 888,281 | 25,300 | 17,641 | 52,170 | 110,315 | 132,534 | 182,703 | 182,563 | 185,055 |
| Jun | 913,812 | 16,764 | 18,732 | 59,470 | 127,270 | 149,554 | 181,665 | 188,531 | 171,826 |
| Sep | 895,810 | 12,602 | 17,274 | 46,671 | 114,122 | 170,222 | 200,141 | 162,243 | 172,535 |
| Dec | 392,625 | 322 | 7,988 | 9,372 | 28,043 | 65,111 | 87,808 | 79,532 | 114,449 |
| 1946 | | | | | | | | | |
| Mar | 258,323 | 55 | 14,589 | 10,169 | 13,555 | 18,752 | 28,877 | 51,694 | 120,632 |
| Jun | 238,057 | 7 | 15,576 | 10,582 | 13,754 | 12,847 | 24,893 | 45,188 | 115,210 |
| Sep | 227,387 | 3 | 15,961 | 12,158 | 16,138 | 16,649 | 26,404 | 50,441 | 89,633 |
| Dec | 196,551 | - | 16,581 | 12,270 | 17,391 | 15,641 | 22,480 | 43,989 | 68,199 |
| 1947 | | | | | | | | | |
| Mar | 180,441 | 69 | 17,438 | 11,752 | 19,549 | 18,449 | 26,828 | 40,008 | 46,348 |
| Jun | 176,586 | 53 | 18,077 | 12,145 | 22,621 | 21,815 | 29,067 | 36,719 | 36,089 |
| Sep | 189,028 | 358 | 18,600 | 12,983 | 24,946 | 25,129 | 29,324 | 38,190 | 39,498 |
| Dec b/ | 204,006 | 578 | 18,358 | 13,823 | 27,808 | 29,644 | 32,264 | 50,632 | 29,054 |
| Overseas | | | | | | | | | |
| 1944 | | | | | | | | | |
| Sep | 940,740 | - | 22,125 | 48,808 | 118,857 | 182,031 | 241,680 | 159,823 | 167,416 |
| Dec | 1,010,591 | - | 23,793 | 50,640 | 127,287 | 201,253 | 266,821 | 166,744 | 174,053 |
| 1945 | | | | | | | | | |
| Mar | 1,051,645 | - | 25,194 | 54,426 | 137,998 | 219,108 | 283,643 | 213,792 | 117,484 |
| Jun | 986,993 | - | 22,730 | 45,853 | 121,121 | 208,311 | 270,017 | 234,503 | 84,458 |
| Sep | 786,707 | - | 16,854 | 38,555 | 103,188 | 172,194 | 218,247 | 191,770 | 45,899 |
| Dec | 332,140 | - | 3,843 | 10,812 | 39,938 | 74,076 | 91,164 | 69,708 | 42,599 |
| 1946 | | | | | | | | | |
| Mar | 139,863 | - | 2,093 | 3,167 | 9,118 | 19,857 | 37,362 | 46,476 | 21,790 |
| Jun | 135,725 | - | 3,303 | 3,269 | 6,332 | 14,271 | 33,261 | 53,471 | 21,818 |
| Sep | 126,292 | - | 3,439 | 3,541 | 6,657 | 12,900 | 27,900 | 49,043 | 22,812 |
| Dec | 95,333 | - | 3,486 | 3,579 | 6,774 | 8,234 | 19,008 | 37,496 | 16,756 |
| 1947 | | | | | | | | | |
| Mar | 87,621 | - | 4,620 | 4,230 | 7,620 | 8,355 | 19,416 | 30,216 | 13,164 |
| Jun | 86,496 | - | 5,303 | 4,575 | 9,007 | 10,110 | 20,093 | 29,722 | 7,686 |
| Sep | 85,364 | - | 5,318 | 4,755 | 9,967 | 11,747 | 22,074 | 25,162 | 6,341 |
| Dec | 88,219 | - | 5,056 | 4,832 | 10,373 | 13,882 | 23,737 | 24,627 | 5,712 |

a/ Excludes 867 AAF enlisted students, grade distribution for which is unknown, in Army Service Forces schools.

b/ Grade distribution not available for 1,845 personnel included in total.

Table 16.-- ASWAF WOMEN'S ARMY CORPS PERSONNEL IN CONTINENTAL US AND OVERSEAS, BY GRADE:
MAR 1945 THROUGH DEC 1947

| Grade | 1945 | | | | | | | | | | | |
|-------------------------|---------------|------------------------|---------------|---------------|------------------------|---------------|---------------|------------------------|---------------|---------------|------------------------|---------------|
| | March | | | June | | | September | | | December | | |
| | Total | Conti- nental US | Over- seas | Total | Conti- nental US | Over- seas | Total | Conti- nental US | Over- seas | Total | Conti- nental US | Over- seas |
| Total . . . | 29,304 | 31,920 | 7,384 | 27,355 | 29,989 | 7,366 | 20,445 | 25,148 | 5,297 | 10,562 | 8,882 | 1,680 |
| Officer - Total | 1,829 | 1,540 | 289 | 1,894 | 1,576 | 318 | 1,538 | 1,264 | 274 | 1,070 | 845 | 225 |
| Lt Col | 2 | 2 | - | 4 | 2 | 2 | 2 | 2 | - | 2 | 2 | - |
| Maj. | 34 | 23 | 11 | 68 | 42 | 26 | 47 | 31 | 16 | 35 | 23 | 12 |
| Capt. | 362 | 306 | 56 | 402 | 329 | 73 | 321 | 251 | 70 | 225 | 171 | 54 |
| 1st Lt | 1,233 | 1,042 | 191 | 1,210 | 1,012 | 198 | 1,008 | 827 | 181 | 681 | 543 | 138 |
| 2nd Lt | 198 | 167 | 31 | 209 | 190 | 19 | 159 | 152 | 7 | 126 | 105 | 21 |
| WO | - | - | - | 1 | 1 | - | 1 | 1 | - | 1 | 1 | - |
| Enlisted - Total | 37,475 | 30,380 | 7,095 | 35,461 | 28,413 | 7,048 | 28,907 | 23,884 | 5,023 | 9,492 | 8,037 | 1,455 |
| M Sgt. | 177 | 154 | 23 | 172 | 144 | 28 | 154 | 121 | 33 | 50 | 41 | 9 |
| T Sgt. | 126 | 88 | 38 | 146 | 82 | 64 | 123 | 69 | 54 | 39 | 24 | 15 |
| S Sgt. | 697 | 368 | 329 | 766 | 344 | 422 | 589 | 289 | 300 | 167 | 98 | 69 |
| Sgt. | 3,156 | 2,057 | 1,099 | 3,199 | 1,915 | 1,284 | 2,474 | 1,627 | 847 | 812 | 542 | 270 |
| Cpl. | 11,910 | 10,059 | 1,851 | 11,458 | 9,427 | 2,031 | 9,581 | 7,907 | 1,674 | 3,353 | 2,662 | 691 |
| Pfc. | 13,604 | 11,238 | 2,366 | 12,955 | 10,509 | 2,446 | 10,644 | 8,834 | 1,810 | 3,341 | 2,974 | 367 |
| Pvt. | 7,805 | 6,416 | 1,389 | 6,765 | 5,992 | 773 | 5,342 | 5,037 | 305 | 1,730 | 1,696 | 34 |

| Grade | 1946 | | | | | | | | | | | |
|-------------------------|--------------|------------------------|---------------|--------------|------------------------|---------------|--------------|------------------------|---------------|--------------|------------------------|---------------|
| | March | | | June | | | September | | | December | | |
| | Total | Conti- nental US | Over- seas | Total | Conti- nental US | Over- seas | Total | Conti- nental US | Over- seas | Total | Conti- nental US | Over- seas |
| Total . . . | 6,745 | 5,924 | 821 | 5,223 | 4,601 | 622 | 3,082 | 2,788 | 294 | 2,443 | 2,115 | 328 |
| Officer - Total | 433 | 373 | 60 | 316 | 268 | 48 | 234 | 202 | 32 | 170 | 141 | 29 |
| Lt Col | 1 | 1 | - | - | - | - | - | - | - | - | - | - |
| Maj. | 14 | 10 | 4 | 9 | 8 | 1 | 9 | 7 | 2 | 9 | 7 | 2 |
| Capt. | 120 | 105 | 15 | 106 | 86 | 20 | 77 | 64 | 13 | 61 | 45 | 16 |
| 1st Lt | 234 | 200 | 34 | 147 | 126 | 21 | 110 | 95 | 15 | 77 | 68 | 9 |
| 2nd Lt | 64 | 57 | 7 | 54 | 48 | 6 | 38 | 36 | 2 | 23 | 21 | 2 |
| WO | - | - | - | - | - | - | - | - | - | - | - | - |
| Enlisted - Total | 6,312 | 5,551 | 761 | 4,907 | 4,333 | 574 | 2,848 | 2,586 | 262 | 2,273 | 1,974 | 299 |
| M Sgt. | 45 | 38 | 7 | 78 | 75 | 3 | 39 | 30 | 9 | 49 | 37 | 12 |
| T Sgt. | 38 | 27 | 11 | 49 | 39 | 10 | 39 | 25 | 14 | 42 | 30 | 12 |
| S Sgt. | 136 | 73 | 63 | 348 | 293 | 55 | 220 | 183 | 37 | 247 | 204 | 43 |
| Sgt. | 682 | 456 | 226 | 1,612 | 1,431 | 181 | 965 | 868 | 97 | 894 | 789 | 105 |
| Cpl. | 2,365 | 2,009 | 356 | 1,943 | 1,707 | 236 | 1,088 | 1,018 | 70 | 707 | 616 | 91 |
| Pfc. | 2,225 | 2,141 | 84 | 745 | 666 | 79 | 420 | 391 | 29 | 287 | 251 | 36 |
| Pvt. | 821 | 807 | 14 | 132 | 122 | 10 | 77 | 71 | 6 | 47 | 47 | - |

| Grade | 1947 | | | | | | | | | | | |
|------------------------|--------------|------------------------|---------------|--------------|------------------------|---------------|--------------|------------------------|---------------|--------------|------------------------|---------------|
| | March | | | June | | | September | | | December | | |
| | Total | Conti- nental US | Over- seas | Total | Conti- nental US | Over- seas | Total | Conti- nental US | Over- seas | Total | Conti- nental US | Over- seas |
| Total . . . | 2,474 | 2,070 | 404 | 2,293 | 1,699 | 594 | 2,149 | 1,667 | 482 | 2,103 | 1,635 | 468 |
| Officer - Total | 176 | 127 | 49 | 183 | 133 | 50 | 174 | 127 | 47 | 177 | 130 | 47 |
| Lt Col. | 1 | 1 | - | - | - | - | - | - | - | - | - | - |
| Maj. | 14 | 12 | 2 | 14 | 12 | 2 | 12 | 10 | 2 | 13 | 11 | 2 |
| Capt. | 69 | 46 | 23 | 72 | 48 | 24 | 79 | 56 | 23 | 86 | 63 | 23 |
| 1st Lt. | 75 | 56 | 19 | 88 | 67 | 21 | 77 | 57 | 20 | 72 | 52 | 20 |
| 2nd Lt. | 17 | 12 | 5 | 9 | 6 | 3 | 5 | 3 | 2 | 5 | 3 | 2 |
| NO. | - | - | - | - | - | - | 1 | 1 | - | 1 | 1 | - |
| Enlisted Total | 2,298 | 1,943 | 355 | 2,020 | 1,566 | 454 | 1,975 | 1,540 | 435 | 1,926 | 1,505 | 421 |
| M Sgt. | 56 | 44 | 12 | 56 | 41 | 15 | 56 | 42 | 14 | 56 | 42 | 14 |
| T Sgt. | 43 | 32 | 11 | 47 | 32 | 15 | 62 | 47 | 15 | 68 | 52 | 16 |
| S Sgt. | 342 | 288 | 54 | 412 | 316 | 96 | 442 | 344 | 98 | 482 | 384 | 98 |
| Sgt. | 947 | 819 | 128 | 855 | 694 | 161 | 858 | 684 | 174 | 827 | 654 | 173 |
| Cpl. | 665 | 544 | 121 | 482 | 347 | 135 | 413 | 305 | 108 | 380 | 280 | 100 |
| Pfc. | 202 | 174 | 28 | 135 | 106 | 29 | 112 | 88 | 24 | 85 | 65 | 20 |
| Pvt. | 43 | 42 | 1 | 33 | 30 | 3 | 32 | 30 | 2 | 28 | 28 | - |

Table 17.-- ASWAF NURSES IN CONTINENTAL US AND OVERSEAS, BY GRADE: OCT 1944 THROUGH DEC 1947

| Grade By Year | Total AAF | Conti- nental | Over- seas | Total AAF | Conti- nental | Over- seas | Total AAF | Conti- nental | Over- seas | Total AAF | Conti- nental | Over- seas |
|-----------------------|-----------|------------------|---------------|-----------|------------------|---------------|-----------|------------------|---------------|-----------|------------------|---------------|
| | January | | | February | | | March | | | April | | |
| | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ |
| 1944-Total a/ | | | | | | | | | | | | |
| 1945-Total a/ | 4,002 | 3,257 | 745 | 3,195 | 3,195 | b/ | 3,846 | 3,119 | 727 | 3,808 | 3,052 | 756 |
| 1946-Total a/ | 2,009 | 1,795 | 214 | 1,522 | 1,331 | 191 | 1,371 | 1,166 | 205 | 1,004 | 1,004 | a/ |
| 1947-Total | 693 | 585 | 108 | 703 | 594 | 109 | 701 | 596 | 105 | 652 | 564 | 88 |
| Colonel | - | - | - | - | - | - | - | - | - | - | - | - |
| Lieutenant Colonel | 2 | 2 | - | 2 | 2 | - | 2 | 2 | - | 1 | 1 | - |
| Major | 10 | 10 | - | 10 | 10 | - | 12 | 12 | - | 10 | 10 | - |
| Captain | 65 | 60 | 5 | 64 | 60 | 4 | 70 | 61 | 9 | 63 | 57 | 6 |
| First Lieutenant . | 538 | 458 | 80 | 549 | 456 | 93 | 547 | 472 | 75 | 534 | 458 | 76 |
| Second Lieutenant. | 78 | 55 | 23 | 78 | 66 | 12 | 70 | 49 | 21 | 44 | 38 | 6 |
| Warrant Officer. . | - | - | - | - | - | - | - | - | - | - | - | - |
| | May | | | June | | | July | | | August | | |
| 1944-Total a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ |
| 1945-Total a/ | 3,935 | 3,146 | 789 | 4,131 | 3,387 | 744 | 4,173 | 3,423 | 750 | 4,462 | 3,705 | 757 |
| 1946-Total a/ | 1,178 | 1,001 | 177 | 980 | 823 | 157 | 772 | 686 | 86 | 861 | 782 | 79 |
| 1947-Total | 609 | 520 | 89 | 583 | 501 | 82 | 550 | 472 | 78 | 580 | 497 | 83 |
| Colonel | - | - | - | - | - | - | - | - | - | - | - | - |
| Lieutenant Colonel | 2 | 2 | - | 2 | 2 | - | 2 | 2 | - | 2 | 2 | - |
| Major | 12 | 12 | - | 13 | 13 | - | 12 | 12 | - | 13 | 13 | - |
| Captain | 66 | 58 | 8 | 66 | 61 | 5 | 67 | 62 | 5 | 63 | 58 | 5 |
| First Lieutenant . | 508 | 430 | 78 | 484 | 409 | 75 | 456 | 388 | 68 | 493 | 417 | 76 |
| Second Lieutenant. | 21 | 18 | 3 | 18 | 16 | 2 | 13 | 8 | 5 | 9 | 7 | 2 |
| Warrant Officer. . | - | - | - | - | - | - | - | - | - | - | - | - |
| | September | | | October | | | November | | | December | | |
| 1944-Total a/ | a/ | a/ | a/ | 4,407 | 3,809 | 598 | 4,022 | 3,400 | 622 | 4,164 | 3,422 | 742 |
| 1945-Total a/ | 3,993 | 3,300 | 693 | 2,894 | 2,453 | 441 | 2,683 | 2,358 | 325 | 2,518 | 2,275 | 243 |
| 1946-Total a/ | 838 | 757 | 81 | 810 | 708 | 102 | 753 | 659 | 94 | 693 | 589 | 104 |
| 1947-Total | 574 | 487 | 87 | 570 | 481 | 89 | 568 | 481 | 87 | 569 | 482 | 87 |
| Colonel | - | - | - | - | - | - | - | - | - | - | - | - |
| Lieutenant Colonel | 2 | 2 | - | 1 | 1 | - | 1 | 1 | - | 1 | 1 | - |
| Major | 11 | 11 | - | 11 | 11 | - | 11 | 11 | - | 10 | 10 | - |
| Captain | 65 | 59 | 6 | 69 | 61 | 8 | 71 | 65 | 6 | 73 | 67 | 6 |
| First Lieutenant . | 493 | 412 | 81 | 487 | 406 | 81 | 483 | 402 | 81 | 483 | 402 | 81 |
| Second Lieutenant. | 3 | 3 | - | 2 | 2 | - | 2 | 2 | - | 2 | 2 | - |
| Warrant Officer. . | - | - | - | - | - | - | - | - | - | - | - | - |

a/ Breakdown by grades not available.

b/ Reports incomplete.

c/ Not available.

Sources: Air Surgeon, USAF-1944,1945,1946 (through July)
Strength Accounting Br., Statistical Services, Comptroller, Hq USAF

Table 18.— ASWAF FEMALE MEDICAL SPECIALISTS IN CONTINENTAL US, BY GRADE: JAN THROUGH DEC 1947

| End of Month | Total | | | Colonel | | | Lieutenant Colonel | | | Major | | |
|--------------------|-------|-------------------------------|-----------------------------------|---------|-------------------------------|-----------------------------------|-----------------------|-------------------------------|-----------------------------------|-------|-------------------------------|-----------------------------------|
| | Total | Hospital Dietiti- tians | Physi- cal Therapy Aides | Total | Hospital Dietiti- tians | Physi- cal Therapy Aides | Total | Hospital Dietiti- tians | Physi- cal Therapy Aides | Total | Hospital Dietiti- tians | Physi- cal Therapy Aides |
| 1947 | | | | | | | | | | | | |
| Jan | 49 | 28 | 21 | - | - | - | - | - | - | - | - | - |
| Feb | 46 | 26 | 20 | - | - | - | - | - | - | - | - | - |
| Mar | 45 | 25 | 20 | - | - | - | - | - | - | - | - | - |
| Apr | 41 | 22 | 19 | - | - | - | - | - | - | - | - | - |
| May | 39 | 21 | 18 | - | - | - | - | - | - | - | - | - |
| Jun | 38 | 20 | 18 | - | - | - | - | - | - | - | - | - |
| Jul | 35 | 17 | 18 | - | - | - | - | - | - | - | - | - |
| Aug | 31 | 13 | 18 | - | - | - | - | - | - | - | - | - |
| Sep | 32 | 14 | 18 | - | - | - | - | - | - | - | - | - |
| Oct | 30 | 13 | 17 | - | - | - | - | - | - | - | - | - |
| Nov | 27 | 12 | 15 | - | - | - | - | - | - | - | - | - |
| Dec | 31 | 14 | 17 | - | - | - | - | - | - | - | - | - |

| End of Month | Captain | | | First Lieutenant | | | Second Lieutenant | | | Warrant Officers | | |
|--------------------|---------|-------------------------------|-----------------------------------|---------------------|-------------------------------|-----------------------------------|----------------------|-------------------------------|-----------------------------------|------------------|-------------------------------|-----------------------------------|
| | Total | Hospital Dietiti- tians | Physi- cal Therapy Aides | Total | Hospital Dietiti- tians | Physi- cal Therapy Aides | Total | Hospital Dietiti- tians | Physi- cal Therapy Aides | Total | Hospital Dietiti- tians | Physi- cal Therapy Aides |
| 1947 | | | | | | | | | | | | |
| Jan | 5 | 1 | 4 | 32 | 19 | 13 | 12 | 8 | 4 | - | - | - |
| Feb | 4 | 1 | 3 | 32 | 19 | 13 | 10 | 6 | 4 | - | - | - |
| Mar | 4 | 1 | 3 | 31 | 18 | 13 | 10 | 6 | 4 | - | - | - |
| Apr | 5 | 1 | 4 | 28 | 16 | 12 | 8 | 5 | 3 | - | - | - |
| May | 5 | 1 | 4 | 27 | 15 | 12 | 7 | 5 | 2 | - | - | - |
| Jun | 5 | 1 | 4 | 29 | 17 | 12 | 4 | 2 | 2 | - | - | - |
| Jul | 6 | 2 | 4 | 26 | 14 | 12 | 3 | 1 | 2 | - | - | - |
| Aug | 5 | 1 | 4 | 23 | 11 | 12 | 3 | 1 | 2 | - | - | - |
| Sep | a/6 | b/ | b/ | a/25 | b/ | b/ | a/1 | b/ | b/ | - | - | - |
| Oct | a/4 | b/ | b/ | a/25 | b/ | b/ | a/1 | b/ | b/ | - | - | - |
| Nov | a/4 | b/ | b/ | a/22 | b/ | b/ | a/1 | b/ | b/ | - | - | - |
| Dec | a/5 | b/ | b/ | a/26 | b/ | b/ | a/- | - | - | - | - | - |

a/ Estimated.
b/ Not available.

Table 19.-- MILITARY PERSONNEL BY SPECIALTY GROUP: JUN 1944 THROUGH DEC 1947

(Based on Primary Military Occupational Specialty)

| End of Month | | Officers | | | | | |
|--------------|-----|----------|-------------|------------|-----------|-------------------|---------------------|
| | | Total | Pilot a/ | Bombardier | Navigator | Other Air Crew | Adminis- trative |
| 1944 | Jun | 333,401 | 130,907 | 18,478 | 23,964 | 193 | 24,892 |
| | Sep | 357,924 | 144,607 | 22,320 | 29,088 | 188 | 28,877 |
| | Dec | 375,973 | 152,757 | 26,788 | 33,871 | 183 | 29,151 |
| 1945 | Mar | 385,916 | 157,542 | 28,455 | 36,188 | 4,018 | 29,220 |
| | Jun | 381,454 | 153,716 | 27,755 | 32,442 | 8,816 | 28,286 |
| | Sep | 310,443 | 112,414 | 19,712 | 24,909 | 12,231 | 22,903 |
| | Dec | 164,004 | 57,822 | 6,036 | 9,048 | 6,669 | 15,511 |
| 1946 | Jan | 141,643 | (704)51,574 | 4,580 | 6,017 | 5,426 | 12,539 |
| | Feb | 115,243 | (698)46,973 | 4,263 | 5,200 | 4,065 | 10,094 |
| | Mar | 102,286 | (686)43,055 | 3,919 | 4,900 | 3,768 | 8,854 |
| | Apr | 95,906 | (670)41,230 | 4,089 | 5,076 | 3,249 | 7,790 |
| | May | 88,746 | (632)40,037 | 3,884 | 4,828 | 3,145 | 7,077 |
| | Jun | 81,733 | (608)37,338 | 3,475 | 4,360 | 2,699 | 6,742 |
| | Jul | 72,983 | (311)32,378 | 2,937 | 3,781 | 2,333 | 6,234 |
| | Aug | 68,452 | (199)30,305 | 2,675 | 3,406 | 2,085 | 6,256 |
| | Sep | 65,991 | (126)27,964 | 2,239 | 3,024 | 1,973 | 7,065 |
| | Oct | 61,252 | (102)23,829 | 1,942 | 2,580 | 1,746 | 7,314 |
| | Nov | 50,722 | (78)16,756 | 1,307 | 2,247 | 1,355 | 6,734 |
| | Dec | 49,529 | (69)15,551 | 1,154 | 1,967 | 1,358 | 6,777 |
| 1947 | Jan | 48,021 | (62) 13,802 | 1,032 | 1,945 | 1,071 | 7,073 |
| | Feb | 46,999 | (59) 12,892 | 935 | 1,817 | 990 | 7,017 |
| | Mar | 46,507 | (52) 12,353 | 861 | 1,743 | 928 | 7,233 |
| | Apr | 44,513 | (44) 11,414 | 738 | 1,550 | 900 | 7,120 |
| | May | 43,076 | (34) 10,796 | 704 | 1,475 | 861 | 6,902 |
| | Jun | 42,745 | (29) 10,227 | 554 | 1,372 | 865 | 6,997 |
| | Jul | 43,511 | (25) 10,027 | 642 | 1,364 | 843 | 7,054 |
| | Aug | 43,733 | (23) 10,436 | 584 | 1,392 | 853 | 7,084 |
| | Sep | 44,352 | (22) 10,608 | 642 | 1,485 | 841 | 7,347 |
| | Oct | 45,861 | (12) 10,758 | 666 | 1,460 | 841 | 7,337 |
| | Nov | 46,760 | (18) 10,833 | 647 | 1,520 | 827 | 7,342 |
| | Dec | 47,021 | (17) 11,528 | 687 | 1,604 | 786 | 7,289 |

| End of Month | | Officers (Continued) | | | | | | |
|--------------|-----|----------------------------------|---------------------------|----------------------|---------|------------|--------|--------|
| | | Arma- ment and Ordnance | Communi- cations b/ | Engine- ing c/ | Medical | Operations | Supply | Other |
| 1944 | Jun | 6,522 | 13,325 | 16,759 | 19,940 | 11,031 | 13,987 | 53,403 |
| | Sep | 7,663 | 14,927 | 18,558 | 18,143 | 11,039 | 16,444 | 46,070 |
| | Dec | 7,563 | 16,016 | 19,461 | 16,722 | 11,921 | 16,839 | 44,701 |
| 1945 | Mar | 7,515 | 15,069 | 18,603 | 16,444 | 13,086 | 17,094 | 42,682 |
| | Jun | 7,031 | 14,551 | 18,269 | 16,368 | 12,927 | 16,939 | 44,354 |
| | Sep | 5,572 | 12,122 | 15,520 | 14,320 | 10,666 | 13,819 | 46,255 |
| | Dec | 3,003 | 7,400 | 9,964 | 8,276 | 5,434 | 8,950 | 25,891 |
| 1946 | Jan | 2,649 | 6,344 | 8,648 | 7,566 | 4,632 | 7,536 | 24,132 |
| | Feb | 2,051 | 4,687 | 6,686 | 6,674 | 3,898 | 5,443 | 15,209 |
| | Mar | 1,564 | 3,891 | 5,778 | 4,272 | 2,725 | 4,861 | 14,699 |
| | Apr | 1,382 | 3,576 | 5,386 | 4,484 | 2,586 | 4,051 | 13,007 |
| | May | 1,308 | 3,225 | 5,095 | 3,996 | 2,506 | 3,598 | 10,027 |
| | Jun | 1,276 | 2,819 | 4,724 | 3,550 | 2,361 | 3,339 | 9,050 |
| | Jul | 1,099 | 2,464 | 4,304 | 3,036 | 2,294 | 2,871 | 9,252 |
| | Aug | 1,075 | 2,291 | 4,160 | 3,029 | 2,242 | 2,902 | 8,026 |
| | Sep | 1,044 | 2,293 | 4,241 | 2,926 | 2,400 | 3,205 | 7,617 |
| | Oct | 1,040 | 2,172 | 4,182 | 3,077 | 2,490 | 3,262 | 7,618 |
| | Nov | 982 | 2,095 | 3,733 | 2,928 | 2,387 | 2,913 | 7,285 |
| | Dec | 984 | 2,153 | 3,880 | 2,877 | 2,331 | 2,936 | 7,561 |
| 1947 | Jan | 943 | 2,169 | 4,084 | 2,912 | 2,423 | 3,066 | 7,501 |
| | Feb | 945 | 2,187 | 4,106 | 2,919 | 2,434 | 3,064 | 7,693 |
| | Mar | 954 | 2,174 | 4,118 | 2,850 | 2,468 | 3,098 | 7,727 |
| | Apr | 867 | 2,169 | 4,079 | 2,712 | 2,461 | 3,025 | 7,478 |
| | May | 844 | 2,101 | 4,039 | 2,505 | 2,409 | 2,964 | 7,476 |
| | Jun | 809 | 2,071 | 4,025 | 2,394 | 2,345 | 2,965 | 8,121 |
| | Jul | 829 | 2,139 | 4,018 | 2,427 | 2,277 | 2,991 | 8,735 |
| | Aug | 834 | 2,191 | 3,990 | 2,469 | 2,397 | 3,022 | 8,481 |
| | Sep | 848 | 2,236 | 4,049 | 2,495 | 2,501 | 3,057 | 8,243 |
| | Oct | 854 | 2,257 | 4,046 | 2,627 | 2,569 | 3,113 | 9,333 |
| | Nov | 839 | 2,285 | 4,080 | 2,701 | 2,685 | 3,140 | 9,861 |
| | Dec | 848 | 2,281 | 4,113 | 2,571 | 2,627 | 3,103 | 9,584 |

a/ Includes all types of pilots. Glider Pilots, shown in parentheses, are included in the open figures.
 b/ Includes Radar Observers.
 c/ Includes Flight Engineers.

Table 19.-- MILITARY PERSONNEL BY SPECIALTY GROUP: JUN 1944 THROUGH DEC 1947 -- Continued

(Based on Primary Military Occupational Specialty)

| End of Month | Enlisted Personnel | | | | | |
|--------------------|--------------------|-------------------------|------------------|-------------------|----------|---------------------|
| | Total | Airplane Maintenance | Aerial Gunner | Other Air Crew | Armament | Communi- cations |
| 1944 Jun | 2,038,891 | 332,978 | 127,105 | 19,166 | 93,775 | 150,576 |
| Sep | 2,033,357 | 355,719 | 145,308 | 35,962 | 102,375 | 148,339 |
| Dec | 1,983,483 | 358,478 | 165,390 | 40,118 | 99,637 | 151,391 |
| 1945 Mar | 1,939,926 | 359,865 | 165,942 | 46,473 | 96,464 | 154,495 |
| Jun | 1,900,805 | 321,018 | 159,778 | 46,696 | 94,242 | 148,164 |
| Sep | 1,682,517 | 269,607 | 125,062 | 39,790 | 71,081 | 123,625 |
| Dec | 724,765 | 114,560 | 42,053 | 17,626 | 26,011 | 45,203 |
| 1946 Jan | 592,143 | 91,982 | 33,564 | 12,964 | 18,094 | 32,254 |
| Feb | 449,362 | 48,999 | 19,224 | 9,339 | 11,853 | 20,685 |
| Mar | 398,186 | 37,646 | 18,327 | 7,634 | 8,611 | 15,631 |
| Apr | 389,245 | 36,358 | 15,029 | 7,279 | 7,794 | 14,502 |
| May | 383,817 | 34,988 | 11,512 | 7,058 | 7,113 | 13,600 |
| Jun | 373,782 | 34,238 | 8,290 | 6,875 | 6,907 | 13,450 |
| Jul | 377,643 | 34,510 | 7,589 | 7,327 | 7,073 | 14,657 |
| Aug | 373,400 | 34,229 | 7,141 | 7,490 | 7,394 | 15,097 |
| Sep | 353,679 | 33,478 | 6,497 | 7,361 | 7,265 | 14,847 |
| Oct | 345,550 | 32,171 | 5,639 | 7,231 | 8,360 | 14,806 |
| Nov | 323,238 | 30,679 | 5,521 | 7,226 | 7,606 | 14,683 |
| Dec | 291,892 | 27,917 | 4,637 | 6,975 | 7,405 | 13,868 |
| 1947 Jan | 279,383 | 27,965 | 4,266 | 7,002 | 6,963 | 14,318 |
| Feb | 276,705 | 29,126 | 3,843 | 7,135 | 7,084 | 14,979 |
| Mar | 268,062 | 30,075 | 3,731 | 6,895 | 6,958 | 14,990 |
| Apr | 263,315 | 32,526 | 3,491 | 7,163 | 6,887 | 15,631 |
| May | 260,538 | 33,418 | 3,464 | 7,360 | 7,095 | 15,782 |
| Jun | 263,082 | 33,580 | 3,430 | 7,631 | 7,076 | 15,999 |
| Jul | 266,821 | 35,726 | 3,451 | 7,754 | 7,127 | 16,440 |
| Aug | 270,818 | 36,895 | 3,445 | 7,997 | 6,983 | 16,774 |
| Sep | 274,392 | 37,623 | 3,419 | 8,163 | 7,096 | 17,060 |
| Oct | 283,662 | 39,124 | 3,378 | 8,233 | 7,076 | 17,496 |
| Nov | 288,911 | 40,170 | 3,389 | 8,388 | 9,265 | 17,912 |
| Dec | 292,225 | 40,993 | 3,365 | 8,616 | 7,129 | 18,254 |

| End of Month | Enlisted Personnel (Continued) | | | | | | | |
|--------------------|--------------------------------|---------|--------|-------------------------------------|-----------|---------------------|----------------------|---------------------|
| | Radar | Medical | Supply | Utility and Con- struction | Automatic | Adminis- trative | Other Specialists | Non- Specialists |
| 1944 Jun | 30,453 | 46,800 | 79,416 | 52,346 | 182,360 | 224,766 | 429,381 | 269,769 |
| Sep | 34,580 | 50,993 | 84,245 | 58,602 | 184,946 | 244,185 | 193,420 | 394,683 |
| Dec | 36,938 | 39,288 | 86,892 | 57,688 | 185,964 | 250,214 | 178,361 | 333,124 |
| 1945 Mar | 39,513 | 37,526 | 88,668 | 60,116 | 184,693 | 245,929 | 169,152 | 291,090 |
| Jun | 42,636 | 45,440 | 95,752 | 71,789 | 212,812 | 238,152 | 172,279 | 252,047 |
| Sep | 37,196 | 38,550 | 77,280 | 62,515 | 177,592 | 193,070 | 223,223 | 243,926 |
| Dec | 17,857 | 19,534 | 26,938 | 22,356 | 62,437 | 79,743 | 95,308 | 155,139 |
| 1946 Jan | 13,697 | 13,423 | 21,014 | 16,393 | 47,996 | 64,772 | 73,531 | 152,459 |
| Feb | 7,528 | 8,080 | 15,810 | 11,449 | 35,724 | 48,912 | 56,147 | 155,612 |
| Mar | 4,816 | 6,243 | 11,354 | 7,664 | 28,019 | 36,948 | 53,544 | 161,749 |
| Apr | 3,780 | 6,255 | 11,951 | 8,102 | 29,602 | 37,249 | 49,816 | 161,528 |
| May | 2,140 | 6,711 | 13,072 | 9,132 | 31,221 | 38,958 | 45,386 | 162,936 |
| Jun | 1,570 | 7,812 | 13,972 | 8,976 | 32,365 | 40,419 | 48,078 | 150,830 |
| Jul | 1,681 | 8,436 | 14,996 | 10,633 | 35,261 | 42,881 | 49,499 | 143,100 |
| Aug | 1,770 | 8,287 | 16,032 | 11,073 | 35,944 | 45,713 | 50,058 | 133,172 |
| Sep | 1,578 | 8,343 | 14,988 | 10,571 | 34,975 | 44,463 | 41,576 | 127,737 |
| Oct | 1,630 | 8,046 | 14,723 | 10,479 | 34,034 | 43,971 | 38,189 | 126,271 |
| Nov | 1,664 | 7,206 | 14,760 | 10,351 | 33,541 | 41,588 | 35,919 | 112,494 |
| Dec | 1,673 | 6,619 | 13,834 | 9,193 | 29,502 | 38,239 | 32,644 | 99,386 |
| 1947 Jan | 1,845 | 6,464 | 13,993 | 9,256 | 27,721 | 38,713 | 31,048 | 89,829 |
| Feb | 2,201 | 6,569 | 14,253 | 9,576 | 27,349 | 39,307 | 31,214 | 84,069 |
| Mar | 2,497 | 6,485 | 14,232 | 9,846 | 27,259 | 38,351 | 32,172 | 74,571 |
| Apr | 3,060 | 6,464 | 14,768 | 10,365 | 28,119 | 39,477 | 30,780 | 64,584 |
| May | 3,664 | 6,670 | 15,165 | 10,650 | 28,610 | 39,302 | 31,218 | 58,140 |
| Jun | 4,151 | 6,666 | 15,700 | 11,074 | 28,786 | 39,572 | 28,764 | 60,653 |
| Jul | 4,543 | 7,058 | 15,852 | 10,690 | 29,337 | 40,153 | 28,664 | 60,026 |
| Aug | 4,611 | 7,103 | 16,211 | 11,057 | 29,242 | 40,359 | 30,003 | 60,138 |
| Sep | 4,911 | 6,804 | 16,479 | 11,466 | 29,764 | 40,777 | 30,650 | 60,180 |
| Oct | 5,216 | 7,045 | 17,002 | 12,033 | 30,919 | 41,696 | 34,830 | 59,614 |
| Nov | 5,302 | 7,450 | 17,460 | 12,514 | 31,467 | 42,672 | 35,034 | 57,888 |
| Dec | 5,409 | 7,661 | 17,802 | 12,839 | 31,963 | 43,460 | 35,864 | 58,870 |

Table 20.-- MILITARY PERSONNEL IN CONTINENTAL US, BY SPECIALTY GROUP: JUN 1944 THROUGH DEC 1947

(Based on Primary Military Occupational Specialty)

| End of Month | Officers | | | | | | | | | | | | |
|---------------------------|-----------|------------------------------|----------------------|----------------------|----------------------|--------------------------|------------------------------|---|-------------------------------------|--------------|-----------------|--------|--------|
| | Total | Pilot ^{a/} | Bom- bar- dier | Nav- igator | Other Air Crew | Admin- istra- tive | Arma- ment and Ord. | Com- muni- ca- tions ^{b/} | Eng- ineer- ing ^{c/} | Medi- cal | Opera- tions | Supply | Other |
| 1944 | | | | | | | | | | | | | |
| Jun | 205,156 | 86,335 | 11,166 | 11,610 | 67 | 15,151 | 2,382 | 7,130 | 8,711 | 14,745 | 4,556 | 8,380 | 34,923 |
| Sep | 220,526 | 94,819 | 15,106 | 15,703 | 72 | 17,914 | 3,117 | 8,737 | 10,045 | 13,112 | 4,449 | 9,426 | 28,026 |
| Dec | 222,428 | 94,804 | 18,730 | 19,991 | 68 | 16,979 | 2,961 | 7,390 | 10,405 | 11,591 | 4,819 | 9,441 | 25,249 |
| 1945 | | | | | | | | | | | | | |
| Mar | 220,424 | 93,157 | 20,134 | 20,436 | 2,554 | 16,470 | 2,891 | 5,996 | 9,503 | 11,282 | 5,463 | 9,494 | 23,044 |
| Jun | 239,561 | 101,649 | 22,511 | 22,505 | 6,096 | 16,073 | 2,931 | 5,761 | 9,341 | 11,554 | 6,059 | 9,709 | 25,372 |
| Sep | 199,207 | 76,675 | 16,474 | 17,434 | 9,830 | 13,482 | 2,686 | 5,411 | 8,220 | 10,656 | 5,641 | 8,326 | 24,422 |
| Dec | 110,609 | 41,743 | 4,486 | 6,048 | 5,169 | 10,050 | 1,732 | 4,063 | 6,702 | 6,468 | 2,665 | 6,115 | 15,368 |
| 1946 | | | | | | | | | | | | | |
| Jan | 95,203 | (564) 37,503 | 3,238 | 3,331 | 4,069 | 8,207 | 1,544 | 3,442 | 5,811 | 5,911 | 2,252 | 5,070 | 14,825 |
| Feb | 76,880 | (563) 35,310 | 3,177 | 2,978 | 2,875 | 6,750 | 1,138 | 2,283 | 4,336 | 5,383 | 1,930 | 3,406 | 7,314 |
| Mar | 69,756 | (561) 32,049 | 2,884 | 2,773 | 2,616 | 6,130 | 1,035 | 2,074 | 3,938 | 3,258 | 1,755 | 3,457 | 7,787 |
| Apr | 65,439 | (552) 30,687 | 3,247 | 3,184 | 2,476 | 5,400 | 900 | 1,800 | 3,565 | 3,455 | 1,713 | 2,864 | 6,148 |
| May | 61,246 | (545) 29,229 | 3,056 | 3,016 | 1,331 | 4,941 | 836 | 1,676 | 3,335 | 3,064 | 1,663 | 2,534 | 6,565 |
| Jun | 58,907 | (553) 28,357 | 2,847 | 2,872 | 2,020 | 4,859 | 900 | 1,717 | 3,235 | 2,705 | 1,662 | 2,450 | 5,283 |
| Jul | 51,413 | (268) 23,601 | 2,404 | 2,485 | 1,750 | 4,351 | 778 | 1,566 | 2,992 | 2,256 | 1,592 | 2,055 | 5,583 |
| Aug | 49,907 | (170) 21,591 | 2,134 | 2,718 | 1,571 | 4,641 | 760 | 1,544 | 3,074 | 2,365 | 1,674 | 2,164 | 5,271 |
| Sep | 46,861 | (100) 18,858 | 1,616 | 2,176 | 1,311 | 5,421 | 717 | 1,437 | 3,195 | 2,309 | 1,775 | 2,443 | 5,603 |
| Oct | 42,320 | (88) 15,918 | 1,365 | 1,804 | 1,113 | 5,312 | 678 | 1,300 | 2,965 | 2,357 | 1,721 | 2,320 | 5,467 |
| Nov | 32,111 | (67) 9,865 | 838 | 1,344 | 798 | 4,454 | 594 | 1,212 | 2,415 | 2,274 | 1,554 | 1,832 | 4,931 |
| Dec | 31,497 | (61) 8,972 | 719 | 1,230 | 820 | 4,604 | 607 | 1,216 | 2,597 | 2,209 | 1,524 | 1,895 | 5,104 |
| 1947 | | | | | | | | | | | | | |
| Jan | 31,227 | (60) 8,086 | 679 | 1,250 | 704 | 4,870 | 603 | 1,268 | 2,792 | 2,254 | 1,628 | 1,975 | 5,118 |
| Feb | 31,055 | (57) 7,892 | 653 | 1,160 | 679 | 4,836 | 619 | 1,345 | 2,849 | 2,268 | 1,681 | 1,969 | 5,104 |
| Mar | 31,111 | (50) 7,709 | 626 | 1,152 | 638 | 4,940 | 633 | 1,365 | 2,873 | 2,250 | 1,695 | 1,996 | 5,234 |
| Apr | 30,504 | (44) 7,470 | 564 | 1,079 | 683 | 4,926 | 579 | 1,351 | 2,861 | 2,160 | 1,746 | 1,979 | 5,106 |
| May | 29,868 | (34) 7,297 | 545 | 1,062 | 648 | 4,771 | 559 | 1,305 | 2,821 | 2,013 | 1,722 | 1,916 | 5,209 |
| Jun | 29,640 | (29) 6,986 | 424 | 970 | 635 | 4,869 | 520 | 1,272 | 2,736 | 1,895 | 1,675 | 1,903 | 5,755 |
| Jul | 30,600 | (25) 6,899 | 529 | 978 | 630 | 4,926 | 560 | 1,328 | 2,710 | 1,956 | 1,738 | 1,541 | 6,405 |
| Aug | 31,161 | (23) 7,412 | 490 | 984 | 638 | 5,044 | 543 | 1,385 | 2,739 | 2,021 | 1,722 | 1,979 | 6,204 |
| Sep | 31,519 | (21) 7,551 | 548 | 1,065 | 631 | 5,211 | 540 | 1,420 | 2,771 | 1,995 | 1,832 | 2,016 | 5,939 |
| Oct | 33,184 | (11) 7,835 | 575 | 1,056 | 631 | 5,231 | 549 | 1,430 | 2,802 | 2,119 | 1,903 | 2,062 | 6,991 |
| Nov | 34,221 | (17) 7,501 | 563 | 1,057 | 616 | 5,280 | 540 | 1,478 | 2,866 | 2,159 | 2,043 | 2,104 | 7,614 |
| Dec | 34,602 | (16) 8,498 | 612 | 1,110 | 585 | 5,304 | 555 | 1,497 | 2,921 | 2,054 | 1,989 | 2,116 | 7,361 |
| Enlisted Personnel | | | | | | | | | | | | | |
| End of Month | Total | Airplane Main- tenance | Aerial Gunner | Other Air Crew | Arma- ment | Communi- cations | Radar | Medical | | | | | |
| 1944 | | | | | | | | | | | | | |
| Jun | 1,129,802 | 169,414 | 69,491 | 12,796 | 34,815 | 67,429 | 12,166 | 29,826 | | | | | |
| Sep | 1,092,617 | 190,383 | 88,220 | 22,319 | 42,053 | 76,783 | 15,260 | 32,484 | | | | | |
| Dec | 972,892 | 179,064 | 102,966 | 22,071 | 37,576 | 58,610 | 14,931 | 23,219 | | | | | |
| 1945 | | | | | | | | | | | | | |
| Mar | 888,281 | 173,968 | 96,467 | 23,348 | 34,050 | 54,119 | 14,713 | 20,905 | | | | | |
| Jun | 913,812 | 169,640 | 120,163 | 22,893 | 37,652 | 51,371 | 18,043 | 25,698 | | | | | |
| Sep | 895,810 | 161,571 | 102,171 | 20,076 | 34,239 | 49,224 | 19,238 | 24,069 | | | | | |
| Dec | 392,625 | 68,581 | 32,145 | 8,851 | 13,503 | 20,848 | 10,175 | 11,331 | | | | | |
| 1946 | | | | | | | | | | | | | |
| Jan | 361,364 | 60,097 | 26,574 | 7,130 | 10,394 | 15,152 | 8,359 | 9,421 | | | | | |
| Feb | 280,100 | 25,399 | 13,467 | 5,097 | 5,938 | 8,235 | 3,613 | 5,126 | | | | | |
| Mar | 258,323 | 23,426 | 12,390 | 4,703 | 5,499 | 7,616 | 3,335 | 4,734 | | | | | |
| Apr | 244,677 | 21,717 | 9,666 | 4,255 | 5,137 | 6,768 | 2,592 | 4,571 | | | | | |
| May | 239,041 | 19,773 | 6,570 | 3,948 | 4,296 | 6,096 | 1,036 | 4,908 | | | | | |
| Jun | 238,057 | 19,499 | 4,190 | 3,925 | 3,993 | 6,911 | 786 | 5,849 | | | | | |
| Jul | 241,082 | 19,444 | 3,646 | 4,217 | 4,191 | 7,324 | 860 | 6,296 | | | | | |
| Aug | 241,588 | 20,798 | 3,546 | 5,276 | 4,647 | 7,636 | 877 | 6,382 | | | | | |
| Sep | 227,387 | 21,012 | 3,336 | 5,267 | 4,773 | 6,915 | 741 | 6,531 | | | | | |
| Oct | 229,574 | 21,868 | 3,260 | 5,223 | 5,961 | 7,281 | 879 | 6,365 | | | | | |
| Nov | 215,083 | 21,593 | 3,312 | 5,216 | 5,032 | 7,266 | 940 | 5,612 | | | | | |
| Dec | 196,551 | 20,770 | 3,136 | 5,043 | 5,020 | 7,277 | 1,038 | 5,166 | | | | | |

a/ Includes all types of pilots. Glider Pilots, shown in parentheses, are included in the open figure.
 b/ Includes Radar Observers.
 c/ Includes Flight Engineers.

Table 20.-- MILITARY PERSONNEL IN CONTINENTAL US BY SPECIALTY GROUP: JUN 1944 THROUGH DEC 1947 -- Continued

(Based on Primary Military Occupational Specialty)

| End of Month | Enlisted Personnel (Continued) | | | | | | | |
|--------------|--------------------------------|--------------------------|---------------|----------------|-------------------|-----------------|-------|---------|
| | Total | Airplane Maintenance | Aerial Gunner | Other Air Crew | Armament | Communications | Radar | Medical |
| 1947 | | | | | | | | |
| Jan. | 189,683 | 21,283 | 3,039 | 5,029 | 4,692 | 7,398 | 1,158 | 5,051 |
| Feb. | 187,321 | 21,696 | 2,793 | 5,048 | 4,686 | 8,003 | 1,501 | 5,224 |
| Mar. | 180,441 | 22,348 | 2,792 | 4,678 | 4,607 | 8,173 | 1,756 | 5,130 |
| Apr. | 176,091 | 24,396 | 2,563 | 4,886 | 4,545 | 8,216 | 2,229 | 5,041 |
| May. | 173,941 | 25,366 | 2,477 | 4,973 | 4,624 | 8,193 | 2,661 | 5,173 |
| Jun. | 176,586 | 24,594 | 2,466 | 5,132 | 4,558 | 8,367 | 3,025 | 5,140 |
| Jul. | 180,446 | 26,185 | 2,481 | 5,228 | 4,491 | 8,446 | 3,172 | 5,407 |
| Aug. | 184,974 | 26,880 | 2,416 | 5,327 | 4,310 | 8,713 | 3,141 | 5,468 |
| Sep. | 189,028 | 27,471 | 2,460 | 5,385 | 4,339 | 8,843 | 3,223 | 5,131 |
| Oct. | 197,670 | 28,632 | 2,443 | 5,478 | 4,253 | 8,931 | 3,332 | 5,387 |
| Nov. | 202,339 | 29,736 | 2,494 | 5,595 | 6,430 | 9,272 | 3,344 | 5,781 |
| Dec. | 204,006 | 30,443 | 2,525 | 5,703 | 4,316 | 9,451 | 3,330 | 5,948 |
| | | | | | | | | |
| End of Month | Enlisted Personnel (Continued) | | | | | | | |
| | Supply | Utility and Construction | Automotive | Administrative | Other Specialists | Non-Specialists | | |
| 1944 | | | | | | | | |
| Jun. | 36,330 | 13,516 | 59,728 | 119,776 | 341,917 | 162,598 | | |
| Sep. | 38,233 | 13,610 | 58,403 | 127,216 | 99,436 | 288,217 | | |
| Dec. | 35,081 | 13,019 | 53,954 | 118,889 | 86,117 | 227,395 | | |
| 1945 | | | | | | | | |
| Mar. | 33,297 | 13,481 | 50,155 | 110,486 | 75,702 | 187,590 | | |
| Jun. | 35,892 | 18,291 | 59,116 | 107,288 | 83,627 | 164,138 | | |
| Sep. | 32,764 | 18,184 | 63,951 | 94,919 | 100,302 | 175,102 | | |
| Dec. | 10,205 | 7,363 | 21,687 | 41,007 | 32,501 | 114,428 | | |
| 1946 | | | | | | | | |
| Jan. | 9,388 | 5,975 | 19,950 | 37,726 | 30,159 | 121,039 | | |
| Feb. | 7,283 | 3,809 | 14,957 | 26,329 | 26,736 | 134,111 | | |
| Mar. | 6,719 | 3,526 | 13,812 | 24,294 | 24,557 | 123,712 | | |
| Apr. | 6,908 | 3,762 | 14,085 | 23,627 | 22,173 | 119,416 | | |
| May. | 7,102 | 3,891 | 15,002 | 23,922 | 26,479 | 116,018 | | |
| Jun. | 7,277 | 3,504 | 15,038 | 23,707 | 27,736 | 115,642 | | |
| Jul. | 7,650 | 4,219 | 16,055 | 24,365 | 31,491 | 111,324 | | |
| Aug. | 8,863 | 5,038 | 18,178 | 27,606 | 28,226 | 104,515 | | |
| Sep. | 8,708 | 4,951 | 18,180 | 26,775 | 24,552 | 95,646 | | |
| Oct. | 8,942 | 5,118 | 19,439 | 27,774 | 23,388 | 94,076 | | |
| Nov. | 8,826 | 4,801 | 19,149 | 26,129 | 22,399 | 84,808 | | |
| Dec. | 8,475 | 4,330 | 16,689 | 24,548 | 21,151 | 73,908 | | |
| 1947 | | | | | | | | |
| Jan. | 8,503 | 4,393 | 15,441 | 25,171 | 20,511 | 68,014 | | |
| Feb. | 8,718 | 4,741 | 15,444 | 26,034 | 20,903 | 62,530 | | |
| Mar. | 8,634 | 4,987 | 15,584 | 25,043 | 21,146 | 55,563 | | |
| Apr. | 8,745 | 5,267 | 15,988 | 25,578 | 20,892 | 47,745 | | |
| May. | 9,012 | 5,567 | 16,368 | 25,234 | 20,828 | 43,465 | | |
| Jun. | 9,222 | 5,928 | 16,611 | 25,385 | 18,520 | 47,638 | | |
| Jul. | 9,283 | 5,638 | 17,059 | 26,142 | 18,575 | 48,339 | | |
| Aug. | 9,643 | 6,075 | 17,285 | 26,226 | 19,783 | 49,707 | | |
| Sep. | 9,783 | 6,413 | 18,101 | 26,751 | 20,453 | 50,675 | | |
| Oct. | 10,258 | 6,943 | 19,030 | 27,598 | 24,848 | 50,537 | | |
| Nov. | 10,614 | 7,354 | 19,588 | 28,612 | 24,931 | 48,588 | | |
| Dec. | 10,945 | 7,473 | 19,633 | 29,355 | 25,577 | 49,307 | | |

Table 21.-- MILITARY PERSONNEL OVERSEAS, BY SPECIALTY GROUP: JUN 1944 THROUGH DEC 1947

Note.--Primary military occupational specialty only. The data below do not equal the sum of those for individual theaters or areas published elsewhere in this volume. Personnel in such areas as Iceland, Bermuda, South America, etc. are included below but not in any individual theater.

| End of Month | Officers | | | | | | | | | | | | |
|--------------|-------------------------|------------------|-------------------|----------------|----------------------|--------------------------|------------------------------|-------------------------------------|------------------------|--------------|-----------------|-------------|--------|
| | Total | Pilot a/ | Bombardier | Naviga- tor | Other Air Crew | Admin- istra- tive | Arma- ment and Ord. | Com- muni- ca- tions b/ | Engi- neering c/ | Medi- cal | Opera- tions | Sup- ply | Other |
| 1944 | | | | | | | | | | | | | |
| Jun | 128,245 | 44,572 | 7,312 | 12,354 | 126 | 9,741 | 4,140 | 6,195 | 8,048 | 5,195 | 6,475 | 5,607 | 18,480 |
| Sep | 137,398 | 49,788 | 7,214 | 13,385 | 116 | 10,963 | 4,546 | 6,190 | 8,513 | 5,031 | 6,590 | 7,018 | 18,044 |
| Dec | 153,545 | 57,953 | 8,058 | 13,880 | 115 | 12,172 | 4,602 | 8,626 | 9,056 | 5,131 | 7,102 | 7,398 | 19,452 |
| 1945 | | | | | | | | | | | | | |
| Mar | 165,492 | 64,385 | 8,321 | 15,752 | 1,464 | 12,750 | 4,624 | 9,073 | 9,100 | 5,162 | 7,623 | 7,600 | 19,638 |
| Jun | 141,893 | 52,067 | 5,244 | 9,937 | 2,720 | 12,213 | 4,100 | 8,790 | 8,928 | 4,814 | 6,868 | 7,230 | 18,982 |
| Sep | 111,236 | 35,739 | 3,288 | 7,475 | 2,401 | 9,421 | 2,886 | 6,711 | 7,300 | 3,664 | 5,025 | 5,493 | 21,833 |
| Dec | 53,395 | 16,079 | 1,550 | 3,000 | 1,500 | 5,461 | 1,271 | 3,337 | 3,262 | 1,808 | 2,769 | 2,835 | 10,523 |
| 1946 | | | | | | | | | | | | | |
| Jan | 46,440 | (140) 14,071 | 1,342 | 2,686 | 1,357 | 4,332 | 1,105 | 2,902 | 2,837 | 1,655 | 2,380 | 2,466 | 9,307 |
| Feb | 38,363 | (135) 11,663 | 1,085 | 2,222 | 1,190 | 3,344 | 913 | 2,404 | 2,350 | 1,291 | 1,968 | 2,037 | 7,896 |
| Mar | 32,530 | (125) 11,006 | 1,035 | 2,127 | 1,152 | 2,724 | 529 | 1,817 | 1,840 | 1,014 | 970 | 1,404 | 6,912 |
| Apr | 30,467 | (118) 10,543 | 842 | 1,892 | 773 | 2,390 | 482 | 1,776 | 1,821 | 1,029 | 873 | 1,187 | 6,859 |
| May | 27,500 | (87) 10,808 | 828 | 1,812 | 814 | 2,156 | 472 | 1,549 | 1,760 | 932 | 843 | 1,064 | 4,462 |
| Jun | 22,826 | (55) 8,981 | 628 | 1,488 | 679 | 1,883 | 376 | 1,102 | 1,489 | 845 | 699 | 889 | 3,767 |
| Jul | 21,570 | (43) 8,777 | 533 | 1,296 | 583 | 1,883 | 321 | 898 | 1,312 | 780 | 702 | 816 | 3,669 |
| Aug | 18,545 | (29) 8,314 | 541 | 688 | 511 | 1,615 | 315 | 747 | 1,086 | 664 | 568 | 738 | 2,758 |
| Sep | 19,130 | (26) 9,106 | 623 | 848 | 662 | 1,644 | 327 | 856 | 1,046 | 617 | 625 | 762 | 2,014 |
| Oct | 18,932 | (14) 7,911 | 577 | 776 | 633 | 2,002 | 362 | 872 | 1,217 | 720 | 769 | 942 | 2,151 |
| Nov | 18,611 | (11) 6,891 | 469 | 903 | 557 | 2,280 | 388 | 883 | 1,318 | 654 | 833 | 1,081 | 2,354 |
| Dec | 18,032 | (8) 6,579 | 435 | 737 | 538 | 2,173 | 377 | 937 | 1,283 | 668 | 807 | 1,041 | 2,457 |
| 1947 | | | | | | | | | | | | | |
| Jan | 16,794 | (2) 5,716 | 353 | 695 | 367 | 2,203 | 340 | 901 | 1,292 | 658 | 795 | 1,091 | 2,383 |
| Feb | 15,944 | (2) 5,000 | 282 | 657 | 311 | 2,181 | 326 | 842 | 1,257 | 651 | 753 | 1,095 | 2,589 |
| Mar | 15,396 | (2) 4,644 | 235 | 591 | 290 | 2,293 | 321 | 809 | 1,245 | 600 | 773 | 1,102 | 2,493 |
| Apr | 14,009 | - 3,944 | 174 | 471 | 217 | 2,194 | 288 | 818 | 1,218 | 552 | 715 | 1,046 | 2,372 |
| May | 13,208 | - 3,499 | 159 | 413 | 233 | 2,131 | 285 | 796 | 1,218 | 492 | 687 | 1,048 | 2,267 |
| Jun | 13,105 | - 3,241 | 130 | 402 | 210 | 2,128 | 289 | 799 | 1,289 | 499 | 690 | 1,062 | 2,346 |
| Jul | 12,911 | - 3,128 | 113 | 386 | 213 | 2,128 | 295 | 811 | 1,308 | 460 | 689 | 1,050 | 2,330 |
| Aug | 12,572 | - 3,024 | 94 | 408 | 215 | 2,040 | 291 | 806 | 1,251 | 448 | 675 | 1,043 | 2,277 |
| Sep | 12,833 | (1) 3,057 | 94 | 420 | 210 | 2,136 | 308 | 816 | 1,278 | 500 | 669 | 1,041 | 2,304 |
| Oct | 12,677 | (1) 2,923 | 91 | 404 | 210 | 2,106 | 305 | 827 | 1,244 | 508 | 666 | 1,051 | 2,342 |
| Nov | 12,539 | (1) 2,932 | 84 | 463 | 211 | 2,062 | 299 | 807 | 1,214 | 542 | 642 | 1,036 | 2,247 |
| Dec | 12,419 | (1) 2,930 | 75 | 494 | 201 | 1,985 | 293 | 784 | 1,192 | 517 | 638 | 987 | 2,223 |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| End of Month | Enlisted Personnel | | | | | | | | | | | | |
| Total | Airplane Maintenance | Aerial Gunner | Other Air Crew | Armament | Communi- cations | Radar | Medical | | | | | | |
| 1944 | | | | | | | | | | | | | |
| Jun. | 909,089 | 163,564 | 57,614 | 6,370 | 58,960 | 83,147 | 18,287 | 16,974 | | | | | |
| Sep. | 940,740 | 165,336 | 57,088 | 13,643 | 60,322 | 71,556 | 19,320 | 18,509 | | | | | |
| Dec. | 1,010,591 | 179,414 | 62,424 | 18,047 | 62,061 | 92,781 | 22,007 | 16,069 | | | | | |
| 1945 | | | | | | | | | | | | | |
| Mar. | 1,051,645 | 185,897 | 69,475 | 23,125 | 62,414 | 100,376 | 24,800 | 16,621 | | | | | |
| Jun. | 986,993 | 151,378 | 39,615 | 23,803 | 56,590 | 96,793 | 24,593 | 19,742 | | | | | |
| Sep. | 786,707 | 108,036 | 22,891 | 19,714 | 36,842 | 74,401 | 17,959 | 14,481 | | | | | |
| Dec. | 332,140 | 45,979 | 9,908 | 8,775 | 12,508 | 24,355 | 7,682 | 8,203 | | | | | |
| 1946 | | | | | | | | | | | | | |
| Jan. | 230,779 | 31,885 | 6,990 | 5,834 | 7,700 | 17,102 | 5,338 | 4,002 | | | | | |
| Feb. | 169,262 | 23,600 | 5,757 | 4,242 | 5,915 | 12,450 | 3,915 | 2,954 | | | | | |
| Mar. | 139,863 | 14,220 | 5,937 | 2,931 | 3,112 | 8,015 | 1,481 | 1,509 | | | | | |
| Apr. | 144,568 | 14,641 | 5,363 | 3,024 | 2,657 | 7,734 | 1,188 | 1,684 | | | | | |
| May | 144,776 | 15,215 | 4,942 | 3,110 | 2,817 | 7,504 | 1,104 | 1,803 | | | | | |
| Jun. | 135,725 | 14,739 | 4,100 | 2,950 | 2,914 | 6,539 | 784 | 1,963 | | | | | |
| Jul. | 136,561 | 15,066 | 3,943 | 3,110 | 2,882 | 7,333 | 821 | 2,140 | | | | | |
| Aug. | 131,812 | 13,431 | 3,595 | 2,214 | 2,747 | 7,461 | 893 | 1,905 | | | | | |
| Sep. | 126,292 | 12,466 | 3,161 | 2,094 | 2,492 | 7,932 | 837 | 1,812 | | | | | |
| Oct. | 115,976 | 10,303 | 2,379 | 2,008 | 2,399 | 7,525 | 751 | 1,681 | | | | | |
| Nov. | 108,155 | 9,086 | 2,209 | 2,010 | 2,574 | 7,417 | 724 | 1,594 | | | | | |
| Dec. | 95,341 | 7,147 | 1,501 | 1,932 | 2,385 | 6,591 | 635 | 1,453 | | | | | |

a/ Includes all types of pilots. Glider Pilots, shown in parentheses, are included in the open figure.

b/ Includes Radar Observers.

c/ Includes Flight Engineers.

Table 21.-- MILITARY PERSONNEL OVERSEAS, BY SPECIALTY GROUP: JUN 1944 THROUGH DEC 1947 -- Continued

| End of Month | Enlisted Personnel (Continued) | | | | | | | |
|--------------|--------------------------------|--------------------------------|------------------|---------------------|----------------------|---------------------|-------|---------|
| | Total | Airplane Maintenance | Aerial Gunner | Other Air Crew | Armament | Communi- cations | Radar | Medical |
| 1947 | | | | | | | | |
| Jan. | 89,700 | 6,682 | 1,227 | 1,973 | 2,271 | 6,920 | 687 | 1,413 |
| Feb. | 89,384 | 7,430 | 1,050 | 2,087 | 2,398 | 6,976 | 700 | 1,345 |
| Mar. | 87,621 | 7,727 | 939 | 2,217 | 2,351 | 6,817 | 741 | 1,355 |
| Apr. | 87,224 | 8,130 | 928 | 2,277 | 2,342 | 7,415 | 831 | 1,423 |
| May. | 86,597 | 8,052 | 987 | 2,387 | 2,471 | 7,589 | 1,003 | 1,497 |
| Jun. | 86,496 | 8,986 | 964 | 2,499 | 2,518 | 7,632 | 1,126 | 1,526 |
| Jul. | 86,375 | 9,541 | 970 | 2,526 | 2,636 | 7,994 | 1,371 | 1,651 |
| Aug. | 85,844 | 10,015 | 1,029 | 2,670 | 2,673 | 8,061 | 1,470 | 1,635 |
| Sep. | 85,364 | 10,152 | 959 | 2,778 | 2,757 | 8,217 | 1,688 | 1,673 |
| Oct. | 85,592 | 10,492 | 935 | 2,755 | 2,823 | 8,565 | 1,884 | 1,658 |
| Nov. | 86,572 | 10,434 | 895 | 2,793 | 2,835 | 8,640 | 1,958 | 1,669 |
| Dec. | 88,219 | 10,550 | 840 | 2,913 | 2,813 | 8,803 | 2,079 | 1,713 |
| | | | | | | | | |
| End of Month | Enlisted Personnel (Continued) | | | | | | | |
| | Supply | Utility and Construction | Automotive | Adminis- trative | Other Specialists | Non- Specialists | | |
| 1944 | | | | | | | | |
| Jun. | 43,086 | 38,830 | 122,632 | 104,990 | 87,464 | 107,171 | | |
| Sep. | 46,012 | 44,992 | 126,543 | 116,969 | 93,984 | 106,466 | | |
| Dec. | 51,811 | 44,669 | 132,010 | 131,325 | 92,244 | 105,729 | | |
| 1945 | | | | | | | | |
| Mar. | 55,371 | 46,635 | 134,538 | 135,443 | 93,450 | 103,500 | | |
| Jun. | 59,860 | 53,498 | 153,696 | 130,864 | 88,652 | 87,909 | | |
| Sep. | 44,516 | 44,331 | 113,641 | 98,151 | 125,337 | 66,407 | | |
| Dec. | 16,733 | 14,993 | 40,750 | 38,736 | 62,801 | 40,717 | | |
| 1946 | | | | | | | | |
| Jan. | 11,626 | 10,417 | 28,046 | 27,046 | 43,373 | 31,420 | | |
| Feb. | 8,527 | 7,640 | 20,767 | 22,583 | 29,411 | 21,501 | | |
| Mar. | 4,635 | 4,138 | 14,207 | 12,654 | 28,987 | 38,037 | | |
| Apr. | 5,043 | 4,340 | 15,517 | 13,622 | 27,643 | 42,112 | | |
| May. | 5,970 | 5,241 | 16,209 | 15,036 | 23,113 | 42,712 | | |
| Jun. | 6,695 | 5,472 | 17,327 | 16,712 | 20,342 | 35,188 | | |
| Jul. | 7,346 | 6,414 | 19,206 | 18,516 | 18,008 | 31,776 | | |
| Aug. | 7,169 | 6,035 | 17,766 | 18,107 | 21,832 | 28,657 | | |
| Sep. | 6,280 | 5,620 | 16,795 | 17,688 | 17,024 | 32,091 | | |
| Oct. | 5,781 | 5,361 | 14,595 | 16,197 | 14,801 | 32,195 | | |
| Nov. | 5,934 | 5,550 | 14,392 | 15,459 | 13,520 | 27,686 | | |
| Dec. | 5,359 | 4,863 | 12,813 | 13,691 | 11,493 | 25,478 | | |
| 1947 | | | | | | | | |
| Jan. | 5,490 | 4,863 | 12,280 | 13,542 | 10,537 | 21,815 | | |
| Feb. | 5,535 | 4,835 | 11,905 | 13,273 | 10,311 | 21,539 | | |
| Mar. | 5,598 | 4,859 | 11,675 | 13,308 | 11,026 | 19,008 | | |
| Apr. | 6,023 | 5,098 | 12,131 | 13,899 | 9,888 | 16,839 | | |
| May. | 6,153 | 5,083 | 12,242 | 14,068 | 10,390 | 14,675 | | |
| Jun. | 6,478 | 5,146 | 12,375 | 14,187 | 10,044 | 13,015 | | |
| Jul. | 6,569 | 5,052 | 12,278 | 14,011 | 11,687 | 10,089 | | |
| Aug. | 6,568 | 4,982 | 11,957 | 14,133 | 10,220 | 10,431 | | |
| Sep. | 6,696 | 5,053 | 11,663 | 14,026 | 10,197 | 9,505 | | |
| Oct. | 6,744 | 5,090 | 11,889 | 14,098 | 9,982 | 9,077 | | |
| Nov. | 6,846 | 5,160 | 11,879 | 14,060 | 9,300 | 10,103 | | |
| Dec. | 6,857 | 5,366 | 12,330 | 14,105 | 10,287 | 9,563 | | |

Table 22.-- MILITARY PERSONNEL IN EUROPEAN AREA, BY SPECIALTY GROUP: JAN 1944 THROUGH DEC 1947

(Based on Primary Military Occupational Specialty)

| End of Month | Officers | | | | | | | | | | | | |
|--------------|--------------------|------------------------------|----------------------|----------------------|----------------------|--------------------------|------------------------------|--|-------------------------------------|--------------|-----------------|--------|--------|
| | Total | Pilot ^{a/} | Bom- bar- dier | Navig- ator | Other Air Crew | Admin- istra- tive | Arma- ment and Ord. | Com- muni- cations ^{b/} | Engi- neer- ing ^{c/} | Medi- cal | Oper- ations | Supply | Other |
| 1944 | | | | | | | | | | | | | |
| Jun | 80,468 | 30,402 | 6,002 | 9,566 | 32 | 5,718 | 2,683 | 3,398 | 3,872 | 2,893 | 3,317 | 3,112 | 9,473 |
| Sep | 85,097 | 32,977 | 5,906 | 10,252 | 28 | 6,130 | 2,952 | 3,340 | 3,911 | 2,800 | 3,243 | 3,792 | 9,766 |
| Dec | 86,509 | 35,963 | 6,491 | 9,711 | 28 | 6,303 | 2,823 | 3,273 | 3,863 | 2,630 | 3,173 | 3,882 | 8,369 |
| 1945 | | | | | | | | | | | | | |
| Mar | 90,271 | 37,567 | 6,182 | 10,173 | 489 | 6,264 | 2,759 | 3,215 | 3,933 | 2,541 | 3,118 | 3,680 | 10,350 |
| Jun | 56,790 | 21,826 | 2,821 | 3,713 | 695 | 5,133 | 2,007 | 2,598 | 3,134 | 1,864 | 2,304 | 2,947 | 7,748 |
| Sep | 27,283 | 7,208 | 794 | 1,023 | 13 | 2,718 | 848 | 1,174 | 1,712 | 888 | 1,002 | 1,598 | 8,305 |
| Dec | 9,563 | 3,203 | 459 | 599 | 197 | 808 | 228 | 598 | 584 | 295 | 405 | 508 | 1,679 |
| 1946 | | | | | | | | | | | | | |
| Jan | 9,535 | (125) 3,193 | 458 | 597 | 196 | 806 | 227 | 596 | 583 | 294 | 404 | 506 | 1,675 |
| Feb | 8,730 | (118) 2,924 | 419 | 546 | 180 | 738 | 208 | 546 | 533 | 269 | 370 | 464 | 1,533 |
| Mar | 8,538 | (110) 3,745 | 356 | 531 | 116 | 775 | 148 | 301 | 588 | 199 | 156 | 367 | 1,256 |
| Apr | 8,348 | (100) 3,566 | 316 | 436 | 48 | 672 | 137 | 286 | 577 | 212 | 138 | 336 | 1,624 |
| May | 7,661 | (69) 3,444 | 279 | 407 | 132 | 585 | 138 | 260 | 563 | 170 | 167 | 312 | 1,204 |
| Jun | 6,341 | (45) 2,772 | 200 | 232 | 120 | 564 | 95 | 220 | 429 | 152 | 110 | 244 | 1,203 |
| Jul | 5,727 | (31) 2,748 | 203 | 196 | 116 | 592 | 90 | 208 | 403 | 146 | 135 | 231 | 659 |
| Aug | 6,818 | (22) 3,505 | 279 | 202 | 156 | 637 | 116 | 197 | 449 | 163 | 122 | 276 | 716 |
| Sep | 6,647 | (18) 3,500 | 248 | 221 | 180 | 571 | 118 | 249 | 357 | 154 | 129 | 256 | 664 |
| Oct | 6,251 | (5) 2,476 | 202 | 127 | 119 | 864 | 152 | 224 | 484 | 209 | 241 | 388 | 765 |
| Nov | 6,100 | (4) 1,714 | 126 | 252 | 79 | 1,094 | 185 | 227 | 547 | 153 | 265 | 491 | 967 |
| Dec | 5,399 | (3) 1,492 | 93 | 79 | 58 | 984 | 155 | 214 | 487 | 171 | 235 | 462 | 969 |
| 1947 | | | | | | | | | | | | | |
| Jan | 4,865 | (1) 1,172 | 73 | 76 | 32 | 952 | 135 | 195 | 478 | 160 | 212 | 451 | 929 |
| Feb | 4,599 | (-) 997 | 52 | 57 | 29 | 983 | 133 | 175 | 459 | 149 | 202 | 450 | 913 |
| Mar | 4,534 | (-) 855 | 35 | 47 | 23 | 1,028 | 134 | 180 | 459 | 147 | 201 | 492 | 933 |
| Apr | 4,093 | (-) 715 | 21 | 43 | 20 | 941 | 114 | 164 | 413 | 131 | 180 | 442 | 909 |
| May | 3,630 | (-) 589 | 16 | 32 | 12 | 883 | 110 | 152 | 411 | 109 | 154 | 403 | 759 |
| Jun | 3,528 | (-) 543 | 13 | 33 | 13 | 851 | 107 | 146 | 408 | 116 | 142 | 380 | 776 |
| Jul | 3,366 | (-) 484 | 10 | 28 | 9 | 830 | 106 | 143 | 398 | 87 | 144 | 365 | 782 |
| Aug | 2,994 | (-) 401 | 4 | 30 | 11 | 732 | 92 | 134 | 348 | 82 | 123 | 336 | 701 |
| Sep | 2,843 | (-) 342 | 3 | 32 | 11 | 707 | 91 | 129 | 336 | 83 | 113 | 326 | 670 |
| Oct | 2,739 | (-) 301 | 2 | 31 | 12 | 686 | 88 | 125 | 326 | 85 | 112 | 317 | 654 |
| Nov | 2,631 | (-) 273 | 3 | 26 | 9 | 662 | 85 | 122 | 321 | 84 | 111 | 308 | 627 |
| Dec | 2,510 | (-) 252 | 2 | 23 | 8 | 637 | 87 | 118 | 310 | 79 | 111 | 289 | 594 |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| End of Month | Enlisted Personnel | | | | | | | | | | | | |
| | Total | Airplane Main- tenance | Aerial Gunner | Other Air Crew | Armament | Communi- cations | Radar | Medical | | | | | |
| 1944 | | | | | | | | | | | | | |
| Jun | 524,725 | 100,350 | 45,709 | 3,889 | 39,547 | 47,416 | 8,009 | 9,179 | | | | | |
| Sep | 533,424 | 99,637 | 44,580 | 5,351 | 40,030 | 41,442 | 8,607 | 9,859 | | | | | |
| Dec | 528,689 | 98,795 | 48,514 | 6,329 | 38,831 | 40,419 | 9,621 | 7,654 | | | | | |
| 1945 | | | | | | | | | | | | | |
| Mar | 530,887 | 96,799 | 51,446 | 7,280 | 37,755 | 40,351 | 10,870 | 7,716 | | | | | |
| Jun | 410,638 | 63,352 | 20,390 | 5,186 | 27,897 | 34,193 | 8,628 | 7,835 | | | | | |
| Sep | 223,811 | 23,921 | 4,707 | 1,841 | 8,551 | 12,734 | 2,668 | 2,995 | | | | | |
| Dec | 61,809 | 8,266 | 3,342 | 1,267 | 2,528 | 3,572 | 1,428 | 1,020 | | | | | |
| 1946 | | | | | | | | | | | | | |
| Jan | 46,997 | 6,133 | 3,101 | 963 | 1,922 | 2,309 | 1,086 | 775 | | | | | |
| Feb | 46,368 | 6,051 | 3,082 | 951 | 1,896 | 2,255 | 1,071 | 765 | | | | | |
| Mar | 41,571 | 6,143 | 2,991 | 879 | 1,227 | 1,885 | 805 | 441 | | | | | |
| Apr | 44,882 | 6,296 | 3,450 | 904 | 1,259 | 1,859 | 737 | 522 | | | | | |
| May | 49,654 | 6,358 | 2,896 | 1,008 | 1,397 | 1,890 | 649 | 566 | | | | | |
| Jun | 46,213 | 5,958 | 2,375 | 801 | 1,210 | 1,469 | 247 | 582 | | | | | |
| Jul | 43,657 | 5,231 | 2,410 | 693 | 1,174 | 1,665 | 264 | 645 | | | | | |
| Aug | 44,114 | 5,706 | 2,096 | 730 | 1,122 | 1,620 | 263 | 666 | | | | | |
| Sep | 43,604 | 5,440 | 1,711 | 634 | 1,100 | 1,661 | 274 | 636 | | | | | |
| Oct | 38,933 | 4,388 | 1,100 | 548 | 1,095 | 1,427 | 261 | 579 | | | | | |
| Nov | 35,233 | 4,008 | 1,112 | 540 | 1,213 | 1,469 | 263 | 559 | | | | | |
| Dec | 28,042 | 2,570 | 559 | 473 | 1,030 | 1,173 | 190 | 484 | | | | | |

a/ Includes all types of pilots. Glider Pilots, shown in parentheses, are included in the open figure.
b/ Includes Radar Observers.
c/ Includes Flight Engineers.

Table 22.-- MILITARY PERSONNEL IN EUROPEAN AREA, BY SPECIALTY GROUP: JAN 1944 THROUGH DEC 1947 -- Continued

(Based on Primary Military Occupational Specialty)

| End of Month | Enlisted Personnel | | | | | | | |
|---------------|--------------------------------|--------------------------|---------------|----------------|-------------------|-----------------|-------|---------|
| | Total | Airplane Maintenance | Aerial Gunner | Other Air Crew | Armament | Communications | Radar | Medical |
| 1947 | | | | | | | | |
| Jan | 25,217 | 2,424 | 383 | 442 | 966 | 1,132 | 169 | 455 |
| Feb | 23,733 | 2,410 | 274 | 442 | 878 | 1,149 | 161 | 459 |
| Mar | 23,002 | 2,399 | 223 | 451 | 794 | 1,142 | 162 | 475 |
| Apr | 22,524 | 2,391 | 156 | 465 | 743 | 1,152 | 200 | 479 |
| May | 22,370 | 2,391 | 135 | 487 | 709 | 1,141 | 240 | 490 |
| Jun | 22,301 | 2,325 | 120 | 513 | 688 | 1,053 | 245 | 476 |
| Jul | 21,786 | 2,236 | 106 | 534 | 687 | 1,199 | 272 | 479 |
| Aug | 20,871 | 2,181 | 96 | 499 | 622 | 1,126 | 284 | 459 |
| Sep | 19,577 | 2,054 | 83 | 463 | 604 | 1,058 | 327 | 443 |
| Oct | 19,074 | 2,055 | 63 | 435 | 572 | 1,051 | 315 | 427 |
| Nov | 18,937 | 1,967 | 56 | 450 | 584 | 1,041 | 312 | 424 |
| Dec | 18,543 | 1,870 | 52 | 497 | 571 | 1,032 | 298 | 419 |
| End of Month | Enlisted Personnel (Continued) | | | | | | | |
| | Supply | Utility and Construction | Automotive | Administrative | Other Specialists | Non-Specialists | | |
| 1944 | | | | | | | | |
| Jun | 24,772 | 16,768 | 69,698 | 61,876 | 40,416 | 57,096 | | |
| Sep | 26,076 | 18,240 | 71,362 | 67,695 | 45,031 | 55,514 | | |
| Dec | 27,268 | 17,762 | 70,857 | 68,594 | 43,278 | 50,767 | | |
| 1945 | | | | | | | | |
| Mar | 28,079 | 18,017 | 69,271 | 68,216 | 44,225 | 50,862 | | |
| Jun | 28,644 | 19,512 | 68,749 | 54,287 | 34,260 | 37,705 | | |
| Sep | 14,286 | 10,604 | 31,445 | 24,335 | 66,974 | 18,750 | | |
| Dec | 3,109 | 2,788 | 7,578 | 7,009 | 5,699 | 14,203 | | |
| 1946 | | | | | | | | |
| Jan | 2,364 | 2,120 | 5,762 | 5,329 | 4,333 | 10,800 | | |
| Feb | 2,332 | 2,091 | 5,685 | 5,258 | 4,276 | 10,655 | | |
| Mar | 1,698 | 1,340 | 1,336 | 3,793 | 3,951 | 15,082 | | |
| Apr | 1,554 | 1,273 | 4,822 | 3,863 | 3,174 | 15,169 | | |
| May | 1,623 | 1,654 | 4,871 | 3,740 | 6,555 | 16,447 | | |
| Jun | 1,954 | 1,220 | 5,273 | 4,513 | 7,990 | 12,641 | | |
| Jul | 2,318 | 1,464 | 6,350 | 5,551 | 4,145 | 11,047 | | |
| Aug | 2,747 | 1,684 | 6,757 | 5,794 | 4,121 | 10,808 | | |
| Sep | 2,425 | 1,717 | 7,581 | 5,747 | 4,142 | 10,536 | | |
| Oct | 2,329 | 1,638 | 6,306 | 5,169 | 4,603 | 9,490 | | |
| Nov | 2,505 | 1,718 | 6,137 | 4,825 | 3,596 | 7,288 | | |
| Dec | 2,022 | 1,372 | 5,193 | 3,702 | 3,429 | 5,845 | | |
| 1947 | | | | | | | | |
| Jan | 2,070 | 1,386 | 4,803 | 3,682 | 2,954 | 4,351 | | |
| Feb | 2,087 | 1,310 | 4,520 | 3,676 | 2,722 | 3,645 | | |
| Mar | 2,103 | 1,321 | 4,310 | 3,764 | 2,530 | 3,328 | | |
| Apr | 2,168 | 1,266 | 4,167 | 3,866 | 2,458 | 3,013 | | |
| May | 2,198 | 1,285 | 4,162 | 3,947 | 2,324 | 2,861 | | |
| Jun | 2,238 | 1,260 | 4,114 | 3,903 | 2,679 | 2,687 | | |
| Jul | 2,309 | 1,222 | 4,030 | 3,769 | 2,393 | 2,550 | | |
| Aug | 2,315 | 1,204 | 3,842 | 3,864 | 2,067 | 2,312 | | |
| Sep | 2,270 | 1,135 | 3,518 | 3,667 | 1,878 | 2,077 | | |
| Oct | 2,181 | 1,094 | 3,497 | 3,583 | 1,997 | 1,804 | | |
| Nov | 2,270 | 1,098 | 3,436 | 3,546 | 1,761 | 1,992 | | |
| Dec | 2,250 | 1,124 | 3,427 | 3,446 | 1,661 | 1,896 | | |

Table 23.-- MILITARY PERSONNEL IN CARIBBEAN AREA, BY SPECIALTY GROUP: JUN 1944 THROUGH DEC 1947

(Based on Primary Military Occupational Specialty)

| End of Month | Officers | | | | | | | | | | | | |
|----------------|----------|-------------|----------------------|----------------|----------------------|--------------------------|-----------------------------|-------------------------------------|-----------------------------|--------------|-----------------|-------------|-------|
| | Total | Pilot a/ | Bom- bar- dier | Navig- ator | Other Air Crew | Admin- istra- tive | Arma- ment and Ord | Com- muni- ca- tions b/ | Engi- neer- ing c/ | Medi- cal | Opera- tions | Sup- ply | Other |
| 1944 Jun . . . | 1,701 | 370 | 43 | 50 | 2 | 247 | 56 | 136 | 75 | 37 | 120 | 105 | 460 |
| Sep . . . | 1,454 | 355 | 40 | 48 | - | 249 | 58 | 123 | 72 | 29 | 110 | 141 | 229 |
| Dec . . . | 1,412 | 373 | 42 | 51 | 1 | 231 | 52 | 109 | 67 | 23 | 105 | 135 | 223 |
| 1945 Mar . . . | 1,450 | 398 | 42 | 64 | 1 | 245 | 47 | 111 | 77 | 24 | 91 | 154 | 196 |
| Jun . . . | 1,429 | 398 | 43 | 63 | 1 | 216 | 45 | 126 | 71 | 26 | 83 | 168 | 189 |
| Sep . . . | 1,316 | 400 | 43 | 61 | 1 | 184 | 42 | 102 | 63 | 25 | 86 | 138 | 171 |
| Dec . . . | 942 | 285 | 29 | 59 | 2 | 97 | 22 | 59 | 58 | 29 | 40 | 50 | 212 |
| 1946 Jan . . . | 778 | (-)235 | 24 | 49 | 2 | 80 | 19 | 49 | 48 | 24 | 33 | 41 | 174 |
| Feb . . . | 746 | (1)226 | 23 | 47 | 2 | 76 | 18 | 47 | 46 | 23 | 32 | 32 | 174 |
| Mar . . . | 713 | (-)289 | 45 | 42 | 2 | 75 | 10 | 40 | 49 | 3 | 19 | 65 | 74 |
| Apr . . . | 708 | (-)188 | 39 | 31 | - | 124 | 9 | 29 | 49 | 6 | 34 | 78 | 121 |
| May . . . | 722 | (-)157 | 35 | 30 | - | 115 | 11 | 15 | 42 | 4 | 39 | 61 | 213 |
| Jun . . . | 749 | (-)318 | 33 | 18 | 8 | 92 | 23 | 21 | 37 | 10 | 38 | 52 | 99 |
| Jul . . . | 1,072 | (-)527 | 62 | 41 | 12 | 98 | 25 | 28 | 49 | 18 | 45 | 58 | 109 |
| Aug . . . | 1,103 | (-)542 | 60 | 40 | 12 | 100 | 23 | 31 | 50 | 27 | 45 | 63 | 110 |
| Sep . . . | 1,177 | (-)527 | 48 | 49 | 17 | 119 | 21 | 33 | 63 | 33 | 57 | 76 | 134 |
| Oct . . . | 1,209 | (-)485 | 38 | 47 | 13 | 140 | 22 | 35 | 72 | 44 | 55 | 87 | 171 |
| Nov . . . | 1,216 | (-)467 | 33 | 48 | 15 | 146 | 21 | 40 | 73 | 60 | 52 | 87 | 174 |
| Dec . . . | 1,175 | (-)417 | 27 | 41 | 12 | 149 | 22 | 30 | 79 | 80 | 48 | 88 | 182 |
| 1947 Jan . . . | 1,178 | (-)382 | 23 | 37 | 7 | 163 | 21 | 30 | 91 | 92 | 55 | 95 | 182 |
| Feb . . . | 1,165 | (-)348 | 18 | 36 | 7 | 171 | 22 | 33 | 91 | 94 | 52 | 93 | 200 |
| Mar . . . | 1,187 | (-)336 | 16 | 37 | 16 | 175 | 22 | 46 | 92 | 82 | 56 | 95 | 214 |
| Apr . . . | 1,135 | (-)325 | 14 | 40 | 17 | 172 | 20 | 47 | 90 | 74 | 55 | 88 | 193 |
| May . . . | 1,068 | (-)295 | 13 | 36 | 21 | 167 | 23 | 41 | 95 | 48 | 54 | 90 | 185 |
| Jun . . . | 1,068 | (-)273 | 9 | 36 | 22 | 167 | 22 | 40 | 96 | 69 | 52 | 95 | 187 |
| Jul . . . | 1,040 | (-)266 | 9 | 32 | 21 | 173 | 20 | 41 | 103 | 69 | 48 | 87 | 171 |
| Aug . . . | 1,028 | (-)259 | 7 | 29 | 20 | 168 | 19 | 37 | 104 | 66 | 48 | 90 | 181 |
| Sep . . . | 1,016 | (-)245 | 7 | 27 | 14 | 170 | 20 | 43 | 106 | 69 | 50 | 86 | 179 |
| Oct . . . | 1,023 | (-)235 | 7 | 29 | 20 | 176 | 18 | 36 | 107 | 70 | 49 | 89 | 187 |
| Nov . . . | 1,083 | (-)285 | 9 | 9 | 19 | 172 | 24 | 41 | 109 | 79 | 46 | 101 | 189 |
| Dec . . . | 1,084 | (-)263 | 5 | 29 | 19 | 171 | 23 | 40 | 109 | 78 | 44 | 102 | 201 |

| End of Month | Enlisted Personnel | | | | | | | |
|--------------------|--------------------|------------------------------|------------------|-------------------|---------------|---------------------|-------|---------|
| | Total | Airplane Main- tenance | Aerial Gunner | Other Air Crew | Arma- ment | Communi- cations | Radar | Medical |
| 1944 Jun | 16,351 | 2,504 | 259 | 27 | 882 | 2,731 | - | 187 |
| Sep | 11,806 | 2,311 | 266 | 50 | 767 | 1,887 | - | 135 |
| Dec | 11,201 | 2,116 | 273 | 121 | 766 | 1,639 | - | 101 |
| 1945 Mar | 9,512 | 1,896 | 271 | 216 | 618 | 1,455 | - | 86 |
| Jun | 10,638 | 1,857 | 270 | 209 | 541 | 825 | 660 | 173 |
| Sep | 9,362 | 1,642 | 292 | 189 | 486 | 726 | 547 | 184 |
| Dec | 4,313 | 563 | 128 | 88 | 176 | 368 | 100 | 71 |
| 1946 Jan | 2,249 | 293 | 67 | 46 | 92 | 192 | 52 | 37 |
| Feb | 3,320 | 433 | 99 | 68 | 136 | 283 | 77 | 55 |
| Mar | 3,566 | 726 | 165 | 86 | 59 | 155 | 30 | 13 |
| Apr | 3,826 | 852 | 138 | 108 | 78 | 205 | 41 | 23 |
| May | 5,071 | 1,035 | 202 | 185 | 129 | 203 | 47 | 43 |
| Jun | 6,218 | 1,124 | 270 | 267 | 194 | 253 | 64 | 70 |
| Jul | 6,862 | 1,136 | 280 | 310 | 244 | 265 | 67 | 90 |
| Aug | 8,550 | 1,282 | 377 | 387 | 330 | 315 | 92 | 152 |
| Sep | 9,581 | 1,394 | 410 | 398 | 342 | 333 | 104 | 213 |
| Oct | 9,091 | 1,326 | 410 | 398 | 347 | 340 | 112 | 228 |
| Nov | 8,630 | 1,285 | 388 | 389 | 375 | 379 | 105 | 200 |
| Dec | 6,975 | 1,010 | 314 | 357 | 284 | 301 | 82 | 171 |

a/ Includes all types of pilots. Glider Pilots, shown in parentheses, are included in the open figure.

b/ Includes Radar Observers.

c/ Includes Flight Engineers.

Table 23.-- MILITARY PERSONNEL IN CARIBBEAN AREA, BY SPECIALTY GROUP: JUN 1944 THROUGH DEC 1947 -- Continued

(Based on Primary Military Occupational Specialty)

| End of Month | Enlisted Personnel (Continued) | | | | | | | |
|--------------------|--------------------------------|-------------------------|------------------|-------------------|---------------|---------------------|-------|---------|
| | Total | Airplane Maintenance | Aerial Gunner | Other Air Crew | Arma- ment | Communi- cations | Radar | Medical |
| 1947 Jan | 6,594 | 972 | 279 | 354 | 261 | 297 | 122 | 182 |
| Feb | 6,152 | 909 | 268 | 303 | 238 | 277 | 113 | 189 |
| Mar | 5,770 | 908 | 222 | 251 | 227 | 270 | 121 | 145 |
| Apr | 5,836 | 918 | 202 | 241 | 205 | 320 | 136 | 165 |
| May | 5,725 | 901 | 182 | 242 | 191 | 308 | 134 | 151 |
| Jun | 5,760 | 923 | 159 | 257 | 180 | 309 | 159 | 169 |
| Jul | 5,988 | 949 | 149 | 261 | 178 | 310 | 181 | 214 |
| Aug | 5,975 | 951 | 130 | 294 | 169 | 322 | 179 | 218 |
| Sep | 5,945 | 944 | 120 | 300 | 170 | 322 | 193 | 215 |
| Oct | 6,077 | 946 | 121 | 300 | 170 | 336 | 201 | 210 |
| Nov | 6,658 | 947 | 120 | 322 | 183 | 336 | 200 | 215 |
| Dec | 6,803 | 935 | 119 | 341 | 176 | 344 | 204 | 217 |

| End of Month | Enlisted Personnel (Continued) | | | | | |
|--------------------|--------------------------------|-----------------------------|------------|---------------------|----------------------|---------------------|
| | Supply | Utility and Construction | Automotive | Adminis- trative | Other Specialists | Non- Specialists |
| 1944 Jun | - | 193 | 2,102 | 2,966 | 3,213 | 1,287 |
| Sep | - | 150 | 1,647 | 2,567 | 951 | 1,075 |
| Dec | - | 141 | 1,607 | 2,596 | 991 | 850 |
| 1945 Mar | - | 114 | 1,210 | 2,240 | 1,053 | 353 |
| Jun | 852 | 251 | 1,369 | 1,673 | 1,194 | 764 |
| Sep | 741 | 197 | 1,187 | 1,490 | 963 | 718 |
| Dec | 217 | 195 | 529 | 489 | 994 | 395 |
| 1946 Jan | 113 | 101 | 276 | 255 | 519 | 206 |
| Feb | 167 | 150 | 407 | 376 | 765 | 304 |
| Mar | 105 | 70 | 169 | 297 | 386 | 1,305 |
| Apr | 196 | 80 | 374 | 472 | 309 | 950 |
| May | 240 | 140 | 421 | 583 | 413 | 1,430 |
| Jun | 385 | 203 | 624 | 869 | 618 | 1,277 |
| Jul | 427 | 239 | 799 | 1,016 | 701 | 1,288 |
| Aug | 553 | 269 | 919 | 1,183 | 1,328 | 1,363 |
| Sep | 644 | 335 | 1,099 | 1,355 | 1,672 | 1,282 |
| Oct | 556 | 313 | 1,161 | 1,261 | 1,446 | 1,193 |
| Nov | 570 | 355 | 1,091 | 1,248 | 1,096 | 1,149 |
| Dec | 505 | 303 | 803 | 1,105 | 863 | 877 |
| 1947 Jan | 475 | 299 | 731 | 1,117 | 775 | 730 |
| Feb | 475 | 292 | 657 | 1,119 | 721 | 591 |
| Mar | 485 | 295 | 589 | 1,116 | 712 | 429 |
| Apr | 468 | 306 | 596 | 1,167 | 715 | 397 |
| May | 457 | 302 | 580 | 1,180 | 726 | 371 |
| Jun | 469 | 324 | 582 | 1,170 | 707 | 352 |
| Jul | 446 | 351 | 647 | 1,193 | 729 | 380 |
| Aug | 448 | 357 | 639 | 1,196 | 722 | 350 |
| Sep | 447 | 357 | 639 | 1,187 | 720 | 331 |
| Oct | 455 | 366 | 641 | 1,182 | 727 | 422 |
| Nov | 460 | 371 | 669 | 1,210 | 765 | 860 |
| Dec | 463 | 422 | 736 | 1,218 | 795 | 833 |

Table 24.-- MILITARY PERSONNEL IN THE PACIFIC AREA, BY SPECIALTY GROUP: JUN 1944 THROUGH DEC 1947

(Based on Primary Military Occupational Specialty)

| End of month | Officers | | | | | | | | | | | | |
|--------------|----------|-------------|----------------------|---------------------|----------------------|--------------------------|-----------------------------|-------------------------------------|------------------------|--------------|-----------------|--------|--------|
| | Total | Pilot a/ | Bom- bar- dier | Nav- i- gator | Other Air Crew | Admin- istra- tive | Arma- ment and Ord | Com- muni- ca- tions b/ | Engi- neering c/ | Medi- cal | Opera- tions | Supply | Others |
| 1944 Jun | 24,393 | 7,012 | 1,033 | 2,016 | 84 | 1,914 | 927 | 1,811 | 2,275 | 1,130 | 1,099 | 1,170 | 3,922 |
| Sep | 26,301 | 8,072 | 987 | 2,264 | 77 | 2,102 | 1,006 | 1,758 | 2,594 | 1,127 | 1,115 | 1,490 | 3,709 |
| Dec | 32,884 | 9,795 | 1,163 | 2,736 | 72 | 2,560 | 1,158 | 2,180 | 3,050 | 1,106 | 1,266 | 1,680 | 6,118 |
| 1945 Mar | 37,010 | 12,502 | 1,755 | 3,739 | 848 | 2,830 | 1,251 | 2,255 | 2,921 | 1,176 | 1,388 | 1,867 | 4,478 |
| Jun | 42,099 | 13,603 | 2,047 | 3,936 | 1,836 | 3,099 | 1,396 | 2,386 | 3,380 | 1,270 | 1,583 | 2,035 | 5,528 |
| Sep | 44,784 | 13,586 | 2,332 | 3,159 | 2,861 | 3,063 | 1,436 | 2,455 | 3,462 | 1,247 | 1,444 | 1,849 | 7,890 |
| Dec | 22,883 | 6,834 | 966 | 1,432 | 2,437 | 1,934 | 645 | 1,330 | 1,498 | 705 | 870 | 1,215 | 3,017 |
| 1946 Jan | 20,442 | (14) 6,194 | 632 | 1,280 | 2,177 | 1,727 | 487 | 1,278 | 1,249 | 630 | 867 | 1,085 | 2,836 |
| Feb | 16,593 | (13) 5,028 | 513 | 1,039 | 1,767 | 1,402 | 395 | 1,037 | 1,014 | 511 | 704 | 881 | 2,302 |
| Mar | 12,860 | (12) 3,834 | 591 | 902 | 813 | 856 | 272 | 478 | 760 | 352 | 264 | 452 | 3,286 |
| Apr | 12,081 | (15) 3,480 | 439 | 661 | 567 | 735 | 249 | 430 | 790 | 452 | 223 | 392 | 3,663 |
| May | 10,109 | (16) 2,465 | 457 | 614 | 561 | 662 | 262 | 424 | 806 | 397 | 201 | 369 | 1,891 |
| Jun | 8,102 | (8) 2,739 | 337 | 539 | 468 | 587 | 211 | 308 | 739 | 358 | 155 | 320 | 1,341 |
| Jul | 7,897 | (10) 2,433 | 239 | 384 | 381 | 521 | 151 | 247 | 602 | 335 | 132 | 269 | 2,303 |
| Aug | 6,957 | (6) 2,754 | 180 | 283 | 301 | 505 | 136 | 216 | 439 | 292 | 125 | 251 | 1,475 |
| Sep | 7,335 | (7) 3,508 | 306 | 413 | 408 | 529 | 152 | 250 | 475 | 256 | 156 | 272 | 610 |
| Oct | 7,732 | (8) 3,595 | 316 | 435 | 425 | 579 | 148 | 280 | 508 | 294 | 170 | 301 | 681 |
| Nov | 7,435 | (7) 3,355 | 284 | 406 | 393 | 608 | 142 | 281 | 511 | 282 | 176 | 322 | 675 |
| Dec | 7,485 | (5) 3,310 | 284 | 426 | 389 | 611 | 151 | 316 | 508 | 261 | 171 | 314 | 744 |
| 1947 Jan | 6,839 | (1) 2,864 | 229 | 380 | 260 | 657 | 136 | 288 | 520 | 245 | 174 | 364 | 722 |
| Feb | 6,361 | (2) 2,431 | 188 | 362 | 216 | 607 | 123 | 257 | 518 | 247 | 163 | 361 | 888 |
| Mar | 6,080 | (2) 2,391 | 161 | 327 | 194 | 636 | 121 | 242 | 483 | 225 | 168 | 331 | 801 |
| Apr | 5,456 | (-) 2,048 | 121 | 266 | 135 | 632 | 109 | 244 | 492 | 209 | 167 | 316 | 717 |
| May | 5,317 | (-) 1,870 | 113 | 234 | 129 | 659 | 108 | 240 | 496 | 188 | 178 | 350 | 752 |
| Jun | 5,359 | (-) 1,717 | 93 | 211 | 139 | 699 | 118 | 252 | 569 | 194 | 179 | 391 | 797 |
| Jul | 5,357 | (170) 1,677 | 78 | 201 | 127 | 728 | 128 | 261 | 582 | 169 | 190 | 412 | 804 |
| Aug | 5,355 | (-) 1,626 | 69 | 206 | 122 | 737 | 143 | 261 | 580 | 174 | 207 | 425 | 805 |
| Sep | 5,685 | (-) 1,715 | 73 | 214 | 126 | 828 | 161 | 263 | 591 | 193 | 215 | 443 | 863 |
| Oct | 5,564 | (1) 1,684 | 72 | 213 | 121 | 810 | 163 | 264 | 571 | 194 | 209 | 452 | 811 |
| Nov | 5,465 | (-) 1,639 | 63 | 300 | 125 | 796 | 150 | 243 | 540 | 220 | 201 | 431 | 757 |
| Dec | 5,504 | (-) 1,789 | 58 | 311 | 116 | 752 | 139 | 240 | 523 | 212 | 183 | 391 | 790 |

| End of Month | Enlisted Personnel | | | | | | | |
|--------------|--------------------|------------------------------|------------------|-------------------|----------|---------------------|--------|---------|
| | Total | Airplane Main- tenance | Aerial Gunner | Other Air Crew | Armament | Communi- cations | Radar | Medical |
| 1944 Jun | 216,285 | 32,088 | 9,303 | 291 | 12,951 | 21,376 | 6,735 | 4,089 |
| Sep | 225,635 | 31,977 | 9,693 | 2,203 | 14,000 | 18,793 | 7,237 | 4,385 |
| Dec | 253,065 | 40,689 | 10,933 | 3,157 | 16,088 | 21,670 | 8,651 | 4,163 |
| 1945 Mar | 280,030 | 45,447 | 13,900 | 5,341 | 17,807 | 24,669 | 9,493 | 4,564 |
| Jun | 309,754 | 41,940 | 15,171 | 6,093 | 21,313 | 27,545 | 10,941 | 5,921 |
| Sep | 319,518 | 42,674 | 14,938 | 6,145 | 22,085 | 27,397 | 10,846 | 5,802 |
| Dec | 150,240 | 19,606 | 5,477 | 2,080 | 7,362 | 12,815 | 3,471 | 2,479 |
| 1946 Jan | 108,973 | 14,221 | 3,247 | 2,234 | 4,457 | 9,295 | 2,517 | 1,798 |
| Feb | 72,148 | 9,415 | 2,150 | 1,479 | 2,950 | 6,154 | 1,667 | 1,190 |
| Mar | 59,099 | 2,966 | 2,122 | 475 | 1,489 | 1,753 | 306 | 549 |
| Apr | 64,760 | 3,547 | 1,180 | 402 | 1,030 | 1,809 | 175 | 636 |
| May | 60,954 | 4,357 | 1,346 | 549 | 1,035 | 2,136 | 246 | 614 |
| Jun | 55,684 | 4,470 | 1,028 | 549 | 1,136 | 2,258 | 324 | 665 |
| Jul | 57,861 | 4,714 | 865 | 545 | 1,196 | 2,402 | 305 | 732 |
| Aug | 57,802 | 4,546 | 878 | 584 | 1,082 | 2,325 | 325 | 710 |
| Sep | 49,916 | 3,798 | 815 | 533 | 845 | 1,934 | 251 | 554 |
| Oct | 44,120 | 2,814 | 652 | 464 | 766 | 1,679 | 190 | 492 |
| Nov | 43,089 | 2,426 | 536 | 427 | 771 | 1,780 | 199 | 508 |
| Dec | 41,219 | 2,272 | 488 | 423 | 829 | 1,830 | 220 | 505 |

a/ Includes all types of pilots. Glider Pilots, shown in parentheses, are included in the open figure.

b/ Includes Radar Observers.

c/ Includes Flight Engineers.

Table 24.-- MILITARY PERSONNEL IN THE PACIFIC AREA, BY SPECIALTY GROUP:
JUN 1944 THROUGH DEC 1947 -- Continued

(Based on Primary Military Occupational Specialty)

| End of Month | Enlisted Personnel (Continued) | | | | | | | |
|--------------------|--------------------------------|-------------------------|------------------|-------------------|----------|---------------------|-------|---------|
| | Total | Airplane Maintenance | Aerial Gunner | Other Air Crew | Armament | Communi- cations | Radar | Medical |
| 1947 Jan | 38,715 | 2,225 | 405 | 655 | 825 | 2,047 | 243 | 457 |
| Feb | 39,671 | 2,651 | 378 | 552 | 955 | 2,204 | 262 | 396 |
| Mar | 39,104 | 2,964 | 360 | 683 | 996 | 2,346 | 285 | 392 |
| Apr | 38,871 | 3,432 | 447 | 854 | 1,089 | 2,686 | 320 | 462 |
| May | 37,995 | 3,607 | 504 | 884 | 1,216 | 2,795 | 375 | 513 |
| Jun | 37,386 | 4,035 | 514 | 957 | 1,258 | 2,898 | 404 | 547 |
| Jul | 37,166 | 4,402 | 543 | 967 | 1,363 | 2,968 | 491 | 627 |
| Aug | 37,021 | 4,734 | 632 | 1,060 | 1,459 | 2,941 | 494 | 622 |
| Sep | 37,354 | 4,966 | 598 | 1,171 | 1,561 | 3,022 | 576 | 656 |
| Oct | 37,762 | 5,274 | 591 | 1,203 | 1,653 | 3,189 | 652 | 652 |
| Nov | 37,893 | 5,257 | 566 | 1,220 | 1,644 | 3,217 | 710 | 652 |
| Dec | 39,304 | 5,376 | 513 | 1,256 | 1,642 | 3,316 | 788 | 680 |

| End of Month | Enlisted Personnel (Continued) | | | | | |
|--------------------|--------------------------------|--------------------------------|------------|---------------------|----------------------|---------------------|
| | Supply | Utility and Construction | Automotive | Adminis- trative | Other Specialists | Non- Specialists |
| 1944 Jun | 8,848 | 15,440 | 31,666 | 20,211 | 25,476 | 27,811 |
| Sep | 9,572 | 19,057 | 32,578 | 23,090 | 26,762 | 26,288 |
| Dec | 10,773 | 18,835 | 35,272 | 28,563 | 25,849 | 28,422 |
| 1945 Mar | 12,622 | 20,889 | 38,655 | 31,084 | 26,673 | 28,886 |
| Jun | 16,634 | 23,895 | 51,165 | 34,544 | 27,287 | 27,305 |
| Sep | 17,122 | 24,634 | 52,097 | 35,636 | 32,745 | 27,397 |
| Dec | 7,557 | 6,776 | 18,419 | 17,037 | 33,414 | 13,747 |
| 1946 Jan | 5,481 | 4,915 | 13,360 | 12,358 | 25,119 | 9,971 |
| Feb | 3,630 | 3,254 | 8,845 | 8,182 | 16,631 | 6,601 |
| Mar | 1,623 | 1,674 | 6,489 | 3,842 | 21,460 | 14,351 |
| Apr | 2,133 | 1,994 | 7,600 | 4,879 | 20,641 | 18,734 |
| May | 2,929 | 2,575 | 8,269 | 5,907 | 13,052 | 17,939 |
| Jun | 3,099 | 3,093 | 8,720 | 6,371 | 8,140 | 15,831 |
| Jul | 3,388 | 3,782 | 9,451 | 6,728 | 9,226 | 14,527 |
| Aug | 2,967 | 3,308 | 8,239 | 6,809 | 12,705 | 13,324 |
| Sep | 2,239 | 2,726 | 6,107 | 5,855 | 7,040 | 17,219 |
| Oct | 1,914 | 2,557 | 5,126 | 5,156 | 3,859 | 18,451 |
| Nov | 2,039 | 2,532 | 5,183 | 5,382 | 4,861 | 16,445 |
| Dec | 2,016 | 2,404 | 4,935 | 5,336 | 3,820 | 16,141 |
| 1947 Jan | 2,096 | 2,337 | 4,774 | 5,320 | 3,170 | 14,161 |
| Feb | 2,060 | 2,362 | 4,711 | 5,043 | 3,380 | 14,717 |
| Mar | 2,073 | 2,348 | 4,652 | 5,001 | 4,452 | 12,552 |
| Apr | 2,427 | 2,627 | 5,027 | 5,536 | 3,491 | 10,473 |
| May | 2,478 | 2,497 | 5,188 | 5,431 | 3,547 | 8,960 |
| Jun | 2,655 | 2,513 | 5,123 | 5,370 | 3,516 | 7,596 |
| Jul | 2,671 | 2,453 | 5,177 | 5,302 | 3,538 | 6,664 |
| Aug | 2,631 | 2,313 | 5,058 | 5,234 | 5,915 | 3,928 |
| Sep | 2,753 | 2,261 | 5,020 | 5,367 | 5,411 | 3,992 |
| Oct | 2,877 | 2,279 | 5,188 | 5,457 | 4,911 | 3,836 |
| Nov | 2,870 | 2,297 | 5,193 | 5,449 | 3,875 | 4,943 |
| Dec | 2,911 | 2,353 | 5,521 | 5,577 | 4,019 | 5,352 |

Table 25.-- MILITARY PERSONNEL IN CHINA AREA, BY SPECIALTY GROUP: JUN 1944 THROUGH DEC 1947

(Based on Primary Military Occupational Specialty)

| End of Month | Officers | | | | | | | | | | | | |
|--------------|----------|-------------|----------------------|---------------------|----------------------|--------------------------|-----------------------------|--------------------------------|------------------------|--------------|-----------------|--------|-------|
| | Total | Pilot a/ | Bom- bar- dier | Nav- i- gator | Other Air Crew | Admin- istra- tive | Arma- ment and Ord | Com- muni- cations b/ | Engi- neering c/ | Medi- cal | Opera- tions | Supply | Other |
| 1944 Jun . . | 8,186 | 2,620 | 196 | 397 | 7 | 664 | 331 | 430 | 708 | 421 | 349 | 462 | 1,601 |
| Sep . . | 9,892 | 3,514 | 249 | 488 | 9 | 838 | 333 | 533 | 824 | 423 | 393 | 560 | 1,728 |
| Dec . . | 11,645 | 4,398 | 326 | 522 | 10 | 981 | 386 | 661 | 900 | 457 | 398 | 680 | 1,926 |
| 1945 Mar . . | 12,575 | 4,970 | 305 | 633 | 100 | 1,019 | 369 | 716 | 946 | 480 | 427 | 771 | 1,839 |
| Jun . . | 12,179 | 4,975 | 290 | 640 | 128 | 968 | 351 | 667 | 922 | 413 | 391 | 764 | 1,670 |
| Sep . . | 10,359 | 3,642 | 85 | 401 | 217 | 776 | 297 | 567 | 692 | 347 | 300 | 663 | 2,372 |
| Dec . . | 4,965 | 1,504 | 6 | 111 | 485 | 420 | 218 | 310 | 303 | 153 | 211 | 588 | 1,116 |
| 1946 Jan . . | 2,532 | (1) 867 | 5 | 89 | 12 | 214 | 93 | 158 | 155 | 78 | 107 | 184 | 570 |
| Feb . . | 1,948 | (1) 723 | 3 | 50 | 6 | 165 | 46 | 122 | 119 | 60 | 83 | 133 | 438 |
| Mar . . | 1,112 | (-) 337 | - | 43 | - | 44 | 8 | 17 | 46 | 13 | 24 | 64 | 516 |
| Apr . . | 751 | (-) 226 | - | 35 | 1 | 42 | 8 | 28 | 44 | 8 | 14 | 25 | 320 |
| May . . | 458 | (-) 193 | - | 27 | - | 36 | 5 | 20 | 31 | 3 | 14 | 19 | 110 |
| Jun . . | 361 | (-) 188 | - | 21 | - | 29 | 9 | 16 | 32 | 4 | 25 | 15 | 22 |
| Jul . . | 234 | (-) 122 | 1 | 14 | - | 19 | 6 | 10 | 21 | 3 | 16 | 10 | 12 |
| Aug . . | 240 | (-) 120 | - | 14 | 1 | 20 | 6 | 10 | 21 | 3 | 16 | 11 | 18 |
| Sep . . | 286 | (-) 107 | - | 21 | 11 | - | 2 | 1 | 3 | 1 | 2 | 2 | 136 |
| Oct . . | 147 | (-) 100 | - | 19 | 12 | 3 | 1 | 1 | 3 | 1 | 2 | 2 | 3 |
| Nov . . | 106 | (-) 75 | - | 16 | 6 | - | - | - | 3 | 1 | 1 | 2 | 2 |
| Dec . . | 94 | (-) 69 | - | 14 | 5 | - | - | - | 1 | 1 | 1 | 1 | 2 |
| 1947 Jan . . | 89 | (-) 65 | - | 14 | 4 | - | - | - | 1 | 1 | 1 | 1 | 2 |
| Feb . . | 83 | (-) 58 | - | 13 | 5 | - | - | - | 2 | 1 | 1 | 1 | 2 |
| Mar . . | 55 | (-) 39 | - | 8 | 4 | - | - | - | 1 | 1 | 1 | - | 1 |
| Apr . . | d/ | (-) d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |
| May . . | d/ | (-) d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |
| Jun . . | d/ | (-) d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |
| Jul . . | d/ | (-) d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |
| Aug . . | d/ | (-) d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |
| Sep . . | d/ | (-) d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |
| Oct . . | d/ | (-) d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |
| Nov . . | d/ | (-) d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |
| Dec . . | d/ | (-) d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |

| End of Month | Enlisted Personnel | | | | | | | |
|--------------------|--------------------|-------------------------|------------------|-------------------|---------------|---------------------|-------|---------|
| | Total | Airplane Maintenance | Aerial Gunner | Other Air Crew | Arma- ment | Communi- cations | Radar | Medical |
| 1944 Jun | 63,127 | 9,538 | 2,061 | 684 | 3,898 | 6,979 | 706 | 1,430 |
| Sep | 67,773 | 10,943 | 2,306 | 1,344 | 3,946 | 6,328 | 917 | 1,561 |
| Dec | 79,964 | 13,891 | 2,441 | 1,886 | 4,870 | 7,413 | 1,280 | 1,408 |
| 1945 Mar | 84,945 | 14,640 | 2,530 | 2,508 | 4,831 | 8,848 | 1,789 | 1,523 |
| Jun | 81,431 | 12,090 | 2,530 | 2,623 | 4,745 | 8,849 | 1,737 | 1,870 |
| Sep | 74,153 | 9,881 | 1,654 | 2,255 | 4,052 | 9,915 | 1,556 | 1,690 |
| Dec | 46,999 | 6,633 | 401 | 1,463 | 1,922 | 4,009 | 1,086 | 775 |
| 1946 Jan | 21,007 | 3,041 | 326 | 431 | 859 | 1,792 | 485 | 347 |
| Feb | 14,463 | 2,087 | 231 | 296 | 592 | 1,234 | 334 | 239 |
| Mar | 6,556 | 378 | 93 | 33 | 92 | 239 | 64 | 42 |
| Apr | 2,075 | 248 | - | 102 | 26 | 35 | 24 | 12 |
| May | 979 | 200 | 2 | 70 | 16 | 33 | 5 | 17 |
| Jun | 561 | 146 | 2 | 82 | 11 | 30 | 1 | 15 |
| Jul | 434 | 113 | 2 | 64 | 9 | 24 | 1 | 12 |
| Aug | 405 | 107 | 1 | 70 | 6 | 24 | 1 | 12 |
| Sep | 405 | 69 | 1 | 49 | 3 | 17 | - | 9 |
| Oct | 298 | 70 | 2 | 56 | 4 | 18 | - | 11 |
| Nov | 236 | 62 | 1 | 43 | 4 | 16 | - | 10 |
| Dec | 191 | 48 | 1 | 32 | 4 | 7 | - | 6 |

a/ Includes all types of pilots. Glider Pilots, shown in parentheses, are included in the open figure.

b/ Includes Radar Observers.

c/ Includes Flight Engineers.

d/ No strength following inactivation of the 332 Troop Carrier Squadron, 10 April 1947.

Table 25.-- MILITARY PERSONNEL IN CHINA AREA, BY SPECIALTY GROUP: JUN 1944 THROUGH DEC 1947 -- Continued

(Based on Primary Military Occupational Specialty)

| End of Month | Enlisted Personnel (Continued) | | | | | | | |
|--------------------|--------------------------------|-------------------------|------------------|-------------------|---------------|---------------------|-------|---------|
| | Total | Airplane Maintenance | Aerial Gunner | Other Air Crew | Arma- ment | Communi- cations | Radar | Medical |
| 1947 Jan | 187 | 39 | - | 44 | 4 | 8 | - | 6 |
| Feb | 276 | 61 | 1 | 59 | 5 | 17 | - | 9 |
| Mar | 160 | 28 | - | 41 | 4 | 10 | - | 7 |
| Apr | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |
| May | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |
| Jun | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |
| Jul | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |
| Aug | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |
| Sep | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |
| Oct | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |
| Nov | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |
| Dec | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |

| End of Month | Enlisted Personnel (Continued) | | | | | |
|--------------------|--------------------------------|--------------------------------|------------|---------------------|---------------------------|-------------------------|
| | Supply | Utility and Construction | Automotive | Admini- strative | Other Special- ists | Non Special- ists |
| 1944 Jun | 3,088 | 3,761 | 8,281 | 6,849 | 10,224 | 5,628 |
| Sep | 3,425 | 4,629 | 9,168 | 8,225 | 9,052 | 5,929 |
| Dec | 4,828 | 4,826 | 11,119 | 10,514 | 8,787 | 6,701 |
| 1945 Mar | 5,315 | 4,659 | 12,052 | 11,013 | 8,175 | 7,062 |
| Jun | 5,709 | 4,558 | 13,918 | 10,110 | 6,948 | 5,744 |
| Sep | 5,099 | 3,994 | 12,237 | 8,870 | 6,892 | 6,058 |
| Dec | 2,364 | 2,073 | 5,762 | 5,330 | 10,881 | 4,300 |
| 1946 Jan | 1,057 | 926 | 2,575 | 2,382 | 4,864 | 1,922 |
| Feb | 727 | 638 | 1,773 | 1,640 | 4,349 | 323 |
| Mar | 241 | 192 | 516 | 315 | 4,166 | 185 |
| Apr | 71 | 18 | 125 | 107 | 1,246 | 61 |
| May | 40 | 6 | 88 | 94 | 355 | 53 |
| Jun | 35 | 4 | 52 | 73 | 77 | 33 |
| Jul | 27 | 3 | 40 | 57 | 57 | 25 |
| Aug | 26 | 4 | 40 | 59 | 33 | 22 |
| Sep | 20 | 3 | 35 | 32 | 146 | 21 |
| Oct | 22 | 3 | 37 | 31 | 22 | 22 |
| Nov | 21 | 3 | 28 | 20 | 14 | 14 |
| Dec | 18 | 3 | 27 | 16 | 18 | 11 |
| 1947 Jan | 16 | 3 | 27 | 13 | 17 | 10 |
| Feb | 17 | 5 | 32 | 33 | 24 | 13 |
| Mar | 6 | 3 | 14 | 25 | 11 | 11 |
| Apr | d/ | d/ | d/ | d/ | d/ | d/ |
| May | d/ | d/ | d/ | d/ | d/ | d/ |
| Jun | d/ | d/ | d/ | d/ | d/ | d/ |
| Jul | d/ | d/ | d/ | d/ | d/ | d/ |
| Aug | d/ | d/ | d/ | d/ | d/ | d/ |
| Sep | d/ | d/ | d/ | d/ | d/ | d/ |
| Oct | d/ | d/ | d/ | d/ | d/ | d/ |
| Nov | d/ | d/ | d/ | d/ | d/ | d/ |
| Dec | d/ | d/ | d/ | d/ | d/ | d/ |

Table 26.-- MILITARY PERSONNEL IN ALASKA, BY SPECIALTY GROUP: JUN 1944 THROUGH DEC 1947

(Based on Primary Military Occupational Specialty)

| End of Month | Officers | | | | | | | | | | | | |
|----------------|----------|---------------------|-------------|-----------|----------------|----------------|------------------|------------------------------|---------------------------|---------|------------|--------|--------|
| | Total | Pilot ^{a/} | Bomber-dier | Navigator | Other Air Crew | Administrative | Armament and Ord | Communications ^{b/} | Engineering ^{c/} | Medical | Operations | Supply | Others |
| 1944 Jun . . . | 1,612 | 352 | 30 | 30 | - | 170 | 54 | 120 | 89 | 59 | 134 | 64 | 510 |
| Sep . . . | 1,609 | 411 | 30 | 35 | - | 192 | 64 | 130 | 95 | 59 | 138 | 107 | 348 |
| Dec . . . | 1,289 | 416 | 30 | 30 | - | 111 | 45 | 97 | 52 | 50 | 120 | 76 | 262 |
| 1945 Mar . . . | 1,315 | 405 | 26 | 54 | 1 | 120 | 44 | 104 | 46 | 49 | 123 | 82 | 261 |
| Jun . . . | 1,354 | 409 | 19 | 60 | 14 | 126 | 47 | 106 | 46 | 56 | 123 | 96 | 252 |
| Sep . . . | 1,244 | 411 | 25 | 61 | 12 | 111 | 37 | 89 | 44 | 46 | 99 | 79 | 230 |
| Dec . . . | 710 | 255 | 12 | 22 | 15 | 80 | 17 | 54 | 43 | 35 | 30 | 67 | 80 |
| 1946 Jan . . . | 578 | (-) 211 | 8 | 20 | 12 | 69 | 14 | 46 | 35 | 28 | 25 | 41 | 69 |
| Feb . . . | 529 | (-) 210 | 6 | 18 | 11 | 60 | 13 | 38 | 32 | 26 | 22 | 33 | 60 |
| Mar . . . | 482 | (-) 192 | 9 | 17 | 5 | 47 | 13 | 35 | 24 | 31 | 12 | 39 | 58 |
| Apr . . . | 419 | (-) 189 | 4 | 9 | 3 | 59 | 10 | 20 | 22 | 25 | 10 | 27 | 41 |
| May . . . | 418 | (-) 173 | 11 | 10 | 32 | 48 | 8 | 15 | 21 | 21 | 11 | 26 | 42 |
| Jun . . . | 386 | (1) 195 | 8 | 8 | 2 | 44 | 7 | 15 | 19 | 17 | 8 | 21 | 42 |
| Jul . . . | 409 | (1) 208 | 9 | 7 | 4 | 43 | 8 | 17 | 18 | 17 | 8 | 25 | 45 |
| Aug . . . | 466 | (1) 259 | 11 | 11 | 5 | 51 | 7 | 11 | 18 | 23 | 11 | 22 | 37 |
| Sep . . . | 465 | (1) 263 | 11 | 13 | 3 | 46 | 7 | 21 | 19 | 21 | 7 | 19 | 35 |
| Oct . . . | 518 | (1) 263 | 10 | 13 | 5 | 49 | 9 | 21 | 18 | 21 | 11 | 21 | 77 |
| Nov . . . | 574 | (-) 304 | 14 | 17 | 5 | 55 | 10 | 23 | 32 | 23 | 12 | 29 | 50 |
| Dec . . . | 608 | (-) 300 | 18 | 14 | 7 | 56 | 19 | 37 | 33 | 23 | 13 | 34 | 54 |
| 1947 Jan . . . | 605 | (-) 296 | 19 | 15 | 8 | 56 | 16 | 35 | 35 | 26 | 11 | 36 | 52 |
| Feb . . . | 734 | (-) 331 | 17 | 49 | 39 | 57 | 16 | 42 | 41 | 25 | 11 | 44 | 62 |
| Mar . . . | 760 | (-) 308 | 17 | 49 | 37 | 71 | 18 | 35 | 64 | 27 | 19 | 47 | 68 |
| Apr . . . | 719 | (-) 279 | 15 | 43 | 33 | 67 | 13 | 32 | 75 | 24 | 18 | 45 | 75 |
| May . . . | 748 | (-) 268 | 13 | 41 | 38 | 69 | 16 | 36 | 87 | 32 | 24 | 46 | 78 |
| Jun . . . | 705 | (-) 250 | 12 | 40 | 38 | 68 | 15 | 30 | 82 | 29 | 23 | 48 | 70 |
| Jul . . . | 709 | (-) 246 | 12 | 39 | 37 | 71 | 14 | 27 | 92 | 26 | 26 | 46 | 73 |
| Aug . . . | 724 | (-) 248 | 11 | 40 | 39 | 75 | 12 | 31 | 84 | 25 | 24 | 51 | 84 |
| Sep . . . | 784 | (1) 262 | 10 | 40 | 36 | 92 | 14 | 32 | 104 | 42 | 24 | 44 | 84 |
| Oct . . . | 775 | (-) 252 | 9 | 35 | 38 | 93 | 13 | 34 | 105 | 37 | 26 | 52 | 81 |
| Nov . . . | 788 | (1) 269 | 8 | 33 | 39 | 90 | 15 | 31 | 103 | 38 | 20 | 52 | 90 |
| Dec . . . | 825 | (1) 255 | 9 | 30 | 40 | 99 | 19 | 28 | 112 | 37 | 32 | 59 | 105 |

| End of Month | Enlisted Personnel | | | | | | | |
|--------------------|--------------------|----------------------|---------------|----------------|----------|----------------|-------|---------|
| | Total | Airplane Maintenance | Aerial Gunner | Other Air Crew | Armament | Communications | Radar | Medical |
| 1944 Jun | 14,565 | 1,805 | 179 | 32 | 598 | 1,746 | 876 | 297 |
| Sep | 13,496 | 1,704 | 181 | 218 | 588 | 1,458 | 875 | 325 |
| Dec | 10,671 | 1,520 | 187 | 247 | 551 | 1,337 | 661 | 228 |
| 1945 Mar | 9,626 | 1,384 | 181 | 286 | 489 | 1,138 | 676 | 223 |
| Jun | 9,786 | 1,278 | 206 | 239 | 454 | 1,336 | 645 | 288 |
| Sep | 9,208 | 1,102 | 211 | 261 | 444 | 1,226 | 590 | 281 |
| Dec | 4,413 | 711 | 87 | 120 | 180 | 306 | 102 | 73 |
| 1946 Jan | 3,380 | 481 | 87 | 73 | 138 | 258 | 78 | 56 |
| Feb | 2,934 | 483 | 87 | 60 | 120 | 200 | 68 | 48 |
| Mar | 2,258 | 510 | 99 | 43 | 49 | 107 | 30 | 39 |
| Apr | 3,377 | 673 | 189 | 58 | 103 | 176 | 19 | 50 |
| May | 3,213 | 619 | 177 | 73 | 98 | 186 | 29 | 50 |
| Jun | 3,436 | 679 | 168 | 88 | 114 | 179 | 32 | 55 |
| Jul | 3,686 | 657 | 170 | 109 | 131 | 198 | 34 | 62 |
| Aug | 4,134 | 667 | 159 | 122 | 163 | 262 | 43 | 66 |
| Sep | 4,153 | 649 | 142 | 127 | 165 | 259 | 47 | 71 |
| Oct | 4,564 | 562 | 127 | 118 | 154 | 241 | 43 | 68 |
| Nov | 4,180 | 394 | 100 | 109 | 185 | 219 | 41 | 73 |
| Dec | 3,759 | 303 | 76 | 108 | 213 | 195 | 32 | 59 |

a/ Includes all types of pilots. Glider Pilots, shown in parentheses, are included in the open figure.

b/ Includes Radar Observers.

c/ Includes Flight Engineers.

Table 26.-- MILITARY PERSONNEL IN ALASKA, BY SPECIALTY GROUP: JUN 1944 THROUGH DEC 1947 -- Continued

(Based on Primary Military Occupational Specialty)

| End of Month | Enlisted Personnel (Continued) | | | | | | | |
|--------------------|--------------------------------|----------------------|---------------|----------------|----------|----------------|-------|---------|
| | Total | Airplane Maintenance | Aerial Gunner | Other Air Crew | Armament | Communications | Radar | Medical |
| 1947 Jan | 3,544 | 245 | 58 | 107 | 191 | 210 | 24 | 67 |
| Feb | 4,584 | 487 | 96 | 150 | 269 | 300 | 38 | 75 |
| Mar | 4,872 | 530 | 104 | 148 | 272 | 294 | 32 | 76 |
| Apr | 5,398 | 510 | 96 | 156 | 273 | 313 | 27 | 84 |
| May | 5,977 | 688 | 141 | 188 | 323 | 444 | 40 | 107 |
| Jun | 6,177 | 713 | 150 | 180 | 352 | 464 | 43 | 95 |
| Jul | 6,571 | 813 | 151 | 182 | 382 | 472 | 62 | 111 |
| Aug | 6,822 | 861 | 153 | 211 | 393 | 483 | 79 | 122 |
| Sep | 7,217 | 911 | 142 | 227 | 396 | 478 | 98 | 114 |
| Oct | 7,488 | 988 | 148 | 225 | 406 | 484 | 129 | 118 |
| Nov | 7,521 | 1,004 | 142 | 217 | 405 | 476 | 140 | 115 |
| Dec | 7,934 | 1,033 | 144 | 238 | 406 | 512 | 149 | 123 |

| End of Month | Enlisted Personnel (Continued) | | | | | |
|--------------------|--------------------------------|--------------------------|------------|----------------|-------------------|-----------------|
| | Supply | Utility and Construction | Automotive | Administrative | Other Specialists | Non-Specialists |
| 1944 Jun | 745 | 536 | 1,854 | 1,608 | 3,030 | 1,259 |
| Sep | 714 | 519 | 1,780 | 1,731 | 2,347 | 1,056 |
| Dec | 544 | 267 | 1,169 | 1,394 | 1,804 | 762 |
| 1945 Mar | 516 | 193 | 1,003 | 1,290 | 1,681 | 566 |
| Jun | 618 | 367 | 1,233 | 1,320 | 1,287 | 515 |
| Sep | 563 | 324 | 1,117 | 1,218 | 1,231 | 640 |
| Dec | 222 | 199 | 541 | 500 | 968 | 404 |
| 1946 Jan | 170 | 149 | 414 | 383 | 784 | 309 |
| Feb | 148 | 132 | 360 | 333 | 577 | 318 |
| Mar | 127 | 85 | 247 | 249 | 210 | 463 |
| Apr | 137 | 180 | 272 | 295 | 238 | 987 |
| May | 166 | 154 | 287 | 319 | 237 | 818 |
| Jun | 209 | 187 | 341 | 379 | 260 | 745 |
| Jul | 212 | 240 | 382 | 405 | 325 | 761 |
| Aug | 243 | 289 | 456 | 479 | 406 | 779 |
| Sep | 261 | 299 | 488 | 522 | 423 | 700 |
| Oct | 267 | 282 | 486 | 486 | 1,100 | 630 |
| Nov | 277 | 469 | 667 | 481 | 543 | 622 |
| Dec | 268 | 377 | 708 | 416 | 398 | 606 |
| 1947 Jan | 240 | 361 | 698 | 405 | 370 | 568 |
| Feb | 286 | 413 | 779 | 448 | 491 | 752 |
| Mar | 344 | 498 | 919 | 484 | 542 | 629 |
| Apr | 365 | 504 | 1,156 | 544 | 587 | 783 |
| May | 415 | 581 | 1,202 | 643 | 618 | 587 |
| Jun | 455 | 596 | 1,230 | 641 | 651 | 607 |
| Jul | 470 | 565 | 1,314 | 714 | 719 | 616 |
| Aug | 499 | 579 | 1,335 | 769 | 779 | 559 |
| Sep | 520 | 654 | 1,425 | 812 | 836 | 604 |
| Oct | 526 | 664 | 1,533 | 865 | 878 | 524 |
| Nov | 526 | 714 | 1,525 | 871 | 860 | 526 |
| Dec | 532 | 769 | 1,594 | 923 | 946 | 565 |

Table 27.-- MILITARY PERSONNEL IN AIR TRANSPORT COMMAND OVERSEAS, BY SPECIALTY GROUP:
JUN 1944 THROUGH DEC 1947

(Based on Primary Military Occupational Specialty)

| End of Month | Officers | | | | | | | | | | | | |
|--------------|----------|-------------|----------------------|---------------------|----------------------|--------------------------|---------------------------------------|-------------------------------------|-----------------------------|---------|-----------------|--------|-------|
| | Total | Pilot a/ | Bom- bar- dier | Nav- i- gator | Other Air Crew | Admin- istra- tive | Arma- ment and Ord- nance | Com- muni- ca- tions b/ | Engi- neer- ing c/ | Medical | Opera- tions | Supply | Other |
| 1944 | | | | | | | | | | | | | |
| Jun | 11,003 | 3,719 | 1 | 288 | 1 | 943 | 81 | 228 | 931 | 612 | 1,439 | 653 | 2,107 |
| Sep | 12,433 | 4,398 | 2 | 294 | 2 | 1,372 | 122 | 255 | 909 | 569 | 1,570 | 879 | 2,061 |
| Dec | 16,565 | 6,818 | 4 | 789 | 5 | 1,770 | 126 | 272 | 1,015 | 846 | 2,025 | 900 | 1,995 |
| 1945 | | | | | | | | | | | | | |
| Mar | 18,699 | 8,116 | 5 | 927 | 2 | 2,027 | 135 | 290 | 1,045 | 864 | 2,449 | 969 | 1,870 |
| Jun | 23,441 | 10,440 | 22 | 1,374 | 6 | 2,433 | 239 | 438 | 1,276 | 1,154 | 2,331 | 1,140 | 2,588 |
| Sep | 22,510 | 10,109 | 6 | 1,671 | 7 | 2,334 | 213 | 369 | 1,248 | 1,090 | 1,974 | 1,060 | 2,429 |
| Dec | 10,458 | 3,767 | 6 | 768 | 7 | 1,328 | 98 | 209 | 725 | 591 | 1,113 | 576 | 1,270 |
| 1946 | | | | | | | | | | | | | |
| Jan | 8,870 | (-)3,195 | 5 | 651 | 6 | 1,126 | 83 | 177 | 615 | 501 | 944 | 489 | 1,078 |
| Feb | 7,112 | (1)2,562 | 4 | 522 | 5 | 903 | 67 | 142 | 493 | 402 | 757 | 392 | 863 |
| Mar | 8,621 | (3)2,870 | 34 | 604 | 157 | 925 | 75 | 921 | 366 | 413 | 495 | 417 | 1,344 |
| Apr | 7,997 | (3)2,842 | 44 | 705 | 48 | 752 | 68 | 959 | 335 | 324 | 451 | 329 | 1,140 |
| May | 7,994 | (2)3,333 | 44 | 710 | 51 | 708 | 44 | 797 | 295 | 334 | 411 | 277 | 990 |
| Jun | 6,775 | (1)2,918 | 48 | 682 | 47 | 594 | 37 | 535 | 257 | 306 | 388 | 252 | 711 |
| Jul | 6,131 | (1)2,702 | 17 | 645 | 34 | 609 | 38 | 386 | 216 | 259 | 366 | 223 | 636 |
| Aug | 2,846 | (-)1,090 | 10 | 125 | 17 | 301 | 25 | 281 | 106 | 153 | 249 | 115 | 374 |
| Sep | 3,140 | (-)1,164 | 9 | 128 | 19 | 364 | 26 | 300 | 124 | 150 | 274 | 137 | 445 |
| Oct | 2,931 | (-) 930 | 8 | 115 | 13 | 365 | 29 | 309 | 129 | 150 | 290 | 143 | 450 |
| Nov | 3,031 | (-) 916 | 8 | 144 | 12 | 374 | 29 | 309 | 149 | 132 | 327 | 150 | 481 |
| Dec | 3,114 | (-) 926 | 9 | 144 | 17 | 370 | 29 | 336 | 170 | 130 | 339 | 142 | 502 |
| 1947 | | | | | | | | | | | | | |
| Jan | 3,081 | (-) 886 | 5 | 149 | 14 | 372 | 31 | 350 | 163 | 132 | 342 | 144 | 493 |
| Feb | 3,002 | (-) 835 | 7 | 140 | 15 | 363 | 32 | 335 | 146 | 135 | 324 | 146 | 524 |
| Mar | 2,780 | (-) 715 | 6 | 123 | 16 | 383 | 26 | 306 | 146 | 118 | 328 | 137 | 476 |
| Apr | 2,606 | (-) 577 | 3 | 79 | 16 | 382 | 32 | 331 | 118 | 114 | 295 | 155 | 474 |
| May | 2,445 | (-) 477 | 4 | 70 | 13 | 353 | 28 | 327 | 129 | 115 | 277 | 159 | 493 |
| Jun | 2,445 | (-) 458 | 3 | 82 | 18 | 343 | 27 | 331 | 134 | 112 | 274 | 148 | 515 |
| Jul | 2,419 | (-) 455 | 4 | 86 | 19 | 326 | 27 | 339 | 133 | 109 | 281 | 140 | 500 |
| Aug | 2,471 | (-) 490 | 3 | 103 | 23 | 328 | 25 | 343 | 135 | 101 | 273 | 141 | 506 |
| Sep | 2,505 | (-) 493 | 1 | 107 | 23 | 339 | 22 | 349 | 141 | 113 | 267 | 142 | 508 |
| Oct | 2,498 | (-) 451 | 1 | 96 | 19 | 341 | 23 | 368 | 135 | 122 | 270 | 141 | 531 |
| Nov | 2,521 | (-) 466 | 1 | 95 | 19 | 342 | 25 | 370 | 141 | 121 | 264 | 144 | 533 |
| Dec | 2,496 | (-) 471 | 1 | 101 | 18 | 326 | 25 | 358 | 138 | 111 | 268 | 146 | 533 |

a/ Includes all types of pilots. Glider Pilots, shown in parentheses, are included in the open figure.

b/ Includes Radar Observers.

c/ Includes Flight Engineers.

Table 27.-- MILITARY PERSONNEL IN AIR TRANSPORT COMMAND OVERSEAS, BY SPECIALTY GROUP:
JUN 1944 THROUGH DEC 1947 -- Continued

(Based on Primary Military Occupational Specialty)

| End of Month | Enlisted Personnel | | | | | |
|--------------|--------------------|----------------------|---------------|----------------|----------|----------------|
| | Total | Airplane Maintenance | Aerial Gunner | Other Air Crew | Armament | Communications |
| 1944 Jun | 64,028 | 15,278 | 38 | 1,418 | 832 | 3,575 |
| Sep | 79,614 | 17,176 | 60 | 4,436 | 791 | 2,096 |
| Dec | 95,190 | 20,787 | 27 | 6,252 | 765 | 2,480 |
| 1945 Mar | 98,147 | 23,513 | 676 | 7,239 | 662 | 2,577 |
| Jun | 123,580 | 29,147 | 537 | 9,095 | 1,437 | 3,737 |
| Sep | 115,573 | 27,169 | 669 | 8,717 | 1,021 | 3,083 |
| Dec | 40,448 | 10,200 | 214 | 2,757 | 230 | 1,035 |
| 1946 Jan | 30,607 | 7,716 | 162 | 2,087 | 174 | 784 |
| Feb | 20,352 | 5,131 | 108 | 1,388 | 116 | 521 |
| Mar | 26,394 | 3,470 | 397 | 1,401 | 173 | 3,803 |
| Apr | 25,020 | 2,867 | 381 | 1,429 | 155 | 3,604 |
| May | 24,217 | 2,456 | 291 | 1,199 | 132 | 3,011 |
| Jun | 23,004 | 2,291 | 209 | 1,221 | 140 | 2,365 |
| Jul | 23,468 | 2,314 | 194 | 1,367 | 121 | 2,766 |
| Aug | 16,324 | 960 | 58 | 303 | 39 | 2,905 |
| Sep | 18,149 | 980 | 58 | 334 | 33 | 3,717 |
| Oct | 18,307 | 1,004 | 57 | 400 | 30 | 3,807 |
| Nov | 16,159 | 783 | 48 | 480 | 25 | 3,541 |
| Dec | 14,614 | 823 | 45 | 519 | 24 | 3,075 |
| 1947 Jan | 14,897 | 636 | 84 | 551 | 21 | 3,208 |
| Feb | 14,968 | 912 | 33 | 581 | 53 | 3,029 |
| Mar | 14,713 | 898 | 30 | 543 | 58 | 2,755 |
| Apr | 14,595 | 879 | 27 | 561 | 32 | 2,944 |
| May | 14,530 | 465 | 25 | 586 | 32 | 2,901 |
| Jun | 14,872 | 990 | 21 | 592 | 40 | 2,908 |
| Jul | 14,864 | 1,141 | 21 | 582 | 26 | 3,045 |
| Aug | 15,155 | 1,288 | 18 | 606 | 30 | 3,189 |
| Sep | 15,271 | 1,277 | 16 | 617 | 26 | 3,337 |
| Oct | 15,389 | 1,229 | 12 | 592 | 22 | 3,505 |
| Nov | 15,470 | 1,259 | 11 | 584 | 19 | 3,570 |
| Dec | 15,635 | 1,336 | 12 | 581 | 18 | 3,599 |

| End of Month | Enlisted Personnel (Continued) | | | | | | | |
|--------------|--------------------------------|---------|--------|--------------------------|-----------|----------------|-------------------|-----------------|
| | Radar | Medical | Supply | Utility and Construction | Automatic | Administrative | Other Specialists | Non-Specialists |
| 1944 Jun | 211 | 1,622 | 4,075 | 1,295 | 7,596 | 11,543 | 3,299 | 13,246 |
| Sep | 205 | 2,105 | 4,950 | 1,602 | 8,953 | 13,628 | 7,723 | 15,889 |
| Dec | 238 | 2,398 | 6,980 | 2,056 | 10,566 | 17,608 | 7,854 | 17,179 |
| 1945 Mar | 257 | 2,347 | 7,377 | 2,108 | 10,627 | 18,040 | 7,956 | 14,768 |
| Jun | 674 | 3,478 | 6,570 | 4,227 | 15,242 | 24,370 | 9,836 | 15,230 |
| Sep | 772 | 3,410 | 6,016 | 4,192 | 13,954 | 22,757 | 8,935 | 14,878 |
| Dec | 344 | 1,306 | 1,851 | 1,370 | 4,123 | 8,371 | 2,955 | 5,662 |
| 1946 Jan | 260 | 989 | 1,402 | 1,038 | 3,122 | 6,339 | 2,322 | 4,212 |
| Feb | 173 | 657 | 932 | 690 | 2,076 | 4,215 | 1,545 | 2,800 |
| Mar | 228 | 419 | 836 | 766 | 2,057 | 4,107 | 2,107 | 6,630 |
| Apr | 191 | 435 | 916 | 782 | 2,256 | 3,912 | 1,964 | 6,128 |
| May | 123 | 505 | 945 | 700 | 2,215 | 4,349 | 2,444 | 5,847 |
| Jun | 113 | 604 | 1,028 | 762 | 2,329 | 4,546 | 2,705 | 4,691 |
| Jul | 145 | 594 | 954 | 676 | 2,144 | 4,714 | 3,468 | 4,011 |
| Aug | 162 | 295 | 618 | 472 | 1,323 | 3,736 | 3,179 | 2,274 |
| Sep | 157 | 323 | 677 | 532 | 1,452 | 4,132 | 3,547 | 2,207 |
| Oct | 141 | 300 | 678 | 555 | 1,451 | 4,042 | 3,672 | 2,170 |
| Nov | 114 | 239 | 504 | 453 | 1,256 | 3,455 | 3,338 | 1,923 |
| Dec | 111 | 224 | 513 | 387 | 1,120 | 3,074 | 2,905 | 1,794 |
| 1947 Jan | 126 | 242 | 573 | 455 | 1,213 | 2,955 | 2,985 | 1,848 |
| Feb | 126 | 217 | 610 | 453 | 1,206 | 2,954 | 2,973 | 1,821 |
| Mar | 141 | 260 | 587 | 394 | 1,191 | 2,918 | 2,879 | 2,059 |
| Apr | 148 | 233 | 595 | 395 | 1,185 | 2,786 | 2,637 | 2,173 |
| May | 214 | 236 | 605 | 418 | 1,110 | 2,867 | 3,175 | 1,896 |
| Jun | 275 | 239 | 661 | 453 | 1,126 | 3,103 | 2,691 | 1,773 |
| Jul | 365 | 220 | 673 | 461 | 1,110 | 3,033 | 2,710 | 1,477 |
| Aug | 434 | 214 | 675 | 529 | 1,083 | 3,070 | 2,724 | 1,295 |
| Sep | 494 | 245 | 706 | 646 | 1,061 | 2,993 | 2,771 | 1,082 |
| Oct | 587 | 251 | 705 | 687 | 1,030 | 3,011 | 2,734 | 1,024 |
| Nov | 596 | 263 | 720 | 680 | 1,056 | 2,984 | 2,749 | 979 |
| Dec | 640 | 274 | 701 | 698 | 1,052 | 2,941 | 2,866 | 917 |

Table 28.-- MILITARY PERSONNEL IN CONTINENTAL US BY FUNCTIONAL GROUP: JUN 1944 THROUGH DEC 1947

| End of Month | Total | Assigned to Units | | Not Assigned to Units | | | |
|---------------------------|-----------|----------------------|---------------|-----------------------|--------------------------|--------------------|----------|
| | | Bulk Allotment Units | T/O & E Units | Total | Students and Recruits a/ | Returnee Personnel | Other b/ |
| Total | | | | | | | |
| 1944 | | | | | | | |
| Jun | 1,334,958 | 791,740 | 127,431 | 415,787 | 354,103 | - | 61,684 |
| Sep | 1,313,143 | 784,388 | 121,541 | 407,214 | 328,709 | - | 78,505 |
| Dec | 1,195,320 | 715,403 | 103,355 | 376,562 | 306,380 | 30,078 | 40,104 |
| 1945 | | | | | | | |
| Mar | 1,108,705 | 699,235 | 86,442 | 323,028 | 262,297 | 30,309 | 30,422 |
| Jun | 1,153,373 | 682,805 | 120,247 | 350,321 | 262,760 | 54,694 | 32,867 |
| Sep | 1,095,017 | 611,343 | 141,476 | 342,198 | 223,890 | 87,693 | 30,615 |
| Dec | 503,234 | 332,717 | 29,916 | 140,601 | 65,367 | 39,417 | 35,817 |
| 1946 | | | | | | | |
| Mar | 328,079 | 177,354 | 19,926 | 130,799 | 80,291 | 6,538 | 43,970 |
| Jun | 296,964 | 166,376 | 26,134 | 104,454 | 81,167 | 2,643 | 20,644 |
| Sep | 274,248 | 164,325 | 28,076 | 81,847 | 67,188 | 2,973 | 11,686 |
| Dec | 228,048 | 134,929 | 36,728 | 56,391 | 42,980 | 867 | 12,544 |
| 1947 | | | | | | | |
| Mar | 211,552 | 125,976 | 37,229 | 48,347 | 39,214 | 582 | 8,551 |
| Jun | 206,226 | 122,463 | 45,734 | 38,029 | 29,557 | - | 8,472 |
| Sep | 220,547 | 139,173 | 37,133 | 44,241 | 35,215 | - | 9,026 |
| Dec | 238,608 | 160,757 | 36,397 | 41,454 | 30,077 | - | 11,377 |
| Officers | | | | | | | |
| 1944 | | | | | | | |
| Jun | 205,156 | 131,894 | 14,987 | 58,275 | 49,830 | - | 8,445 |
| Sep | 220,526 | 136,236 | 13,386 | 70,904 | 57,223 | - | 13,681 |
| Dec | 222,428 | 128,831 | 11,838 | 81,759 | 63,519 | 9,910 | 8,330 |
| 1945 | | | | | | | |
| Mar | 220,424 | 127,460 | 9,610 | 83,354 | 67,751 | 9,511 | 6,092 |
| Jun | 239,561 | 128,244 | 15,396 | 95,921 | 70,587 | 20,328 | 5,006 |
| Sep | 199,207 | 111,964 | 15,686 | 71,557 | 49,510 | 18,383 | 3,664 |
| Dec | 110,609 | 80,036 | 8,393 | 22,180 | 5,905 | 13,863 | 2,412 |
| 1946 | | | | | | | |
| Mar | 69,756 | 55,470 | 7,002 | 7,284 | 2,406 | 1,294 | 3,584 |
| Jun | 58,907 | 46,158 | 6,464 | 6,285 | 1,721 | 1,143 | 3,421 |
| Sep | 46,861 | 38,639 | 5,086 | 3,136 | 2,451 | 257 | 428 |
| Dec | 31,497 | 23,065 | 4,998 | 3,434 | 2,824 | 117 | 493 |
| 1947 | | | | | | | |
| Mar | 31,111 | 22,588 | 5,032 | 3,491 | 3,218 | 103 | 170 |
| Jun | 29,640 | 21,102 | 5,455 | 3,083 | 2,678 | - | 405 |
| Sep | 31,519 | 22,498 | 5,538 | 3,483 | 3,273 | - | 210 |
| Dec | 34,602 | 24,004 | 6,052 | 4,546 | 3,329 | - | 1,217 |
| Enlisted Personnel | | | | | | | |
| 1944 | | | | | | | |
| Jun | 1,129,802 | 659,846 | 112,444 | 357,512 | 304,273 | - | 53,239 |
| Sep | 1,092,617 | 648,152 | 108,155 | 336,310 | 271,486 | - | 64,824 |
| Dec | 972,892 | 586,572 | 91,517 | 294,803 | 242,861 | 20,168 | 31,774 |
| 1945 | | | | | | | |
| Mar | 888,281 | 571,775 | 76,832 | 239,674 | 194,546 | 20,798 | 24,330 |
| Jun | 913,812 | 554,561 | 104,851 | 254,400 | 192,173 | 34,366 | 27,861 |
| Sep | 895,810 | 499,379 | 125,790 | 270,641 | 174,380 | 69,310 | 26,951 |
| Dec | 392,625 | 252,681 | 21,523 | 118,421 | 59,462 | 25,554 | 33,405 |
| 1946 | | | | | | | |
| Mar | 258,323 | 121,884 | 12,924 | 123,515 | 77,885 | 5,244 | 40,386 |
| Jun | 238,057 | 120,218 | 19,670 | 98,169 | 79,446 | 1,500 | 17,223 |
| Sep | 227,387 | 125,686 | 22,990 | 78,711 | 64,737 | 2,716 | 11,258 |
| Dec | 196,551 | 111,864 | 31,730 | 52,957 | 40,156 | 750 | 12,051 |
| 1947 | | | | | | | |
| Mar | 180,441 | 103,388 | 32,197 | 44,856 | 35,996 | 479 | 8,381 |
| Jun | 176,586 | 101,361 | 40,279 | 34,946 | 26,879 | - | 8,067 |
| Sep | 189,028 | 116,675 | 31,595 | 40,758 | 31,942 | - | 8,816 |
| Dec | 204,006 | 136,753 | 30,345 | 56,908 | 26,748 | - | 10,160 |

a/ Includes personnel undergoing on-the-job training and air crew personnel receiving training in aircrew training schools.

b/ Includes casual, pool personnel, and personnel in overseas replacement depots awaiting shipment.

Table 29.-- MILITARY PERSONNEL IN CONTINENTAL US, BY COMMAND: DEC 1942 THROUGH DEC 1947

| End of Month | Total | First Air Force | Second Air Force | Third Air Force | Fourth Air Force | First Troop Carrier Command | Air Training Command | Air Materiel Command | Air Transport Command | AAF Center (PGC, AFTAC) | Personnel Distribution Command | Other |
|--------------|-----------|-----------------|------------------|-----------------|------------------|-----------------------------|----------------------|----------------------|-----------------------|-------------------------|--------------------------------|---------|
| 1942 Dec | 1,355,028 | 39,291 | 100,204 | 101,164 | 39,372 | 23,594 | 809,910 | 153,559 | 30,518 | 20,024 | - | 37,392 |
| 1943 Mar | 1,721,211 | 55,638 | 121,671 | 138,276 | 58,131 | 28,421 | 944,423 | 183,809 | 46,825 | 32,366 | - | 111,651 |
| Jun | 1,764,969 | 62,782 | 152,516 | 164,427 | 69,792 | 32,900 | 867,949 | 178,326 | 55,289 | 40,605 | - | 140,383 |
| Sep | 1,766,464 | 73,306 | 186,599 | 155,133 | 74,358 | 33,695 | 857,660 | 140,631 | 56,903 | 40,240 | - | 147,939 |
| Dec | 1,638,216 | 65,616 | 171,386 | 153,695 | 68,164 | 36,073 | 830,628 | 109,502 | 56,959 | 33,388 | - | 112,805 |
| 1944 Mar | 1,504,959 | 59,884 | 171,849 | 141,583 | 72,292 | 31,395 | 746,596 | 95,576 | 62,999 | 22,760 | - | 100,025 |
| Jun | 1,334,958 | 61,328 | 163,305 | 139,809 | 78,135 | 36,884 | 600,649 | 100,738 | 45,132 | 20,178 | 17,787 | 71,013 |
| Sep | 1,313,143 | 55,005 | 173,759 | 134,625 | 79,573 | 37,862 | 536,961 | 101,449 | 49,921 | 18,835 | 57,888 | 67,265 |
| Dec | 1,195,320 | 51,903 | 156,459 | 116,437 | 69,884 | 32,839 | 493,693 | 90,010 | 49,145 | 17,730 | 62,105 | 55,115 |
| 1945 Mar | 1,108,705 | 74,866 | 115,858 | 94,773 | 82,692 | 26,895 | 476,830 | 77,868 | 42,518 | 17,952 | 57,946 | 40,507 |

| End of Month | Total | Continental Air Forces | Air Training Command | Air Materiel Command | Air Transport Command | AAF Center (PGC, AFTAC) | Personnel Distribution Command | Other |
|--------------|-----------|------------------------|----------------------|----------------------|-----------------------|-------------------------|--------------------------------|--------|
| 1945 Jun | 1,153,373 | 413,476 | 438,295 | 76,469 | 56,118 | 18,976 | 76,137 | 73,902 |
| Sep | 1,095,017 | 451,012 | 361,483 | 86,767 | 57,839 | 18,328 | 70,955 | 48,633 |
| Dec | 503,234 | 154,053 | 159,540 | 42,281 | 25,820 | 9,942 | 61,147 | 50,451 |
| 1946 Jan | 456,567 | 131,668 | 154,280 | 32,505 | 21,461 | 9,393 | 63,487 | 43,773 |
| Feb | 356,980 | 135,160 | 131,439 | 27,176 | 14,011 | 6,518 | 7,242 | 35,434 |

| End of Month | Total | Strategic Air Command | Tactical Air Command | Air Defense Command | Air Proving Ground Command | Air Training Command | Air Materiel Command | Air Transport Command | Air University | Personnel Distribution Command | Other |
|--------------|---------|-----------------------|----------------------|---------------------|----------------------------|----------------------|----------------------|-----------------------|----------------|--------------------------------|--------|
| 1946 Mar | 328,079 | 84,231 | 25,574 | 7,218 | 7,295 | 128,742 | 25,070 | 21,304 | 3,867 | 4,002 | 20,776 |
| Apr | 310,116 | 40,585 | 26,768 | 8,809 | 7,696 | 161,406 | 26,621 | 21,613 | 4,007 | 2,506 | 10,105 |
| May | 300,287 | 37,426 | 26,663 | 10,302 | 7,987 | 162,304 | 24,774 | 19,076 | 4,794 | 1,491 | 5,470 |
| Jun | 296,964 | 36,893 | 27,093 | 11,473 | 6,769 | 158,738 | 22,609 | 20,148 | 5,136 | 271 | 7,834 |
| Jul | 292,495 | 37,651 | 24,393 | 24,608 | 7,214 | 142,736 | 20,150 | 19,664 | 4,979 | - | 11,100 |
| Aug | 291,495 | 38,348 | 22,807 | 26,433 | 7,460 | 120,087 | 18,659 | 34,562 | 5,302 | - | 17,837 |
| Sep | 274,248 | 38,278 | 23,277 | 24,021 | 7,973 | 115,043 | 18,666 | 32,603 | 6,269 | - | 8,118 |
| Oct | 271,894 | 39,417 | 26,142 | 23,562 | 9,035 | 112,583 | 16,785 | 32,005 | 7,431 | - | 4,934 |
| Nov | 247,194 | 39,489 | 24,880 | 25,273 | 8,280 | 95,069 | 14,049 | 27,330 | 7,347 | - | 5,477 |
| Dec | 228,048 | 32,190 | 23,759 | 25,906 | 7,416 | 85,336 | 13,329 | 24,364 | 7,307 | - | 8,441 |

| End of Month | Total | Strategic Air Command | Tactical Air Command | Air Defense Command | Air Training Command | Air Materiel Command | Air Transport Command | Air Proving Ground Command | Air University | Commanding General AAF | Boiling Field Command | Other (Incl. Staging Area, etc) |
|--------------|---------|-----------------------|----------------------|---------------------|----------------------|----------------------|-----------------------|----------------------------|----------------|------------------------|-----------------------|---------------------------------|
| 1947 Jan | 220,910 | 29,362 | 21,330 | 23,107 | 86,163 | 12,529 | 23,376 | 7,141 | 7,413 | 1,400 | 4,035 | 5,054 |
| Feb | 218,376 | 28,992 | 20,626 | 24,539 | 84,849 | 12,341 | 23,251 | 6,711 | 7,419 | 1,397 | 4,247 | 4,004 |
| Mar | 211,552 | 28,592 | 20,198 | 22,304 | 81,824 | 12,740 | 23,329 | 6,559 | 7,443 | 1,420 | 4,220 | 2,923 |
| Apr | 206,595 | 28,488 | 19,889 | 23,164 | 76,345 | 12,354 | 23,288 | 6,389 | 7,465 | 1,413 | 5,323 | 2,477 |
| May | 203,809 | 30,289 | 19,825 | 22,948 | 71,857 | 12,442 | 22,053 | 6,781 | 7,839 | 1,421 | 5,871 | 2,483 |
| Jun | 206,226 | 31,670 | 20,585 | 24,038 | 71,299 | 12,703 | 21,474 | 7,114 | 8,001 | 1,437 | 6,395 | 1,510 |
| Jul | 211,046 | 32,995 | 22,520 | 24,750 | 71,669 | 12,836 | 20,946 | 7,248 | 8,483 | 1,440 | 7,048 | 1,111 |
| Aug | 216,135 | 35,421 | 23,057 | 24,919 | 73,138 | 12,967 | 21,157 | 7,163 | 8,476 | 1,178 | 6,044 | 2,615 |
| Sep | 220,547 | 37,445 | 24,522 | 25,022 | 74,192 | 13,402 | 21,534 | 7,082 | 8,632 | 1,188 | 5,772 | 1,756 |
| Oct | 230,854 | 39,779 | 26,226 | 27,072 | 73,202 | 13,443 | 22,429 | 7,143 | 8,792 | 1,245 | 6,104 | 5,419 |
| Nov | 236,560 | 42,014 | 28,417 | 27,526 | 71,579 | 13,440 | 22,965 | 7,297 | 8,985 | 1,309 | 7,130 | 5,898 |
| Dec | 238,608 | 44,482 | 30,012 | 29,087 | 69,164 | 13,699 | 23,639 | 7,146 | 9,224 | 1,387 | 6,696 | 4,072 |

g/ Estimated

Table 30.-- OFFICERS IN CONTINENTAL US, BY COMMAND: DEC 1942 THROUGH DEC 1947

| End of Month | Total | First Air Force | Second Air Force | Third Air Force | Fourth Air Force | First Troop Carrier Command | Air Training Command | Air Materiel Command | Air Transport Command | AAF Center | Personnel Distribution Command | Other |
|--------------|---------|------------------------|----------------------|----------------------|-----------------------|-----------------------------|--------------------------------|----------------------------|-----------------------|--------------------------------|--------------------------------|---------------------------------|
| 1942 | | | | | | | | | | | | |
| Dec. . . | 100,475 | 4,268 | 10,343 | 11,844 | 4,143 | 2,677 | 38,883 | 13,346 | 6,536 | 2,256 | - | 6,179 |
| 1943 | | | | | | | | | | | | |
| Mar. . . | 136,004 | 5,404 | 14,183 | 16,811 | 4,978 | 5,373 | 50,579 | 16,957 | 9,549 | 2,788 | - | 9,382 |
| Jun. . . | 156,417 | 5,900 | 18,231 | 18,780 | 6,036 | 6,241 | 58,002 | 18,114 | 10,547 | 3,614 | - | 10,952 |
| Sep. . . | 184,075 | 7,902 | 29,672 | 19,858 | 7,208 | 6,855 | 62,626 | 16,589 | 11,871 | 4,152 | - | 17,342 |
| Dec. . . | 193,275 | 8,856 | 29,960 | 23,150 | 8,755 | 7,334 | 67,951 | 17,145 | 11,620 | 3,724 | - | 14,780 |
| 1944 | | | | | | | | | | | | |
| Mar. . . | 202,025 | 10,158 | 31,172 | 22,450 | 11,001 | 5,772 | 76,745 | 15,247 | 12,654 | 2,488 | - | 14,338 |
| Jun. . . | 205,156 | 10,953 | 28,236 | 23,294 | 12,383 | 7,453 | 76,623 | 15,809 | 11,251 | 2,392 | 4,554 | 12,208 |
| Sep. . . | 220,526 | 10,029 | 32,094 | 23,804 | 13,193 | 8,908 | 75,512 | 16,465 | 13,032 | 2,281 | 11,885 | 13,323 |
| Dec. . . | 222,428 | 10,833 | 31,767 | 22,180 | 12,267 | 7,884 | 79,709 | 16,705 | 13,093 | 2,246 | 12,859 | 12,885 |
| 1945 | | | | | | | | | | | | |
| Mar. . . | 220,424 | 15,228 | 21,713 | 16,272 | 14,980 | 6,220 | 92,896 | 16,187 | 12,076 | 2,494 | 11,462 | 10,896 |
| End of Month | Total | Continental Air Forces | Air Training Command | Air Materiel Command | Air Transport Command | AAF Center | Personnel Distribution Command | Other | | | | |
| 1945 | | | | | | | | | | | | |
| Jun. | 239,561 | 76,152 | 92,213 | 15,568 | 16,252 | 2,664 | 21,776 | 14,936 | | | | |
| Sep. | 199,207 | 72,101 | 71,711 | 14,786 | 14,797 | 1,979 | 14,198 | 9,635 | | | | |
| Dec. | 110,609 | 33,263 | 30,118 | 11,501 | 9,870 | 1,841 | 14,511 | 9,505 | | | | |
| 1946 | | | | | | | | | | | | |
| Jan. | 95,203 | 26,496 | 27,860 | 8,756 | 8,286 | 1,704 | 11,152 | 10,949 | | | | |
| Feb. | 76,880 | 26,195 | 19,888 | 10,946 | 7,255 | 1,554 | 2,872 | 8,170 | | | | |
| End of Month | Total | Strategic Air Command | Tactical Air Command | Air Defense Command | Air Training Command | Air Materiel Command | Air Transport Command | Air Proving Ground Command | Air University | Personnel Distribution Command | Other | |
| 1946(Contd) | | | | | | | | | | | | |
| Mar. | 69,756 | 15,674 | 8,115 | 1,546 | 16,244 | 10,454 | 9,851 | 1,554 | 691 | 1,473 | 4,154 | |
| Apr. | 65,439 | 10,927 | 8,076 | 1,695 | 18,512 | 10,010 | 9,726 | 1,566 | 827 | 1,001 | 3,099 | |
| May. | 61,246 | 10,406 | 7,723 | 1,739 | 17,884 | 9,211 | 8,424 | 1,546 | 944 | 622 | 2,747 | |
| Jun. | 58,907 | 9,173 | 7,531 | 1,959 | 17,960 | 8,021 | 8,011 | 1,136 | 1,055 | 51 | 4,010 | |
| Jul. | 51,413 | 8,022 | 5,265 | 3,443 | 13,948 | 6,773 | 7,129 | 1,046 | 1,087 | - | 4,700 | |
| Aug. | 49,907 | 7,609 | 4,693 | 3,745 | 11,996 | 6,219 | 9,805 | 1,051 | 1,128 | - | 3,661 | |
| Sep. | 46,861 | 7,144 | 4,817 | 3,609 | 11,642 | 6,506 | 8,990 | 1,015 | 1,294 | - | 1,844 | |
| Oct. | 42,320 | 6,328 | 4,511 | 3,670 | 10,776 | 5,215 | 7,414 | 899 | 1,923 | - | 1,584 | |
| Nov. | 32,111 | 5,008 | 2,874 | 3,590 | 7,916 | 3,544 | 5,033 | 601 | 1,845 | - | 1,700 | |
| Dec. | 31,497 | 4,319 | 2,736 | 3,541 | 7,866 | 3,428 | 5,010 | 544 | 1,929 | - | 2,124 | |
| End of Month | Total | Strategic Air Command | Tactical Air Command | Air Defense Command | Air Training Command | Air Materiel Command | Air Transport Command | Air Proving Ground Command | Air University | Commanding General AAF | Bolling Field Command | Other (Incl. Staging Area etc.) |
| 1947 | | | | | | | | | | | | |
| Jan. | 31,227 | 4,351 | 2,738 | 3,419 | 7,847 | 3,359 | 4,976 | 561 | 2,042 | 1,209 | 502 | 223 |
| Feb. | 31,055 | 4,284 | 2,743 | 3,492 | 7,745 | 3,239 | 4,943 | 562 | 2,058 | 1,206 | 577 | 206 |
| Mar. | 31,111 | 4,213 | 2,730 | 3,456 | 7,862 | 3,238 | 4,932 | 611 | 2,129 | 1,207 | 533 | 200 |
| Apr. | 30,504 | 4,194 | 2,895 | 3,410 | 7,401 | 3,190 | 4,828 | 609 | 2,126 | 1,200 | 549 | 102 |
| May. | 29,868 | 4,167 | 2,799 | 3,499 | 7,028 | 3,061 | 4,574 | 606 | 2,214 | 1,173 | 538 | 209 |
| Jun. | 29,640 | 4,158 | 2,831 | 3,285 | 7,007 | 3,164 | 4,357 | 605 | 2,148 | 1,191 | 671 | 223 |
| Jul. | 30,600 | 4,280 | 3,056 | 3,338 | 6,781 | 3,233 | 4,259 | 634 | 2,433 | 1,177 | 1,273 | 136 |
| Aug. | 31,161 | 4,536 | 3,259 | 3,694 | 6,651 | 3,409 | 4,262 | 652 | 2,513 | 971 | 854 | 360 |
| Sep. | 31,519 | 4,702 | 3,552 | 3,529 | 6,590 | 3,660 | 4,333 | 678 | 2,699 | 984 | 666 | 126 |
| Oct. | 33,184 | 4,833 | 3,739 | 3,719 | 6,482 | 3,601 | 4,332 | 702 | 2,784 | 1,048 | 815 | 1,129 |
| Nov. | 34,221 | 4,938 | 3,896 | 3,673 | 6,439 | 3,599 | 4,403 | 696 | 2,786 | 1,115 | 1,731 | 945 |
| Dec. | 34,602 | 5,175 | 3,988 | 3,963 | 6,591 | 3,590 | 4,456 | 736 | 2,876 | 1,194 | 1,129 | 904 |

a/ Estimated.

Table 31.-- ENLISTED PERSONNEL IN CONTINENTAL US, BY COMMAND: DEC 1941 THROUGH DEC 1947

| End of Month | Total | First Air Force | Second Air Force | Third Air Force | Fourth Air Force | First Troop Carrier Command | Air Training Command | Air Materiel Command | Air Transport Command | (PGC, APTAC) AAF Center | Personnel Distribution Command | Other |
|--------------|-----------|-----------------------|----------------------|----------------------|-----------------------|-----------------------------|--------------------------------|----------------------------|-----------------------|--------------------------------|--------------------------------|---------------------------------|
| 1942 Dec | 1,254,553 | 35,023 | 89,861 | 89,320 | 35,229 | 20,917 | 771,027 | 140,213 | 23,982 | 17,768 | - | 31,213 |
| 1943 Mar | 1,585,207 | 50,234 | 107,488 | 121,465 | 53,153 | 23,048 | 893,844 | 166,852 | 37,276 | 29,578 | - | 102,269 |
| Jun | 1,608,552 | 56,882 | 134,285 | 145,647 | 63,756 | 26,659 | 809,947 | 160,212 | 44,742 | 36,991 | - | 129,431 |
| Sep | 1,582,389 | 65,404 | 156,927 | 135,275 | 67,150 | 26,840 | 795,034 | 124,042 | 45,032 | 36,088 | - | 130,597 |
| Dec | 1,444,941 | 56,760 | 141,426 | 130,545 | 59,409 | 28,739 | 762,677 | 92,357 | 45,339 | 29,664 | - | 98,025 |
| 1944 Mar | 1,302,934 | 49,726 | 140,677 | 119,133 | 61,291 | 25,623 | 669,851 | 80,329 | 50,345 | 20,272 | - | 85,687 |
| Jun | 1,129,802 | 50,375 | 135,069 | 116,515 | 65,752 | 29,431 | 524,026 | 84,929 | 33,881 | 17,786 | 13,233 | 58,805 |
| Sep | 1,092,617 | 44,976 | 141,665 | 110,821 | 66,380 | 28,954 | 461,449 | 84,984 | 36,889 | 16,554 | 46,003 | 53,942 |
| Dec | 972,892 | 41,070 | 124,692 | 94,257 | 57,617 | 24,955 | 413,984 | 73,305 | 36,052 | 15,484 | 49,246 | 42,230 |
| 1945 Mar | 888,281 | 59,638 | 94,145 | 78,501 | 67,712 | 20,675 | 383,934 | 61,681 | 30,442 | 15,458 | 46,484 | 29,611 |
| End of Month | Total | Continental Air Force | Air Training Command | Air Materiel Command | Air Transport Command | AAF Center | Personnel Distribution Command | Other | | | | |
| 1945 Jun | 913,812 | 337,324 | 346,082 | 60,901 | 39,866 | 16,312 | 54,361 | 58,966 | | | | |
| Sep | 895,810 | 378,911 | 289,772 | 71,981 | 43,042 | 16,349 | 56,757 | 38,998 | | | | |
| Dec | 392,625 | 120,790 | 129,422 | 30,780 | 15,950 | 8,101 | 46,636 | 40,946 | | | | |
| 1946 Jan | 361,364 | 105,172 | 126,420 | 23,749 | 13,175 | 7,689 | 52,335 | 32,824 | | | | |
| Feb | 280,100 | 108,965 | 111,551 | 16,230 | 6,756 | 4,964 | 4,370 | 27,264 | | | | |
| End of Month | Total | Strategic Air Command | Tactical Air Command | Air Defense Command | Air Training Command | Air Materiel Command | Air Transport Command | Air Proving Ground Command | Air University | Personnel Distribution Command | Other | |
| 1946 Mar | 258,323 | 68,557 | 17,459 | 5,672 | 112,498 | 14,616 | 11,453 | 5,741 | 3,176 | 2,529 | 16,622 | |
| Apr | 244,677 | 29,658 | 18,692 | 7,114 | 142,894 | 16,611 | 11,887 | 6,130 | 3,180 | 1,505 | 7,006 | |
| May | 239,041 | 27,020 | 18,940 | 8,563 | 144,420 | 15,563 | 10,652 | 6,441 | 3,850 | 869 | 2,723 | |
| Jun | 238,057 | 27,720 | 19,562 | 9,514 | 140,778 | 14,588 | 12,137 | 5,633 | 4,081 | 220 | 3,824 | |
| Jul | 241,082 | 29,629 | 19,128 | 21,165 | 128,788 | 13,377 | 12,535 | 6,168 | 3,892 | - | 6,400 | |
| Aug | 241,588 | 30,739 | 18,114 | 22,688 | 108,091 | 12,440 | 24,757 | 6,409 | 4,174 | - | 14,176 | |
| Sep | 227,387 | 31,134 | 18,460 | 20,412 | 103,401 | 12,160 | 23,613 | 6,958 | 4,975 | - | 6,274 | |
| Oct | 229,574 | 33,089 | 21,631 | 19,892 | 101,807 | 11,570 | 24,591 | 8,136 | 5,508 | - | 3,350 | |
| Nov | 215,083 | 34,481 | 22,006 | 21,683 | 87,153 | 10,505 | 22,297 | 7,679 | 5,502 | - | 3,777 | |
| Dec | 196,551 | 27,871 | 21,023 | 22,365 | 77,470 | 9,901 | 19,354 | 6,872 | 5,378 | - | 6,317 | |
| End of Month | Total | Strategic Air Command | Tactical Air Command | Air Defense Command | Air Training Command | Air Materiel Command | Air Transport Command | Air Proving Ground Command | Air University | Commanding General AAF | Bolling Field Command | Other (Incl. Staging Area etc.) |
| 1947 Jan | 189,683 | 25,011 | 18,592 | 19,688 | 78,316 | 9,170 | 18,400 | 6,580 | 5,371 | 191 | 3,533 | 4,831 |
| Feb | 187,321 | 24,708 | 17,883 | 21,047 | 77,104 | 9,102 | 18,308 | 6,149 | 5,361 | 191 | 3,670 | 3,798 |
| Mar | 180,441 | 24,379 | 17,468 | 18,848 | 73,962 | 9,502 | 18,397 | 5,948 | 5,314 | 213 | 3,687 | 2,723 |
| Apr | 176,091 | 24,294 | 16,994 | 19,754 | 68,944 | 9,164 | 18,460 | 5,780 | 5,339 | 213 | 4,774 | 2,375 |
| May | 173,941 | 26,122 | 17,026 | 19,449 | 64,829 | 9,381 | 17,479 | 6,175 | 5,625 | 248 | 5,333 | 2,274 |
| Jun | 176,586 | 27,512 | 17,754 | 20,753 | 64,292 | 9,539 | 17,117 | 6,509 | 5,853 | 246 | 5,724 | 1,287 |
| Jul | 180,446 | 28,715 | 19,464 | 21,412 | 64,888 | 9,603 | 16,687 | 6,614 | 6,050 | 263 | 5,775 | 975 |
| Aug | 184,974 | 30,885 | 19,798 | 21,225 | 66,487 | 9,558 | 16,895 | 6,511 | 5,963 | 207 | 5,190 | 2,255 |
| Sep | 189,028 | 32,743 | 20,970 | 21,493 | 67,602 | 9,742 | 17,201 | 6,404 | 5,933 | 204 | 5,106 | 1,630 |
| Oct | 197,670 | 34,946 | 22,487 | 23,353 | 66,720 | 9,842 | 18,097 | 6,441 | 6,008 | 197 | 5,289 | 4,290 |
| Nov | 202,339 | 37,076 | 24,521 | 23,853 | 65,140 | 9,841 | 18,562 | 6,601 | 6,199 | 194 | 5,399 | 4,953 |
| Dec | 204,006 | 39,307 | 26,024 | 25,124 | 62,573 | 10,109 | 19,183 | 6,410 | 6,348 | 193 | 5,567 | 3,168 |

e/ Estimated

Table 32.-- ASWAF WOMEN'S ARMY CORPS PERSONNEL IN CONTINENTAL US, BY COMMAND: SEP 1943 THROUGH DEC 1947

| End of Month | Total | First Air Force | Second Air Force | Third Air Force | Fourth Air Force | First Troop Carrier Command | Air Training Command | Air Materiel Command | Air Transport Command | Army Air Force Center | Personnel Distribution Command | Other |
|--------------|--------|-----------------------|----------------------|---------------------|----------------------|-----------------------------|-----------------------|----------------------------|-----------------------|--------------------------------|--------------------------------|----------------------------------|
| 1943 | | | | | | | | | | | | |
| Sep. | 15,486 | 1,443 | 1,375 | 1,368 | 871 | 770 | 7,430 | 394 | 490 | 772 | - | 573 |
| Dec. | 17,840 | 1,477 | 1,599 | 1,350 | 1,071 | 786 | 8,372 | 819 | 576 | 803 | - | 987 |
| 1944 | | | | | | | | | | | | |
| Mar. | 22,144 | 1,566 | 2,426 | 1,642 | 1,161 | 858 | 9,416 | 1,622 | 1,126 | 858 | - | 1,469 |
| Jun. | 26,294 | 1,744 | 3,147 | 1,728 | 1,502 | 906 | 9,215 | 3,228 | 1,603 | 946 | 552 | 1,723 |
| Sep. | 29,579 | 1,793 | 3,138 | 2,265 | 1,895 | 1,029 | 9,025 | 3,223 | 3,177 | 916 | 1,128 | 1,990 |
| Dec. | 31,510 | 1,936 | 3,430 | 2,839 | 2,061 | 1,048 | 8,885 | 3,766 | 3,131 | 863 | 1,540 | 2,011 |
| 1945 | | | | | | | | | | | | |
| Mar. | 31,920 | 2,706 | 3,184 | 2,443 | 2,456 | 987 | 8,770 | 3,734 | 3,034 | 958 | 1,662 | 1,986 |
| End of Month | | | | | Total | Continental Air Forces | Air Training Command | Air Materiel Command | Air Transport Command | Army Air Force Center | Personnel Distribution Command | Other |
| 1945 | | | | | | | | | | | | |
| Jun. | | | | | 29,989 | 11,827 | 7,581 | 3,332 | 2,621 | 913 | 1,612 | 2,103 |
| Sep. | | | | | 25,148 | 10,187 | 6,159 | 2,685 | 2,321 | 740 | 1,830 | 1,226 |
| Dec. | | | | | 8,882 | 3,340 | 1,749 | 1,163 | 796 | 307 | 853 | 674 |
| 1946 | | | | | | | | | | | | |
| Jan. | | | | | 7,771 | 2,889 | 1,492 | 1,265 | 585 | 253 | 719 | 568 |
| Feb. | | | | | 6,588 | 2,768 | 1,428 | 792 | 551 | 224 | 362 | 463 |
| End of Month | Total | Strategic Air Command | Tactical Air Command | Air Defense Command | Air Training Command | Air Materiel Command | Air Transport Command | Air Proving Ground Command | Air University | Personnel Distribution Command | Other | |
| 1946 | | | | | | | | | | | | |
| Mar. | 5,924 | 1,497 | 736 | 579 | 1,155 | 658 | 749 | 206 | 127 | 181 | 36 | |
| Apr. | 5,616 | 1,199 | 717 | 583 | 1,074 | 880 | 738 | 194 | 127 | 75 | 29 | |
| May. | 5,340 | 1,104 | 744 | 536 | 1,061 | 828 | 671 | 199 | 112 | 56 | 29 | |
| Jun. | 4,601 | 938 | 600 | 458 | 1,146 | 613 | 515 | 206 | 94 | 2 | 29 | |
| Jul. | 3,861 | 752 | 523 | 401 | 964 | 447 | 488 | 170 | 89 | - | 27 | |
| Aug. | 3,591 | 707 | 453 | 370 | 888 | 263 | 709 | 103 | 69 | - | 29 | |
| Sep. | 2,788 | 610 | 336 | 262 | 681 | 206 | 497 | 103 | 64 | - | 29 | |
| Oct. | 1,994 | 340 | 299 | 201 | 437 | 158 | 413 | 77 | 47 | - | 22 | |
| Nov. | 2,065 | 349 | 298 | 222 | 433 | 89 | 421 | 90 | 106 | - | 57 | |
| Dec. | 2,115 | 209 | 299 | 249 | 537 | 73 | 407 | 92 | 112 | - | 137 | |
| End of Month | Total | Strategic Air Command | Tactical Air Command | Air Defense Command | Air Training Command | Air Materiel Command | Air Transport Command | Air Proving Ground Command | Air University | Commanding General AAF | Bolling Field Command | Other (Incl. Staging Area, etc.) |
| 1947 | | | | | | | | | | | | |
| Jan. | 2,138 | 205 | 289 | 252 | 552 | 67 | 423 | 92 | 113 | 17 | 119 | 9 |
| Feb. | 2,131 | 204 | 279 | 266 | 535 | 64 | 425 | 94 | 126 | 17 | 121 | - |
| Mar. | 2,070 | 201 | 265 | 243 | 530 | 66 | 417 | 94 | 125 | 17 | 112 | - |
| Apr. | 2,066 | 196 | 256 | 243 | 517 | 71 | 459 | 88 | 123 | 18 | 115 | - |
| May. | 1,993 | 179 | 240 | 231 | 499 | 68 | 440 | 85 | 119 | 18 | 114 | - |
| Jun. | 1,699 | 137 | 225 | 209 | 423 | 57 | 343 | 79 | 109 | 16 | 100 | 1 |
| Jul. | 1,692 | 138 | 225 | 207 | 405 | 58 | 341 | 80 | 113 | 16 | 109 | - |
| Aug. | 1,692 | 136 | 227 | 214 | 395 | 56 | 347 | 81 | 111 | 12 | 111 | 2 |
| Sep. | 1,667 | 166 | 232 | 216 | 344 | 55 | 337 | 81 | 110 | 14 | 112 | - |
| Oct. | 1,666 | 148 | 233 | 216 | 355 | 61 | 329 | 79 | 108 | 15 | 112 | 10 |
| Nov. | 1,649 | 148 | 230 | 213 | 361 | 58 | 326 | 78 | 105 | 16 | 113 | 1 |
| Dec. | 1,635 | 143 | 233 | 210 | 358 | 58 | 321 | 77 | 104 | 18 | 112 | 1 |

Table 32.-- ASWAF WOMEN'S ARMY CORPS PERSONNEL IN CONTINENTAL US, BY COMMAND: SEP 1943 THROUGH DEC 1947
-- Continued

| End of Month | Total | Strategic Air Command | Tactical Air Command | Air Defense Command | Air Training Command | Air Materiel Command | Air Transport Command | Air Proving Ground Command | Air University | Commanding General AAF | Bolling Field Command | Other (Incl. Staging Area, etc.) |
|--------------|-------|-----------------------|----------------------|---------------------|----------------------|----------------------|-----------------------|----------------------------|----------------|------------------------|-----------------------|----------------------------------|
| Officers | | | | | | | | | | | | |
| 1947 | | | | | | | | | | | | |
| Jan. | 144 | 12 | 11 | 17 | 28 | 14 | 19 | 3 | 9 | 17 | 5 | 9 |
| Feb. | 131 | 11 | 10 | 17 | 27 | 13 | 18 | 4 | 9 | 17 | 5 | - |
| Mar. | 127 | 10 | 10 | 18 | 27 | 13 | 16 | 3 | 10 | 17 | 3 | - |
| Apr. | 130 | 11 | 9 | 19 | 25 | 13 | 15 | 5 | 11 | 18 | 4 | - |
| May | 132 | 9 | 10 | 22 | 27 | 12 | 16 | 5 | 9 | 18 | 4 | - |
| Jun. | 133 | 7 | 12 | 21 | 27 | 12 | 18 | 6 | 9 | 16 | 4 | 1 |
| Jul. | 132 | 8 | 11 | 22 | 25 | 10 | 20 | 6 | 10 | 16 | 4 | - |
| Aug. | 129 | 10 | 11 | 23 | 22 | 10 | 21 | 6 | 9 | 12 | 4 | 1 |
| Sep. | 127 | 9 | 11 | 24 | 18 | 11 | 23 | 6 | 8 | 14 | 3 | - |
| Oct. | 130 | 8 | 10 | 25 | 19 | 11 | 22 | 5 | 9 | 15 | 3 | 3 |
| Nov. | 130 | 8 | 10 | 28 | 20 | 10 | 22 | 4 | 9 | 16 | 3 | - |
| Dec. | 130 | 7 | 11 | 26 | 21 | 9 | 21 | 4 | 9 | 18 | 3 | 1 |
| Enlisted | | | | | | | | | | | | |
| 1947 | | | | | | | | | | | | |
| Jan. | 1,994 | 193 | 278 | 235 | 524 | 53 | 404 | 89 | 104 | - | 114 | - |
| Feb. | 2,000 | 193 | 269 | 249 | 508 | 51 | 407 | 90 | 117 | - | 116 | - |
| Mar. | 1,943 | 191 | 255 | 225 | 503 | 53 | 401 | 91 | 115 | - | 109 | - |
| Apr. | 1,956 | 185 | 247 | 224 | 492 | 58 | 444 | 83 | 112 | - | 111 | - |
| May | 1,861 | 170 | 230 | 209 | 472 | 56 | 424 | 80 | 110 | - | 110 | - |
| Jun. | 1,566 | 130 | 213 | 188 | 396 | 45 | 325 | 73 | 100 | - | 96 | - |
| Jul. | 1,560 | 130 | 214 | 185 | 380 | 48 | 321 | 74 | 103 | - | 105 | - |
| Aug. | 1,563 | 126 | 216 | 191 | 373 | 46 | 326 | 75 | 102 | - | 107 | 1 |
| Sep. | 1,540 | 157 | 221 | 192 | 326 | 44 | 314 | 75 | 102 | - | 109 | - |
| Oct. | 1,536 | 140 | 223 | 191 | 336 | 50 | 307 | 74 | 99 | - | 109 | 7 |
| Nov. | 1,519 | 140 | 220 | 185 | 341 | 48 | 304 | 74 | 96 | - | 110 | 1 |
| Dec. | 1,505 | 136 | 222 | 184 | 337 | 49 | 300 | 73 | 95 | - | 109 | - |

Table 33.-- ASWAF FEMALE MEDICAL SPECIALIST OFFICERS IN CONTINENTAL US, BY COMMAND: JAN THROUGH DEC 1947

| End of Month | Total | | | Strategic Air Command | | | Tactical Air Command | | | Air Defense Command | | | Air Training Command | | | Air Materiel Command | | |
|--------------|-------|---------------------|------------------------|-----------------------|---------------------|------------------------|----------------------|---------------------|------------------------|---------------------|---------------------|------------------------|----------------------|---------------------|------------------------|----------------------|---------------------|------------------------|
| | Total | Hospital Dietitians | Physical Therapy Aides | Total | Hospital Dietitians | Physical Therapy Aides | Total | Hospital Dietitians | Physical Therapy Aides | Total | Hospital Dietitians | Physical Therapy Aides | Total | Hospital Dietitians | Physical Therapy Aides | Total | Hospital Dietitians | Physical Therapy Aides |
| 1947 | | | | | | | | | | | | | | | | | | |
| Jan | 49 | 28 | 21 | 4 | 2 | 2 | 3 | 1 | 2 | 7 | 4 | 3 | 25 | 15 | 10 | 2 | 1 | 1 |
| Feb | 46 | 26 | 20 | 4 | 2 | 2 | 3 | 1 | 2 | 7 | 4 | 3 | 23 | 13 | 10 | 2 | 1 | 1 |
| Mar | 45 | 25 | 20 | 4 | 2 | 2 | 3 | 1 | 2 | 7 | 4 | 3 | 23 | 13 | 10 | 2 | 1 | 1 |
| Apr | 41 | 22 | 19 | 4 | 2 | 2 | 3 | 1 | 2 | 6 | 4 | 2 | 20 | 10 | 10 | 2 | 1 | 1 |
| May | 39 | 21 | 18 | 4 | 2 | 2 | 3 | 1 | 2 | 5 | 3 | 2 | 18 | 9 | 9 | 2 | 1 | 1 |
| Jun | 38 | 20 | 18 | 4 | 2 | 2 | 3 | 1 | 2 | 5 | 3 | 2 | 18 | 9 | 9 | 2 | 1 | 1 |
| Jul | 35 | 17 | 18 | 5 | 2 | 3 | 3 | 1 | 2 | 5 | 3 | 2 | 15 | 7 | 8 | 2 | 1 | 1 |
| Aug | 31 | a/ | a/ | 3 | a/ | a/ | 3 | a/ | a/ | 5 | a/ | a/ | 15 | a/ | a/ | 1 | a/ | a/ |
| Sep | 32 | a/ | a/ | 4 | a/ | a/ | 3 | a/ | a/ | 4 | a/ | a/ | 15 | a/ | a/ | 1 | a/ | a/ |
| Oct | 30 | a/ | a/ | 3 | a/ | a/ | 3 | a/ | a/ | 4 | a/ | a/ | 15 | a/ | a/ | 1 | a/ | a/ |
| Nov | 27 | a/ | a/ | 3 | a/ | a/ | 3 | a/ | a/ | 1 | a/ | a/ | 15 | a/ | a/ | 1 | a/ | a/ |
| Dec | 31 | a/ | a/ | 3 | a/ | a/ | 3 | a/ | a/ | 4 | a/ | a/ | 14 | a/ | a/ | 1 | a/ | a/ |

| End of Month | Air Transport Command | | | Air Proving Ground Command | | | Air University | | | Commanding General | | | Bolling Field Air Command | | | Other | | |
|--------------|-----------------------|---------------------|------------------------|----------------------------|---------------------|------------------------|----------------|---------------------|------------------------|--------------------|---------------------|------------------------|---------------------------|---------------------|------------------------|-------|---------------------|------------------------|
| | Total | Hospital Dietitians | Physical Therapy Aides | Total | Hospital Dietitians | Physical Therapy Aides | Total | Hospital Dietitians | Physical Therapy Aides | Total | Hospital Dietitians | Physical Therapy Aides | Total | Hospital Dietitians | Physical Therapy Aides | Total | Hospital Dietitians | Physical Therapy Aides |
| 1947 | | | | | | | | | | | | | | | | | | |
| Jan | 2 | 2 | - | 1 | 1 | - | 3 | 1 | 2 | - | - | - | 2 | 1 | 1 | - | - | - |
| Feb | 2 | 2 | - | 1 | 1 | - | 2 | 1 | 1 | - | - | - | 2 | 1 | 1 | - | - | - |
| Mar | 1 | 1 | - | 1 | 1 | - | 2 | 1 | 1 | - | - | - | 2 | 1 | 1 | - | - | - |
| Apr | 1 | 1 | - | 1 | 1 | - | 2 | 1 | 1 | - | - | - | 2 | 1 | 1 | - | - | - |
| May | 2 | 2 | - | 1 | 1 | - | 2 | 1 | 1 | - | - | - | 2 | 1 | 1 | - | - | - |
| Jun | 2 | 2 | - | - | - | - | 2 | 1 | 1 | - | - | - | 2 | 1 | 1 | - | - | - |
| Jul | 2 | 2 | - | - | - | - | 1 | - | 1 | - | - | - | 2 | 1 | 1 | - | - | - |
| Aug | 1 | a/ | a/ | - | - | - | 1 | a/ | a/ | - | - | - | 2 | a/ | a/ | - | - | - |
| Sep | 2 | a/ | a/ | - | - | - | 1 | a/ | a/ | - | - | - | 2 | a/ | a/ | - | - | - |
| Oct | 1 | a/ | a/ | - | - | - | 1 | a/ | a/ | - | - | - | 2 | a/ | a/ | - | - | - |
| Nov | 1 | a/ | a/ | - | - | - | 1 | a/ | a/ | - | - | - | 2 | a/ | a/ | - | - | - |
| Dec | 1 | a/ | a/ | 2 | a/ | a/ | 1 | a/ | a/ | - | - | - | 2 | a/ | a/ | - | - | - |

a/ Not available.

Table 34.-- NEGRO MILITARY PERSONNEL IN CONTINENTAL US, BY COMMAND: SEP 1944 THROUGH DEC 1947

| End of Month | Total | First Air Force | Second Air Force | Third Air Force | Fourth Air Force | First Troop Carrier Command | Air Training Command | Air Materiel Command | Air Transport Command | (AGC, AFTAC) Air Force Center | Personnel Distribution Command | Other |
|--------------|--------|-----------------------|----------------------|----------------------|----------------------|-----------------------------|-----------------------|----------------------------|----------------------------|--------------------------------|--------------------------------|---------------------------------|
| 1944 | | | | | | | | | | | | |
| Sep | 77,176 | 5,025 | 8,904 | 8,317 | 4,626 | 2,305 | 30,811 | 12,066 | 453 | 1,915 | 2,679 | 75 |
| Dec | 70,649 | 4,630 | 8,250 | 10,186 | 4,058 | 3,211 | 25,546 | 10,325 | 441 | 1,723 | 1,912 | 367 |
| 1945 | | | | | | | | | | | | |
| Mar | 69,865 | 6,913 | 5,818 | 15,011 | 3,781 | 2,960 | 23,505 | 7,423 | 699 | 1,515 | 2,140 | 100 |
| End of Month | Total | Strategic Air Command | | Tactical Air Command | Air Defense Command | Air Training Command | Air Materiel Command | Air Transport Command | Air Proving Ground Command | Air University | Personnel Distribution Command | Other |
| 1945 | | | | | | | | | | | | |
| Jun | 68,742 | 29,902 | 21,963 | 7,779 | 777 | 1,476 | 2,607 | 4,238 | | | | |
| Sep | 68,926 | 31,906 | 19,681 | 11,571 | 878 | 1,434 | 3,432 | 24 | | | | |
| Dec | 43,606 | 14,737 | 16,391 | 5,039 | 770 | 804 | 4,841 | 1,024 | | | | |
| 1946 | | | | | | | | | | | | |
| Jan | 41,331 | 12,662 | 15,855 | 3,776 | 617 | 837 | 5,771 | 1,813 | | | | |
| Feb | 35,232 | 15,020 | 13,676 | 3,766 | 410 | 513 | 92 | 1,755 | | | | |
| End of Month | Total | Strategic Air Command | Tactical Air Command | Air Defense Command | Air Training Command | Air Materiel Command | Air Transport Command | Air Proving Ground Command | Air University | Personnel Distribution Command | Other | |
| 1946 | | | | | | | | | | | | |
| Mar | 32,400 | 7,417 | 3,935 | 770 | 13,262 | 2,589 | 782 | 1,503 | 308 | 85 | 1,755 | |
| Apr | 30,511 | 2,293 | 5,803 | 1,127 | 14,927 | 2,854 | 558 | 1,708 | 315 | 70 | 856 | |
| May | 30,871 | 2,862 | 6,007 | 1,330 | 15,452 | 2,627 | 335 | 1,683 | 480 | 64 | 31 | |
| Jun | 29,775 | 3,287 | 6,226 | 1,852 | 14,620 | 2,175 | 318 | 820 | 477 | - | - | |
| Jul | 30,759 | 4,639 | 6,055 | 1,704 | 13,873 | 2,357 | 427 | 1,080 | 451 | - | 173 | |
| Aug | 30,556 | 4,585 | 5,705 | 2,838 | 12,683 | 2,092 | 869 | 1,070 | 471 | - | 243 | |
| Sep | 29,532 | 4,962 | 5,567 | 2,663 | 11,244 | 1,982 | 1,388 | 1,054 | 314 | - | 358 | |
| Oct | 27,951 | 5,309 | 5,514 | 2,813 | 9,749 | 1,346 | 1,439 | 1,048 | 687 | - | 46 | |
| Nov | 26,418 | 5,839 | 4,671 | 2,242 | 7,469 | 1,070 | 1,238 | 601 | 582 | - | 706 | |
| Dec | 19,852 | 5,118 | 3,891 | 1,780 | 6,117 | 800 | 869 | 420 | 547 | - | 310 | |
| End of Month | Total | Strategic Air Command | Tactical Air Command | Air Defense Command | Air Training Command | Air Materiel Command | Air Transport Command | Air Proving Ground Command | Air University | Commanding General AAF | Bolling Field Command | Other (Incl. Staging Area etc.) |
| 1947 | | | | | | | | | | | | |
| Jan | 17,129 | 3,575 | 3,508 | 1,754 | 5,197 | 686 | 728 | 382 | 486 | 2 | - | 811 |
| Feb | 14,829 | 3,392 | 3,339 | 1,143 | 4,780 | 647 | 663 | 351 | 455 | - | - | 59 |
| Mar | 13,594 | 3,131 | 3,266 | 1,142 | 4,018 | 617 | 598 | 333 | 368 | 2 | - | 119 |
| Apr | 12,641 | 2,716 | 3,122 | 1,233 | 3,729 | 586 | 504 | 286 | 328 | 2 | - | 135 |
| May | 12,744 | 2,768 | 3,025 | 1,171 | 3,779 | 564 | 515 | 352 | 316 | 2 | - | 252 |
| Jun | 12,931 | 2,763 | 3,254 | 1,491 | 3,620 | 536 | 561 | 340 | 346 | 3 | - | 17 |
| Jul | 13,271 | 2,666 | 3,473 | 1,230 | 4,030 | 523 | 551 | 329 | 341 | 3 | - | 125 |
| Aug | 14,858 | 2,610 | 3,668 | 1,116 | 5,671 | 493 | 547 | 317 | 319 | 3 | - | 114 |
| Sep | 15,543 | 2,572 | 3,770 | 1,114 | 6,286 | 521 | 580 | 318 | 321 | 3 | - | 58 |
| Oct | 15,872 | 2,720 | 3,944 | 1,114 | 6,057 | 562 | 648 | 327 | 335 | 3 | - | 162 |
| Nov | 15,695 | 2,486 | 4,015 | 1,219 | 5,572 | 636 | 746 | 544 | 353 | 3 | - | 121 |
| Dec | 15,760 | 3,026 | 4,228 | 1,297 | 4,038 | 929 | 995 | 549 | 546 | 3 | - | 149 |

Table 35.-- MILITARY PERSONNEL OVERSEAS, BY THEATER OR COMMAND: MAR 1943 THROUGH DEC 1947

| End of Month | Total | European Theater | Mediterranean Theater | Caribbean Air Command | Pacific Air Command USA | Far East Air Forces | Twentieth Air Force | China and India-Burma | Alaskan Air Command | Air Transport Command | Other |
|--------------|-----------|------------------|-----------------------|-----------------------|-------------------------|---------------------|---------------------|-----------------------|---------------------|-----------------------|--------|
| 1943 | | | | | | | | | | | |
| Mar | 324,438 | 52,298 | 79,463 | 33,322 | 19,416 | 57,423 | - | 15,268 | 18,068 | 19,643 | 29,537 |
| Jun | 432,145 | 110,440 | 95,044 | 26,818 | 22,690 | 82,900 | - | 18,161 | 19,906 | 23,264 | 32,922 |
| Sep | 555,394 | 171,959 | 119,274 | 29,100 | 23,758 | 104,247 | - | 28,806 | 20,220 | 31,149 | 26,881 |
| Dec | 735,666 | 294,385 | 142,790 | 24,632 | 33,095 | 129,281 | - | 41,936 | 19,919 | 36,616 | 13,012 |
| 1944 | | | | | | | | | | | |
| Mar | 906,335 | 387,797 | 162,178 | 19,529 | 35,522 | 151,497 | 7,004 | 62,404 | 16,799 | 42,832 | 20,773 |
| Jun | 1,037,334 | 436,417 | 168,776 | 18,052 | 52,379 | 173,168 | 15,131 | 71,313 | 16,177 | 75,031 | 10,890 |
| Sep | 1,078,138 | 444,176 | 174,345 | 13,260 | 55,746 | 168,188 | 28,002 | 77,665 | 15,105 | 92,047 | 9,604 |
| Dec | 1,164,136 | 447,344 | 187,854 | 12,613 | 65,915 | 173,620 | 46,417 | 91,609 | 11,980 | 111,755 | 35,029 |
| 1945 | | | | | | | | | | | |
| Mar | 1,217,137 | 457,195 | 163,963 | 10,962 | 73,118 | 179,603 | 64,319 | 97,520 | 10,941 | 116,846 | 42,670 |
| Jun | 1,128,886 | 368,064 | 99,364 | 12,057 | 89,943 | 182,241 | 79,669 | 93,610 | 11,140 | 147,021 | 45,777 |
| Sep | 897,943 | 210,785 | 43,009 | 10,678 | a/ | 256,189 | 90,661 | 84,512 | 10,452 | 138,083 | 53,574 |

| End of Month | Total | European Theater (USAFE) | Mediterranean Theater | Caribbean Air Command | Pacific Air Command USA | China Theater | Alaskan Air Command | Air Transport Command | Other |
|---------------|---------|--------------------------|-----------------------|-----------------------|-------------------------|---------------|---------------------|-----------------------|--------|
| 1945 | | | | | | | | | |
| Dec | 385,535 | 67,860 | 3,512 | 5,255 | 173,123 | 51,964 | 5,123 | 50,876 | 27,822 |
| 1946 | | | | | | | | | |
| Jan | 277,219 | 54,145 | 2,387 | 3,027 | 129,415 | 23,539 | 3,958 | 39,477 | 21,271 |
| Feb | 207,625 | 52,059 | 3,039 | 4,066 | 88,741 | 16,411 | 3,463 | 27,464 | 12,382 |
| Mar | 172,393 | 47,554 | 2,555 | 4,279 | 71,959 | 7,668 | 2,740 | 35,015 | 623 |
| Apr | 175,035 | 50,286 | 2,944 | 4,534 | 76,841 | 2,826 | 3,796 | 33,017 | 791 |
| May | 172,276 | 54,614 | 2,701 | 5,793 | 71,063 | 1,437 | 3,631 | 32,211 | 826 |
| Jun | 158,551 | 50,508 | 2,046 | 6,967 | 63,786 | 922 | 3,822 | 29,779 | 721 |
| Jul | 158,131 | 48,425 | 959 | 7,934 | 65,758 | 668 | 4,095 | 29,599 | 693 |
| Aug | 150,357 | 49,896 | 1,036 | 9,653 | 64,759 | 645 | 4,600 | 19,170 | 598 |
| Sep | 145,422 | 49,484 | 767 | 10,758 | 57,251 | 691 | 4,618 | 21,289 | 564 |
| Oct | 134,908 | 44,373 | 811 | 10,300 | 51,852 | 445 | 5,082 | 21,238 | 807 |
| Nov | 126,766 | 41,333 | - | 9,846 | 50,524 | 342 | 4,754 | 19,190 | 777 |
| Dec | 113,373 | 33,441 | - | 8,150 | 48,704 | 285 | 4,367 | 17,728 | 698 |

| End of Month | Total | European Theater (USAFE) | Caribbean Air Command | AAF Pacific | Air Division Army Advisory Group, China | Far East Air Force | Alaskan Air Command | Air Transport Command | Other |
|---------------|-----------|--------------------------|-----------------------|-------------|---|--------------------|---------------------|-----------------------|--------|
| 1947 | | | | | | | | | |
| Jan | b/106,494 | 30,082 | 7,772 | 3,838 | 276 | 41,716 | 4,149 | 17,978 | b/ 683 |
| Feb | 105,328 | 28,332 | 7,317 | 3,772 | 359 | 42,260 | 5,318 | 17,970 | - |
| Mar | 103,017 | 27,536 | 6,957 | e/4,627 | 215 | 40,557 | 5,632 | 17,493 | - |
| Apr | 101,233 | 26,617 | 6,971 | 3,742 | d/ | 40,585 | 6,117 | 17,201 | - |
| May | 99,805 | 26,000 | 6,793 | 3,537 | d/ | 39,775 | 6,725 | 16,975 | - |
| Jun | 99,601 | 25,829 | 6,828 | 3,650 | d/ | 39,095 | 6,882 | 17,317 | - |
| Jul | 99,286 | 25,172 | 7,028 | 3,769 | d/ | 38,754 | 7,280 | 17,283 | - |
| Aug | 98,416 | 23,865 | 7,003 | 3,686 | d/ | 38,690 | 7,546 | 17,626 | - |
| Sep | 98,197 | 22,420 | 6,961 | 3,872 | d/ | 39,167 | 8,001 | 17,776 | - |
| Oct | 98,669 | 21,813 | 7,100 | 4,023 | d/ | 39,580 | 8,266 | 17,887 | - |
| Nov | 99,111 | 21,568 | 7,741 | 4,043 | d/ | 39,459 | 8,309 | 17,991 | - |
| Dec | 100,638 | 21,053 | 7,887 | 4,111 | d/ | 40,697 | 8,759 | 18,131 | - |

a/ Included in Far East Air Forces beginning with July 1945.--

b/ Includes 683 in SAC (Foreign)

c/ Initial personnel report for Seventh Air Force.

d/ No strength following inactivation of the 332 Troop Carrier Squadron, 10 April 1947.

Table 36.-- OFFICERS OVERSEAS, BY THEATER OR COMMAND: MAR 1943 THROUGH DEC 1947

| End of Month | Total | European Theater | Mediterranean Theater | Caribbean Air Command | Pacific Ocean Areas | Far East Air Forces | Twentieth Air Force | China and India Burma | Alaskan Air Command | Air Transport Command | Other |
|---------------|---------|--------------------------|-----------------------|-----------------------|---|---------------------|---------------------|-----------------------|---------------------|-----------------------|-------|
| 1943 | | | | | | | | | | | |
| Mar . . . | 37,209 | 5,988 | 9,315 | 3,208 | 2,068 | 6,116 | - | 1,949 | 1,961 | 3,001 | 3,603 |
| Jun . . . | 49,457 | 12,018 | 11,810 | 2,734 | 2,007 | 8,813 | - | 2,465 | 2,022 | 3,734 | 3,854 |
| Sep . . . | 62,254 | 18,204 | 14,929 | 3,088 | 2,223 | 10,939 | - | 3,681 | 1,847 | 4,681 | 2,662 |
| Dec . . . | 81,072 | 30,796 | 17,893 | 2,650 | 3,414 | 13,229 | - | 4,457 | 1,847 | 5,816 | 970 |
| 1944 | | | | | | | | | | | |
| Mar . . . | 104,864 | 46,565 | 20,050 | 2,023 | 3,887 | 14,979 | 572 | 6,821 | 1,607 | 6,734 | 1,626 |
| Jun . . . | 128,245 | 59,073 | 21,395 | 1,701 | 5,553 | 16,569 | 2,271 | 8,186 | 1,612 | 11,003 | 882 |
| Sep . . . | 137,398 | 61,611 | 23,486 | 1,454 | 6,095 | 17,360 | 2,846 | 9,892 | 1,609 | 12,433 | 612 |
| Dec . . . | 153,545 | 63,757 | 22,752 | 1,412 | 7,214 | 19,779 | 5,891 | 11,645 | 1,309 | 16,565 | 3,221 |
| 1945 | | | | | | | | | | | |
| Mar . . . | 165,492 | 66,462 | 23,809 | 1,450 | 7,595 | 20,314 | 9,101 | 12,575 | 1,315 | 18,699 | 4,172 |
| Jun . . . | 141,893 | 45,311 | 11,479 | 1,429 | 9,417 | 21,168 | 11,514 | 12,179 | 1,354 | 23,441 | 4,601 |
| Sep . . . | 111,236 | 22,779 | 4,504 | 1,316 | g/ | 29,793 | 13,107 | 10,359 | 1,244 | 22,510 | 5,624 |
| End of Month | Total | European Theater | Mediterranean Theater | Caribbean Air Command | Pacific Ocean Areas | Far East Air Forces | Twentieth Air Force | China and India Burma | Alaskan Air Command | Air Transport Command | Other |
| 1945 | | | | | | | | | | | |
| Dec | 53,395 | 9,119 | 444 | 942 | 22,883 | 4,965 | 710 | 10,458 | 3,874 | | |
| 1946 | | | | | | | | | | | |
| Jan | 46,440 | 9,113 | 422 | 778 | 20,442 | 2,532 | 578 | 8,870 | 3,705 | | |
| Feb | 38,363 | 8,483 | 247 | 746 | 16,593 | 1,948 | 529 | 7,112 | 2,705 | | |
| Mar | 32,530 | 8,323 | 215 | 713 | 12,860 | 1,112 | 482 | 6,621 | 204 | | |
| Apr | 30,467 | 8,149 | 199 | 708 | 12,081 | 751 | 419 | 7,997 | 163 | | |
| May | 27,500 | 7,501 | 160 | 722 | 10,109 | 458 | 418 | 7,994 | 138 | | |
| Jun | 22,826 | 6,176 | 165 | 749 | 8,102 | 361 | 386 | 6,775 | 112 | | |
| Jul | 21,570 | 5,668 | 59 | 1,072 | 7,897 | 234 | 409 | 6,131 | 100 | | |
| Aug | 18,545 | 6,746 | 72 | 1,103 | 6,957 | 240 | 466 | 2,846 | 115 | | |
| Sep | 19,130 | 6,579 | 68 | 1,177 | 7,335 | 286 | 465 | 3,140 | 80 | | |
| Oct | 18,932 | 6,232 | 19 | 1,209 | 7,732 | 147 | 518 | 2,931 | 144 | | |
| Nov | 18,611 | 6,100 | - | 1,216 | 7,435 | 106 | 574 | 3,031 | 149 | | |
| Dec | 18,032 | 5,399 | - | 1,175 | 7,485 | 94 | 608 | 3,114 | 157 | | |
| End of Month | Total | European Theater (USAFE) | Caribbean Air Command | AAF Pacific | Air Division Army Advisory Group, China | Far East Air Force | Alaskan Air Command | Air Transport Command | Other | | |
| 1947 | | | | | | | | | | | |
| Jan | 16,794 | 4,865 | 1,178 | 638 | 89 | 6,201 | 605 | 3,081 | h/ 137 | | |
| Feb | 15,944 | 4,599 | 1,165 | 627 | 83 | 5,734 | 734 | 3,002 | - | | |
| Mar | 15,396 | 4,534 | 1,187 | g/ 651 | 55 | 5,429 | 760 | 2,780 | - | | |
| Apr | 14,009 | 4,093 | 1,135 | 570 | g/ | 4,886 | 719 | 2,606 | - | | |
| May | 13,208 | 3,630 | 1,068 | 524 | g/ | 4,793 | 748 | 2,445 | - | | |
| Jun | 13,105 | 3,528 | 1,068 | 534 | g/ | 4,825 | 705 | 2,445 | - | | |
| Jul | 12,911 | 3,386 | 1,040 | 529 | g/ | 4,828 | 709 | 2,419 | - | | |
| Aug | 12,572 | 2,994 | 1,028 | 528 | g/ | 4,827 | 724 | 2,471 | - | | |
| Sep | 12,833 | 2,843 | 1,016 | 548 | g/ | 5,137 | 784 | 2,505 | - | | |
| Oct | 12,677 | 2,739 | 1,023 | 552 | g/ | 5,090 | 775 | 2,498 | - | | |
| Nov | 12,539 | 2,631 | 1,083 | 551 | g/ | 4,965 | 788 | 2,521 | - | | |
| Dec | 12,419 | 2,510 | 1,084 | 569 | g/ | 4,935 | 825 | 2,496 | - | | |

g/ Included in Far East Air Forces beginning July 1945.

h/ Includes 137 in Strategic Air Command (Foreign)

g/ Initial Personnel report for Seventh Air Force.

d/ No strength following inactivation of the 332 Troop Carrier Squadron, 10 April 1947.

Table 37.-- ENLISTED PERSONNEL OVERSEAS, BY THEATER OR COMMAND: MAR 1943 THROUGH DEC 1947

| End of month | Total | European Theater | Mediterranean Theater | Caribbean Air Command | Pacific Ocean Areas | Far East Air Forces | Twentieth Air Force | China and India Burma | Alaskan Air Command | Air Transport Command | Other |
|---------------|-----------|--------------------------|-----------------------|-----------------------|---|---------------------|---------------------|-----------------------|---------------------|-----------------------|--------|
| 1943 | | | | | | | | | | | |
| Mar . . . | 287,229 | 46,310 | 70,148 | 30,114 | 17,348 | 51,307 | - | 13,319 | 16,107 | 16,642 | 25,934 |
| Jun . . . | 382,688 | 58,422 | 83,234 | 24,084 | 20,683 | 74,087 | - | 15,696 | 17,884 | 19,530 | 29,068 |
| Sep . . . | 493,140 | 153,755 | 104,345 | 26,012 | 21,535 | 93,308 | - | 25,125 | 18,373 | 26,468 | 24,219 |
| Dec . . . | 654,594 | 263,589 | 124,897 | 21,982 | 29,681 | 116,052 | - | 37,479 | 18,072 | 30,800 | 12,042 |
| 1944 | | | | | | | | | | | |
| Mar . . . | 801,471 | 341,232 | 142,128 | 17,506 | 31,635 | 136,518 | 6,432 | 55,583 | 15,192 | 36,098 | 19,147 |
| Jun . . . | 909,089 | 377,344 | 147,381 | 16,351 | 46,826 | 156,599 | 12,860 | 63,127 | 14,565 | 64,028 | 10,008 |
| Sep . . . | 940,740 | 382,565 | 150,859 | 11,806 | 49,651 | 150,828 | 25,156 | 67,773 | 13,496 | 79,614 | 8,992 |
| Dec . . . | 1,010,591 | 383,587 | 145,102 | 11,201 | 58,701 | 153,841 | 40,526 | 79,964 | 10,671 | 95,190 | 31,808 |
| 1945 | | | | | | | | | | | |
| Mar . . . | 1,051,645 | 390,733 | 140,154 | 9,512 | 65,523 | 159,289 | 55,218 | 84,945 | 9,626 | 98,147 | 38,498 |
| Jun . . . | 986,993 | 322,753 | 87,885 | 10,628 | 80,526 | 161,073 | 68,155 | 81,431 | 9,786 | 123,580 | 41,176 |
| Sep . . . | 786,707 | 188,006 | 38,505 | 9,362 | a/ | 226,396 | 77,554 | 74,153 | 9,208 | 115,573 | 47,950 |
| End of Month | Total | European Theater | Mediterranean Theater | Caribbean Air Command | Pacific Air Command | China Theater | Alaskan Air Command | Air Transport Command | Other | | |
| 1945 (Cont'd) | | | | | | | | | | | |
| Dec | 332,140 | 58,741 | 3,068 | 4,313 | 150,240 | 46,999 | 4,413 | 40,418 | 23,948 | | |
| 1946 | | | | | | | | | | | |
| Jan | 230,779 | 45,032 | 1,965 | 2,249 | 108,973 | 21,007 | 3,380 | 30,607 | 17,566 | | |
| Feb | 169,262 | 43,576 | 2,792 | 3,320 | 72,148 | 14,463 | 2,934 | 20,352 | 9,677 | | |
| Mar | 139,863 | 39,231 | 2,340 | 3,566 | 59,099 | 6,556 | 2,258 | 26,394 | 419 | | |
| Apr | 144,568 | 42,137 | 2,745 | 3,826 | 64,760 | 2,075 | 3,377 | 25,020 | 628 | | |
| May | 144,776 | 47,113 | 2,541 | 5,071 | 60,954 | 979 | 3,213 | 24,217 | 688 | | |
| Jun | 135,725 | 44,332 | 1,881 | 6,218 | 55,684 | 561 | 3,436 | 23,004 | 609 | | |
| Jul | 136,561 | 42,757 | 900 | 6,862 | 57,861 | 434 | 3,686 | 23,468 | 593 | | |
| Aug | 131,812 | 43,150 | 964 | 8,550 | 57,802 | 405 | 4,134 | 16,324 | 483 | | |
| Sep | 126,292 | 42,905 | 699 | 9,581 | 49,916 | 405 | 4,153 | 18,149 | 484 | | |
| Oct | 115,976 | 38,141 | 792 | 9,091 | 44,120 | 298 | 4,564 | 18,307 | 663 | | |
| Nov | 108,155 | 35,233 | - | 8,630 | 43,089 | 236 | 4,180 | 16,159 | 628 | | |
| Dec | 95,341 | 28,042 | - | 6,975 | 41,219 | 191 | 3,759 | 14,614 | 541 | | |
| End of month | Total | European Theater (USAFE) | Caribbean Air Command | AAP Pacific | Air Division Army Advisory Group, China | Far East Air Force | Alaskan Air Command | Air Transport Command | Other | | |
| 1947 | | | | | | | | | | | |
| Jan | 89,700 | 25,217 | 6,594 | 3,200 | 187 | 35,515 | 3,544 | 14,897 | b/ 546 | | |
| Feb | 89,384 | 23,733 | 6,152 | 3,145 | 276 | 36,526 | 4,584 | 14,968 | - | | |
| Mar | 87,621 | 23,002 | 5,770 | g/ 3,976 | 160 | 35,128 | 4,872 | 14,713 | - | | |
| Apr | 87,224 | 22,524 | 5,836 | 3,172 | d/ | 35,699 | 5,398 | 14,595 | - | | |
| May | 86,597 | 22,370 | 5,725 | 3,013 | d/ | 34,982 | 5,977 | 14,530 | - | | |
| Jun | 86,496 | 22,301 | 5,760 | 3,116 | d/ | 34,270 | 6,177 | 14,872 | - | | |
| Jul | 86,375 | 21,786 | 5,988 | 3,240 | d/ | 33,926 | 6,571 | 14,864 | - | | |
| Aug | 85,844 | 20,871 | 5,975 | 3,158 | d/ | 33,863 | 6,822 | 15,155 | - | | |
| Sep | 85,364 | 19,577 | 5,945 | 3,324 | d/ | 34,030 | 7,217 | 15,271 | - | | |
| Oct | 85,992 | 19,074 | 6,077 | 3,471 | d/ | 34,490 | 7,491 | 15,389 | - | | |
| Nov | 86,572 | 18,937 | 6,658 | 3,492 | d/ | 34,494 | 7,521 | 15,470 | - | | |
| Dec | 88,219 | 18,543 | 6,803 | 3,542 | d/ | 35,762 | 7,934 | 15,635 | - | | |

a/ Included in Far East Air Forces beginning with July 1945.

b/ Includes 546 personnel in Strategic Air Command (Foreign).

c/ Initial personnel report for Seventh Air Force.

d/ No strength following inactivation of the 332 Troop Carrier Squadron, 10 April 1947.

Table 38.-- ASWAF WOMEN'S ARMY CORPS PERSONNEL OVERSEAS. BY THEATER OR COMMAND: JUN 1944 THROUGH DEC 1947

| End of Month | Total | European Theater | Mediterranean Theater | Caribbean Air Command | Pacific Ocean Areas | Far East Air Force | Twentieth Air Force | China and India-Burma | Alaskan Air Command | Air Transport Command | Other |
|--------------|-------|------------------|-----------------------|-----------------------|---|--------------------|---------------------|-----------------------|---------------------|-----------------------|-------|
| 1944 | | | | | | | | | | | |
| Jun. | 3,708 | 2,488 | 378 | - | - | - | - | - | - | 836 | 6 |
| Sep. | 5,244 | 2,594 | 428 | - | 2 | 3 | - | 164 | - | 1,898 | 155 |
| Dec. | 6,772 | 2,683 | 415 | - | 3 | 448 | - | 267 | - | 2,708 | 248 |
| 1945 | | | | | | | | | | | |
| Mar. | 7,384 | 2,670 | 414 | - | 4 | 1,082 | - | 280 | - | 2,622 | 312 |
| Jun. | 7,366 | 2,484 | 297 | - | 4 | 1,019 | 1 | 268 | - | 2,902 | 391 |
| Sep. | 5,297 | 1,535 | 3 | - | a/ | 776 | 10 | 287 | - | 2,391 | 295 |
| End of Month | Total | European Theater | Mediterranean Theater | Caribbean Air Command | Pacific Air Command | China Theater | Alaskan Air Command | Air Transport Command | Other | | |
| 1945 | | | | | | | | | | | |
| Dec. | 1,680 | 252 | - | - | 11 | 68 | - | 1,211 | 138 | | |
| 1946 | | | | | | | | | | | |
| Jan. | 1,192 | 191 | - | - | 4 | 46 | - | 833 | 118 | | |
| Feb. | 948 | 213 | - | - | 4 | 30 | - | 611 | 90 | | |
| Mar. | 821 | 133 | - | - | 4 | 15 | - | 669 | - | | |
| Apr. | 615 | 171 | - | - | 6 | 12 | - | 426 | - | | |
| May. | 529 | 92 | - | - | 5 | 6 | - | 426 | - | | |
| Jun. | 622 | 235 | - | - | 5 | 6 | - | 376 | - | | |
| Jul. | 520 | 200 | - | - | 3 | - | - | 317 | - | | |
| Aug. | 198 | 182 | - | - | 3 | - | - | 13 | - | | |
| Sep. | 294 | 273 | - | - | 3 | - | - | 18 | - | | |
| Oct. | 306 | 290 | - | - | 3 | - | - | 13 | - | | |
| Nov. | 288 | 265 | - | - | 3 | - | - | 20 | - | | |
| Dec. | 328 | 236 | - | - | 73 | 4 | - | 15 | - | | |
| End of Month | Total | European Theater | Caribbean Air Command | AAF Pacific | Air Division Army Advisory Group, China | Far East Air Force | Alaskan Air Command | Air Transport Command | Other | | |
| 1947 | | | | | | | | | | | |
| Jan. | 403 | 237 | 147 | - | - | 4 | - | 15 | - | | |
| Feb. | 406 | 238 | 148 | - | - | 4 | - | 16 | - | | |
| Mar. | 404 | 236 | 146 | b/ | - | 4 | - | 18 | - | | |
| Apr. | 509 | 349 | 142 | - | g/ | 2 | - | 16 | - | | |
| May. | 506 | 349 | 139 | - | g/ | 2 | - | 16 | - | | |
| Jun. | 504 | 341 | 145 | 1 | g/ | 3 | - | 14 | - | | |
| Jul. | 499 | 345 | 141 | - | g/ | 3 | - | 10 | - | | |
| Aug. | 487 | 338 | 139 | - | g/ | 3 | - | 7 | - | | |
| Sep. | 482 | 331 | 136 | 1 | g/ | 3 | 1 | 10 | - | | |
| Oct. | 480 | 333 | 131 | 1 | g/ | 3 | 1 | 11 | - | | |
| Nov. | 473 | 330 | 129 | 1 | g/ | 3 | 1 | 9 | - | | |
| Dec. | 468 | 325 | 129 | 1 | g/ | 3 | 1 | 9 | - | | |

a/ Included with Far East Air Forces beginning with July 1945.

b/ Initial personnel report for Seventh Air Force.

g/ No strength following inactivation of the 332 Troop Carrier Squadron, 10 April 1947.

Table 38.-- ASWAF WOMEN'S ARMY CORPS PERSONNEL OVERSEAS, BY THEATER OR COMMAND:
JUN 1944 THROUGH DEC 1947 -- Continued

| End of Month | Total | European Theater | Caribbean Air Command | AAF Pacific | Army Advisory Group China | Far East Air Forces | Alaskan Air Command | Air Transport Command | Other |
|---------------|-------|------------------|-----------------------|-------------|---------------------------|---------------------|---------------------|-----------------------|-------|
| Officers | | | | | | | | | |
| 1947 | | | | | | | | | |
| Jan | 39 | 17 | 8 | - | - | 4 | - | 10 | - |
| Feb | 46 | 23 | 8 | - | - | 4 | - | 11 | - |
| Mar | 49 | 25 | 8 | b/ | - | 4 | - | 12 | - |
| Apr | 50 | 30 | 8 | - | - | 2 | - | 10 | - |
| May | 52 | 32 | 8 | - | e/e/ | 2 | - | 10 | - |
| Jun | 50 | 29 | 8 | 1 | e/e/ | 3 | - | 9 | - |
| Jul | 47 | 32 | 7 | - | e/e/ | 3 | - | 5 | - |
| Aug | 44 | 31 | 7 | - | e/e/ | 3 | - | 3 | - |
| Sep | 47 | 31 | 7 | 1 | e/e/ | 3 | 1 | 4 | - |
| Oct | 48 | 31 | 7 | 1 | e/e/ | 3 | 1 | 5 | - |
| Nov | 49 | 31 | 8 | 1 | e/ | 3 | 1 | 5 | - |
| Dec | 47 | 29 | 8 | 1 | e/ | 3 | 1 | 5 | - |
| Enlisted | | | | | | | | | |
| 1947 | | | | | | | | | |
| Jan | 364 | 220 | 139 | - | - | - | - | 5 | - |
| Feb | 360 | 215 | 140 | - | - | - | - | 5 | - |
| Mar | 355 | 211 | 138 | b/ | - | - | - | 6 | - |
| Apr | 459 | 319 | 134 | - | - | - | - | 6 | - |
| May | 454 | 317 | 131 | - | e/e/ | - | - | 6 | - |
| Jun | 454 | 312 | 137 | - | e/e/ | - | - | 5 | - |
| Jul | 452 | 313 | 134 | - | e/e/ | - | - | 5 | - |
| Aug | 443 | 307 | 132 | - | e/e/ | - | - | 4 | - |
| Sep | 435 | 300 | 129 | - | e/e/ | - | - | 6 | - |
| Oct | 432 | 302 | 124 | - | e/e/ | - | - | 6 | - |
| Nov | 424 | 299 | 121 | - | e/ | - | - | 4 | - |
| Dec | 421 | 296 | 121 | - | e/ | - | - | 4 | - |

Table 39.-- NEGRO MILITARY PERSONNEL OVERSEAS, BY THEATER OR COMMAND: SEP 1942 THROUGH DEC 1947

| End of Month | Total | European Theater | Mediterranean Theater | Pacific Ocean Areas | Far East Air Forces | Twentieth Air Force | China and India-Burma | Alaskan Air Command | Air Transport Command | Other |
|--------------|--------|------------------|-----------------------|---------------------|---------------------|---------------------|-----------------------|---------------------|-----------------------|-------|
| 1942 | | | | | | | | | | |
| Sep. | 4,982 | 3,174 | 1,319 | 489 | - | - | - | - | - | - |
| Dec. | 10,033 | 4,457 | 4,777 | 799 | - | - | - | - | - | - |
| 1943 | | | | | | | | | | |
| Mar. | 16,476 | 6,738 | 5,785 | 2,009 | 1,944 | - | - | - | - | - |
| Jun. | 24,649 | 7,151 | 6,303 | 2,999 | 7,133 | - | 1,063 | - | - | - |
| Sep. | 34,836 | 10,559 | 8,237 | 2,741 | 10,316 | - | 2,983 | - | - | - |
| Dec. | 42,579 | 8,052 | 11,093 | 2,349 | 14,946 | - | 5,977 | - | - | 162 |
| 1944 | | | | | | | | | | |
| Mar. | 50,448 | 9,386 | 12,771 | 2,376 | 18,141 | 1,150 | 6,454 | - | - | 170 |
| Jun. | 58,662 | 10,093 | 13,379 | 5,698 | 22,620 | 377 | 6,331 | - | - | 164 |
| Sep. | 63,552 | 10,518 | 12,924 | 9,248 | 18,399 | 2,664 | 6,965 | - | 2,666 | 168 |
| Dec. | 67,157 | 11,012 | 13,015 | 10,262 | 20,027 | 647 | 7,904 | 165 | 3,959 | 166 |
| 1945 | | | | | | | | | | |
| Mar. | 66,962 | 11,105 | 12,016 | 11,562 | 19,530 | 534 | 7,922 | 168 | 3,894 | 231 |
| Jun. | 71,220 | 11,905 | 9,715 | 16,677 | 19,698 | 1,028 | 7,702 | 164 | 4,676 | 155 |
| Sep. | 64,521 | 7,733 | 4,295 | a/ | 37,230 | 2,533 | 6,780 | 145 | 5,662 | 143 |

| End of Month | Total | European Theater | Mediterranean Theater | Pacific Air Command USA | China Theater | Alaskan Air Command | Air Transport Command | Other |
|--------------|--------|------------------|-----------------------|-------------------------|---------------|---------------------|-----------------------|-------|
| 1945 | | | | | | | | |
| Dec. | 25,410 | 2,139 | 825 | 18,360 | 2,779 | 40 | 1,131 | 136 |
| 1946 | | | | | | | | |
| Jan. | 19,332 | 2,198 | 298 | 13,866 | 1,808 | - | 1,052 | 110 |
| Feb. | 13,774 | 2,391 | 210 | 9,665 | 912 | - | 596 | - |
| Mar. | 10,158 | 2,443 | 186 | 6,713 | 609 | - | 207 | - |
| Apr. | 13,387 | 3,021 | 1,042 | 8,377 | - | - | 947 | - |
| May. | 14,179 | 3,480 | 1,179 | 8,367 | - | - | 1,153 | - |
| Jun. | 13,205 | 3,701 | 1,159 | 7,037 | - | - | 1,308 | - |
| Jul. | 14,271 | 4,214 | 913 | 7,979 | - | - | 1,165 | - |
| Aug. | 12,581 | 4,132 | 974 | 7,021 | - | - | 454 | - |
| Sep. | 11,019 | 3,719 | 694 | 6,111 | - | - | 495 | - |
| Oct. | 10,788 | 3,360 | 800 | 5,436 | - | 712 | 480 | - |
| Nov. | 10,534 | 3,258 | - | 5,897 | - | 900 | 479 | - |
| Dec. | 10,131 | 3,238 | - | 5,571 | - | 870 | 452 | - |

| End of Month | Total | European Theater (USAFE) | Caribbean Air Command | AAF Pacific | Air Division Army Advisory Group, China | Far East Air Force | Alaskan Air Command | Air Transport Command | Other |
|--------------|-------|--------------------------|-----------------------|-------------|---|--------------------|---------------------|-----------------------|-------|
| 1947 | | | | | | | | | |
| Jan. | 8,630 | 2,694 | - | 546 | - | 4,194 | 829 | 367 | - |
| Feb. | 8,572 | 2,327 | - | 570 | - | 4,461 | 928 | 286 | - |
| Mar. | 8,481 | 2,122 | - | b/ 535 | - | 4,691 | 907 | 226 | - |
| Apr. | 8,659 | 2,064 | - | 521 | g/ | 4,792 | 1,078 | 204 | - |
| May. | 8,303 | 2,027 | - | 477 | g/ | 4,675 | 921 | 203 | - |
| Jun. | 8,312 | 2,066 | - | 463 | g/ | 4,700 | 888 | 195 | - |
| Jul. | 8,340 | 1,881 | - | 568 | g/ | 4,706 | 998 | 187 | - |
| Aug. | 8,335 | 1,824 | - | 580 | g/ | 4,719 | 1,027 | 185 | - |
| Sep. | 7,962 | 1,617 | - | 571 | g/ | 4,609 | 976 | 189 | - |
| Oct. | 7,815 | 1,579 | - | 577 | g/ | 4,475 | 1,020 | 164 | - |
| Nov. | 7,712 | 1,567 | - | 538 | g/ | 4,429 | 1,013 | 165 | - |
| Dec. | 7,672 | 1,546 | - | 507 | g/ | 4,489 | 961 | 169 | - |

a/ Included in Far East Air Forces beginning July 1945

b/ Initial personnel report for Seventh Air Force.

g/ No strength following inactivation of the 332 Troop Carrier Squadron, 10 April 1947.

Table 40.-- ACCESSIONS TO ENLISTED STRENGTH BY SELECTIVE SERVICE AND ENLISTMENTS IN REGULAR ARMY:
1944 THROUGH 1947

(Includes AF Enlistments at all AF Stations and Army Stations)

| Year and month | Total Selective Service and Regular Army Enlistments | Selective Service | | | Regular Army Enlistments | | | | | Enlistments By Type (3, 4, or 5 Years) | | |
|-----------------|--|----------------------------|----------------|---------------|----------------------------|--------------|------------|----------------|----------------------------|--|---------------------------------|--|
| | | Total | White | Colored | Total | Five Year | Four Year | Three Year | Less Than Three Years | Original (No Prior Service) | Enlistments (Prior AUS Service) | Re-Enlistments (Prior Regular Service) |
| Total | 832,835 | 286,052^a | 241,754 | 34,298 | 546,783^a | 2,754 | 451 | 354,713 | 188,864^c | 45,068^d | 20,239^b | 11,842^b |
| Annually | | | | | | | | | | | | |
| 1944 | 149,292 | 149,292 | 130,210 | 19,082 | - | - | - | - | - | - | - | - |
| 1945 | 280,458 | 118,042 ^a | 93,877 | 14,165 | 162,416 | - | - | 85,554 | 76,882 | ^b | ^b | ^b |
| 1946 | 284,207 | 18,718 ^a | 17,667 | 1,051 | 265,489 | - | - | 160,172 | 105,317 ^c | ^b | ^b | ^b |
| 1947 | 118,878 | - | - | - | 118,878 ^a | 2,754 | 451 | 109,007 | 6,665 ^c | 45,068 ^b | 20,239 ^b | 11,842 ^b |
| Monthly | | | | | | | | | | | | |
| 1944 | | | | | | | | | | | | |
| Jan | 19,127 | 19,127 | 16,357 | 2,770 | - | - | - | - | - | - | - | - |
| Feb | 22,197 | 22,197 | 19,427 | 2,770 | - | - | - | - | - | - | - | - |
| Mar | 18,621 | 18,621 | 17,629 | 992 | - | - | - | - | - | - | - | - |
| Apr | 20,813 | 20,813 | 19,888 | 925 | - | - | - | - | - | - | - | - |
| May | 12,387 | 12,387 | 11,465 | 922 | - | - | - | - | - | - | - | - |
| Jun | 12,500 | 12,500 | 11,578 | 922 | - | - | - | - | - | - | - | - |
| Jul | 14,210 | 14,210 | 13,246 | 964 | - | - | - | - | - | - | - | - |
| Aug | 14,779 | 14,779 | 6,445 | 8,334 | - | - | - | - | - | - | - | - |
| Sep | 5,645 | 5,645 | 5,174 | 471 | - | - | - | - | - | - | - | - |
| Oct | 2,714 | 2,714 | 2,712 | 2 | - | - | - | - | - | - | - | - |
| Nov | 2,250 | 2,250 | 2,245 | 5 | - | - | - | - | - | - | - | - |
| Dec | 4,049 | 4,049 | 4,044 | 5 | - | - | - | - | - | - | - | - |
| 1945 | | | | | | | | | | | | |
| Jan | 5,069 | 5,069 | 5,069 | - | - | - | - | - | - | - | - | - |
| Feb | 6,928 | 6,928 | 6,928 | - | - | - | - | - | - | - | - | - |
| Mar | 11,683 | 11,683 | 10,380 | 1,303 | - | - | - | - | - | - | - | - |
| Apr | 9,129 | 9,129 | 6,959 | 2,170 | - | - | - | - | - | - | - | - |
| May | 6,910 | 6,910 | 4,927 | 1,983 | - | - | - | - | - | - | - | - |
| Jun | 17,037 | 17,037 | 14,938 | 2,099 | - | - | - | - | - | - | - | - |
| Jul | 21,687 | 21,687 | 19,561 | 2,126 | - | - | - | - | - | - | - | - |
| Aug | 13,274 | 13,274 | 11,258 | 2,016 | - | - | - | - | - | - | - | - |
| Sep | 14,705 | 10,000 ^a | - | - | 4,705 | - | - | 3,978 | 727 | ^b | ^b | ^b |
| Oct | 35,573 | 8,308 | 6,953 | 1,355 | 27,265 | - | - | 19,597 | 7,668 | ^b | ^b | ^b |
| Nov | 78,790 | 3,687 | 3,116 | 571 | 75,103 | - | - | 36,622 | 38,481 | ^b | ^b | ^b |
| Dec | 59,673 | 4,330 | 3,788 | 542 | 55,343 | - | - | 25,337 | 30,006 | ^b | ^b | ^b |
| 1946 | | | | | | | | | | | | |
| Jan | 57,986 | 2,749 | 2,731 | 18 | 55,237 | - | - | 27,531 | 27,706 | ^b | ^b | ^b |
| Feb | 49,463 | 2,136 | 2,085 | 51 | 47,327 | - | - | 22,347 | 24,980 | ^b | ^b | ^b |
| Mar | 38,251 | 2,284 | 2,224 | 60 | 35,967 | - | - | 17,046 | 18,921 | ^b | ^b | ^b |
| Apr | 32,842 | 7,107 | 6,637 | 470 | 25,735 | - | - | 11,544 | 14,191 | ^b | ^b | ^b |
| May | 19,994 | 4,106 | 3,655 | 451 | 15,888 | - | - | 10,369 | 5,519 | ^b | ^b | ^b |
| Jun | 17,178 | 22 | 22 | 0 | 17,156 | - | - | 15,156 | 2,000 ^g | ^b | ^b | ^b |
| Jul | 12,487 | 22 | 21 | 1 | 12,465 | - | - | 10,465 | 2,000 ^g | ^b | ^b | ^b |
| Aug | 11,984 | 8 | 8 | 0 | 11,976 | - | - | 9,976 | 2,000 ^g | ^b | ^b | ^b |
| Sep | 13,638 | 85 | 85 | 0 | 13,553 | - | - | 11,553 | 2,000 ^g | ^b | ^b | ^b |
| Oct | 13,386 | 138 | 138 | 0 | 13,248 | - | - | 11,248 | 2,000 ^g | ^b | ^b | ^b |
| Nov | 8,526 | 59 | 59 | 0 | 8,467 | - | - | 6,467 | 2,000 ^g | ^b | ^b | ^b |
| Dec | 8,472 | 2 | 2 | 0 | 8,470 | - | - | 6,470 | 2,000 ^g | ^b | ^b | ^b |
| 1947 | | | | | | | | | | | | |
| Jan | 15,284 | - | - | - | 15,284 | - | - | 13,284 | 2,000 ^g | ^b | ^b | ^b |
| Feb | 10,603 | - | - | - | 10,603 | - | - | 8,603 | 2,000 ^g | ^b | ^b | ^b |
| Mar | 8,392 | - | - | - | 8,392 | - | - | 7,292 | 1,100 | ^b | ^b | ^b |
| Apr | 6,086 | - | - | - | 6,086 | - | - | 5,886 | 200 | ^b | ^b | ^b |
| May | 5,923 | - | - | - | 5,923 | - | - | 5,713 | 210 | 2,618 | 1,932 | 1,163 |
| Jun | 10,352 | - | - | - | 10,352 | - | - | 10,142 | 210 | 5,468 | 2,996 | 1,678 |
| Jul | 13,023 | - | - | - | 13,023 | 350 | 57 | 12,233 | 383 | 7,446 | 3,293 | 1,901 |
| Aug | 11,428 | - | - | - | 11,428 ^a | 465 | 82 | 10,680 | 200 | 7,582 ^d | 2,252 | 1,394 |
| Sep | 10,207 | - | - | - | 10,207 | 468 | 85 | 9,532 | 122 | 6,292 | 2,391 | 1,402 |
| Oct | 10,407 | - | - | - | 10,407 | 500 | 79 | 9,728 | 100 | 5,928 | 2,844 | 1,536 |
| Nov | 8,557 | - | - | - | 8,557 | 489 | 73 | 7,924 | 71 | 4,907 | 2,242 | 1,337 |
| Dec | 8,616 | - | - | - | 8,616 | 482 | 75 | 7,990 | 69 | 4,827 | 2,289 | 1,431 |

^a/ Includes 10,000 (estimated) for which no race breakdown is available.

^b/ Not available.

^c/ Estimated, June 1946 through February 1947.

^d/ Includes one 6 year enlistee.

Source: Director of Military Personnel, Personnel Requirements and Analysis Branch.

Table 41.-- MILITARY PERSONNEL LOST THROUGH TRANSFER TO SEPARATION CENTERS, BY CAUSE OF SEPARATION:
MAY 1945 THROUGH DEC 1947

| Year and Month | All Causes | | | Under Readjustment Regulations | | | Other Causes ^{b/} | | |
|-----------------------------------|------------|----------|--------------------|--------------------------------|----------|--------------------|----------------------------|----------|--------------------|
| | Total | Officers | Enlisted Personnel | Total | Officers | Enlisted Personnel | Total | Officers | Enlisted Personnel |
| Total (May '45-Jul '47) | 2,162,707 | 356,940 | 1,805,767 | 1,529,073 | 278,093 | 1,250,980 | 633,634 | 78,847 | 554,787 |
| Annually | | | | | | | | | |
| 1945 (May-Dec) | 1,228,969 | 220,303 | 1,008,666 | 891,498 | 188,972 | 702,526 | 337,471 | 31,331 | 306,140 |
| 1946 | 857,713 | 129,616 | 728,097 | 604,407 | 85,621 | 518,786 | 253,306 | 43,995 | 209,311 |
| 1947 (Jan-Jul) | 76,025 | 7,021 | 69,004 | 33,168 | 3,500 | 29,668 | 42,857 | 3,521 | 39,336 |
| Monthly | | | | | | | | | |
| 1945 May | 16,511 | 5,379 | 11,132 | 14,257 | 4,699 | 9,558 | 2,254 | 680 | 1,574 |
| Jun | 22,152 | 5,304 | 16,848 | 16,048 | 4,233 | 11,815 | 6,104 | 1,071 | 5,033 |
| Jul | 30,822 | 9,837 | 20,985 | 19,873 | 8,252 | 11,621 | 10,949 | 1,585 | 9,364 |
| Aug | 42,030 | 9,480 | 32,550 | 29,528 | 7,317 | 22,211 | 12,502 | 2,163 | 10,339 |
| Sep | 232,946 | 57,392 | 175,554 | 185,641 | 53,098 | 132,543 | 47,305 | 4,294 | 43,011 |
| Oct | 354,062 | 70,031 | 284,031 | 255,910 | 62,213 | 193,697 | 98,152 | 7,818 | 90,334 |
| Nov | 324,425 | 36,498 | 287,927 | 220,665 | 30,833 | 189,832 | 107,760 | 5,665 | 98,095 |
| Dec | 206,021 | 26,382 | 179,639 | 149,576 | 18,327 | 131,249 | 56,445 | 8,055 | 48,390 |
| 1946 Jan | 190,000 | 31,037 | 158,963 | 148,918 | 20,522 | 128,396 | 41,082 | 10,515 | 30,567 |
| Feb | 316,735 | 30,757 | 285,978 | 193,499 | 16,691 | 176,808 | 123,236 | 14,066 | 109,170 |
| Mar | 108,273 | 14,084 | 94,189 | 83,833 | 9,306 | 74,527 | 24,440 | 4,778 | 19,662 |
| Apr | 55,590 | 9,938 | 45,652 | 40,443 | 7,028 | 33,415 | 15,147 | 2,910 | 12,237 |
| May | 41,504 | 7,839 | 33,665 | 28,703 | 5,078 | 23,625 | 12,801 | 2,761 | 10,040 |
| Jun | 29,723 | 6,929 | 22,794 | 19,600 | 4,005 | 15,595 | 10,123 | 2,924 | 7,199 |
| Jul | 21,739 | 7,391 | 14,348 | 13,383 | 4,713 | 8,670 | 8,356 | 2,678 | 5,678 |
| Aug | 18,403 | 4,322 | 14,081 | 11,149 | 3,046 | 8,103 | 7,254 | 1,276 | 5,978 |
| Sep | 10,459 | 1,611 | 8,848 | 7,421 | 1,178 | 6,243 | 3,038 | 433 | 2,605 |
| Oct | 15,377 | 5,078 | 10,299 | 12,105 | 3,900 | 8,205 | 3,272 | 1,178 | 2,094 |
| Nov | 31,527 | 9,555 | 21,972 | 29,020 | 9,111 | 19,909 | 2,507 | 444 | 2,063 |
| Dec | 18,383 | 1,075 | 17,308 | 16,333 | 1,043 | 15,290 | 2,050 | 32 | 2,018 |
| 1947 Jan | 20,248 | 639 | 19,609 | 14,637 | 612 | 14,025 | 5,611 | 27 | 5,584 |
| Feb | 13,410 | 1,076 | 12,334 | 7,872 | 1,032 | 6,840 | 5,538 | 44 | 5,494 |
| Mar | 11,262 | 873 | 10,389 | 3,753 | 701 | 3,052 | 7,509 | 172 | 7,337 |
| Apr | 6,807 | 858 | 5,949 | 2,400 | 354 | 2,046 | 4,407 | 504 | 3,903 |
| May | 9,346 | 1,315 | 8,031 | 752 | 245 | 507 | 8,594 | 1,870 | 7,524 |
| Jun | 8,288 | 1,707 | 6,581 | 2,139 | 374 | 1,765 | 6,149 | 1,333 | 4,816 |
| Jul | 6,664 | 553 | 6,111 | 1,615 | 182 | 1,433 | 5,049 | 371 | 4,678 |
| Aug | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ |
| Sep | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ |
| Oct | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ |
| Nov | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ |
| Dec | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ |

a/ Prior to 1 August 1947 personnel in process of separation were not chargeable to the AAF Troop Basis, hence transfers to separation centers constituted a loss to the AAF. Subsequent to 1 August 1947 personnel in process of separation were chargeable to the Air Force personnel ceiling, consequently transfers to separation centers did not constitute a loss to Air Force strength and statistics on these transfers are not significant.

b/ Dependency, hardship, convenience of the government, etc.

Table 42.-- MILITARY PERSONNEL LOST THROUGH TRANSFER TO AIR FORCE AND WAR DEPARTMENT SEPARATION CENTERS:
MAY 1945 THROUGH DEC 1947

| Year and Month | All Centers | | | Air Force Centers | | | War Department Centers | | |
|-----------------|-------------|----------|--------------------|-------------------|----------|--------------------|------------------------|----------|--------------------|
| | Total | Officers | Enlisted Personnel | Total | Officers | Enlisted Personnel | Total | Officers | Enlisted Personnel |
| Total | | | | | | | | | |
| (May'45-Jun'47) | 2,162,707 | 356,940 | 1,805,767 | 1,240,164 | 203,498 | 1,036,666 | 922,543 | 153,442 | 769,101 |
| Annually | | | | | | | | | |
| 1945 (May-Dec) | 1,228,969 | 220,303 | 1,008,666 | 584,322 | 118,439 | 465,883 | 644,647 | 101,864 | 542,783 |
| 1946 | 857,713 | 129,616 | 728,097 | 615,044 | 81,353 | 533,691 | 242,669 | 48,263 | 194,406 |
| 1947 (Jan-Jun) | 76,025 | 7,021 | 69,004 | 40,798 | 3,706 | 37,092 | 35,227 | 3,315 | 31,912 |
| Monthly | | | | | | | | | |
| 1945 May | 16,511 | 5,379 | 11,132 | 1,253 | 489 | 764 | 15,258 | 4,890 | 10,368 |
| Jun | 22,152 | 5,304 | 16,848 | 1,352 | 645 | 707 | 20,800 | 4,659 | 16,141 |
| Jul | 30,822 | 9,837 | 20,985 | 1,385 | 689 | 696 | 29,437 | 9,148 | 20,289 |
| Aug | 42,030 | 9,480 | 32,550 | 1,302 | 675 | 627 | 40,728 | 8,805 | 31,923 |
| Sep | 232,946 | 57,392 | 175,554 | 61,108 | 18,521 | 42,587 | 171,838 | 38,871 | 132,967 |
| Oct | 354,062 | 70,031 | 284,031 | 253,879 | 57,086 | 196,793 | 100,183 | 12,945 | 87,238 |
| Nov | 324,425 | 36,498 | 287,927 | 180,514 | 24,513 | 156,001 | 143,911 | 11,985 | 131,926 |
| Dec | 206,021 | 26,382 | 179,639 | 83,529 | 15,821 | 67,708 | 122,492 | 10,561 | 111,931 |
| 1946 Jan | 190,000 | 31,037 | 158,963 | 137,203 | 17,500 | 119,703 | 52,797 | 13,537 | 39,260 |
| Feb | 316,735 | 30,757 | 285,978 | 258,316 | 23,189 | 235,127 | 58,419 | 7,568 | 50,851 |
| Mar | 108,273 | 14,084 | 94,189 | 70,092 | 8,274 | 61,818 | 38,181 | 5,810 | 32,371 |
| Apr | 55,590 | 9,938 | 45,652 | 40,425 | 6,231 | 34,194 | 15,165 | 3,707 | 11,458 |
| May | 41,504 | 7,839 | 33,665 | 26,287 | 5,082 | 21,205 | 15,217 | 2,757 | 12,460 |
| Jun | 29,723 | 6,929 | 22,794 | 18,565 | 4,687 | 13,878 | 11,158 | 2,242 | 8,916 |
| Jul | 21,739 | 7,391 | 14,348 | 8,465 | 2,877 | 5,588 | 13,274 | 4,514 | 8,760 |
| Aug | 18,403 | 4,322 | 14,081 | 10,529 | 2,088 | 8,441 | 7,874 | 2,234 | 5,640 |
| Sep | 10,459 | 1,611 | 8,848 | 6,526 | 915 | 5,611 | 3,933 | 696 | 3,237 |
| Oct | 15,377 | 5,078 | 10,299 | 4,158 | 1,913 | 2,245 | 11,219 | 3,165 | 8,054 |
| Nov | 31,527 | 9,555 | 21,972 | 24,211 | 8,201 | 16,010 | 7,316 | 1,354 | 5,962 |
| Dec | 18,383 | 1,075 | 17,308 | 10,267 | 396 | 9,871 | 8,116 | 679 | 7,437 |
| 1947 Jan | 20,248 | 639 | 19,609 | 12,176 | 134 | 12,042 | 8,072 | 505 | 7,567 |
| Feb | 13,410 | 1,076 | 12,334 | 6,405 | 91 | 6,314 | 7,005 | 985 | 6,020 |
| Mar | 11,262 | 873 | 10,389 | 3,288 | 126 | 3,162 | 7,924 | 747 | 7,227 |
| Apr | 6,807 | 858 | 5,949 | 3,364 | 443 | 2,921 | 3,443 | 415 | 3,028 |
| May | 9,346 | 1,315 | 8,031 | 6,333 | 982 | 5,351 | 3,013 | 333 | 2,680 |
| Jun | 8,288 | 1,707 | 6,581 | 4,362 | 1,542 | 2,820 | 3,926 | 165 | 3,761 |
| Jul | 6,664 | 553 | 6,111 | 4,870 | 388 | 4,482 | 1,794 | 165 | 1,629 |
| Aug | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ |
| Sep | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ |
| Oct | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ |
| Nov | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ |
| Dec | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ |

a/ Prior to 1 August 1947 personnel in process of separation were not chargeable to the AAF Troop Basis, hence transfers to separation centers constituted a loss to the AAF. Subsequent to 1 August 1947 personnel in process of separation were chargeable to the Air Force personnel ceiling, consequently transfers to separation centers did not constitute a loss to Air Force strength and statistics on these transfers are not significant.

Table 43.-- MILITARY PERSONNEL SHIPPED OVERSEAS, BY THEATER OR COMMAND OF DESTINATION AND

| Year and Quarter | Total | Officers | Enlisted Personnel | Total | Officers | Enlisted Personnel | Total | Officers | Enlisted Personnel |
|------------------|---------------------|----------------|--------------------|---------------------|----------------|--------------------|-----------------------|---------------|--------------------|
| | All Theaters | | | European Theater | | | Mediterranean Theater | | |
| Total | 1,649,585 | 291,569 | 1,358,016 | 551,214 | 110,072 | 441,142 | 221,718 | 50,376 | 171,342 |
| Annually | | | | | | | | | |
| 1943 | 506,973 | 67,738 | 439,235 | 226,391 | 27,086 | 199,305 | 94,129 | 15,569 | 78,560 |
| 1944 | 636,429 | 138,142 | 498,287 | 223,499 | 63,116 | 160,383 | 109,387 | 29,342 | 80,045 |
| 1945 | 318,418 | 65,888 | 252,530 | 58,245 | 14,761 | 43,484 | 15,105 | 5,409 | 9,696 |
| 1946 | 149,214 | 17,009 | 132,205 | 42,488 | 4,979 | 37,509 | 3,097 | 56 | 3,041 |
| 1947 | 38,551 | 2,792 | 35,759 | 591 | 130 | 461 | a/ | a/ | a/ |
| Quarterly | | | | | | | | | |
| 1943 1st Qtr. | 62,371 | 9,348 | 53,023 | 8,633 | 1,488 | 7,145 | 31,269 | 3,951 | 27,318 |
| 2nd Qtr. | 132,295 | 17,171 | 115,124 | 65,259 | 6,803 | 58,456 | 20,905 | 4,123 | 16,782 |
| 3rd Qtr. | 128,939 | 16,582 | 112,357 | 58,689 | 6,849 | 51,840 | 18,742 | 2,741 | 16,001 |
| 4th Qtr. | 183,368 | 24,637 | 158,731 | 93,810 | 11,946 | 81,864 | 23,213 | 4,754 | 18,459 |
| 1944 1st Qtr. | 214,804 | 33,623 | 181,181 | 102,566 | 17,854 | 84,712 | 43,303 | 7,563 | 35,740 |
| 2nd Qtr. | 147,724 | 35,344 | 112,380 | 59,976 | 18,509 | 41,467 | 20,180 | 6,005 | 14,175 |
| 3rd Qtr. | 130,370 | 33,416 | 96,954 | 34,189 | 14,539 | 19,650 | 26,077 | 8,467 | 17,610 |
| 4th Qtr. | 143,531 | 35,759 | 107,772 | 26,768 | 12,214 | 14,554 | 19,827 | 7,307 | 12,520 |
| 1945 1st Qtr. | 123,948 | 32,016 | 91,932 | 38,813 | 12,228 | 26,585 | 12,607 | 4,507 | 8,100 |
| 2nd Qtr. | 97,701 | 18,678 | 79,023 | 4,597 | 1,718 | 2,879 | 2,438 | 880 | 1,558 |
| 3rd Qtr. | 60,580 | 11,771 | 48,809 | 186 | 110 | 76 | 20 | 13 | 7 |
| 4th Qtr. | 36,189 | 3,423 | 32,766 | 14,649 | 705 | 13,944 | 40 | 9 | 31 |
| 1946 1st Qtr. | 45,106 | 3,639 | 41,467 | 19,455 | 1,026 | 18,429 | 3,074 | 49 | 3,025 |
| 2nd Qtr. | 39,757 | 4,698 | 35,059 | 13,691 | 1,643 | 12,048 | 21 | 5 | 16 |
| 3rd Qtr. | 47,206 | 6,981 | 40,225 | 7,941 | 2,219 | 5,722 | e/ 2 | e/ 2 | e/ - |
| 4th Qtr. | 17,145 | 1,691 | 15,454 | 1,401 | 91 | 1,310 | e/ 2 | e/ 2 | e/ - |
| 1947 1st Qtr. | 12,408 | 694 | 11,714 | 95 | 16 | 79 | e/ | e/ | e/ |
| 2nd Qtr. | 9,153 | 563 | 8,590 | 245 | 51 | 194 | e/ | e/ | e/ |
| 3rd Qtr. | 9,896 | 863 | 9,033 | 197 | 35 | 162 | e/ | e/ | e/ |
| 4th Qtr. | 7,094 | 672 | 6,422 | 54 | 28 | 26 | e/ | e/ | e/ |
| | Far East Air Forces | | | Twentieth Air Force | | | China and India-Burma | | |
| Total . . | 276,716 | 41,287 | 235,429 | 79,646 | 14,057 | 65,589 | 129,910 | 20,386 | 109,524 |
| Annually | | | | | | | | | |
| 1943 | 80,865 | 10,487 | 70,378 | - | - | - | 35,330 | 4,098 | 31,232 |
| 1944 | 90,819 | 13,498 | 77,321 | 32,095 | 4,506 | 27,589 | 71,676 | 10,808 | 60,868 |
| 1945 | 79,791 | 15,459 | 64,332 | 47,551 | 9,551 | 38,000 | 22,371 | 5,324 | 17,047 |
| 1946 | a/ | a/ | a/ | a/ | a/ | a/ | 533 | 156 | 377 |
| 1947 | 25,241 | 1,843 | 23,398 | a/ | a/ | a/ | e/ | e/ | e/ |
| Quarterly | | | | | | | | | |
| 1943 1st Qtr. | 7,007 | 1,224 | 5,783 | - | - | - | 3,117 | 635 | 2,482 |
| 2nd Qtr. | 21,353 | 3,007 | 18,346 | - | - | - | 3,530 | 574 | 2,956 |
| 3rd Qtr. | 20,503 | 2,832 | 17,671 | - | - | - | 13,304 | 1,491 | 11,813 |
| 4th Qtr. | 32,002 | 3,424 | 28,578 | - | - | - | 15,379 | 1,398 | 13,981 |
| 1944 1st Qtr. | 31,032 | 3,047 | 27,985 | - | - | - | 23,408 | 2,559 | 20,849 |
| 2nd Qtr. | 24,409 | 3,275 | 21,134 | 2,266 | 1,020 | 1,246 | 14,415 | 2,448 | 11,967 |
| 3rd Qtr. | 18,444 | 3,105 | 15,339 | 6,783 | 365 | 6,418 | 11,134 | 2,361 | 8,773 |
| 4th Qtr. | 16,934 | 4,071 | 12,863 | 23,046 | 3,121 | 19,925 | 22,719 | 3,440 | 19,279 |
| 1945 1st Qtr. | 13,574 | 3,850 | 9,724 | 14,956 | 3,460 | 11,496 | 11,749 | 2,349 | 9,400 |
| 2nd Qtr. | 19,393 | 3,807 | 15,586 | 23,229 | 3,936 | 19,293 | 6,590 | 1,989 | 4,601 |
| 3rd Qtr. | 36,617 | 6,710 | 29,907 | 6,523 | 1,888 | 4,635 | 3,783 | 872 | 2,911 |
| 4th Qtr. | e/ 10,207 | e/ 1,092 | e/ 9,115 | a/ 2,843 | e/ 267 | a/ 2,576 | 249 | 114 | 135 |
| 1946 1st Qtr. | a/ | a/ | a/ | a/ | a/ | a/ | 127 | 3 | 124 |
| 2nd Qtr. | a/ | a/ | a/ | a/ | a/ | a/ | 173 | 6 | 167 |
| 3rd Qtr. | a/ | a/ | a/ | a/ | a/ | a/ | 227 | 141 | 86 |
| 4th Qtr. | a/ | a/ | a/ | a/ | a/ | a/ | 6 | 6 | - |
| 1947 1st Qtr. | 8,913 | 427 | 8,486 | a/ | a/ | a/ | - | - | - |
| 2nd Qtr. | 5,391 | 328 | 5,063 | a/ | a/ | a/ | e/ | e/ | e/ |
| 3rd Qtr. | 7,154 | 655 | 6,499 | a/ | a/ | a/ | e/ | e/ | e/ |
| 4th Qtr. | 3,783 | 433 | 3,350 | a/ | a/ | a/ | e/ | e/ | e/ |

a/ Included in Far East Air Forces beginning July 1945.

b/ December only.

c/ October and November only.

d/ Included in Pacific Air Command beginning December 1945.

BY TYPE OF PERSONNEL: ANNUALLY AND QUARTERLY, 1ST QUARTER 1943 THROUGH 4TH QUARTER 1947

| Total | Officers | Enlisted Personnel | Total | Officers | Enlisted Personnel | Total | Officers | Enlisted Personnel | Year and Quarter |
|------------------------------|--------------|--------------------|---------------------------------|---------------|--------------------|---------------------------|---------------|--------------------|------------------|
| Caribbean Air Command | | | Pacific Air Command, USA | | | Pacific Ocean Area | | | |
| <u>29,706</u> | <u>2,887</u> | <u>25,819</u> | <u>71,030</u> | <u>8,226</u> | <u>62,734</u> | <u>90,872</u> | <u>11,948</u> | <u>78,924</u> | Total |
| | | | | | | | | | Annually |
| 7,706 | 1,578 | 6,128 | - | - | - | 21,189 | 2,826 | 18,363 | 1943 |
| 5,030 | 517 | 4,513 | - | - | - | 32,591 | 4,739 | 27,852 | 1944 |
| 3,444 | 621 | 2,823 | 4,413 | 484 | 3,929 | 37,092 | 4,383 | 32,709 | 1945 |
| 11,297 | 995 | 10,302 | 65,284 | 7,699 | 57,585 | a/ | a/ | a/ | 1946 |
| 2,229 | 176 | 2,053 | 1,333 | 113 | 1,220 | a/ | a/ | a/ | 1947 |
| | | | | | | | | | Quarterly |
| 2,488 | 533 | 1,955 | - | - | - | 2,342 | 623 | 1,719 | 1943 1st Qtr |
| 2,185 | 323 | 1,862 | - | - | - | 6,783 | 495 | 6,288 | 2nd Qtr |
| 1,822 | 462 | 1,360 | - | - | - | 1,579 | 316 | 1,263 | 3rd Qtr |
| 1,211 | 260 | 951 | - | - | - | 10,485 | 1,392 | 9,093 | 4th Qtr |
| 714 | 93 | 621 | - | - | - | 5,139 | 817 | 4,322 | 1944 1st Qtr |
| 2,834 | 78 | 2,756 | - | - | - | 13,353 | 1,580 | 11,773 | 2nd Qtr |
| 390 | 29 | 361 | - | - | - | 6,680 | 1,011 | 5,669 | 3rd Qtr |
| 1,092 | 317 | 775 | - | - | - | 7,419 | 1,331 | 6,088 | 4th Qtr |
| 791 | 178 | 613 | - | - | - | 14,577 | 1,831 | 12,746 | 1945 1st Qtr |
| 1,427 | 189 | 1,238 | - | - | - | 22,515 | 2,552 | 19,963 | 2nd Qtr |
| 503 | 134 | 369 | - | - | - | a/ | a/ | a/ | 3rd Qtr |
| 723 | 120 | 603 | b/4,413 | b/ 484 | b/ 3,929 | a/ | a/ | a/ | 4th Qtr |
| 3,553 | 156 | 3,397 | 13,693 | 1,899 | 11,794 | a/ | a/ | a/ | 1946 1st Qtr |
| 3,273 | 283 | 2,990 | 14,494 | 1,773 | 12,721 | a/ | a/ | a/ | 2nd Qtr |
| 3,815 | 464 | 3,351 | 26,353 | 3,218 | 23,135 | a/ | a/ | a/ | 3rd Qtr |
| 656 | 92 | 564 | 10,744 | 809 | 9,935 | a/ | a/ | a/ | 4th Qtr |
| 259 | 61 | 198 | a/ | f/ | f/ | a/ | a/ | a/ | 1947 1st Qtr |
| 574 | 23 | 551 | 133 | 26 | 109 | a/ | a/ | a/ | 2nd Qtr |
| 160 | 19 | 141 | 620 | 36 | 584 | a/ | a/ | a/ | 3rd Qtr |
| 1,236 | 73 | 1,163 | 580 | 51 | 529 | a/ | a/ | a/ | 4th Qtr |
| Alaskan Air Command | | | Air Transport Command | | | Other Overseas | | | |
| <u>35,111</u> | <u>4,124</u> | <u>30,917</u> | <u>123,737</u> | <u>22,169</u> | <u>100,568</u> | <u>39,925</u> | <u>3,897</u> | <u>36,028</u> | Total |
| | | | | | | | | | Annually |
| 12,725 | 1,603 | 11,122 | 18,710 | 3,703 | 15,007 | 9,928 | 788 | 9,140 | 1943 |
| 4,618 | 800 | 3,818 | 53,229 | 9,241 | 43,988 | 13,485 | 1,575 | 11,910 | 1944 |
| 3,112 | 679 | 2,433 | 31,076 | 7,734 | 23,342 | 16,218 | 1,483 | 14,735 | 1945 |
| 7,611 | 746 | 6,865 | 18,627 | 2,337 | 16,290 | 277 | 41 | 236 | 1946 |
| 7,045 | 366 | 6,679 | 2,095 | 154 | 1,941 | 17 | 10 | 7 | 1947 |
| | | | | | | | | | Quarterly |
| 3,771 | 436 | 3,335 | 3,252 | 374 | 2,878 | 539 | 83 | 456 | 1943 1st Qtr |
| 2,928 | 287 | 2,641 | 5,694 | 1,277 | 4,417 | 3,657 | 281 | 3,376 | 2nd Qtr |
| 4,460 | 656 | 3,804 | 5,371 | 1,032 | 4,339 | 3,135 | 163 | 2,972 | 3rd Qtr |
| 1,566 | 224 | 1,342 | 4,393 | 1,020 | 3,373 | 2,597 | 261 | 2,336 | 4th Qtr |
| 1,162 | 194 | 968 | 6,893 | 1,236 | 5,657 | 467 | 46 | 421 | 1944 1st Qtr |
| 767 | 190 | 577 | 7,515 | 1,836 | 5,679 | 4,002 | 722 | 3,280 | 2nd Qtr |
| 1,033 | 202 | 831 | 19,521 | 2,648 | 16,873 | 3,853 | 487 | 3,366 | 3rd Qtr |
| 1,656 | 214 | 1,442 | 19,300 | 3,521 | 15,779 | 5,163 | 320 | 4,843 | 4th Qtr |
| 514 | 157 | 357 | 10,471 | 2,942 | 7,529 | 5,881 | 513 | 5,368 | 1945 1st Qtr |
| 1,180 | 217 | 963 | 11,396 | 2,957 | 8,439 | 4,949 | 432 | 4,517 | 2nd Qtr |
| 767 | 169 | 598 | 8,340 | 1,577 | 6,763 | 3,843 | 300 | 3,543 | 3rd Qtr |
| 651 | 136 | 515 | 869 | 258 | 611 | 1,545 | 238 | 1,307 | 4th Qtr |
| 982 | 35 | 947 | 4,038 | 444 | 3,594 | 184 | 27 | 157 | 1946 1st Qtr |
| 3,239 | 119 | 3,120 | 4,847 | 864 | 3,983 | 19 | 5 | 14 | 2nd Qtr |
| 2,177 | 337 | 1,840 | 6,660 | 592 | 6,068 | 31 | 8 | 23 | 3rd Qtr |
| 1,213 | 255 | 958 | 3,082 | 437 | 2,645 | 43 | 1 | 42 | 4th Qtr |
| 1,764 | 87 | 1,677 | 1,377 | 103 | 1,274 | - | - | - | 1947 1st Qtr |
| 2,417 | 108 | 2,309 | 393 | 27 | 366 | - | - | - | 2nd Qtr |
| 1,649 | 102 | 1,547 | 112 | 14 | 98 | 4 | 2 | 2 | 3rd Qtr |
| 1,215 | 69 | 1,146 | 213 | 10 | 203 | 13 | 8 | 5 | 4th Qtr |

a/ Included in European Theater.

f/ Pacific Air Command, with the exception of the Seventh Air Force, included in Far East Air Force beginning January 1947. Seventh Air Force figures also included in FEAF for 1st Qtr. 1947 because breakdown was not available.

g/ No strength reported following inactivation of 332 Troop Carrier Squadron, 10 April 1947.

Table 44.-- MILITARY PERSONNEL RETURNED FROM OVERSEAS, BY THEATER OR COMMAND FROM WHICH RETURNED,

(Includes permanent change)

| Year and Quarter | Total | Officers | Enlisted Personnel | Total | Officers | Enlisted Personnel | Total | Officers | Enlisted Personnel |
|-------------------|---------------------|----------------|--------------------|---------------------|----------------|--------------------|-----------------------|---------------|--------------------|
| | All Theaters | | | European Theater | | | Mediterranean Theater | | |
| Total. . . | <u>1,644,995</u> | <u>261,209</u> | <u>1,383,786</u> | <u>576,324</u> | <u>106,525</u> | <u>469,799</u> | <u>182,039</u> | <u>35,212</u> | <u>146,827</u> |
| Annually | | | | | | | | | |
| 1944 (May-Dec) | 144,573 | 39,302 | 105,271 | 49,104 | 18,016 | 31,088 | 34,104 | 10,483 | 23,621 |
| 1945. | 1,045,601 | 168,678 | 876,923 | 431,789 | 75,910 | 355,879 | 139,099 | 23,745 | 115,354 |
| 1946. | 372,363 | 40,244 | 332,119 | 77,588 | 9,116 | 68,472 | 8,836 | 984 | 7,852 |
| 1947. | 82,458 | 12,985 | 69,473 | 17,843 | 3,463 | 14,360 | £/ | £/ | £/ |
| Quarterly | | | | | | | | | |
| 1944 | | | | | | | | | |
| 2nd Quarter | 21,674 | 4,884 | 16,790 | 4,560 | 1,552 | 3,008 | 5,654 | 1,359 | 4,295 |
| 3rd Quarter | 52,270 | 15,067 | 37,203 | 15,533 | 6,771 | 8,762 | 16,707 | 5,021 | 11,686 |
| 4th Quarter | 70,629 | 19,351 | 51,278 | 29,011 | 9,693 | 19,318 | 11,743 | 4,103 | 7,640 |
| 1945 | | | | | | | | | |
| 1st Quarter | 56,778 | 15,029 | 41,749 | 19,048 | 7,065 | 11,983 | 10,775 | 2,914 | 7,861 |
| 2nd Quarter | 194,074 | 52,283 | 141,791 | 109,635 | 31,536 | 78,099 | 46,709 | 10,819 | 35,890 |
| 3rd Quarter | 289,676 | 44,891 | 244,785 | 141,276 | 21,295 | 119,981 | 52,230 | 8,045 | 44,185 |
| 4th Quarter | 505,073 | 56,475 | 448,598 | 161,830 | 16,014 | 145,816 | 29,385 | 1,967 | 27,418 |
| 1946 | | | | | | | | | |
| 1st Quarter | 227,270 | 17,598 | 209,672 | 37,705 | 2,962 | 34,743 | 4,441 | 227 | 4,214 |
| 2nd Quarter | 56,722 | 13,364 | 43,358 | 16,420 | 3,653 | 12,767 | 1,547 | 354 | 1,193 |
| 3rd Quarter | 38,244 | 7,017 | 31,227 | 8,139 | 1,542 | 6,597 | 813 | 324 | 489 |
| 4th Quarter | 50,127 | 2,265 | 47,862 | 15,324 | 959 | 14,365 | 2,035 | 79 | 1,956 |
| 1947 | | | | | | | | | |
| 1st Quarter | 34,268 | 4,315 | 29,953 | 8,279 | 1,135 | 7,144 | £/ | £/ | £/ |
| 2nd Quarter | 21,541 | 4,209 | 17,332 | 3,327 | 1,163 | 2,164 | £/ | £/ | £/ |
| 3rd Quarter | 15,759 | 2,300 | 13,459 | 4,028 | 765 | 3,263 | £/ | £/ | £/ |
| 4th Quarter | 10,890 | 2,161 | 8,729 | 2,209 | 420 | 1,789 | £/ | £/ | £/ |
| | Far East Air Forces | | | Twentieth Air Force | | | China and India-Burma | | |
| Total. . . | <u>202,685</u> | <u>31,133</u> | <u>171,552</u> | <u>20,727</u> | <u>6,093</u> | <u>24,634</u> | <u>120,370</u> | <u>16,851</u> | <u>103,519</u> |
| Annually | | | | | | | | | |
| 1944 (May-Dec) | 19,055 | 3,649 | 15,406 | 309 | 168 | 141 | 8,942 | 2,227 | 6,715 |
| 1945. | 139,647 | 21,550 | 118,097 | 30,418 | 5,925 | 24,493 | 64,588 | 10,133 | 54,455 |
| 1946. | £/ | £/ | £/ | £/ | £/ | £/ | 46,490 | 4,419 | 42,071 |
| 1947. | 43,983 | 5,934 | 38,049 | £/ | £/ | £/ | 350 | 72 | 278 |
| Quarterly | | | | | | | | | |
| 1944 | | | | | | | | | |
| 2nd Quarter | 2,494 | 674 | 1,820 | - | - | - | 736 | 289 | 447 |
| 3rd Quarter | 7,677 | 1,360 | 6,317 | 68 | 35 | 33 | 2,543 | 599 | 1,944 |
| 4th Quarter | 8,884 | 1,615 | 7,269 | 241 | 133 | 108 | 5,663 | 1,339 | 4,324 |
| 1945 | | | | | | | | | |
| 1st Quarter | 9,886 | 1,925 | 7,961 | 479 | 226 | 253 | 6,144 | 1,130 | 5,014 |
| 2nd Quarter | 10,428 | 2,567 | 7,861 | 257 | 85 | 172 | 8,409 | 1,398 | 7,011 |
| 3rd Quarter | 24,301 | 4,461 | 19,840 | 1,627 | 949 | 678 | 7,106 | 1,876 | 5,230 |
| 4th Quarter | d/ 95,032 | d/ 12,597 | d/ 82,435 | d/ 28,055 | d/ 4,665 | d/ 23,390 | 42,929 | 5,729 | 37,200 |
| 1946 | | | | | | | | | |
| 1st Quarter | £/ | £/ | £/ | £/ | £/ | £/ | 39,186 | 3,379 | 35,807 |
| 2nd Quarter | £/ | £/ | £/ | £/ | £/ | £/ | 7,037 | 894 | 6,143 |
| 3rd Quarter | £/ | £/ | £/ | £/ | £/ | £/ | 259 | 141 | 118 |
| 4th Quarter | £/ | £/ | £/ | £/ | £/ | £/ | 8 | 5 | 3 |
| 1947 | | | | | | | | | |
| 1st Quarter | 19,398 | 2,257 | 17,141 | £/ | £/ | £/ | 58 | 14 | 44 |
| 2nd Quarter | 11,411 | 1,877 | 9,534 | £/ | £/ | £/ | 291 | 57 | 234 |
| 3rd Quarter | 8,596 | 963 | 7,633 | £/ | £/ | £/ | 1 | 1 | - |
| 4th Quarter | 4,578 | 837 | 3,741 | £/ | £/ | £/ | - | - | - |

a/ Included in Other Overseas.

b/ Included in Far East Air Force beginning July 1945.

c/ December only.

d/ October and November only.

e/ Included in Pacific Air Command beginning December 1945.

AND BY TYPE OF PERSONNEL: ANNUALLY AND QUARTERLY, 2ND QUARTER, 1944 THROUGH 4TH QUARTER, 1947

of assignment only.)

| Total | Officers | Enlisted Personnel | Total | Officers | Enlisted Personnel | Total | Officers | Enlisted Personnel | |
|------------------------------|--------------|--------------------|---------------------------------|---------------|--------------------|----------------------------|---------------|--------------------|------------------|
| <u>Caribbean Air Command</u> | | | <u>Pacific Air Command, USA</u> | | | <u>Pacific Ocean Areas</u> | | | |
| <u>18,041</u> | <u>2,015</u> | <u>16,026</u> | <u>281,637</u> | <u>27,449</u> | <u>256,188</u> | <u>7,700</u> | <u>1,614</u> | <u>6,086</u> | <u>Total</u> |
| - | - | - | - | - | - | 3,297 | 615 | 2,682 | <u>Annually</u> |
| 6,013 | 435 | 5,578 | 86,031 | 5,974 | 80,057 | 4,403 | 999 | 3,404 | 1944 (May-Dec) |
| 7,947 | 901 | 7,046 | 195,950 | 21,089 | 174,861 | - | - | - | 1945 |
| 4,081 | 679 | 3,402 | 17,656 | 386 | 1,270 | - | - | - | 1946 |
| - | - | - | - | - | - | - | - | - | 1947 |
| - | - | - | - | - | - | - | - | - | <u>Quarterly</u> |
| - | - | - | - | - | - | 236 | 78 | 158 | 1944 |
| - | - | - | - | - | - | - | 82 | 295 | 2nd Quarter |
| - | - | - | - | - | - | 2,684 | 455 | 2,229 | 3rd Quarter |
| - | - | - | - | - | - | - | - | - | 4th Quarter |
| - | - | - | - | - | - | 1,692 | 390 | 1,302 | 1945 |
| 619 | 85 | 534 | - | - | - | 2,711 | 609 | 2,102 | 1st Quarter |
| 5,394 | 350 | 5,044 | 86,031 | 5,974 | 80,057 | b/ | b/ | b/ | 2nd Quarter |
| - | - | - | - | - | - | b/ | b/ | b/ | 3rd Quarter |
| - | - | - | - | - | - | b/ | b/ | b/ | 4th Quarter |
| 3,689 | 301 | 3,388 | 120,955 | 8,870 | 112,085 | b/ | b/ | b/ | 1946 |
| 1,171 | 353 | 818 | 23,705 | 7,050 | 16,655 | b/ | b/ | b/ | 1st Quarter |
| 679 | 126 | 553 | 25,717 | 4,440 | 21,277 | b/ | b/ | b/ | 2nd Quarter |
| 2,408 | 121 | 2,287 | 25,573 | 729 | 24,844 | b/ | b/ | b/ | 3rd Quarter |
| - | - | - | - | - | - | b/ | b/ | b/ | 4th Quarter |
| 1,635 | 126 | 1,509 | b/ | b/ | b/ | b/ | b/ | b/ | 1947 |
| 1,156 | 262 | 894 | 144 | 33 | 111 | b/ | b/ | b/ | 1st Quarter |
| 620 | 120 | 500 | 616 | 136 | 480 | b/ | b/ | b/ | 2nd Quarter |
| 670 | 171 | 499 | 896 | 217 | 679 | b/ | b/ | b/ | 3rd Quarter |
| - | - | - | - | - | - | b/ | b/ | b/ | 4th Quarter |
| <u>Alaskan Air Command</u> | | | <u>Air Transport Command</u> | | | <u>Other Overseas</u> | | | |
| <u>29,794</u> | <u>2,966</u> | <u>26,828</u> | <u>34,538</u> | <u>4,581</u> | <u>29,957</u> | <u>159,140</u> | <u>26,770</u> | <u>132,370</u> | <u>Total</u> |
| 7,303 | 628 | 6,675 | b/ | b/ | b/ | 22,459 | 3,516 | 18,943 | <u>Annually</u> |
| 10,232 | 1,015 | 9,217 | b/ | b/ | b/ | 133,381 | 22,992 | 110,389 | 1944 (May-Dec) |
| 6,292 | 529 | 5,763 | 26,038 | 2,980 | 23,058 | 3,222 | 226 | 2,996 | 1945 |
| 5,987 | 794 | 5,173 | 8,500 | 1,601 | 6,899 | 78 | 36 | 42 | 1946 |
| - | - | - | - | - | - | - | - | - | 1947 |
| - | - | - | - | - | - | - | - | - | <u>Quarterly</u> |
| - | - | - | - | - | - | - | - | - | 1944 |
| 1,038 | 72 | 966 | b/ | b/ | b/ | 6,956 | 860 | 6,096 | 2nd Quarter |
| 1,746 | 135 | 1,611 | b/ | b/ | b/ | 7,619 | 1,064 | 6,555 | 3rd Quarter |
| 4,519 | 421 | 4,098 | b/ | b/ | b/ | 7,884 | 1,592 | 6,292 | 4th Quarter |
| - | - | - | - | - | - | - | - | - | 1945 |
| 1,095 | 103 | 992 | b/ | b/ | b/ | 7,659 | 1,276 | 6,383 | 1st Quarter |
| 750 | 88 | 662 | b/ | b/ | b/ | 15,175 | 5,181 | 9,994 | 2nd Quarter |
| 1,287 | 157 | 1,130 | b/ | b/ | b/ | 61,230 | 8,023 | 53,207 | 3rd Quarter |
| 7,100 | 667 | 6,433 | b/ | b/ | b/ | 49,317 | 8,512 | 40,805 | 4th Quarter |
| - | - | - | - | - | - | - | - | - | 1946 |
| 3,647 | 216 | 3,431 | 14,606 | 1,452 | 13,154 | 3,041 | 191 | 2,850 | 1st Quarter |
| 582 | 142 | 440 | 6,130 | 896 | 5,234 | 130 | 22 | 108 | 2nd Quarter |
| 486 | 69 | 417 | 2,114 | 365 | 1,749 | 37 | 10 | 27 | 3rd Quarter |
| 1,577 | 102 | 1,475 | 3,188 | 267 | 2,921 | 14 | 3 | 11 | 4th Quarter |
| - | - | - | - | - | - | - | - | - | 1947 |
| 1,693 | 168 | 1,525 | 3,205 | 615 | 2,590 | - | - | - | 1st Quarter |
| 1,849 | 177 | 1,672 | 3,363 | 640 | 2,723 | - | - | - | 2nd Quarter |
| 964 | 171 | 793 | 879 | 124 | 755 | 55 | 20 | 35 | 3rd Quarter |
| 1,461 | 278 | 1,183 | 1,053 | 222 | 831 | 23 | 16 | 7 | 4th Quarter |

b/ included in European Theater.

b/ Pacific Air Command, with the exception of the Seventh Air Force, included in Far East Air Force, beginning January 1947. Seventh Air Force figures also included in FEAFF for 1st Qtr. 1947 because breakdown was not available.

Table 45.-- OFFENSES COMMITTED BY CIVILIAN AND MILITARY PERSONNEL ON POSTS IN CONTINENTAL US:
AUG 1946 THROUGH DEC 1947

(End of month figures.)

Note:-- ATC includes ATC domestic and those ATC (foreign) installations not under a theater commander. Table covers all accidents, Civilian and military, happening on the posts. Rates are per 1,000 troops.

| Item | USAF Total | | Jan | | Feb | | Mar | | Apr | |
|--|-------------|--------|-------------|--------|-------------|--------|-------------|--------|-------------|--------|
| | Total Cases | Rate | Total Cases | Rate | Total Cases | Rate | Total Cases | Rate | Total Cases | Rate |
| Actual Strength | 2,571,807 | | 214,456 | | 212,975 | | 207,209 | | 202,705 | |
| Value of Gov't Property Lost . . . | 500,361 | | 67,919 | | 44,576 | | 32,332 | | 71,735 | |
| Value of Gov't Property Recovered . | 347,175 | | 45,008 | | 29,037 | | 21,375 | | 22,299 | |
| Offenses | Total Cases | Rate | Total Cases | Rate | Total Cases | Rate | Total Cases | Rate | Total Cases | Rate |
| Property Damage | 291 | .113 | 32 | .149 | 19 | .089 | 31 | .150 | 19 | .094 |
| Motor Vehicle Accidents | 3,758 | 1.461 | 377 | 1.758 | 344 | 1.615 | 338 | 1.631 | 293 | 1.445 |
| Traffic Violations | 32,140 | 12.497 | 2,371 | 11.056 | 2,117 | 9.940 | 2,756 | 13.300 | 2,590 | 12.777 |
| Uniform Violations | 20,583 | 8.003 | 1,801 | 8.398 | 1,596 | 7.494 | 1,763 | 8.508 | 1,783 | 8.796 |
| Pass Violations | 8,246 | 3.206 | 557 | 2.597 | 693 | 3.254 | 594 | 2.867 | 1,058 | 5.219 |
| Misappropriations(Robbery,Fraud, Burglarly and Theft) | 7,959 | 3.095 | 824 | 3.842 | 611 | 2.868 | 722 | 3.484 | 734 | 3.621 |
| Drunk and Disorderly | 11,346 | 4.412 | 857 | 4.183 | 733 | 3.442 | 1,109 | 5.352 | 1,037 | 5.116 |
| Insubordinations | 917 | .357 | 121 | .564 | 88 | .413 | 79 | .381 | 60 | .296 |
| Assaults | 481 | .187 | 41 | .191 | 38 | .178 | 43 | .207 | 47 | .232 |
| Sex Offenses | 251 | .098 | 27 | .126 | 18 | .084 | 24 | .116 | 23 | .113 |
| Unnatural Deaths | 87 | .034 | 6 | .028 | 7 | .033 | 8 | .039 | 7 | .035 |
| Going AWOL | 25,895 | 10.069 | 3,295 | 15.364 | 1,707 | 8.015 | 1,927 | 9.300 | 1,925 | 9.496 |
| Returning from AWOL | 23,122 | 8.991 | 2,991 | 13.947 | 1,590 | 7.465 | 1,697 | 8.190 | 1,533 | 7.563 |
| Man Days Lost from AWOL | 230,484 | 89.619 | | | | | | | | |
| Item | May | | Jun | | Jul | | Aug | | | |
| Actual Strength | 199,905 | | 201,790 | | 211,046 | | 216,135 | | | |
| Value of Gov't Property Lost | 45,134 | | 47,843 | | 36,760 | | 26,702 | | | |
| Value of Gov't Property Recovered . . | 26,529 | | 61,148 | | 22,570 | | 21,693 | | | |
| Offenses | Total Cases | Rate | Total Cases | Rate | Total Cases | Rate | Total Cases | Rate | | |
| Property Damage | 22 | .110 | 24 | .119 | 24 | .114 | 22 | .102 | | |
| Motor Vehicle Accidents | 219 | 1.055 | 253 | 1.254 | 268 | 1.270 | 298 | 1.379 | | |
| Traffic Violations | 2,225 | 11.130 | 2,221 | 11.006 | 2,284 | 10.822 | 2,797 | 12.941 | | |
| Uniform Violations | 1,692 | 8.464 | 1,464 | 7.255 | 2,500 | 11.846 | 1,795 | 8.305 | | |
| Pass Violations | 773 | 3.867 | 646 | 3.201 | 699 | 3.312 | 655 | 3.030 | | |
| Misappropriations(Robbery,Fraud, Burglarly and Theft) | 645 | 3.226 | 580 | 2.874 | 532 | 2.521 | 673 | 3.114 | | |
| Drunk and Disorderly | 978 | 4.892 | 682 | 3.380 | 1,048 | 4.966 | 1,265 | 5.853 | | |
| Insubordinations | 60 | .300 | 60 | .297 | 51 | .242 | 78 | .361 | | |
| Assaults | 25 | .125 | 28 | .139 | 37 | .175 | 48 | .222 | | |
| Sex Offenses | 23 | .115 | 17 | .084 | 21 | .099 | 25 | .116 | | |
| Unnatural Deaths | 12 | .060 | 2 | .010 | 5 | .024 | 7 | .032 | | |
| Going AWOL | 1,941 | 9.710 | 1,923 | 9.530 | 1,949 | 9.235 | 2,073 | 9.591 | | |
| Returned from AWOL | 1,821 | 9.109 | 1,728 | 8.563 | 1,798 | 8.519 | 1,817 | 8.407 | | |
| Man Days Lost from AWOL | | | 2/32,582 | 16.146 | 35,422 | 16.784 | 29,717 | 13.749 | | |
| Item | Sep | | Oct | | Nov | | Dec | | | |
| Actual Strength | 220,547 | | 223,731 | | 229,086 | | 232,222 | | | |
| Value of Gov't Property Lost | 25,258 | | 32,777 | | 42,305 | | 27,020 | | | |
| Value of Gov't Property Recovered . . | 23,287 | | 28,356 | | 25,644 | | 20,269 | | | |
| Offenses | Total Cases | Rate | Total Cases | Rate | Total Cases | Rate | Total Cases | Rate | | |
| Property Damage | 26 | .118 | 28 | .125 | 20 | .087 | 24 | .103 | | |
| Motor Vehicle Accidents | 314 | 1.424 | 364 | 1.627 | 304 | 1.327 | 386 | 1.662 | | |
| Traffic Violations | 3,009 | 13.643 | 3,764 | 16.824 | 3,045 | 13.292 | 2,961 | 12.751 | | |
| Uniform Violations | 1,479 | 6.706 | 1,731 | 7.737 | 1,912 | 8.346 | 1,067 | 4.595 | | |
| Pass Violations | 716 | 3.246 | 647 | 2.892 | 587 | 2.562 | 621 | 2.674 | | |
| Misappropriations(Robbery,Fraud, Burglarly and Theft) | 620 | 2.811 | 668 | 2.986 | 708 | 3.090 | 642 | 2.764 | | |
| Drunk and Disorderly | 1,116 | 5.060 | 1,249 | 5.582 | 1,067 | 4.658 | 1,165 | 5.017 | | |
| Insubordinations | 65 | .295 | 116 | .518 | 80 | .349 | 59 | .254 | | |
| Assaults | 48 | .218 | 46 | .206 | 44 | .192 | 36 | .155 | | |
| Sex Offenses | 20 | .091 | 20 | .089 | 19 | .083 | 14 | .060 | | |
| Unnatural Deaths | 7 | .032 | 13 | .058 | 5 | .022 | 8 | .034 | | |
| Going AWOL | 2,521 | 11.431 | 2,251 | 10.061 | 2,026 | 8.844 | 2,351 | 10.124 | | |
| Returning from AWOL | 2,267 | 10.279 | 2,085 | 9.319 | 1,869 | 8.158 | 1,926 | 8.294 | | |
| Man Days Lost from AWOL | 34,853 | 15.803 | 34,854 | 15.578 | 30,852 | 13.467 | 32,204 | 13.868 | | |

a/ Initial report.

Source: Office of the Air Provost Marshall, Inspector General, Hq USAF

Table 46.-- ACCIDENTS INCIDENT TO GROUND OPERATIONS IN CONTINENTAL US: MAY 1944 THROUGH DEC 1947

Note.-- Rates are shown for disabling injuries only and are per 100,000 man-days exposure for military personnel and per 1,000,000 man-hours exposure for civilian personnel.

| Year | Military Personnel | | | | | Civilian Personnel | | | | |
|-------------------------|--------------------|--------------|------------------|---------------------------|-------------|--------------------|--------------|------------------|----------------------------|-------------|
| | Total | Fatal Injury | Disabling Injury | Total Exposure (Man Days) | Rate | Total | Fatal Injury | Disabling Injury | Total Exposure (Man Hours) | Rate |
| 1944 | | | | | | | | | | |
| Total- (May-Dec) | <u>25,977</u> | <u>472</u> | <u>25,505</u> | <u>322,747,379</u> | <u>8.05</u> | <u>8,093</u> | <u>50</u> | <u>8,043</u> | <u>1,001,124,513</u> | <u>8.08</u> |
| Jan. . . | b/ | b/ | b/ | b/ | b/ | 870 | 9 | 861 | 87,728,033 | 9.92 |
| Feb. . . | b/ | b/ | b/ | b/ | b/ | 794 | 7 | 787 | 83,870,298 | 9.47 |
| Mar. . . | b/ | b/ | b/ | b/ | b/ | 840 | 6 | 834 | 88,719,030 | 9.47 |
| Apr. . . | b/ | b/ | b/ | b/ | b/ | 713 | 2 | 711 | 82,456,257 | 8.65 |
| May. . . | 3,847 | 64 | 3,783 | 41,727,975 | 9.22 | 799 | 6 | 793 | 85,704,599 | 9.32 |
| Jun. . . | 3,612 | 57 | 3,555 | 39,725,287 | 9.09 | 706 | 2 | 704 | 83,855,781 | 8.42 |
| Jul. . . | 3,552 | 61 | 3,491 | 41,582,055 | 8.54 | 703 | 3 | 700 | 83,543,274 | 8.41 |
| Aug. . . | 3,316 | 65 | 3,251 | 41,370,578 | 8.02 | 685 | 2 | 683 | 83,880,179 | 8.17 |
| Sep. . . | 3,091 | 70 | 3,021 | 40,124,369 | 7.70 | 596 | 2 | 594 | 82,248,179 | 7.25 |
| Oct. . . | 3,239 | 60 | 3,179 | 41,214,250 | 7.86 | 499 | 4 | 495 | 80,063,359 | 6.23 |
| Nov. . . | 2,731 | 43 | 2,688 | 38,530,263 | 7.09 | 478 | 3 | 475 | 80,719,093 | 5.92 |
| Dec. . . | 2,589 | 52 | 2,537 | 38,472,602 | 6.73 | 410 | 4 | 406 | 78,336,431 | 5.23 |
| 1945 | | | | | | | | | | |
| Total. . . | <u>21,420</u> | <u>581</u> | <u>20,839</u> | <u>391,569,431</u> | <u>5.44</u> | <u>3,446</u> | <u>26</u> | <u>3,420</u> | <u>786,335,431</u> | <u>4.38</u> |
| Jan. . . | 2,481 | 42 | 2,439 | 37,110,385 | 6.69 | 420 | 4 | 416 | 80,397,960 | 5.22 |
| Feb. . . | 2,255 | 38 | 2,217 | 33,741,488 | 6.68 | 381 | 1 | 380 | 72,886,805 | 5.23 |
| Mar. . . | 2,322 | 45 | 2,277 | 36,017,171 | 6.45 | 369 | 4 | 365 | 79,304,164 | 4.65 |
| Apr. . . | 2,135 | 45 | 2,090 | 34,620,367 | 6.17 | 376 | 3 | 373 | 74,615,712 | 5.04 |
| May. . . | 2,127 | 46 | 2,081 | 35,640,208 | 5.98 | 338 | 1 | 337 | 78,236,876 | 4.32 |
| Jun. . . | 2,170 | 65 | 2,105 | 34,700,834 | 6.25 | 322 | 1 | 321 | 75,814,210 | 4.25 |
| Jul. . . | 2,007 | 73 | 1,934 | 37,157,585 | 5.40 | 290 | 3 | 287 | 74,805,079 | 3.88 |
| Aug. . . | 2,000 | 79 | 1,921 | 38,608,311 | 5.18 | 262 | 1 | 261 | 70,686,452 | 3.71 |
| Sep. . . | 1,382 | 53 | 1,329 | 35,853,901 | 3.85 | 164 | 1 | 163 | 51,103,647 | 3.21 |
| Oct. . . | 1,173 | 46 | 1,127 | 30,525,821 | 3.84 | 215 | 3 | 212 | 51,963,159 | 4.14 |
| Nov. . . | 778 | 30 | 748 | 22,095,332 | 3.52 | 170 | 2 | 168 | 42,281,202 | 4.02 |
| Dec. . . | 590 | 19 | 571 | 17,598,028 | 3.35 | 139 | 2 | 137 | 34,260,165 | 4.06 |
| 1946 | | | | | | | | | | |
| Total. . . | <u>6,277</u> | <u>286</u> | <u>5,991</u> | <u>116,771,074</u> | <u>5.38</u> | <u>1,833</u> | <u>22</u> | <u>1,811</u> | <u>340,137,504</u> | <u>5.39</u> |
| Jan. . . | 612 | 38 | 574 | 16,151,503 | 3.79 | 190 | 12 | 178 | 36,092,715 | 5.26 |
| Feb. . . | 505 | 21 | 484 | 12,606,599 | 4.01 | 158 | 0 | 158 | 30,162,033 | 5.24 |
| Mar. . . | 562 | 27 | 535 | 10,827,517 | 5.19 | 198 | 0 | 198 | 32,120,949 | 6.16 |
| Apr. . . | 678 | 18 | 660 | 10,510,004 | 6.45 | 192 | 1 | 191 | 35,098,852 | 5.47 |
| May. . . | 601 | 18 | 583 | 9,534,777 | 6.30 | 144 | 3 | 141 | 32,288,061 | 4.46 |
| Jun. . . | 611 | 17 | 594 | 9,212,988 | 6.63 | 160 | 1 | 159 | 29,445,729 | 5.43 |
| Jul. . . | 546 | 35 | 511 | 9,460,840 | 5.77 | 169 | 0 | 169 | 30,668,152 | 5.51 |
| Aug. . . | 345 | 23 | 322 | 6,188,011 | 5.58 | 110 | 2 | 110 | 19,840,805 | 5.64 |
| Sep. . . | 505 | 23 | 482 | 8,195,653 | 6.16 | 142 | 1 | 141 | 27,648,649 | 5.14 |
| Oct. . . | 446 | 25 | 421 | 8,214,603 | 5.43 | 145 | 1 | 144 | 23,383,768 | 6.20 |
| Nov. . . | 501 | 24 | 477 | 8,168,221 | 6.13 | 128 | 0 | 128 | 22,792,761 | 5.62 |
| Dec. . . | 365 | 17 | 348 | 7,700,358 | 4.74 | 95 | 1 | 94 | 20,595,030 | 4.61 |
| 1947 | | | | | | | | | | |
| Total. . . | <u>5,397</u> | <u>207</u> | <u>5,190</u> | <u>82,525,279</u> | <u>6.54</u> | <u>1,414</u> | <u>13</u> | <u>1,401</u> | <u>223,831,678</u> | <u>6.32</u> |
| Jan. . . | 393 | 21 | 372 | 7,242,917 | 5.43 | 85 | 1 | 84 | 17,645,022 | 4.82 |
| Feb. . . | 405 | 11 | 394 | 6,983,197 | 5.80 | 107 | 1 | 106 | 20,827,290 | 5.14 |
| Mar. . . | 338 | 7 | 331 | 6,151,696 | 5.49 | 106 | 1 | 105 | 19,784,898 | 5.36 |
| Apr. . . | 381 | 9 | 372 | 6,580,895 | 5.79 | 99 | 1 | 98 | 19,523,590 | 5.07 |
| May. . . | 395 | 15 | 380 | 6,212,374 | 6.36 | 109 | 0 | 109 | 18,500,487 | 5.89 |
| Jun. . . | 393 | 15 | 378 | 6,719,675 | 5.85 | 107 | 0 | 107 | 18,542,118 | 5.77 |
| Jul. . . | 374 | 14 | 360 | 6,268,837 | 5.97 | 92 | 0 | 92 | 16,022,654 | 5.74 |
| Aug. . . | 514 | 31 | 483 | 6,488,154 | 7.92 | 133 | 1 | 132 | 18,370,948 | 7.24 |
| Sep. . . | 460 | 24 | 436 | 6,689,887 | 6.88 | 136 | 2 | 134 | 17,036,300 | 7.98 |
| Oct. . . | 498 | 20 | 478 | 6,594,869 | 7.55 | 128 | 0 | 128 | 17,225,456 | 7.43 |
| Nov. . . | 572 | 15 | 557 | 6,949,356 | 8.23 | 149 | 3 | 146 | 18,242,398 | 8.18 |
| Dec. . . | 674 | 25 | 649 | 9,643,422 | 6.99 | 163 | 3 | 160 | 22,110,517 | 7.37 |

a/ Prior to August 1946 figures are as of end of month; August 1946 through November 20, 1947 figures are as of 20th of month; December 1947 figures include November 21 through December 31 1947.

b/ Not available.

Source: DCS/PA, Ground Safety Division, Hq USAF.

Table 47.-- ADMISSION OF MILITARY PERSONNEL TO HOSPITALS AND QUARTERS IN CONTINENTAL US, BY CAUSE-- NUMBER AND RATE: JUL 1943 THROUGH DEC 1947

Note.--Admissions include direct admissions to hospitals and quarters and cases carded for record only. In the latter category are deaths and discharges for disability of personnel not patients and venereal disease cases treated on an outpatient basis. In the case of admissions for a specific disease, the number of cases may include patients among whom the specific condition was not the primary cause of admission or was discovered while the patient was being treated for other conditions. However, a patient would be counted only once under the general classification of "All Causes", "Disease" and "Injury". Rates are per 1,000 men per year and show the number of admissions that would occur during a year if the number of cases per 1,000 in the reporting period were the same for all periods in the year.

| Month | Mean Strength ^{b/} | | | All Causes | | Disease | | Injury | | Selected Diseases | | | | | | | | |
|-------|-----------------------------|-----------|---------|------------|-------|---------|------|--------|------|--------------------|------|------------------------------------|------|-------|------|---------|------|--|
| | Total | White | Colored | Cases | Rate | Cases | Rate | Cases | Rate | Common Respiratory | | Venereal (All Types) ^{c/} | | | | | | |
| | | | | | | | | | | Cases | Rate | Total | | White | | Colored | | |
| | | | | | | | | | | | | Cases | Rate | Cases | Rate | Cases | Rate | |
| 1943 | | | | | | | | | | | | | | | | | | |
| Jul | 1,651,916 | 1,560,672 | 91,244 | 105,034 | 661 | 92,913 | 585 | 12,121 | 76 | 17,023 | 107 | 3,637 | 23 | 2,521 | 17 | 1,116 | 127 | |
| Aug | 1,658,361 | 1,568,695 | 89,666 | 86,906 | 681 | 77,106 | 604 | 9,800 | 77 | 12,824 | 101 | 3,204 | 25 | 2,196 | 18 | 1,008 | 146 | |
| Sep | 1,655,099 | 1,565,247 | 89,852 | 82,007 | 644 | 72,941 | 573 | 9,066 | 71 | 12,334 | 97 | 3,154 | 25 | 2,160 | 18 | 994 | 144 | |
| Oct | 1,636,326 | 1,534,802 | 100,524 | 94,236 | 599 | 83,744 | 532 | 10,492 | 67 | 17,063 | 109 | 3,674 | 23 | 2,560 | 17 | 1,114 | 115 | |
| Nov | 1,613,808 | 1,505,347 | 108,461 | 83,794 | 675 | 75,516 | 608 | 8,278 | 67 | 21,215 | 171 | 3,003 | 24 | 2,002 | 17 | 1,001 | 120 | |
| Dec | 1,568,662 | 1,462,246 | 106,416 | 154,335 | 1,023 | 145,191 | 962 | 9,144 | 61 | 84,287 | 559 | 3,138 | 21 | 2,192 | 16 | 946 | 93 | |
| 1944 | | | | | | | | | | | | | | | | | | |
| Jan | 1,543,382 | 1,443,623 | 99,759 | 105,438 | 888 | 97,556 | 822 | 7,882 | 66 | 41,864 | 353 | 3,033 | 26 | 2,052 | 19 | 981 | 128 | |
| Feb | 1,520,423 | 1,425,085 | 95,338 | 90,457 | 773 | 82,981 | 709 | 7,476 | 64 | 31,700 | 271 | 2,920 | 25 | 2,010 | 18 | 910 | 124 | |
| Mar | 1,465,610 | 1,375,014 | 90,596 | 98,809 | 701 | 90,014 | 639 | 8,795 | 62 | 30,216 | 214 | 3,609 | 26 | 2,468 | 19 | 1,141 | 131 | |
| Apr | 1,409,148 | 1,320,670 | 88,478 | 66,644 | 615 | 60,116 | 555 | 6,528 | 60 | 16,676 | 154 | 2,893 | 27 | 1,969 | 19 | 924 | 136 | |
| May | 1,367,104 | 1,280,283 | 86,821 | 60,560 | 576 | 53,758 | 511 | 6,802 | 65 | 11,751 | 112 | 2,820 | 27 | 1,973 | 20 | 847 | 127 | |
| Jun | 1,350,481 | 1,264,925 | 85,556 | 68,989 | 531 | 60,204 | 463 | 8,785 | 68 | 9,901 | 76 | 3,579 | 28 | 2,535 | 21 | 1,044 | 127 | |
| Jul | 1,334,705 | 1,251,443 | 83,262 | 55,526 | 541 | 48,715 | 475 | 6,811 | 66 | 7,228 | 70 | 3,206 | 31 | 2,231 | 23 | 975 | 152 | |
| Aug | 1,331,818 | 1,250,695 | 81,123 | 52,960 | 517 | 46,576 | 455 | 6,384 | 62 | 7,252 | 71 | 3,217 | 31 | 2,297 | 24 | 920 | 147 | |
| Sep | 1,318,170 | 1,239,449 | 78,721 | 64,790 | 511 | 57,495 | 454 | 7,295 | 57 | 10,952 | 86 | 4,144 | 33 | 3,036 | 26 | 1,108 | 146 | |
| Oct | 1,303,763 | 1,226,454 | 77,309 | 52,792 | 526 | 46,858 | 467 | 5,934 | 59 | 9,880 | 99 | 3,354 | 33 | 2,445 | 26 | 909 | 153 | |
| Nov | 1,274,434 | 1,198,856 | 75,578 | 48,502 | 495 | 43,238 | 441 | 5,264 | 54 | 9,287 | 95 | 3,309 | 34 | 2,348 | 25 | 961 | 165 | |
| Dec | 1,240,790 | 1,167,508 | 73,282 | 57,912 | 485 | 51,989 | 435 | 5,923 | 50 | 12,086 | 101 | 3,893 | 33 | 2,863 | 26 | 1,030 | 146 | |
| 1945 | | | | | | | | | | | | | | | | | | |
| Jan | 1,204,016 | 1,132,466 | 71,550 | 50,943 | 550 | 46,172 | 499 | 4,771 | 51 | 10,874 | 117 | 3,798 | 41 | 2,733 | 31 | 1,065 | 193 | |
| Feb | 1,184,510 | 1,112,097 | 72,413 | 48,592 | 533 | 44,406 | 487 | 4,186 | 46 | 10,993 | 121 | 3,346 | 37 | 2,339 | 27 | 1,007 | 181 | |
| Mar | 1,157,181 | 1,086,460 | 70,721 | 59,682 | 536 | 54,470 | 489 | 5,212 | 47 | 13,518 | 121 | 4,119 | 37 | 2,953 | 28 | 1,166 | 171 | |
| Apr | 1,132,181 | 1,062,454 | 69,727 | 45,446 | 522 | 41,477 | 476 | 3,969 | 46 | 8,612 | 93 | 3,318 | 38 | 2,300 | 28 | 1,018 | 190 | |
| May | 1,123,889 | 1,053,849 | 70,040 | 44,355 | 513 | 40,307 | 466 | 4,048 | 47 | 8,034 | 93 | 3,358 | 39 | 2,323 | 29 | 1,035 | 192 | |
| Jun | 1,118,712 | 1,052,054 | 66,658 | 52,710 | 490 | 47,584 | 442 | 5,126 | 48 | 7,983 | 74 | 4,181 | 39 | 3,039 | 30 | 1,142 | 178 | |
| Jul | 1,158,214 | 1,094,786 | 63,428 | 43,467 | 488 | 39,449 | 443 | 4,048 | 45 | 6,024 | 68 | 3,830 | 43 | 2,752 | 33 | 1,078 | 221 | |
| Aug | 1,215,102 | 1,149,464 | 65,638 | 57,938 | 496 | 52,734 | 451 | 5,204 | 45 | 8,769 | 75 | 5,182 | 44 | 3,682 | 33 | 1,500 | 238 | |
| Sep | 1,183,665 | 1,116,672 | 66,993 | 38,282 | 420 | 35,042 | 384 | 3,240 | 36 | 6,123 | 67 | 4,384 | 48 | 2,890 | 34 | 1,494 | 290 | |
| Oct | 1,034,850 | 971,316 | 63,534 | 31,919 | 401 | 29,298 | 368 | 2,621 | 33 | 5,987 | 75 | 3,641 | 46 | 2,299 | 31 | 1,342 | 275 | |
| Nov | 784,435 | 731,263 | 53,172 | 31,233 | 414 | 28,872 | 383 | 2,361 | 31 | 7,960 | 105 | 3,276 | 43 | 1,950 | 28 | 1,326 | 259 | |
| Dec | 570,470 | 526,076 | 44,394 | 18,101 | 412 | 16,721 | 381 | 1,380 | 31 | 6,458 | 147 | 1,735 | 40 | 979 | 24 | 756 | 221 | |

| | | | | | | | | | | | | | | | | | | |
|------|---------|---------|--------|--------|-----|--------|-----|-------|----|-------|-----|-------|----|-------|----|-------|-----|--|
| 1946 | | | | | | | | | | | | | | | | | | |
| Jan | 511,920 | 468,439 | 43,481 | 19,030 | 483 | 17,714 | 450 | 1,316 | 33 | 6,148 | 156 | 2,438 | 62 | 1,227 | 34 | 1,211 | 362 | |
| Feb | 442,927 | 403,919 | 39,008 | 17,067 | 500 | 15,986 | 468 | 1,081 | 32 | 6,034 | 177 | 1,939 | 57 | 1,010 | 32 | 929 | 310 | |
| Mar | 338,151 | 306,210 | 31,941 | 19,184 | 589 | 17,951 | 551 | 1,233 | 38 | 5,878 | 181 | 2,284 | 70 | 1,148 | 39 | 1,136 | 370 | |
| Apr | 313,840 | 282,540 | 21,300 | 12,979 | 537 | 11,941 | 494 | 1,038 | 43 | 2,895 | 120 | 1,613 | 67 | 800 | 37 | 813 | 338 | |
| May | 304,132 | 272,365 | 31,767 | 14,932 | 511 | 13,629 | 466 | 1,303 | 45 | 3,241 | 111 | 1,777 | 61 | 891 | 34 | 886 | 290 | |
| Jun | 296,535 | 265,094 | 31,441 | 11,108 | 487 | 10,100 | 443 | 1,008 | 44 | 2,155 | 94 | 1,477 | 64 | 685 | 34 | 792 | 327 | |
| Jul | 291,535 | 260,435 | 31,100 | 9,782 | 435 | 8,801 | 391 | 981 | 44 | 1,649 | 73 | 1,426 | 63 | 672 | 34 | 754 | 315 | |
| Aug | 278,171 | 247,352 | 30,819 | 11,280 | 422 | 10,221 | 382 | 1,059 | 40 | 1,538 | 58 | 1,810 | 68 | 904 | 38 | 906 | 306 | |
| Sep | 260,447 | 229,632 | 30,815 | 8,984 | 448 | 8,092 | 403 | 892 | 45 | 1,316 | 66 | 1,443 | 72 | 596 | 34 | 847 | 357 | |
| Oct | 257,928 | 228,389 | 29,539 | 8,841 | 446 | 7,937 | 400 | 904 | 46 | 1,524 | 77 | 1,383 | 70 | 583 | 33 | 800 | 352 | |
| Nov | 255,500 | 230,072 | 25,428 | 11,108 | 452 | 9,971 | 406 | 1,137 | 46 | 2,119 | 86 | 1,625 | 66 | 749 | 34 | 876 | 358 | |
| Dec | 239,381 | 217,281 | 22,100 | 7,502 | 407 | 6,852 | 372 | 650 | 35 | 1,554 | 84 | 1,251 | 68 | 629 | 38 | 622 | 366 | |
| 1947 | | | | | | | | | | | | | | | | | | |
| Jan | 219,058 | 200,463 | 18,595 | 11,263 | 535 | 10,428 | 495 | 835 | 40 | 2,790 | 132 | 1,558 | 74 | 753 | 39 | 805 | 450 | |
| Feb | 214,881 | 198,980 | 15,901 | 12,345 | 747 | 11,646 | 705 | 699 | 42 | 4,585 | 277 | 935 | 57 | 533 | 35 | 402 | 329 | |
| Mar | 210,541 | 195,940 | 14,601 | 9,901 | 549 | 9,231 | 508 | 670 | 41 | 2,879 | 178 | 785 | 48 | 462 | 30 | 323 | 288 | |
| Apr | 208,218 | 194,806 | 13,412 | 7,496 | 468 | 6,854 | 428 | 642 | 40 | 1,453 | 91 | 810 | 51 | 492 | 33 | 318 | 308 | |
| May | 201,928 | 189,598 | 12,330 | 7,604 | 392 | 6,749 | 348 | 855 | 44 | 1,077 | 55 | 716 | 37 | 471 | 26 | 245 | 207 | |
| Jun | 200,368 | 187,719 | 12,649 | 6,068 | 394 | 5,302 | 344 | 766 | 50 | 714 | 46 | 595 | 39 | 416 | 29 | 179 | 184 | |
| Jul | 203,083 | 190,279 | 12,804 | 5,874 | 376 | 5,112 | 327 | 762 | 49 | 553 | 35 | 611 | 39 | 420 | 29 | 191 | 194 | |
| Aug | 208,271 | 145,218 | 13,053 | 7,438 | 371 | 6,477 | 323 | 961 | 48 | 699 | 35 | 787 | 39 | 516 | 27 | 271 | 216 | |
| Sep | 213,010 | 198,734 | 14,276 | 6,184 | 377 | 5,419 | 330 | 765 | 47 | 751 | 46 | 601 | 37 | 426 | 27 | 185 | 168 | |
| Oct | 218,018 | 202,509 | 15,509 | 8,485 | 405 | 7,405 | 353 | 1,080 | 52 | 1,245 | 59 | 722 | 34 | 469 | 24 | 253 | 170 | |
| Nov | 219,121 | 203,485 | 15,636 | 6,641 | 394 | 5,783 | 343 | 858 | 51 | 1,099 | 65 | 580 | 34 | 407 | 26 | 173 | 144 | |
| Dec | 224,062 | 207,733 | 16,329 | 6,050 | 351 | 5,171 | 300 | 879 | 51 | 1,116 | 65 | 496 | 29 | 317 | 20 | 179 | 143 | |

a/ Medical statistics are reported on a weekly basis as of midnight Friday, and the periods shown are not calendar months but 4 or 5 week periods, depending on the number of Fridays in one month.

b/ Average daily strength during report period. These figures will not agree with personnel figures shown elsewhere in this volume since the latter are generally end of the month figures.

c/ Excludes all cases existing prior to service.

Source: Office of The Air Surgeon, Biometrics Division, Hq USAF

Table 48.-- CASUALTY ASSISTANCE RENDERED IN CONTINENTAL US AND OVERSEAS TO NEXT OF KIN:
JAN 1947 THROUGH DEC 1947

| Month | Cases Rendered | Due to Aircraft Accidents | Due to Auto Accidents | Due to Natural Causes | Due to Train Accidents | Due to Suicide | Due to Gunshot Wounds | Due to Drownings | Due to Burns | Due to Alcoholism | Missing in Flight |
|------------------|----------------|---------------------------|-----------------------|-----------------------|------------------------|----------------|-----------------------|------------------|--------------|-------------------|-------------------|
| 1947 AAF Total | | | | | | | | | | | |
| Total | 783 | 323 | 140 | 154 | 8 | 29 | 24 | 46 | 14 | 10 | 35 |
| Jan . . . | 16 | 3 | 4 | 5 | 0 | 0 | 1 | 1 | 0 | 2 | 0 |
| Feb . . . | 28 | 15 | 2 | 2 | 1 | 1 | 2 | 0 | 5 | 0 | 0 |
| Mar . . . | 28 | 10 | 4 | 4 | 0 | 2 | 3 | 3 | 1 | 1 | 0 |
| Apr . . . | 47 | 24 | 4 | 7 | 0 | 4 | 2 | 3 | 2 | 0 | 1 |
| May . . . | 51 | 32 | 6 | 5 | 0 | 0 | 2 | 3 | 0 | 0 | 3 |
| Jun . . . | 66 | 22 | 13 | 15 | 2 | 2 | 2 | 8 | 0 | 1 | 1 |
| Jul . . . | 94 | 38 | 20 | 14 | 1 | 4 | 4 | 11 | 0 | 1 | 1 |
| Aug . . . | 102 | 43 | 16 | 20 | 0 | 4 | 0 | 11 | 2 | 3 | 3 |
| Sep . . . | 85 | 38 | 17 | 18 | 1 | 5 | 0 | 2 | 0 | 1 | 3 |
| Oct . . . | 79 | 19 | 25 | 25 | 0 | 3 | 1 | 1 | 2 | 0 | 3 |
| Nov . . . | 82 | 28 | 13 | 22 | 3 | 2 | 6 | 1 | 2 | 0 | 5 |
| Dec . . . | 105 | 51 | 16 | 17 | 0 | 2 | 1 | 2 | 0 | 1 | 15 |
| 1947 Continental | | | | | | | | | | | |
| Total | 367 | 115 | 93 | 105 | 2 | 15 | 11 | 19 | 3 | 2 | 2 |
| Jan . . . | 4 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb . . . | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar . . . | 3 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Apr . . . | 6 | 0 | 1 | 2 | 0 | 1 | 0 | 2 | 0 | 0 | 0 |
| May . . . | 8 | 1 | 4 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Jun . . . | 30 | 9 | 5 | 9 | 0 | 2 | 0 | 5 | 0 | 0 | 0 |
| Jul . . . | 51 | 17 | 12 | 12 | 0 | 3 | 4 | 3 | 0 | 0 | 0 |
| Aug . . . | 59 | 20 | 13 | 15 | 0 | 3 | 0 | 5 | 1 | 1 | 1 |
| Sep . . . | 49 | 17 | 13 | 12 | 1 | 3 | 0 | 1 | 0 | 1 | 1 |
| Oct . . . | 56 | 11 | 19 | 20 | 0 | 2 | 1 | 1 | 2 | 0 | 0 |
| Nov . . . | 52 | 17 | 12 | 18 | 1 | 0 | 3 | 1 | 0 | 0 | 0 |
| Dec . . . | 48 | 20 | 13 | 13 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| 1947 Overseas | | | | | | | | | | | |
| Total | 416 | 208 | 47 | 49 | 6 | 14 | 13 | 27 | 11 | 8 | 13 |
| Jan . . . | 12 | 1 | 4 | 3 | 0 | 0 | 1 | 1 | 0 | 2 | 0 |
| Feb . . . | 27 | 15 | 2 | 1 | 1 | 1 | 2 | 0 | 5 | 0 | 0 |
| Mar . . . | 25 | 9 | 3 | 4 | 0 | 1 | 3 | 3 | 1 | 1 | 0 |
| Apr . . . | 41 | 24 | 3 | 5 | 0 | 3 | 2 | 1 | 2 | 0 | 1 |
| May . . . | 43 | 31 | 2 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 3 |
| Jun . . . | 36 | 13 | 8 | 6 | 2 | 0 | 2 | 3 | 0 | 1 | 1 |
| Jul . . . | 43 | 21 | 8 | 2 | 1 | 1 | 0 | 8 | 0 | 1 | 1 |
| Aug . . . | 43 | 23 | 3 | 5 | 0 | 1 | 0 | 6 | 1 | 2 | 2 |
| Sep . . . | 36 | 21 | 4 | 6 | 0 | 2 | 0 | 1 | 0 | 0 | 2 |
| Oct . . . | 23 | 8 | 6 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| Nov . . . | 30 | 11 | 1 | 4 | 2 | 2 | 3 | 0 | 2 | 0 | 5 |
| Dec . . . | 57 | 31 | 3 | 4 | 0 | 2 | 0 | 1 | 0 | 1 | 15 |

Table 49.-- RECAPITULATION OF STATUS AND DENOMINATIONAL SPREAD OF AIR CHAPLAINS: 30 JUN AND 31 DEC 1947

| Item | 1947 Status | | Denomination | Denominational Spread | | | | | | | | | |
|----------------------------------|------------------|------------------|------------------------|-----------------------|---------------|--------------|-----------|--------------|------------|---------------|--------------|------------|--------------|
| | 30 Jun | 31 Dec | | 30 Jun 1947 | | | | 31 Dec 1947 | | | | | |
| | Total World Wide | Total World Wide | | Total | Conti- nental | Percent | Over seas | Percent | Total | Conti- nental | Percent | Over seas | Percent |
| Requirement (Troop Basis) | 394 | 439 | Total-(On Duty) | 318 | 193 | 60.69 | 125 | 39.31 | 327 | 184 | 56.27 | 143 | 43.73 |
| On Duty | 318 | 327 | Protestant | 234 | 158 | 67.52 | 76 | 32.48 | 237 | 143 | 60.34 | 94 | 39.66 |
| Short | 76 | 112 | Catholic | 80 | 34 | 42.50 | 46 | 57.50 | 85 | 39 | 45.88 | 46 | 54.12 |
| Percent Short | 19.29 | 25.51 | Jewish | 4 | 1 | 25.00 | 3 | 75.00 | 5 | 2 | 40.00 | 3 | 60.00 |

Source of tables above: The Air Chaplain, Hq. USAF.

Table 50.-- MILITARY AND CIVILIAN SUGGESTIONS AND CIVILIAN AWARDS: JUN 1943 THROUGH DEC 1947

(Regulations prohibit payment of monetary awards to military personnel.)

| Year and Month | Civilian | | | | | | Military | | |
|-------------------|----------------------|---------------------|-------------------|---------------------------------------|-----------------------------|-----------------------------|----------------------|----------------------|---------------------------------------|
| | Suggestions Received | Suggestions Adopted | Awards Paid | Total Estimated Savings ^{b/} | Exceptional Awards Approved | Meritorious Awards Approved | Suggestions Received | Suggestions Received | Total Estimated Savings ^{b/} |
| Total | 105,145 | 20,759 | 808,860.45 | 67,456,366.77 | 153 | 560 | 12,733 | 1,754 | 1,830,689.52 |
| 1943-Total | 15,227 | 851 | 21,328.25 | 1,024,125.19 | 1 | - | - | - | - |
| Jun-Jul | 3,261 | 1 | 100.00 | 1,300.00 | - | - | - | - | - |
| Aug-Oct | 6,396 | 365 | 6,095.00 | 198,074.00 | - | - | - | - | - |
| Nov-Dec | 5,570 | 485 | 15,133.25 | 824,751.19 | 1 | - | - | - | - |
| 1944-Total | 37,424 | 6,116 | 235,197.72 | 16,269,972.67 | 36 | 84 | 2,097 | 279 | 197,153.60 |
| Jan. . . | 3,291 | 324 | 9,293.33 | 1,271,987.13 | - | 14 | - | - | - |
| Feb. . . | 2,866 | 387 | 12,307.51 | 507,096.87 | - | - | - | - | - |
| Mar. . . | 3,111 | 352 | 11,618.64 | 2,308,073.19 | 1 | 4 | - | - | - |
| Apr. . . | 3,054 | 351 | 14,806.92 | 852,345.64 | 2 | 3 | - | - | - |
| May . . . | 3,256 | 478 | 17,850.04 | 986,576.94 | - | - | - | - | - |
| Jun. . . | 2,961 | 444 | 19,004.15 | 894,395.47 | 4 | 7 | 104 | 11 | 5,200.00 |
| Jul. . . | 3,327 | 512 | 19,414.51 | 1,084,582.98 | 5 | 14 | 207 | 13 | 28,575.00 |
| Aug. . . | 3,220 | 571 | 19,787.61 | 918,241.77 | - | 5 | 206 | 23 | 28,820.00 |
| Sep. . . | 3,353 | 650 | 26,540.60 | 2,039,975.57 | 3 | - | 253 | 38 | 34,540.00 |
| Oct. . . | 3,235 | 668 | 25,880.47 | 1,720,986.50 | 15 | 22 | 440 | 70 | 30,550.00 |
| Nov. . . | 2,660 | 712 | 33,192.66 | 2,677,646.60 | 6 | 5 | 429 | 57 | 47,314.00 |
| Dec. . . | 3,160 | 667 | 25,501.28 | 1,108,064.01 | - | 10 | 458 | 67 | 22,154.60 |
| 1945-Total | 31,844 | 8,890 | 348,010.22 | 39,878,625.68 | 31 | 156 | 8,643 | 1,257 | 1,563,579.52 |
| Jan. . . | 3,526 | 608 | 24,796.35 | 946,648.26 | - | - | 689 | 65 | 9,759.00 |
| Feb. . . | 3,402 | 805 | 33,368.06 | 2,544,915.90 | 1 | 8 | 861 | 179 | 159,600.19 |
| Mar. . . | 3,594 | 784 | 36,673.12 | 4,389,493.22 | 1 | - | 1,135 | 122 | 65,453.00 |
| Apr. . . | 4,130 | 826 | 24,224.09 | 1,543,775.14 | 2 | - | 921 | 149 | 142,022.96 |
| May . . . | 3,429 | 972 | 38,422.69 | 19,431,669.82 | 1 | - | 964 | 173 | 72,066.16 |
| Jun. . . | 3,651 | 1,055 | 43,380.10 | 2,024,489.50 | - | 22 | 1,004 | 140 | 139,003.80 |
| Jul. . . | 4,080 | 998 | 34,531.53 | 2,773,222.06 | - | 5 | 1,067 | 159 | 833,503.80 |
| Aug. . . | 2,102 | 831 | 34,737.50 | 1,207,630.92 | 10 | 16 | 780 | 100 | 71,350.60 |
| Sep. . . | 1,343 | 687 | 28,555.92 | 2,388,832.91 | 1 | 23 | 505 | 63 | 39,800.00 |
| Oct. . . | 981 | 572 | 23,015.95 | 1,672,505.53 | 7 | 30 | 368 | 41 | 10,863.08 |
| Nov. . . | 1,051 | 510 | 18,280.49 | 672,560.80 | 2 | 26 | 214 | 50 | 14,900.00 |
| Dec. . . | 555 | 242 | 8,024.42 | 282,881.62 | 6 | 26 | 135 | 16 | 5,257.00 |
| 1946-Total | 9,795 | 2,681 | 117,825.79 | 5,131,736.80 | 70 | 230 | 918 | 114 | 4,176.13 |
| Jan. . . | 594 | 163 | 5,962.68 | 261,914.34 | 2 | 30 | 100 | 19 | - |
| Feb. . . | 590 | 184 | 14,204.41 | 948,084.18 | 10 | 31 | 89 | 1 | - |
| Mar. . . | 500 | 171 | 6,690.71 | 357,161.40 | 6 | 39 | 67 | 7 | 560.00 |
| Apr. . . | 748 | 240 | 9,717.09 | 515,025.77 | 4 | 5 | 82 | 3 | - |
| May . . . | 821 | 181 | 13,668.19 | 473,807.87 | 3 | 12 | 74 | 5 | - |
| Jun. . . | 887 | 258 | 10,896.28 | 392,634.41 | 5 | 27 | 84 | 8 | 600.00 |
| Jul. . . | 933 | 251 | 11,917.84 | 276,488.01 | 2 | 9 | 61 | 6 | 50.00 |
| Aug. . . | 1,074 | 286 | 11,225.25 | 317,898.08 | 1 | 21 | 98 | 31 | 1,698.63 |
| Sep. . . | 1,008 | 234 | 10,348.16 | 247,124.45 | - | 14 | 59 | 2 | - |
| Oct. . . | 1,023 | 275 | 8,778.14 | 623,108.32 | - | 15 | 52 | 8 | - |
| Nov. . . | 875 | 217 | 8,680.77 | 594,107.38 | 35 | 5 | 85 | 14 | 1,167.50 |
| Dec. . . | 742 | 221 | 5,736.27 | 124,382.59 | 2 | 22 | 67 | 10 | 100.00 |
| 1947-Total | 10,785 | 2,221 | 86,498.47 | 5,051,906.43 | 15 | 90 | 1,075 | 104 | 65,780.20 |
| Jan. . . | 1,076 | 233 | 8,458.75 | 711,828.12 | - | 11 | 51 | 2 | - |
| Feb. . . | 770 | 119 | 5,619.11 | 243,242.94 | 1 | 2 | 53 | 7 | - |
| Mar. . . | 846 | 198 | 8,033.31 | 425,699.27 | 5 | 5 | 54 | 10 | 7,294.40 |
| Apr. . . | 723 | 247 | 8,921.19 | 874,345.71 | - | 2 | 89 | 10 | 1,450.80 |
| May . . . | 710 | 193 | 8,874.36 | 337,356.18 | 4 | 2 | 96 | 19 | 26,800.00 |
| Jun. . . | 1,174 | 211 | 8,994.79 | 397,864.30 | 3 | 28 | 136 | 6 | 26,740.00 |
| Jul. . . | 1,131 | 218 | 8,245.22 | 1,205,136.10 | - | 2 | 77 | 11 | 788.00 |
| Aug. . . | 829 | 143 | 4,955.36 | 121,629.25 | - | 22 | 109 | 6 | - |
| Sep. . . | 812 | 169 | 4,804.97 | 157,476.00 | 2 | 1 | 124 | 6 | - |
| Oct. . . | 1,046 | 145 | 6,377.56 | 142,957.12 | - | - | 116 | 7 | 1,957.00 |
| Nov. . . | 911 | 177 | 8,535.35 | 318,754.88 | - | 15 | 102 | 12 | 750.00 |
| Dec. . . | 757 | 168 | 4,678.50 | 115,616.56 | - | - | 68 | 8 | - |

a/ Initial Date of this program was 1 June 1944.

b/ Savings estimated for first year following adoption of suggestions. Savings from many suggestions involving safety, health, improvement of quality of work, and morale are not included as they cannot be estimated, due to their intangible nature.

Source: Director of Civilian Personnel, AF Board on Civilian Awards, Placement and Employee Relations Director; Director of Military Personnel, Awards Branch, Personnel Services Division, Comptroller, Hq. USAF.

Table 51.-- CIVILIAN PERSONNEL IN CONTINENTAL US, BY COMMAND: DEC 1941 THROUGH DEC 1947

| End of month | Total | First Air Force | Second Air Force | Third Air Force | Fourth Air Force | I Troop Carrier Command | Air Training Command | Air Materiel Command | Air Transport Command | (AGC, AFTAC) Air Force Center | Personnel Distribution Command | Other a/ | |
|--------------|---------|-------------------------|----------------------|---------------------|----------------------|-------------------------|-------------------------|----------------------------|-----------------------|------------------------------------|--------------------------------|------------------------------------|----------|
| 1941 Dec | 62,418 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | |
| 1942 Mar | 106,603 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | |
| Jun | 160,715 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | |
| Sep | 220,451 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | |
| Dec | 274,980 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | |
| 1943 Mar | 328,532 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | |
| Jun | 347,474 | 192 | 437 | 575 | 378 | 150 | 25,321 | 311,219 | 1,793 | 235 | - | 7,174 | |
| Sep | 357,671 | 1,146 | 2,520 | 2,585 | 595 | 508 | 24,739 | 316,796 | 2,800 | 515 | - | 5,467 | |
| Dec | 345,188 | 1,243 | 2,689 | 2,546 | 688 | 503 | 23,232 | 305,102 | 2,611 | 740 | - | 5,834 | |
| 1944 Mar | 334,004 | 5,161 | 16,448 | 10,470 | 3,858 | 3,263 | 59,632 | 211,007 | 13,516 | 3,193 | - | 7,456 | |
| Jun | 348,503 | 6,478 | 17,947 | 11,095 | 6,110 | 3,583 | 59,490 | 218,153 | 14,846 | 3,332 | 802 | 6,667 | |
| Sep | 339,487 | 5,460 | 18,409 | 11,069 | 6,402 | 4,026 | 59,462 | 206,307 | 14,385 | 3,245 | 2,202 | 8,520 | |
| Dec | 409,850 | 10,409 | 29,328 | 19,029 | 10,769 | 5,456 | 84,785 | 210,075 | 19,396 | 3,918 | 6,821 | 9,864 | |
| 1945 Mar | 397,726 | 15,620 | 24,172 | 15,209 | 12,622 | 5,025 | 77,506 | 204,183 | 22,399 | 3,602 | 7,951 | 9,437 | |
| End of month | | | | | | Total | Conti- nental Air Force | Air Train- ing Command | Air Materiel Command | Air Trans- port Command | AAF Center | Per- sonnel Distri- bution Command | Other a/ |
| 1945 Jun | | | | | | 393,896 | 71,997 | 65,597 | 209,281 | 23,940 | 3,649 | 10,251 | 9,181 |
| Sep | | | | | | 318,154 | 62,336 | 56,706 | 156,083 | 23,201 | 3,326 | 9,090 | 7,412 |
| Dec | | | | | | 233,056 | 35,930 | 34,631 | 123,941 | 20,037 | 3,296 | 8,008 | 7,213 |
| 1946 Jan | | | | | | 213,757 | 29,297 | 30,155 | 116,658 | 19,245 | 3,417 | 5,854 | 9,131 |
| Feb | | | | | | 204,447 | 28,345 | 29,207 | 112,283 | 19,437 | 3,290 | 3,050 | 8,835 |
| End of month | Total | Strate- gic Air Command | Tactical Air Command | Air Defense Command | Air Training Command | Air Materiel Command | Air Transport Command | Air Proving Ground Command | Air Univer- sity | Per- sonnel Distri- bution Command | Other | | |
| 1946g/ Mar | 200,105 | 15,136 | 10,063 | 2,452 | 29,902 | 110,207 | 20,883 | 3,203 | 1,686 | 1,520 | 5,053 | | |
| Apr | 202,570 | 13,025 | 10,322 | 2,705 | 32,114 | 111,914 | 22,365 | 3,178 | 1,788 | 892 | 4,267 | | |
| May | 202,270 | 12,144 | 10,659 | 3,460 | 33,282 | 112,430 | 20,086 | 3,154 | 2,425 | 479 | 4,151 | | |
| Jun | 196,709 | 11,560 | 10,332 | 4,284 | 31,425 | 111,085 | 18,555 | 2,952 | 2,421 | 133 | 3,962 | | |
| Jul | 187,327 | 10,690 | 10,010 | 7,043 | 28,441 | 106,583 | 16,410 | 1,775 | 2,491 | - | 3,884 | | |
| Aug | 175,821 | 10,102 | 9,128 | 8,697 | 23,517 | 102,509 | 13,732 | 1,810 | 2,607 | - | 3,719 | | |
| Sep | 160,591 | 9,210 | 8,409 | 7,842 | 21,670 | 96,456 | 9,655 | 1,620 | 2,313 | - | 3,416 | | |
| Oct | 145,894 | 8,526 | 7,440 | 7,572 | 18,784 | 91,562 | 5,845 | 958 | 1,975 | - | 3,232 | | |
| Nov | 129,816 | 6,401 | 4,164 | 7,609 | 13,321 | 87,833 | 4,646 | 650 | 1,956 | - | 3,236 | | |
| Dec | 125,233 | 4,902 | 3,993 | 7,541 | 12,210 | 86,107 | 4,405 | 655 | 1,934 | - | 3,486 | | |
| End of month | Total | Strate- gic Air Command | Tactical Air Command | Air Defense Command | Air Training Command | Air Materiel Command | Air Transport Command | Air Proving Ground Command | Air Univer- sity | Boll- ing Field Com- mand | Com- mand- ing General AAF | Other (Incl. Staging Area etc.) | |
| 1947 Jan | 123,876 | 4,902 | 3,822 | 7,443 | 12,219 | 85,428 | 4,412 | 652 | 1,970 | 854 | 2,174 | - | |
| Feb | 123,166 | 4,929 | 3,870 | 6,918 | 12,241 | 85,038 | 4,382 | 777 | 1,984 | 862 | 2,165 | - | |
| Mar | 118,504 | 4,767 | 3,842 | 6,010 | 10,653 | 83,426 | 4,123 | 798 | 1,947 | 825 | 2,113 | - | |
| Apr | 111,179 | 4,745 | 3,770 | 6,039 | 10,024 | 77,090 | 3,846 | 839 | 1,951 | 769 | 2,106 | - | |
| May | 111,317 | 5,006 | 3,792 | 6,078 | 10,382 | 76,994 | 3,570 | 690 | 1,957 | 771 | 2,077 | - | |
| Jun | 110,097 | 4,818 | 3,698 | 6,261 | 10,425 | 75,521 | 3,642 | 1,008 | 1,911 | 774 | 2,039 | - | |
| Jul | 109,654 | 5,238 | 3,964 | 6,132 | 9,989 | 74,815 | 3,791 | 1,041 | 1,923 | 791 | 1,970 | - | |
| Aug | 108,312 | 5,436 | 3,927 | 6,158 | 9,625 | 74,300 | 3,778 | 814 | 1,952 | 770 | 1,552 | - | |
| Sep | 109,188 | 5,312 | 4,034 | 6,129 | 9,302 | 75,423 | 3,848 | 860 | 2,020 | 767 | 1,493 | - | |
| Oct | 110,329 | 5,120 | 4,009 | 6,104 | 8,697 | 77,722 | 3,529 | 892 | 2,023 | 713 | 1,520 | - | |
| Nov | 111,268 | 4,986 | 3,859 | 6,112 | 8,677 | 78,823 | 3,660 | 889 | 2,019 | 705 | 1,538 | - | |
| Dec | 111,730 | 5,107 | 3,837 | 6,199 | 8,707 | 78,989 | 3,697 | 918 | 1,995 | 714 | 1,567 | - | |

a/ Includes Departmental Service and exempted Stations.

b/ Not available.

c/ Includes WAE's not working.

Source: Prior to 1946--Assistant Chief of Air Staff-1, Deputy AC/AS-1 for Personnel, Policy and management, Civilian Personnel Division; 1946-1947, Strength Accounting, Director of Statistical Services, Comptroller, Hq. USAF.

TABLE 52.-- CIVILIAN PERSONNEL, GRADED AND UNGRADED, IN CONTINENTAL US: SEP 1943 THROUGH DEC 1947.

| End of Month | Total | Graded | | | | Ungraded | Other s/ | |
|--------------------|---------|---------|---------|-------|-------|----------|-------------|--------|
| | | Total | CAF a/ | P b/ | SP c/ | | | CPC d/ |
| 1943 Sep | 357,671 | 190,360 | 152,557 | 4,088 | 1,894 | 31,821 | 167,175 | 136 |
| Dec | 345,188 | 181,291 | 147,565 | 3,686 | 1,809 | 28,231 | 163,738 | 159 |
| 1944 Mar | 334,004 | 171,571 | 142,187 | 3,458 | 1,664 | 24,262 | 162,369 | 64 |
| Jun | 348,503 | 176,749 | 145,694 | 3,379 | 1,852 | 25,824 | 171,663 | 91 |
| Sep | 339,487 | 171,253 | 141,449 | 3,175 | 1,723 | 24,906 | 168,123 | 111 |
| Dec | 409,850 | 204,969 | 157,531 | 4,481 | 4,672 | 38,285 | 204,762 | 119 |
| 1945 Mar | 397,726 | 197,177 | 151,134 | 4,494 | 4,709 | 36,840 | 200,423 | 126 |
| Jun | 393,896 | 195,261 | 149,699 | 4,327 | 4,646 | 36,589 | 198,489 | 146 |
| Sep | 318,154 | 166,194 | 124,252 | 3,876 | 4,256 | 33,810 | 151,788 | 172 |
| Dec | 233,056 | 123,118 | 91,174 | 3,477 | 3,154 | 25,313 | 91,244 | 54 |
| 1946 Jan | 211,892 | 109,902 | 80,839 | 3,459 | 2,962 | 22,642 | 101,905 | 85 |
| Feb | 204,428 | 106,996 | 78,937 | 3,560 | 3,045 | 21,454 | 97,337 | 95 |
| Mar | 200,085 | 104,699 | 77,030 | 3,726 | 3,134 | 20,809 | 95,313 | 73 |
| Apr | 202,553 | 104,347 | 76,191 | 3,899 | 3,381 | 20,876 | 98,131 | 75 |
| May | 202,258 | 102,782 | 74,797 | 4,035 | 3,429 | 20,521 | 99,401 | 75 |
| Jun | 196,701 | 99,759 | 72,585 | 4,204 | 3,425 | 19,545 | 96,862 | 80 |
| Jul | 187,315 | 96,105 | 70,299 | 4,303 | 3,246 | 18,257 | 91,128 | 82 |
| Aug | 175,804 | 91,495 | 66,807 | 4,350 | 3,127 | 17,211 | 84,244 | 65 |
| Sep | 160,562 | 83,999 | 61,612 | 4,356 | 2,895 | 15,136 | 76,510 | 53 |
| Oct | 145,857 | 76,414 | 56,297 | 4,355 | 2,658 | 13,104 | 69,405 | 38 |
| Nov | 129,781 | 67,874 | 50,366 | 4,377 | 2,431 | 10,700 | 61,869 | 38 |
| Dec | 125,195 | 64,853 | 48,243 | 4,354 | 2,343 | 9,913 | 60,301 | 41 |
| 1947 Jan | 123,829 | 63,239 | 46,918 | 4,387 | 2,269 | 9,665 | 60,561 | 29 |
| Feb | 123,126 | 62,424 | 46,321 | 4,426 | 2,261 | 9,416 | 60,667 | 35 |
| Mar | 118,460 | 58,714 | 43,829 | 4,213 | 2,139 | 8,533 | 59,715 | 31 |
| Apr | 111,135 | 51,354 | 38,533 | 3,916 | 1,864 | 7,041 | 59,750 | 31 |
| May | 111,287 | 49,267 | 37,048 | 3,920 | 1,805 | 6,494 | 61,972 | 48 |
| Jun | 110,070 | 47,629 | 35,991 | 3,870 | 1,697 | 6,071 | 62,411 | 30 |
| Jul | 109,636 | 47,049 | 35,478 | 3,890 | 1,671 | 6,010 | 62,556 | 31 |
| Aug | 108,300 | 46,325 | 34,991 | 3,857 | 1,646 | 5,831 | 61,953 | 22 |
| Sep | 109,164 | 46,263 | 35,023 | 3,852 | 1,626 | 5,762 | 62,873 | 28 |
| Oct | 110,305 | 46,152 | 35,093 | 3,868 | 1,594 | 5,597 | 64,121 | 32 |
| Nov | 111,229 | 46,311 | 35,382 | 3,895 | 1,598 | 5,436 | 64,889 | 29 |
| Dec | 111,700 | 46,321 | 35,439 | 3,908 | 1,592 | 5,382 | 65,343 | 36 |

a/ Clerical, Administrative, and Fiscal. d/ Crafts, Protective and Custodial.

b/ Professional.

c/ Sub-Professional.

e/ Consultants and Experts included only when actually employed.

f/ Excludes 7 civilians appointed to 37th AF Base Unit (Turkish Mission).

TABLE 53.-- ACCESSIONS, SEPARATIONS, AND NUMBER EMPLOYED OF CIVILIAN PERSONNEL WITH VETERAN PREFERENCE, IN CONTINENTAL US: JAN 1946 THROUGH DEC 1947.

| Year and Month | Accessions | Separations | Number Employed End of Month | | | | Year and Month | Accessions | Separations | Number Employed End of Month | | | |
|----------------|------------|-------------|------------------------------|--------------|-------------------------|---------------------------|----------------|------------|-------------|------------------------------|--------------|-------------------------|---------------------------|
| | | | Total | World War II | Other than World War II | Percent of Total Civilian | | | | Total | World War II | Other than World War II | Percent of Total Civilian |
| 1946 | | | | | | | | | | | | | |
| Jan | 5,375 | 6,387 | 47,056 | 25,740 | 21,316 | 22.21 | Jan | 2,760 | 2,449 | 54,948 | 40,732 | 14,216 | 44.37 |
| Feb | 11,139 | 5,888 | 52,307 | 31,484 | 20,823 | 25.59 | Feb | 1,275 | 1,375 | 50,683 | 38,184 | 12,499 | 41.16 |
| Mar | 7,825 | 4,592 | 55,540 | 36,726 | 18,814 | 27.76 | Mar | 1,512 | 2,548 | 53,638 | 39,973 | 13,665 | 45.28 |
| Apr | 11,642 | 4,128 | 63,054 | 44,182 | 18,872 | 31.13 | Apr | 1,925 | 3,194 | 51,235 | 38,488 | 12,747 | 46.10 |
| May | 9,411 | 4,281 | 68,184 | 47,662 | 20,522 | 33.71 | May | 3,598 | 3,131 | 53,119 | 39,670 | 13,449 | 47.73 |
| Jun | 5,744 | 6,329 | 67,599 | 48,451 | 19,148 | 34.37 | Jun | 3,582 | 3,624 | 52,242 | 39,662 | 12,580 | 47.46 |
| Jul | 6,836 | 5,914 | 68,521 | 50,558 | 17,963 | 36.58 | Jul | 2,578 | 2,845 | 52,975 | 40,324 | 12,651 | 48.32 |
| Aug | 3,073 | 7,411 | 64,183 | 47,045 | 17,138 | 36.51 | Aug | 2,901 | 3,782 | 52,670 | 40,339 | 12,331 | 48.63 |
| Sep | 2,591 | 6,122 | 60,652 | 44,038 | 16,614 | 37.77 | Sep | 2,886 | 2,588 | 53,211 | 40,838 | 12,373 | 48.74 |
| Oct | 4,986 | 6,407 | 59,231 | 43,113 | 16,118 | 40.61 | Oct | 3,137 | 2,414 | 53,425 | 41,658 | 11,767 | 48.43 |
| Nov | 2,187 | 6,056 | 55,362 | 39,478 | 15,884 | 42.66 | Nov | 2,717 | 2,102 | 54,370 | 42,138 | 12,232 | 48.88 |
| Dec | 2,244 | 3,295 | 54,311 | 39,172 | 15,139 | 43.38 | Dec | 2,343 | 1,743 | 55,166 | 42,880 | 12,286 | 49.39 |

Source of the above tables: Personnel and Administration, Director of Civilian Personnel, Deputy Chief of Staff, Hq. USAF.

TABLE 54.-- ACCESSIONS AND SEPARATIONS OF CIVILIAN PERSONNEL IN

(Rates are percents of average number)

| Line Number | Year and Quarter or Month | Totals and Rates | | | | Accessions | | |
|-------------|---------------------------|-----------------------------|------------------|----------------|-------------------|------------------|------------------------------------|--|
| | | Average Civilian Employment | Total Accessions | Accession Rate | Total Separations | Separation Rates | New Appointments and Reappointment | Transfers from other Government Agencies |
| 1 | Total | <u>14,482,125</u> | <u>928,227</u> | <u>6.41</u> | <u>1,164,001</u> | <u>8.04</u> | <u>725,263</u> | <u>10,199</u> |
| 2 | Annually | | | | | | | |
| 3 | 1943 (Jul-Dec) | 2,287,178 | 166,595 | 7.26 | 168,881 | 7.38 | 145,061 | 2,427 |
| 4 | 1944 | 4,296,926 | 383,175 | 8.92 | 318,513 | 7.41 | 266,304 | 2,808 |
| 5 | 1945 | 4,336,671 | 224,216 | 5.17 | 401,010 | 9.25 | 195,774 | 2,457 |
| 6 | 1946 | 2,196,361 | 99,427 | 4.53 | 207,288 | 9.44 | 70,685 | 1,641 |
| 7 | 1947 | 1,364,989 | 54,814 | 4.02 | 68,309 | 5.00 | 47,439 | 866 |
| 8 | Quarterly | | | | | | | |
| 9 | 1943 | | | | | | | |
| 10 | 3rd qtr. . . | 1,051,875 | 102,015 | 9.70 | 91,818 | 8.73 | 86,548 | 1,363 |
| 11 | 4th qtr. . . | 1,061,566 | 64,580 | 6.08 | 77,063 | 7.26 | 58,513 | 1,064 |
| 12 | 1944 | | | | | | | |
| 13 | 1st qtr. . . | 1,016,505 | 71,957 | 7.08 | 83,141 | 8.18 | 65,383 | 993 |
| 14 | 2nd qtr. . . | 1,028,348 | 94,148 | 9.15 | 79,649 | 7.75 | 79,538 | 581 |
| 15 | 3rd qtr. . . | 1,035,223 | 66,689 | 6.44 | 75,705 | 7.31 | 60,032 | 680 |
| 16 | 4th qtr. . . | 1,216,850 | 150,381 | 12.36 | 80,018 | 6.58 | 61,351 | 554 |
| 17 | 1945 | | | | | | | |
| 18 | 1st qtr. . . | 1,211,620 | 61,924 | 5.11 | 74,048 | 6.11 | 55,975 | 638 |
| 19 | 2nd qtr. . . | 1,188,322 | 74,803 | 6.29 | 78,633 | 6.62 | 65,776 | 461 |
| 20 | 3rd qtr. . . | 1,105,079 | 49,546 | 4.48 | 125,288 | 11.34 | 44,760 | 689 |
| 21 | 4th qtr. . . | 831,650 | 37,943 | 4.56 | 123,041 | 14.79 | 29,263 | 669 |
| 22 | Monthly | | | | | | | |
| 23 | 1946 | | | | | | | |
| 24 | Jan. | 222,474 | 11,411 | 5.13 | 32,575 | 14.64 | 7,022 | 234 |
| 25 | Feb. | 208,160 | 13,738 | 6.60 | 21,202 | 10.19 | 9,511 | 153 |
| 26 | Mar. | 202,256 | 14,343 | 7.09 | 18,686 | 9.24 | 10,456 | 185 |
| 27 | Apr. | 201,319 | 15,975 | 7.93 | 13,507 | 6.71 | 11,783 | 223 |
| 28 | May. | 202,406 | 13,274 | 6.56 | 13,569 | 6.70 | 10,144 | 212 |
| 29 | Jun. | 199,479 | 8,701 | 4.36 | 14,258 | 7.15 | 6,332 | 162 |
| 30 | Jul. | 192,008 | 6,144 | 3.20 | 15,530 | 8.01 | 4,356 | 107 |
| 31 | Aug. | 181,560 | 4,829 | 2.66 | 16,340 | 9.00 | 3,252 | 133 |
| 32 | Sep. | 168,183 | 3,038 | 1.81 | 18,280 | 10.87 | 2,043 | 31 |
| 33 | Oct. | 153,209 | 2,912 | 1.90 | 17,617 | 11.50 | 1,961 | 79 |
| 34 | Nov. | 137,819 | 2,145 | 1.56 | 18,221 | 13.22 | 1,566 | 47 |
| 35 | Dec. | 127,488 | 2,917 | 2.29 | 7,503 | 5.88 | 2,259 | 35 |
| 36 | 1947 | | | | | | | |
| 37 | Jan. | 124,512 | 3,611 | 2.90 | 4,977 | 4.00 | 2,686 | 67 |
| 38 | Feb. | 123,478 | 3,479 | 2.82 | 4,182 | 3.39 | 2,647 | 52 |
| 39 | Mar. | 120,793 | 2,134 | 1.77 | 6,800 | 5.63 | 1,653 | 46 |
| 40 | Apr. | 114,797 | 3,317 | 2.89 | 10,642 | 9.27 | 2,460 | 39 |
| 41 | May. | 111,211 | 6,164 | 5.54 | 6,012 | 5.43 | 5,343 | 36 |
| 42 | Jun. | 110,678 | 6,775 | 6.12 | 7,992 | 7.22 | 5,959 | 56 |
| 43 | Jul. | 109,853 | 4,615 | 4.20 | 5,049 | 4.60 | 4,080 | 65 |
| 44 | Aug. | 108,968 | 4,230 | 3.88 | 5,566 | 5.11 | 3,746 | 51 |
| 45 | Sep. | 108,732 | 5,890 | 5.42 | 5,026 | 4.62 | 5,450 | 99 |
| 46 | Oct. | 109,735 | 6,530 | 5.95 | 5,389 | 4.91 | 6,175 | 108 |
| 47 | Nov. | 110,767 | 4,692 | 4.24 | 3,768 | 3.40 | 4,253 | 112 |
| 48 | Dec. | 111,465 | 3,377 | 3.03 | 2,906 | 2.61 | 2,987 | 135 |

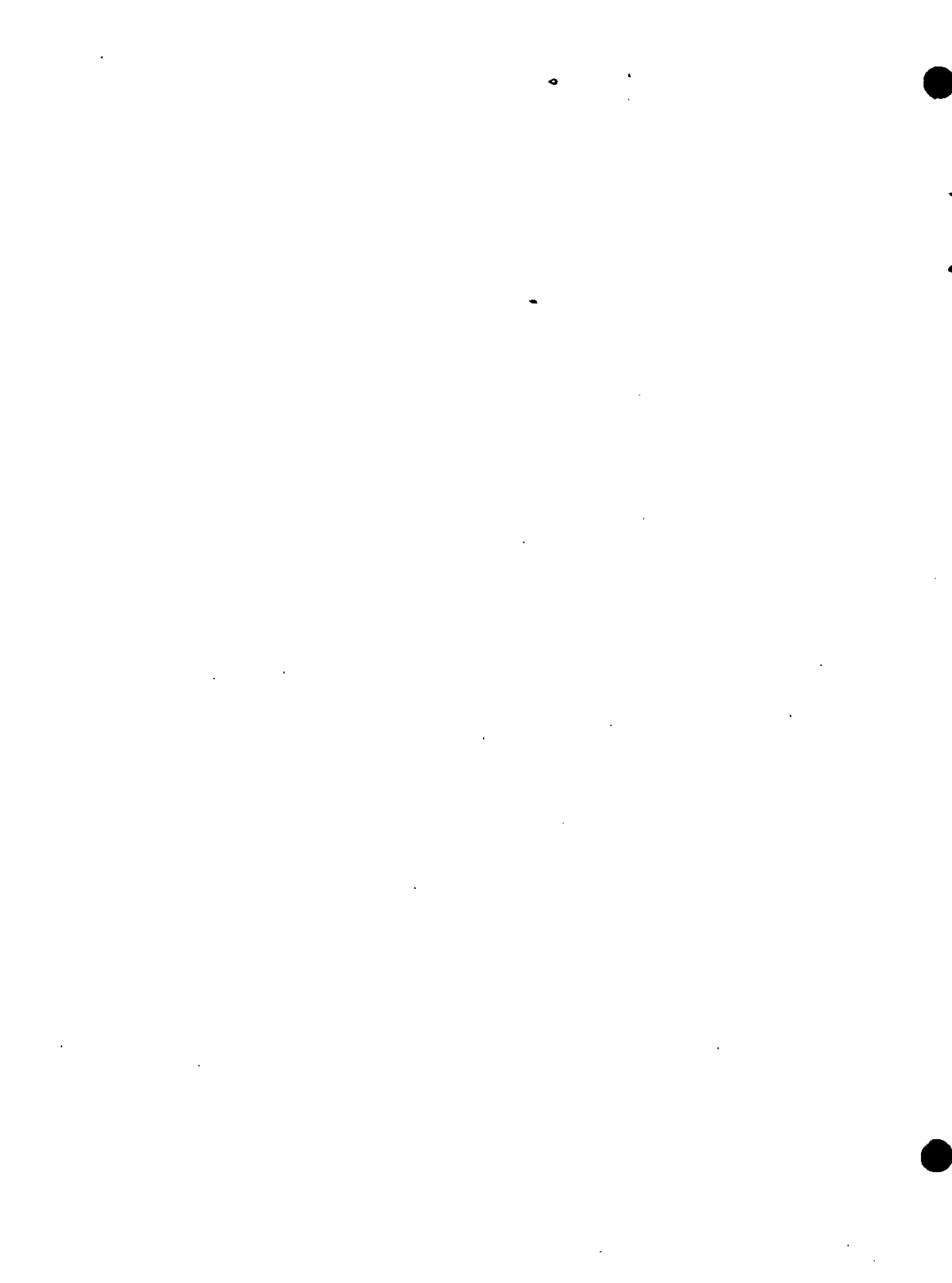
g/ Includes separations because of legal incompetence.

Source: Prior to 1947, Assistant Chief of Air Staff - 1, Deputy AC/AS - 1, for Personnel, Policy Management, Civilian Personnel Division; 1947, Personnel and Administration, Director of Civilian Personnel, Deputy Chief of Staff, Hq. USAF.

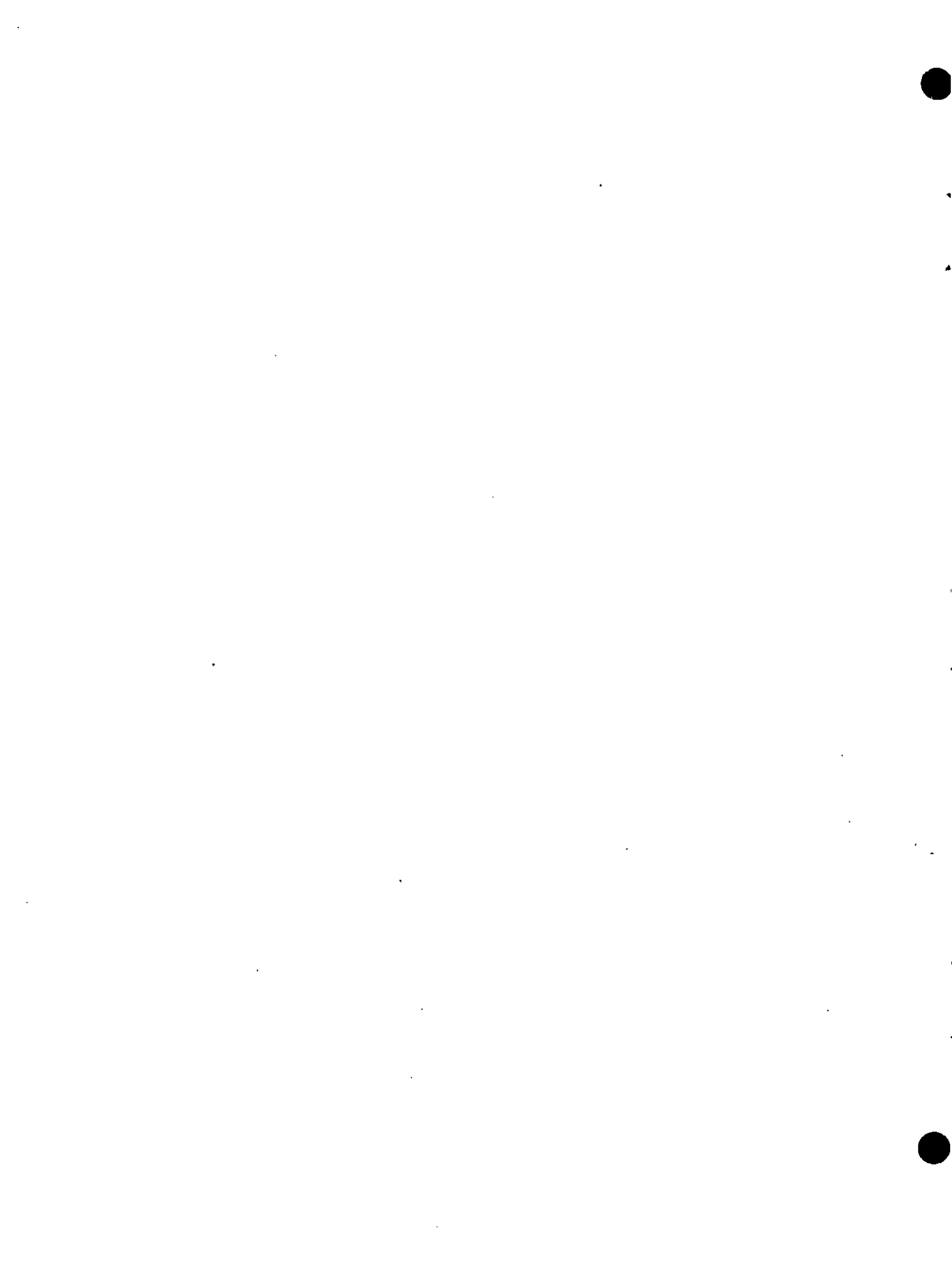
CONTINENTAL US, BY CAUSE AND RATE: JUL 1943 THROUGH DEC 1947.

employed during each period.)

| Accessions (Continued) | | | Separations | | | | | | | | | Line Number |
|--------------------------------------|------------------------------|-------------------------------|--------------|---------------------------------------|-----------------------------------|----------------------|-------------------------|-------------------|--------------------|-------------------|--------|-------------|
| Transfers from Other War Departments | return from Military Service | return from Leave Without Pay | Resignations | Transfer to other Government Agencies | Transfer to Other War Departments | For Military Service | Retirement and Death R/ | Leave without Pay | Reduction in Force | Removed for Cause | Other | |
| 151,112 | 30,746 | 10,907 | 657,237 | 17,822 | 45,885 | 43,082 | 2,127 | 35,544 | 202,050 | 66,438 | 90,706 | 1 |
| | | | | | | | | | | | | 2 |
| 19,107 | - | - | 107,237 | 1,262 | 6,959 | 13,640 | 598 | 5,798 | - | 13,472 | 19,915 | 3 |
| 109,564 | 2,166 | 2,333 | 188,543 | 3,276 | 18,657 | 17,998 | 1,459 | 9,345 | 2,817 | 24,391 | 52,027 | 4 |
| 14,473 | 7,210 | 4,302 | 250,249 | 7,292 | 10,031 | 9,931 | 1,526 | 10,520 | 81,041 | 22,717 | 7,703 | 5 |
| 4,807 | 20,329 | 1,965 | 81,061 | 5,064 | 8,221 | 1,161 | 863 | 7,876 | 93,594 | 4,222 | 5,226 | 6 |
| 3,161 | 1,041 | 2,307 | 30,247 | 938 | 2,017 | 352 | 681 | 2,005 | 24,598 | 1,636 | 5,835 | 7 |
| | | | | | | | | | | | | 8 |
| | | | | | | | | | | | | 9 |
| 14,104 | - | - | 61,013 | 579 | 3,732 | 8,030 | 277 | 3,433 | - | 7,004 | 7,750 | 10 |
| 5,003 | - | - | 46,224 | 683 | 3,227 | 5,610 | 321 | 2,365 | - | 6,468 | 12,165 | 11 |
| | | | | | | | | | | | | 12 |
| 5,581 | - | - | 41,855 | 733 | 6,243 | 4,893 | 363 | 1,508 | - | 6,521 | 21,025 | 13 |
| 13,383 | 646 | - | 45,271 | 771 | 4,240 | 4,978 | 286 | 1,729 | - | 6,043 | 16,331 | 14 |
| 4,217 | 628 | 1,132 | 50,791 | 743 | 4,442 | 4,549 | 350 | 2,906 | 1,042 | 5,184 | 5,698 | 15 |
| 86,383 | 892 | 1,201 | 50,626 | 1,029 | 3,732 | 3,578 | 460 | 3,202 | 1,775 | 6,643 | 8,973 | 16 |
| | | | | | | | | | | | | 17 |
| 3,425 | 615 | 1,271 | 48,378 | 1,139 | 2,667 | 3,284 | 524 | 2,877 | 5,743 | 7,450 | 1,986 | 18 |
| 7,062 | 465 | 1,039 | 54,329 | 1,232 | 2,409 | 4,118 | 380 | 2,802 | 5,549 | 6,694 | 1,120 | 19 |
| 2,158 | 915 | 1,024 | 87,834 | 2,411 | 2,306 | 1,828 | 309 | 3,084 | 19,881 | 5,798 | 1,837 | 20 |
| 1,828 | 5,215 | 968 | 59,708 | 2,510 | 2,649 | 701 | 313 | 1,757 | 49,868 | 2,775 | 2,760 | 21 |
| | | | | | | | | | | | | 22 |
| | | | | | | | | | | | | 23 |
| 262 | 3,704 | 189 | 12,319 | 747 | 866 | 137 | 98 | 539 | 16,629 | 609 | 631 | 24 |
| 310 | 3,579 | 185 | 8,360 | 575 | 828 | 95 | 98 | 382 | 10,041 | 406 | 417 | 25 |
| 395 | 3,111 | 196 | 8,098 | 789 | 1,536 | 100 | 74 | 307 | 6,651 | 412 | 719 | 26 |
| 943 | 2,914 | 112 | 6,934 | 504 | 489 | 130 | 74 | 246 | 4,326 | 456 | 348 | 27 |
| 705 | 2,096 | 117 | 7,087 | 372 | 240 | 115 | 96 | 570 | 4,411 | 385 | 293 | 28 |
| 682 | 1,416 | 109 | 6,737 | 346 | 896 | 104 | 85 | 275 | 5,050 | 372 | 393 | 29 |
| 403 | 1,145 | 133 | 5,865 | 305 | 1,122 | 119 | 71 | 316 | 6,440 | 356 | 936 | 30 |
| 425 | 881 | 138 | 6,381 | 311 | 464 | 82 | 52 | 571 | 7,819 | 298 | 362 | 31 |
| 232 | 560 | 132 | 6,981 | 327 | 403 | 129 | 54 | 576 | 8,844 | 352 | 614 | 32 |
| 230 | 425 | 217 | 5,048 | 317 | 394 | 70 | 59 | 636 | 10,509 | 242 | 342 | 33 |
| 88 | 286 | 158 | 4,659 | 301 | 425 | 45 | 51 | 2,930 | 9,526 | 194 | 90 | 34 |
| 132 | 212 | 279 | 2,592 | 170 | 558 | 35 | 51 | 528 | 3,348 | 140 | 81 | 35 |
| | | | | | | | | | | | | 36 |
| 122 | 316 | 420 | 2,651 | 98 | 503 | 91 | 43 | 292 | 1,098 | 123 | 78 | 37 |
| 377 | 184 | 219 | 2,144 | 87 | 75 | 27 | 52 | 168 | 1,340 | 133 | 156 | 38 |
| 114 | 107 | 214 | 2,746 | 126 | 222 | 20 | 50 | 173 | 2,901 | 147 | 415 | 39 |
| 366 | 91 | 361 | 3,118 | 89 | 181 | 27 | 49 | 161 | 6,323 | 180 | 514 | 40 |
| 488 | 64 | 233 | 2,622 | 73 | 135 | 18 | 49 | 130 | 1,987 | 131 | 867 | 41 |
| 455 | 60 | 245 | 2,990 | 69 | 156 | 18 | 74 | 152 | 3,439 | 142 | 952 | 42 |
| 248 | 69 | 153 | 2,567 | 64 | 156 | 28 | 63 | 169 | 1,428 | 155 | 419 | 43 |
| 303 | 41 | 89 | 2,849 | 43 | 74 | 28 | 50 | 123 | 1,774 | 147 | 478 | 44 |
| 136 | 30 | 175 | 3,233 | 58 | 109 | 16 | 57 | 205 | 878 | 119 | 351 | 45 |
| 144 | 28 | 75 | 2,346 | 82 | 303 | 28 | 53 | 201 | 1,533 | 150 | 693 | 46 |
| 233 | 29 | 65 | 1,535 | 74 | 60 | 23 | 71 | 121 | 1,075 | 115 | 694 | 47 |
| 175 | 22 | 58 | 1,446 | 75 | 43 | 28 | 70 | 110 | 822 | 94 | 218 | 48 |







PART III

TRAINING

School Training has been broken down into four groups in this part of the Statistical Digest as follows: Flying Training, Technical Training, Training at Air Materiel Command and Training at the Air University. The last two groups appear for the first time and report data only for the year 1947.

Table 58.-- "Aviation Cadets in AAF, By Type of Training: Jun 1922 to Dec 1946", listed under Training in 1946 "Statistical Digest", may now be found under Personnel, Section - By Type.

Flying Training is separated into three sections: Total Air Force, Negro Training and Foreign Training. Under each group heading may be found tables on "Students Under Instruction, By Type of Course", "Flying Training Graduates By Type of Course": "Flying Training Eliminees" and "Flying Training Fatalities". One exception exists in above break as Negro Eliminees and Fatalities are combined in one table.

Negro flying students are shown in separate tables but are included in over-all Air Force totals while Foreign flying students are not. Very few changes were made in the Flying Training format for 1947 over 1946 Statistical Digest. One new course, 4 Engine, under Advanced Pilot Training was added for 1947.

Technical Training shows a decided change in format over the 1946 publication.

The following courses were added for the first time: Intelligence (Officers and Enlisted Personnel); Polar Indoctrination (Officers and Enlisted Men); and Firefighter - Crash Rescuer (Officers and Enlisted Men). A more homogeneous grouping was made of the courses such as Aircraft Maintenance covering Engineering course and helicopter; Communications and Electronics which includes Radar, Cryptography and Other (Radio, etc.).

Technical Training also includes both white and colored students, excludes foreign students, and shows no separate break for colored and foreign students as does Flying Training.

Table 55.-- FLYING TRAINING STUDENTS UNDER INSTRUCTION, BY TYPE

(Figures are as of

| Line No. | Course | 1939 | | 1940 | | | | 1941 | | | |
|----------|---|------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| | | Sep | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec |
| 1 | US White and Colored Total | 966 | 1,427 | 1,609 | 1,849 | 2,987 | 4,491 | 6,485 | 6,962 | 9,125 | 13,286 |
| 2 | Pre-Flight. | - | - | - | - | - | - | - | - | - | - |
| 3 | Pilot Training - Total. | 966 | 1,427 | 1,609 | 1,849 | 2,855 | 4,150 | 6,485 | 6,962 | 9,125 | 12,122 |
| 4 | Primary | 709 | 711 | 688 | 931 | 1,727 | 1,623 | 3,277 | 3,017 | 4,387 | 6,835 |
| 5 | Basic | 257 | 493 | 466 | 491 | 674 | 1,685 | 1,843 | 2,297 | 2,265 | 3,183 |
| 6 | Advanced - Total. | - | 223 | 455 | 427 | 454 | 842 | 1,365 | 1,648 | 2,473 | 2,104 |
| 7 | Single Engine | - | 223 | 455 | 427 | 454 | 842 | 1,255 | 1,516 | 2,275 | 1,956 |
| 8 | Two Engine | - | - | - | - | - | - | 110 | 132 | 198 | 148 |
| 9 | Other | - | - | - | - | - | - | - | - | - | - |
| 10 | Transition - Total. | - | - | - | - | - | - | - | - | - | - |
| 11 | Fighter - Total | - | - | - | - | - | - | - | - | - | - |
| 12 | Single Engine | - | - | - | - | - | - | - | - | - | - |
| 13 | Two Engine. | - | - | - | - | - | - | - | - | - | - |
| 14 | Jet | - | - | - | - | - | - | - | - | - | - |
| 15 | Light Bombardment | - | - | - | - | - | - | - | - | - | - |
| 16 | Medium Bombardment. | - | - | - | - | - | - | - | - | - | - |
| 17 | Heavy Bombardment | - | - | - | - | - | - | - | - | - | - |
| 18 | Very Heavy Bombardment. | - | - | - | - | - | - | - | - | - | - |
| 19 | Other | - | - | - | - | - | - | - | - | - | - |
| 20 | Liaison - Total | - | - | - | - | - | - | - | - | - | - |
| 21 | AAF | - | - | - | - | - | - | - | - | - | - |
| 22 | Field Artillery | - | - | - | - | - | - | - | - | - | - |
| 23 | Air Transport | - | - | - | - | - | - | - | - | - | - |
| 24 | helicopter. | - | - | - | - | - | - | - | - | - | - |
| 25 | Women's Aux. Service Pilots | - | - | - | - | - | - | - | - | - | - |
| 26 | US Student in British School. | - | - | - | - | - | - | - | - | - | - |
| 27 | Other | - | - | - | - | - | - | - | - | - | - |
| 28 | Bombardier. | - | - | - | - | 82 | 105 | - | - | - | 164 |
| 29 | Navigation. | - | - | - | - | 50 | 122 | - | - | - | 787 |
| 30 | Bombardier - Navigation | - | - | - | - | - | - | - | - | - | - |
| 31 | Radar Observer Bombardment. | - | - | - | - | - | - | - | - | - | - |
| 32 | Flight Engineer | - | - | - | - | - | - | - | - | - | - |
| 33 | Glider Training - Total | - | - | - | - | - | - | - | - | - | - |
| 34 | Pilot - Total | - | - | - | - | - | - | - | - | - | - |
| 35 | Elementary. | - | - | - | - | - | - | - | - | - | - |
| 36 | Basic | - | - | - | - | - | - | - | - | - | - |
| 37 | Advanced. | - | - | - | - | - | - | - | - | - | - |
| 38 | Other | - | - | - | - | - | - | - | - | - | - |
| 39 | Gunnery Training - Total. | - | - | - | - | - | - | - | - | - | 106 |
| 40 | Flexible. | - | - | - | - | - | - | - | - | - | - |
| 41 | Fixed | - | - | - | - | - | - | - | - | - | - |
| 42 | Gunnery Officer | - | - | - | - | - | - | - | - | - | 106 |
| 43 | Instructor Training - Total | - | - | - | - | - | - | - | - | - | - |
| 44 | Pilot | - | - | - | - | - | - | - | - | - | - |
| 45 | Bombardier. | - | - | - | - | - | - | - | - | - | - |
| 46 | Navigation. | - | - | - | - | - | - | - | - | - | - |
| 47 | Gunnery | - | - | - | - | - | - | - | - | - | - |
| 48 | Other | - | - | - | - | - | - | - | - | - | - |
| 49 | Air Crew College. | - | - | - | - | - | - | - | - | - | - |
| 50 | Classification and Pools. | - | - | - | - | - | - | - | - | - | - |
| 51 | Other | - | - | - | - | - | 114 | - | - | - | 127 |

OF COURSE: QUARTERLY, 3RD QUARTER SEP 1939 THROUGH DEC 1947

end of month.)

| 1942 | | | | 1943 | | | | 1944 | | | | Line No. |
|---------------|---------------|---------------|---------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------|
| Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec | |
| <u>23,425</u> | <u>37,375</u> | <u>38,079</u> | <u>83,282</u> | <u>94,114</u> | <u>114,488</u> | <u>223,984</u> | <u>247,959</u> | <u>227,761</u> | <u>159,918</u> | <u>132,845</u> | <u>105,787</u> | 1 |
| - | <u>2,693</u> | <u>6,727</u> | <u>25,324</u> | <u>29,872</u> | <u>33,140</u> | <u>35,026</u> | <u>33,947</u> | <u>26,857</u> | <u>23,664</u> | <u>11,197</u> | <u>2,686</u> | 2 |
| <u>19,548</u> | <u>26,070</u> | <u>31,352</u> | <u>39,080</u> | <u>46,514</u> | <u>54,916</u> | <u>64,152</u> | <u>71,747</u> | <u>68,963</u> | <u>54,808</u> | <u>43,129</u> | <u>27,130</u> | 3 |
| 9,678 | 12,566 | 15,488 | 19,480 | 20,996 | 24,078 | 26,189 | 25,496 | 17,794 | 14,969 | 8,650 | 3,379 | 4 |
| 6,056 | 7,039 | 8,714 | 10,998 | 14,010 | 14,769 | 17,869 | 22,508 | 21,152 | 13,313 | 11,488 | 6,386 | 5 |
| 3,814 | 6,092 | 6,459 | 7,078 | 10,408 | 11,260 | 13,321 | 18,107 | 21,284 | 15,928 | 11,629 | 9,654 | 6 |
| 2,577 | 3,494 | 3,337 | 2,854 | 3,330 | 3,603 | 4,204 | 5,192 | 7,016 | 5,381 | 4,110 | 2,941 | 7 |
| 1,237 | 2,598 | 3,122 | 4,224 | 7,078 | 7,657 | 8,935 | 12,743 | 14,097 | 10,547 | 7,519 | 6,713 | 8 |
| - | - | - | - | - | - | 182 | 172 | 171 | - | - | - | 9 |
| - | 373 | 691 | 408 | 590 | 3,060 | 4,973 | 4,518 | 7,183 | 8,944 | 10,062 | 7,576 | 10 |
| - | - | - | - | - | - | - | - | 1,385 | 1,967 | 1,487 | 994 | 11 |
| - | - | - | - | - | - | - | - | 1,385 | 1,967 | 1,487 | 994 | 12 |
| - | - | - | - | - | - | - | - | - | - | - | - | 13 |
| - | - | - | - | - | - | - | - | - | - | - | - | 14 |
| - | - | - | - | - | - | - | - | - | - | - | - | 15 |
| - | 373 | 691 | 408 | 556 | 2,284 | 3,579 | 3,451 | 994 | 902 | 706 | 789 | 16 |
| - | - | - | - | - | - | - | - | 4,804 | 6,075 | 7,612 | 5,295 | 17 |
| - | - | - | - | - | - | - | - | - | - | - | 498 | 18 |
| - | - | - | - | 34 | 776 | 1,094 | - | - | - | 257 | - | 19 |
| - | - | - | - | 320 | 525 | 684 | 432 | 198 | 246 | 115 | - | 20 |
| - | - | - | - | 120 | 125 | 155 | 183 | - | - | 45 | - | 21 |
| - | - | - | - | 200 | 400 | 529 | 249 | 198 | 246 | 70 | - | 22 |
| - | - | - | 206 | - | - | - | - | 634 | 976 | 854 | 123 | 23 |
| - | - | - | - | - | - | - | - | - | - | 10 | 12 | 24 |
| - | - | - | - | - | 476 | 437 | 406 | 528 | 369 | 321 | - | 25 |
| - | - | - | - | - | 251 | 250 | 280 | 190 | - | - | - | 26 |
| - | - | - | 910 | 190 | 497 | 429 | - | - | 63 | - | - | 27 |
| <u>896</u> | <u>1,465</u> | - | <u>1,780</u> | <u>3,670</u> | <u>4,430</u> | <u>2,731</u> | <u>405</u> | - | - | - | - | 28 |
| <u>1,760</u> | <u>1,848</u> | - | <u>1,694</u> | <u>1,796</u> | <u>8,306</u> | <u>7,797</u> | <u>8,301</u> | <u>8,507</u> | <u>8,068</u> | <u>9,038</u> | <u>6,466</u> | 29 |
| - | - | - | <u>632</u> | - | - | <u>2,426</u> | <u>6,238</u> | <u>7,524</u> | <u>8,617</u> | <u>6,782</u> | <u>5,756</u> | 30 |
| - | - | - | - | - | - | - | - | - | - | - | - | 31 |
| - | - | - | - | - | - | - | - | - | - | - | - | 32 |
| <u>48</u> | <u>2,651</u> | - | <u>5,246</u> | <u>1,426</u> | <u>205</u> | <u>232</u> | <u>138</u> | <u>333</u> | <u>1,213</u> | <u>656</u> | <u>103</u> | 33 |
| <u>48</u> | <u>155</u> | - | <u>5,246</u> | <u>1,426</u> | <u>205</u> | <u>232</u> | <u>138</u> | <u>203</u> | <u>857</u> | <u>552</u> | <u>103</u> | 34 |
| - | <u>155</u> | - | <u>2,714</u> | <u>204</u> | - | - | - | - | - | - | - | 35 |
| - | - | - | <u>1,962</u> | <u>884</u> | - | - | - | - | <u>283</u> | <u>168</u> | - | 36 |
| <u>48</u> | - | - | <u>570</u> | <u>338</u> | <u>205</u> | <u>232</u> | <u>138</u> | <u>203</u> | <u>574</u> | <u>384</u> | <u>103</u> | 37 |
| - | <u>2,496</u> | - | - | - | - | - | - | <u>130</u> | <u>356</u> | <u>104</u> | - | 38 |
| <u>1,081</u> | <u>2,534</u> | - | <u>9,526</u> | <u>10,766</u> | <u>11,552</u> | <u>15,987</u> | <u>18,205</u> | <u>17,725</u> | <u>18,853</u> | <u>17,833</u> | <u>10,747</u> | 39 |
| <u>1,081</u> | <u>2,534</u> | - | <u>9,526</u> | <u>10,766</u> | <u>11,552</u> | <u>15,923</u> | <u>18,161</u> | <u>17,644</u> | <u>18,668</u> | <u>17,524</u> | <u>10,639</u> | 40 |
| - | - | - | - | - | - | <u>64</u> | <u>44</u> | <u>81</u> | <u>67</u> | <u>91</u> | - | 41 |
| - | - | - | - | - | - | - | - | - | <u>118</u> | <u>218</u> | <u>108</u> | 42 |
| - | - | - | - | - | <u>1,826</u> | <u>1,951</u> | <u>3,548</u> | <u>3,247</u> | <u>2,641</u> | <u>3,315</u> | <u>5,161</u> | 43 |
| - | - | - | - | - | <u>1,291</u> | <u>1,224</u> | <u>2,240</u> | <u>1,624</u> | <u>1,295</u> | <u>1,413</u> | <u>1,646</u> | 44 |
| - | - | - | - | - | <u>209</u> | <u>297</u> | <u>270</u> | <u>282</u> | <u>313</u> | <u>375</u> | <u>897</u> | 45 |
| - | - | - | - | - | - | - | <u>118</u> | <u>205</u> | <u>165</u> | <u>281</u> | <u>1,059</u> | 46 |
| - | - | - | - | - | <u>335</u> | <u>345</u> | <u>633</u> | <u>638</u> | <u>616</u> | <u>771</u> | <u>1,193</u> | 47 |
| - | - | - | - | - | - | <u>85</u> | <u>287</u> | <u>498</u> | <u>252</u> | <u>475</u> | <u>366</u> | 48 |
| - | - | - | - | - | - | <u>60,949</u> | <u>68,109</u> | <u>52,606</u> | <u>14</u> | - | - | 49 |
| - | - | - | - | - | - | <u>32,733</u> | <u>33,154</u> | <u>41,999</u> | <u>41,968</u> | <u>40,706</u> | <u>47,522</u> | 50 |
| <u>92</u> | <u>114</u> | - | - | <u>70</u> | <u>113</u> | - | <u>4,167</u> | - | <u>72</u> | <u>189</u> | <u>216</u> | 51 |

Table 55.-- FLYING TRAINING STUDENTS UNDER INSTRUCTION, BY TYPE OF COURSE: QUARTERLY,
3RD QUARTER SEP 1939 THROUGH DEC 1947 -- Continued

(Figures are as end of month.)

| Course | 1945 | | | | 1946 | | | | 1947 | | | |
|--|---------------|---------------|--------------|--------------|------------|------------|------------|------------|--------------|------------|--------------|--------------|
| | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec |
| US White and Colored | | | | | | | | | | | | |
| <u>Total</u> | <u>44,467</u> | <u>29,793</u> | <u>7,871</u> | <u>1,385</u> | <u>639</u> | <u>596</u> | <u>894</u> | <u>787</u> | <u>1,037</u> | <u>124</u> | <u>1,044</u> | <u>1,189</u> |
| <u>Pre-Flight</u> | <u>4,366</u> | <u>525</u> | <u>668</u> | - | - | - | - | - | - | - | - | - |
| <u>Pilot Training - Total</u> | <u>19,286</u> | <u>10,014</u> | <u>2,647</u> | <u>888</u> | <u>603</u> | <u>344</u> | <u>511</u> | <u>721</u> | <u>959</u> | <u>74</u> | <u>901</u> | <u>1,047</u> |
| Primary | 3,482 | 911 | 288 | 397 | 149 | 108 | - | 344 | 476 | - | 394 | 454 |
| Basic | 2,597 | 2,307 | 390 | 169 | 8 | 62 | 235 | 4 | 295 | - | 216 | 359 |
| Advanced - Total | 5,874 | 2,260 | 1,000 | 268 | 282 | 93 | 101 | 210 | 23 | - | 179 | 221 |
| Single Engine | 1,684 | 914 | 343 | 108 | 239 | 33 | 4 | 73 | 6 | - | 65 | 83 |
| Two Engine | 3,903 | 1,346 | 657 | 160 | 43 | 60 | 97 | 137 | 5 | - | 77 | 67 |
| Four Engine | - | - | - | - | - | - | - | - | 12 | - | 37 | 71 |
| Other | 287 | - | - | - | - | - | - | - | - | - | - | - |
| Transition - Total | 7,019 | 4,149 | 892 | - | 43 | 4 | 117 | 26 | 58 | 50 | 44 | - |
| Fighter - Total | 1,136 | 108 | - | - | 36 | 4 | 117 | 26 | - | - | - | - |
| Single Engine | 1,077 | - | - | - | 36 | 4 | 70 | - | - | - | - | - |
| Two Engine | 59 | 108 | - | - | - | - | - | - | - | - | - | - |
| Jet | - | - | - | - | - | - | 47 | 26 | 50 | 47 | 44 | - |
| Light Bombardment | - | - | - | - | 7 | - | - | - | 8 | - | - | - |
| Medium Bombardment | 508 | 656 | 24 | - | - | - | - | - | - | - | - | - |
| Heavy Bombardment | 4,871 | 1,881 | 868 | - | - | - | - | - | - | - | a/ | - |
| Very Heavy Bombardment | 504 | 1,504 | - | - | - | - | - | - | - | 3 | - | - |
| Other | - | - | - | - | - | - | - | - | - | - | - | - |
| Liaison - Total | 237 | 288 | 68 | 50 | 100 | 66 | 52 | 122 | 86 | 5 | 47 | 1 |
| AAF | - | 99 | - | - | - | - | - | - | - | - | - | - |
| Field Artillery | 237 | 189 | 68 | 50 | 100 | 66 | 52 | 122 | 86 | 5 | 47 | 1 |
| Air Transport | 49 | 73 | 9 | - | 8 | - | - | - | - | - | - | - |
| Helicopter | 28 | 26 | - | 4 | 13 | 11 | 6 | 15 | 21 | 19 | 21 | 12 |
| Women's Aux. Service Pilots | - | - | - | - | - | - | - | - | - | - | - | - |
| US Student in British School | - | - | - | - | - | - | - | - | - | - | - | - |
| Other | - | - | - | - | - | - | - | - | - | - | - | - |
| <u>Bombardier</u> | <u>578</u> | <u>754</u> | - | - | - | - | - | - | - | - | - | - |
| <u>Navigation</u> | <u>4,243</u> | <u>3,221</u> | <u>665</u> | <u>202</u> | - | - | - | - | - | - | - | - |
| <u>Bombardier - Navigation</u> | <u>4,089</u> | <u>2,462</u> | <u>205</u> | <u>35</u> | - | - | - | - | - | - | - | - |
| <u>Radar Observer Bombardment</u> | - | <u>481</u> | - | - | - | <u>73</u> | <u>43</u> | <u>18</u> | <u>70</u> | <u>42</u> | <u>101</u> | <u>132</u> |
| <u>Flight Engineer</u> | <u>408</u> | <u>1,145</u> | <u>895</u> | - | - | - | <u>24</u> | <u>16</u> | <u>8</u> | - | - | - |
| <u>Glider Training - Total</u> | - | - | - | - | - | - | - | - | - | - | - | - |
| Pilot - Total | - | - | - | - | - | - | - | - | - | - | - | - |
| Elementary | - | - | - | - | - | - | - | - | - | - | - | - |
| Basic | - | - | - | - | - | - | - | - | - | - | - | - |
| Advanced | - | - | - | - | - | - | - | - | - | - | - | - |
| Other | - | - | - | - | - | - | - | - | - | - | - | - |
| <u>Gunnery Training - Total</u> | <u>7,196</u> | <u>8,083</u> | <u>1,436</u> | <u>6</u> | - | <u>10</u> | <u>60</u> | - | - | <u>8</u> | <u>10</u> | <u>10</u> |
| Flexible | 6,939 | 8,021 | 1,436 | - | - | - | - | - | - | - | - | - |
| Fixed | 140 | - | - | 6 | - | 10 | 60 | - | - | 8 | 10 | 10 |
| Gunnery Officer | 117 | 62 | - | - | - | - | - | - | - | - | - | - |
| <u>Instructor Training - Total</u> | <u>3,971</u> | <u>2,811</u> | <u>1,117</u> | <u>254</u> | <u>36</u> | <u>169</u> | <u>256</u> | <u>32</u> | - | - | <u>32</u> | - |
| Pilot | 1,921 | 1,419 | 552 | - | 36 | 169 | 256 | 32 | - | - | - | - |
| Bombardier | - | 232 | 185 | 231 | - | - | - | - | - | - | - | - |
| Navigation | 103 | 94 | 14 | 23 | - | - | - | - | - | - | - | - |
| Gunnery | 1,645 | 837 | 331 | - | - | - | - | - | - | - | - | - |
| Other | 302 | 229 | 35 | - | - | - | - | - | - | - | 32 | - |
| <u>Air Crew College</u> | - | - | - | - | - | - | - | - | - | - | - | - |
| <u>Classification and Pools</u> | - | - | <u>76</u> | - | - | - | - | - | - | - | - | - |
| <u>Other</u> | <u>338</u> | <u>297</u> | <u>162</u> | - | - | - | - | - | - | - | - | - |

a/ B-29 Transition designated Heavy Bombardment, September 1947.

Table 56.-- FLYING TRAINING GRADUATES, BY TYPE OF COURSE: ANNUALLY AND QUARTERLY,
3RD QUARTER 1939 THROUGH DEC 1947

Note.--The figures below reflect the number of courses completed by students and not the number of different individuals graduated. Students who complete more than one course of training are counted as graduated of each course.

| Course | Total | 1939 (Jul- Dec) | 1940 | 1941 | 1942 | 1943 | 1944 | 1945 | 1946 | 1947 |
|--|------------------|-----------------------|--------------|---------------|----------------|----------------|----------------|----------------|--------------|--------------|
| US White and Colored | | | | | | | | | | |
| Total | 1,575,646 | 982 | 8,125 | 27,531 | 192,468 | 561,072 | 617,961 | 162,045 | 2,602 | 2,860 |
| Free Flight | 133,780 | - | - | - | 45,471 | 168,856 | 110,079 | 11,374 | - | - |
| Pilot Training - Total | 745,286 | 982 | 8,043 | 27,071 | 107,871 | 246,462 | 286,468 | 64,658 | 1,378 | 2,353 |
| Primary | 234,629 | 757 | 3,831 | 11,209 | 46,353 | 92,544 | 71,319 | 7,472 | 221 | 923 |
| Basic | 203,705 | 225 | 2,426 | 8,618 | 32,567 | 71,694 | 77,091 | 10,367 | 309 | 408 |
| Advanced - Total | 197,037 | - | 1,786 | 7,244 | 24,948 | 62,260 | 81,488 | 18,533 | 404 | 374 |
| Single Engine | 73,769 | - | 1,786 | 6,667 | 13,876 | 19,712 | 25,733 | 5,743 | 132 | 120 |
| Two Engine | 121,877 | - | - | 577 | 11,072 | 42,160 | 55,291 | 12,300 | 272 | 205 |
| Four Engine | 49 | - | - | - | - | - | - | - | - | 49 |
| Other | 1,342 | - | - | - | - | 388 | 464 | 490 | - | - |
| Transition - Total | 95,847 | - | - | - | 3,514 | 13,656 | 50,679 | 27,414 | 225 | 359 |
| Fighter - Total | 19,226 | - | - | - | - | - | 13,403 | 5,309 | 207 | 307 |
| Single Engine | 18,614 | - | - | - | - | - | 13,403 | 5,057 | 153 | 1 |
| Two Engine | 252 | - | - | - | - | - | - | 252 | - | - |
| Jet | 360 | - | - | - | - | - | - | - | 54 | 306 |
| Light Bombardment | 60 | - | - | - | - | - | - | - | 18 | 42 |
| Medium Bombardment | 7,605 | - | - | - | - | 903 | 4,402 | 2,300 | - | - |
| Heavy Bombardment | 61,632 | - | - | - | 3,514 | 10,765 | 32,478 | 14,872 | - | a/ 3 |
| Very Heavy Bombardment | 5,079 | - | - | - | - | - | 139 | 4,933 | - | 7 |
| Other | 2,245 | - | - | - | - | 1,988 | 257 | - | - | - |
| Liaison - Total | 4,741 | - | - | - | - | 2,587 | 1,248 | 543 | 178 | 185 |
| AAF | 1,509 | - | - | - | - | 904 | 460 | 145 | - | - |
| Field Artillery | 3,232 | - | - | - | - | 1,683 | 788 | 398 | 178 | 185 |
| Air Transport | 3,574 | - | - | - | 70 | - | 3,246 | 236 | 22 | - |
| Helicopter | 252 | - | - | - | - | - | 36 | 93 | 19 | 104 |
| Women's Aux. Service Pilots | 1,282 | - | - | - | - | 380 | 902 | - | - | - |
| US Student in British Sch | 552 | - | - | - | - | 297 | 255 | - | - | - |
| Other | 3,667 | - | - | - | 419 | 3,044 | 204 | - | - | - |
| Bombardier | 22,961 | - | 18 | 206 | 3,858 | 14,106 | 391 | 4,382 | - | - |
| Navigation | 54,569 | - | 44 | 137 | 3,609 | 15,887 | 21,980 | 12,762 | 140 | 10 |
| Bombardier - Navigation | 28,738 | - | - | - | 666 | 1,992 | 18,761 | 7,267 | 52 | - |
| Radar Observer Bombardment | 1,555 | - | - | - | - | - | - | 1,499 | - | 56 |
| Flight Engineer | 5,833 | - | - | - | - | - | 31 | 5,759 | 19 | 24 |
| Glider Training - Total | 23,194 | - | - | - | 9,912 | 7,463 | 5,738 | 81 | - | - |
| Pilot - Total | 18,146 | - | - | - | 6,839 | 7,463 | 3,763 | 81 | - | - |
| Elementary | 6,183 | - | - | - | 3,879 | 2,304 | - | - | - | - |
| Basic | 6,354 | - | - | - | 2,466 | 2,334 | 1,554 | - | - | - |
| Advanced | 5,605 | - | - | - | 494 | 2,825 | 2,209 | 81 | - | - |
| Other | 5,048 | - | - | - | 3,073 | - | 1,975 | - | - | - |
| Gunnery Training - Total | 293,235 | - | - | - | 20,728 | 91,794 | 147,664 | 32,856 | 159 | 34 |
| Flexible | 290,751 | - | - | - | 20,728 | 91,587 | 146,202 | 32,234 | - | - |
| Fixed | 1,309 | - | - | - | - | 207 | 812 | 97 | 159 | 34 |
| Gunnery Officer | 1,175 | - | - | - | - | - | 650 | 525 | - | - |
| Instructor Training - Total | 61,501 | - | - | - | - | 13,332 | 26,166 | 20,766 | 854 | 383 |
| Pilot | 30,973 | - | - | - | - | 9,476 | 12,125 | 8,512 | 640 | 220 |
| Bombardier | 5,936 | - | - | - | - | 1,140 | 2,110 | 2,517 | 169 | - |
| Navigation | 3,059 | - | - | - | - | 18 | 1,237 | 1,759 | 45 | - |
| Gunnery | 16,690 | - | - | - | - | 2,518 | 7,740 | 6,432 | - | - |
| Other | 4,843 | - | - | - | - | 180 | 2,954 | 1,546 | - | 163 |
| Classification | 1,086 | - | - | - | - | 804 | 282 | - | - | - |
| Other | 1,908 | - | 20 | 117 | 353 | 376 | 401 | 641 | - | - |

a/ B-29 designated Heavy Bombardment, September 1947.

Table 56.-- FLYING TRAINING GRADUATES, BY TYPE OF COURSE: ANNUALLY

| Line Number | Course | 1939 | | 1940 | | | | 1941 | | | |
|-------------|---|------------|------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr |
| 1 | US White and Colored Total | <u>257</u> | <u>725</u> | <u>1,151</u> | <u>1,373</u> | <u>1,578</u> | <u>4,023</u> | <u>4,429</u> | <u>5,338</u> | <u>9,657</u> | <u>8,107</u> |
| 2 | Pre-Flight. | - | - | - | - | - | - | - | - | - | - |
| 3 | Pilot Training - Total. | <u>257</u> | <u>725</u> | <u>1,151</u> | <u>1,373</u> | <u>1,558</u> | <u>3,961</u> | <u>4,319</u> | <u>5,338</u> | <u>9,657</u> | <u>7,757</u> |
| 4 | Primary | 257 | 500 | 482 | 501 | 695 | 2,153 | 1,900 | 2,366 | 3,706 | 3,237 |
| 5 | Basic | - | 225 | 452 | 424 | 447 | 1,103 | 1,481 | 1,638 | 3,408 | 2,091 |
| 6 | Advanced - Total. | - | - | 217 | 448 | 416 | 705 | 938 | 1,334 | 2,543 | 2,429 |
| 7 | Single Engine | - | - | 217 | 448 | 416 | 705 | 938 | 1,214 | 2,282 | 2,233 |
| 8 | Two Engine. | - | - | - | - | - | - | - | 120 | 261 | 196 |
| 9 | Other | - | - | - | - | - | - | - | - | - | - |
| 10 | Transition - Total. | - | - | - | - | - | - | - | - | - | - |
| 11 | Fighter - Total | - | - | - | - | - | - | - | - | - | - |
| 12 | Single Engine | - | - | - | - | - | - | - | - | - | - |
| 13 | Two Engine. | - | - | - | - | - | - | - | - | - | - |
| 14 | Jet | - | - | - | - | - | - | - | - | - | - |
| 15 | Light Bombardment | - | - | - | - | - | - | - | - | - | - |
| 16 | Medium Bombardment. | - | - | - | - | - | - | - | - | - | - |
| 17 | Heavy Bombardment | - | - | - | - | - | - | - | - | - | - |
| 18 | Very Heavy Bombardment. | - | - | - | - | - | - | - | - | - | - |
| 19 | Other | - | - | - | - | - | - | - | - | - | - |
| 20 | Liaison - Total | - | - | - | - | - | - | - | - | - | - |
| 21 | AAF | - | - | - | - | - | - | - | - | - | - |
| 22 | Field Artillery | - | - | - | - | - | - | - | - | - | - |
| 23 | Air Transport | - | - | - | - | - | - | - | - | - | - |
| 24 | Helicopter. | - | - | - | - | - | - | - | - | - | - |
| 25 | Women's Aux. Service Pilots | - | - | - | - | - | - | - | - | - | - |
| 26 | US Student in British School. | - | - | - | - | - | - | - | - | - | - |
| 27 | Other | - | - | - | - | - | - | - | - | - | - |
| 28 | Bombardier. | - | - | - | - | - | <u>18</u> | <u>110</u> | - | - | <u>96</u> |
| 29 | Navigation. | - | - | - | - | - | <u>44</u> | - | - | - | <u>137</u> |
| 30 | Bombardier - Navigation | - | - | - | - | - | - | - | - | - | - |
| 31 | Radar Observer Bombardment. | - | - | - | - | - | - | - | - | - | - |
| 32 | Flight Engineer | - | - | - | - | - | - | - | - | - | - |
| 33 | Glider Training - Total | - | - | - | - | - | - | - | - | - | - |
| 34 | Pilot - Total | - | - | - | - | - | - | - | - | - | - |
| 35 | Elementary. | - | - | - | - | - | - | - | - | - | - |
| 36 | Basic | - | - | - | - | - | - | - | - | - | - |
| 37 | Advanced. | - | - | - | - | - | - | - | - | - | - |
| 38 | Other | - | - | - | - | - | - | - | - | - | - |
| 39 | Gunnery Training - Total. | - | - | - | - | - | - | - | - | - | - |
| 40 | Flexible. | - | - | - | - | - | - | - | - | - | - |
| 41 | Fixed | - | - | - | - | - | - | - | - | - | - |
| 42 | Gunnery Officer | - | - | - | - | - | - | - | - | - | - |
| 43 | Instructor Training - Total | - | - | - | - | - | - | - | - | - | - |
| 44 | Pilot | - | - | - | - | - | - | - | - | - | - |
| 45 | Bombardier. | - | - | - | - | - | - | - | - | - | - |
| 46 | Navigation. | - | - | - | - | - | - | - | - | - | - |
| 47 | Gunnery | - | - | - | - | - | - | - | - | - | - |
| 48 | Other | - | - | - | - | - | - | - | - | - | - |
| 49 | Classification. | - | - | - | - | - | - | - | - | - | - |
| 50 | Other | - | - | - | - | <u>20</u> | - | - | - | - | <u>117</u> |

AND QUARTERLY, 3RD QUARTER 1939 THROUGH DEC 1947 -- Continued

| 1942 | | | | 1943 | | | | 1944 | | | | Line Number |
|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-------------|
| 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | |
| 17,646 | 35,345 | 32,604 | 106,873 | 121,583 | 138,018 | 120,429 | 181,042 | 188,996 | 184,625 | 141,173 | 103,167 | 1 |
| - | 2,796 | 4,553 | 38,122 | 41,453 | 47,023 | 34,547 | 45,833 | 37,702 | 38,000 | 24,467 | 9,910 | 2 |
| 16,385 | 25,878 | 23,683 | 41,925 | 52,558 | 59,372 | 49,154 | 85,378 | 98,714 | 90,774 | 56,426 | 40,554 | 3 |
| 8,372 | 10,519 | 9,054 | 18,408 | 19,985 | 22,001 | 18,049 | 32,509 | 31,612 | 21,508 | 11,663 | 6,536 | 4 |
| 4,891 | 8,500 | 6,398 | 12,778 | 17,065 | 16,865 | 12,988 | 24,776 | 30,588 | 25,516 | 11,410 | 9,577 | 5 |
| 3,122 | 6,185 | 5,905 | 9,736 | 14,103 | 17,228 | 11,017 | 19,912 | 26,868 | 29,134 | 14,917 | 10,569 | 6 |
| 2,767 | 3,942 | 3,361 | 3,806 | 4,773 | 5,447 | 3,467 | 6,025 | 8,219 | 9,287 | 4,663 | 3,564 | 7 |
| 355 | 2,243 | 2,544 | 5,920 | 9,330 | 11,575 | 7,368 | 13,887 | 18,649 | 19,676 | 9,961 | 7,005 | 8 |
| - | - | - | - | - | 206 | 182 | - | - | 171 | 293 | - | 9 |
| - | 674 | 2,326 | 514 | 901 | 1,492 | 5,047 | 6,216 | 8,664 | 12,935 | 16,989 | 12,091 | 10 |
| - | - | - | - | - | - | - | - | 1,562 | 5,540 | 4,090 | 2,211 | 11 |
| - | - | - | - | - | - | - | - | 1,562 | 5,540 | 4,090 | 2,211 | 12 |
| - | - | - | - | - | - | - | - | - | - | - | - | 13 |
| - | - | - | - | - | - | - | - | - | - | - | - | 14 |
| - | - | - | - | - | - | - | - | - | - | - | - | 15 |
| - | 674 | 2,326 | 514 | 837 | 1,007 | 4,085 | 4,836 | 903 | 1,063 | 1,466 | 613 | 16 |
| - | - | - | - | - | - | - | - | 5,833 | 6,332 | 11,433 | 8,880 | 17 |
| - | - | - | - | 64 | 485 | 962 | 477 | 9 | - | - | 139 | 18 |
| - | - | - | - | - | - | - | - | - | - | - | 248 | 19 |
| - | - | - | - | 226 | 702 | 781 | 878 | 536 | 203 | 256 | 253 | 20 |
| - | - | - | - | 41 | 268 | 304 | 291 | 221 | - | 50 | 189 | 21 |
| - | - | - | - | 185 | 434 | 477 | 587 | 315 | 203 | 206 | 64 | 22 |
| - | - | - | 70 | - | - | - | - | 275 | 982 | 918 | 1,071 | 23 |
| - | - | - | - | - | - | - | - | - | - | 12 | 24 | 24 |
| - | - | - | - | - | 66 | 123 | 191 | 98 | 181 | 190 | 433 | 25 |
| - | - | - | - | - | 70 | 70 | 157 | 73 | 182 | - | - | 26 |
| - | - | - | 419 | 278 | 948 | 1,079 | 739 | - | 133 | 71 | - | 27 |
| 130 | 1,053 | 249 | 2,426 | 4,239 | 3,689 | 3,492 | 2,686 | 391 | - | - | - | 28 |
| 263 | 1,440 | 309 | 1,597 | 2,234 | 3,663 | 4,979 | 5,011 | 4,385 | 4,966 | 5,716 | 6,913 | 29 |
| - | - | - | 666 | 286 | - | - | 1,706 | 3,631 | 4,671 | 6,557 | 3,902 | 30 |
| - | - | - | - | - | - | - | - | - | - | - | - | 31 |
| - | - | - | - | - | - | - | - | - | - | - | 31 | 32 |
| 33 | 369 | 1,292 | 8,218 | 6,198 | 423 | 395 | 447 | 752 | 2,248 | 1,802 | 936 | 33 |
| 33 | 219 | 303 | 6,284 | 6,198 | 423 | 395 | 447 | 420 | 1,288 | 1,213 | 842 | 34 |
| - | 142 | 303 | 3,434 | 2,304 | - | - | - | - | - | - | - | 35 |
| - | - | - | 2,466 | 2,334 | - | - | - | - | 758 | 536 | 260 | 36 |
| 33 | 77 | - | 384 | 1,560 | 423 | 395 | 447 | 420 | 530 | 677 | 582 | 37 |
| - | 150 | 989 | 1,934 | - | - | - | - | 332 | 960 | 589 | 94 | 38 |
| 663 | 3,681 | 2,465 | 13,919 | 14,471 | 19,596 | 24,238 | 33,389 | 35,743 | 37,802 | 39,988 | 24,131 | 39 |
| 663 | 3,681 | 2,465 | 13,919 | 14,471 | 19,596 | 24,249 | 33,271 | 35,590 | 37,603 | 39,490 | 33,519 | 40 |
| - | - | - | - | - | - | 89 | 118 | 153 | 175 | 227 | 257 | 41 |
| - | - | - | - | - | - | - | - | - | 24 | 271 | 355 | 42 |
| - | - | - | - | - | 4,120 | 3,424 | 5,788 | 7,396 | 6,164 | 6,217 | 6,389 | 43 |
| - | - | - | - | - | 3,358 | 2,293 | 3,825 | 4,300 | 2,436 | 3,053 | 2,336 | 44 |
| - | - | - | - | - | 152 | 406 | 582 | 499 | 437 | 480 | 694 | 45 |
| - | - | - | - | - | - | - | 18 | 208 | 306 | 198 | 525 | 46 |
| - | - | - | - | - | 610 | 725 | 1,183 | 1,790 | 2,020 | 1,786 | 2,144 | 47 |
| - | - | - | - | - | - | - | 180 | 599 | 965 | 700 | 690 | 48 |
| - | - | - | - | - | - | - | - | 804 | 282 | - | - | 49 |
| 172 | 128 | 53 | - | 144 | 132 | 100 | - | - | - | - | 401 | 50 |

Table 56.-- FLYING TRAINING GRADUATES, BY TYPE OF COURSE: ANNUALLY AND QUARTERLY,
3RD QUARTER 1945 THROUGH DEC 1947 -- Continued

| Course | 1945 | | | | 1946 | | | | 1947 | | | |
|--|---------------|---------------|---------------|--------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr |
| US White and Colored | | | | | | | | | | | | |
| <u>Total</u> | <u>71,618</u> | <u>57,183</u> | <u>28,703</u> | <u>4,541</u> | <u>900</u> | <u>449</u> | <u>584</u> | <u>669</u> | <u>744</u> | <u>729</u> | <u>244</u> | <u>1143</u> |
| <u>Pre-Flight</u> | <u>3,592</u> | <u>6,189</u> | <u>1,023</u> | <u>563</u> | - | - | - | - | - | - | - | - |
| <u>Pilot Training - Total</u> | <u>29,355</u> | <u>23,866</u> | <u>9,670</u> | <u>1,767</u> | <u>408</u> | <u>241</u> | <u>292</u> | <u>437</u> | <u>650</u> | <u>645</u> | <u>127</u> | <u>931</u> |
| Primary | 2,550 | 4,071 | 667 | 184 | 97 | 31 | 93 | - | 296 | 247 | - | 380 |
| Basic | 5,442 | 3,289 | 1,377 | 259 | 31 | 55 | 1 | 222 | 3 | 191 | - | 214 |
| Advanced - Total | 9,150 | 6,696 | 1,911 | 776 | 205 | 37 | 65 | 97 | 188 | 19 | - | 167 |
| Single Engine | 2,709 | 2,030 | 714 | 290 | 88 | 25 | 16 | 3 | 64 | 3 | - | 53 |
| Two Engine | 6,441 | 4,386 | 987 | 486 | 117 | 12 | 49 | 94 | 124 | 4 | - | 77 |
| Four Engine | - | - | - | - | - | - | - | - | - | 12 | - | 37 |
| Other | - | 280 | 210 | - | - | - | - | - | - | - | - | - |
| Transition - Total | 11,918 | 9,541 | 5,456 | 499 | 11 | 47 | 73 | 94 | 71 | 98 | 99 | 91 |
| Fighter - Total | 2,428 | 2,246 | 546 | 89 | - | 40 | 73 | 94 | 71 | 49 | 96 | 91 |
| Single Engine | 2,428 | 2,091 | 449 | 89 | - | 40 | 48 | 65 | 1 | - | - | - |
| Two Engine | - | 155 | 97 | - | - | - | - | - | - | - | - | - |
| Jet | - | - | - | - | - | - | 25 | 29 | 70 | 49 | 96 | 91 |
| Light Bombardment | - | - | - | - | 11 | 7 | - | - | - | 42 | - | - |
| Medium Bombardment | 996 | 485 | 795 | 24 | - | - | - | - | - | - | - | - |
| Heavy Bombardment | 7,733 | 4,918 | 1,835 | 386 | - | - | - | - | - | - | 3 | - |
| Very Heavy Bombardment | 761 | 1,892 | 2,280 | - | - | - | - | - | - | 7 | - | - |
| Other | - | - | - | - | - | - | - | - | - | - | - | - |
| Liaison - Total | 145 | 189 | 160 | 49 | 38 | 63 | 53 | 24 | 66 | 70 | 5 | 44 |
| AAF | 115 | - | 30 | - | - | - | - | - | - | - | - | - |
| Field Artillery | 30 | 189 | 130 | 49 | 38 | 63 | 53 | 24 | 66 | 70 | 5 | 44 |
| Air Transport | 119 | 44 | 73 | - | 14 | 8 | - | - | - | - | - | - |
| Helicopter | 31 | 36 | 26 | - | 12 | - | 7 | - | 26 | 20 | 23 | 35 |
| Women's Aux. Service Pilots | - | - | - | - | - | - | - | - | - | - | - | - |
| US Student in British Sch | - | - | - | - | - | - | - | - | - | - | - | - |
| Other | - | - | - | - | - | - | - | - | - | - | - | - |
| <u>Bombardier</u> | <u>1,896</u> | <u>1,676</u> | <u>810</u> | - | - | - | - | - | - | - | - | - |
| <u>Navigation</u> | <u>6,197</u> | <u>3,603</u> | <u>2,578</u> | <u>384</u> | <u>140</u> | - | - | - | - | - | <u>10</u> | - |
| <u>Bombardier - Navigation</u> | <u>3,226</u> | <u>2,485</u> | <u>1,465</u> | <u>91</u> | <u>52</u> | - | - | - | - | - | - | - |
| <u>Radar Observer Bombardment</u> | - | <u>584</u> | <u>915</u> | - | - | - | - | - | - | <u>18</u> | - | <u>38</u> |
| <u>Flight Engineer</u> | <u>358</u> | <u>1,328</u> | <u>3,510</u> | <u>563</u> | <u>8</u> | - | - | <u>11</u> | <u>16</u> | <u>8</u> | - | - |
| <u>Glider Training - Total</u> | <u>81</u> | - | - | - | - | - | - | - | - | - | - | - |
| Pilot - Total | 81 | - | - | - | - | - | - | - | - | - | - | - |
| Basic | - | - | - | - | - | - | - | - | - | - | - | - |
| Advanced | 81 | - | - | - | - | - | - | - | - | - | - | - |
| Other | - | - | - | - | - | - | - | - | - | - | - | - |
| <u>Gunnery Training - Total</u> | <u>18,415</u> | <u>9,561</u> | <u>4,721</u> | <u>169</u> | <u>17</u> | <u>8</u> | <u>78</u> | <u>56</u> | - | <u>9</u> | <u>6</u> | <u>19</u> |
| Flexible | 18,140 | 9,315 | 4,656 | 123 | - | - | - | - | - | - | - | - |
| Fixed | 61 | - | - | 36 | 17 | 8 | 78 | 56 | - | 9 | 6 | 19 |
| Gunnery Officer | 214 | 246 | 65 | - | - | - | - | - | - | - | - | - |
| <u>Instructor Training - Total</u> | <u>7,691</u> | <u>7,850</u> | <u>4,011</u> | <u>1,014</u> | <u>275</u> | <u>200</u> | <u>214</u> | <u>165</u> | <u>78</u> | <u>49</u> | <u>101</u> | <u>155</u> |
| Pilot | 2,801 | 3,314 | 1,951 | 446 | 61 | 200 | 214 | 165 | 78 | 49 | 49 | 44 |
| Bombardier | 928 | 788 | 505 | 296 | 169 | - | - | - | - | - | - | - |
| Navigation | 901 | 460 | 240 | 158 | 45 | - | - | - | - | - | - | - |
| Gunnery | 2,774 | 2,725 | 838 | 95 | - | - | - | - | - | - | - | - |
| Other | 487 | 563 | 477 | 19 | - | - | - | - | - | - | 52 | 111 |
| <u>Classification</u> | - | - | - | - | - | - | - | - | - | - | - | - |
| <u>Other</u> | <u>600</u> | <u>41</u> | - | - | - | - | - | - | - | - | - | - |

a/ B-29 transition designated Heavy Bombardment, September 1947.

Table 57.-- FLYING TRAINING ELIMINEES, BY TYPE OF COURSE: ANNUALLY AND QUARTERLY, 3RD QUARTER 1939 THROUGH DEC 1947

(The figures below do not include fatalities. For fatalities see table 58.)

| Course | Total | 1939 (Jul- Dec) | 1940 | 1941 | 1942 | 1943 | 1944 | 1945 | 1946 | a/ 1947 |
|---|---------|-----------------------|-------|-------|--------|--------|--------|--------|------|------------|
| US White and Colored Total | 201,167 | 593 | 2,533 | 7,610 | 34,436 | 72,762 | 64,800 | 16,744 | 847 | 842 |
| Pre-Flight | 16,389 | - | - | - | 2,221 | 4,929 | 7,808 | 1,431 | - | - |
| Pilot Training - Total | 132,032 | 593 | 2,512 | 7,563 | 27,379 | 50,382 | 35,656 | 6,876 | 291 | 787 |
| Primary | 88,728 | 551 | 2,229 | 6,413 | 22,340 | 36,738 | 17,189 | 2,660 | 98 | 510 |
| Basic | 28,478 | 40 | 271 | 1,074 | 3,930 | 10,377 | 10,048 | 2,537 | 56 | 145 |
| Advanced - Total | 6,864 | 2 | 12 | 76 | 409 | 1,210 | 4,257 | 818 | 42 | 38 |
| Single Engine | 3,704 | 2 | 12 | 71 | 266 | 481 | 2,469 | 378 | 11 | 14 |
| Two Engine | 3,000 | - | - | 5 | 143 | 693 | 1,725 | 382 | 31 | 21 |
| Four Engine | 3 | - | - | - | - | - | - | - | - | 3 |
| Other | 157 | - | - | - | - | 36 | 63 | 58 | - | - |
| Transition - Total | 5,032 | - | - | - | 487 | 940 | 2,935 | 628 | 22 | 20 |
| Fighter - Total | 787 | - | - | - | - | - | 607 | 141 | 22 | 17 |
| Single Engine | 750 | - | - | - | - | - | 607 | 138 | 5 | - |
| Two Engine | 3 | - | - | - | - | - | - | 3 | - | - |
| Jet | 34 | - | - | - | - | - | - | - | 17 | 17 |
| Light Bombardment | - | - | - | - | - | - | - | - | - | - |
| Medium Bombardment | 545 | - | - | - | - | 96 | 384 | 65 | - | - |
| Heavy Bombardment | 3,415 | - | - | - | 487 | 619 | 1,925 | 381 | - | b/ 3 |
| Very Heavy Bombardment | 51 | - | - | - | - | - | 10 | 41 | - | - |
| Other | 234 | - | - | - | - | 225 | 9 | - | - | - |
| Liaison - Total | 1,219 | - | - | - | - | 666 | 210 | 208 | 72 | 63 |
| AAF | 300 | - | - | - | - | 248 | 45 | 7 | - | - |
| Field Artillery | 919 | - | - | - | - | 418 | 165 | 201 | 72 | 63 |
| Air Transport | 506 | - | - | - | 33 | - | 455 | 18 | - | - |
| Helicopter | 22 | - | - | - | - | - | 3 | 7 | 1 | 11 |
| Women's Aux. Service Pilots | 738 | - | - | - | - | 208 | 530 | - | - | - |
| US Student in British Sch | 61 | - | - | - | - | 37 | 24 | - | - | - |
| Other | 391 | - | - | - | 180 | 206 | 5 | - | - | - |
| Bombardier | 2,952 | - | 14 | 32 | 278 | 2,308 | 22 | 296 | - | - |
| Navigation | 10,445 | - | 6 | 8 | 1,001 | 3,853 | 4,018 | 1,536 | 23 | - |
| Bombardier-Navigation | 3,753 | - | - | - | 140 | 351 | 2,057 | 1,094 | 111 | - |
| Radar Observer Bombardment | 31 | - | - | - | - | - | - | - | - | 31 |
| Flight Engineer | 292 | - | - | - | - | - | 3 | 283 | 4 | 3 |
| Glider Training - Total | 2,475 | - | - | - | 1,168 | 614 | 672 | 21 | - | - |
| Pilot - Total | 2,041 | - | - | - | 791 | 614 | 615 | 24 | - | - |
| Elementary | 1,063 | - | - | - | 660 | 403 | - | - | - | - |
| Basic | 601 | - | - | - | 122 | 118 | 361 | - | - | - |
| Advanced | 377 | - | - | - | 9 | 93 | 254 | 21 | - | - |
| Other | 434 | - | - | - | 377 | - | 57 | - | - | - |
| Gunnery Training - Total | 24,298 | - | - | - | 2,223 | 8,102 | 11,406 | 2,558 | 4 | 2 |
| Flexible | 24,046 | - | - | - | 2,223 | 8,076 | 11,292 | 2,455 | - | - |
| Fixed | 75 | - | - | - | - | 26 | 38 | 2 | 4 | 5 |
| Gunnery Officer | 177 | - | - | - | - | - | 76 | 101 | - | - |
| Instructor Training - Total | 7,807 | - | - | - | - | 1,777 | 2,960 | 2,640 | 414 | 16 |
| Pilot | 4,095 | - | - | - | - | 1,322 | 1,345 | 1,062 | 359 | 7 |
| Bombardier | 525 | - | - | - | - | 85 | 288 | 97 | 55 | - |
| Navigation | 456 | - | - | - | - | 4 | 328 | 124 | - | - |
| Gunnery | 2,360 | - | - | - | - | 363 | 889 | 1,108 | - | - |
| Other | 371 | - | - | - | - | 3 | 110 | 249 | - | 9 |
| Classification | 568 | - | - | - | - | 370 | 198 | - | - | - |
| Other | 116 | - | 1 | 4 | 26 | 76 | - | 9 | - | - |

a/ Includes holdovers in attrition, May 1947 through December 1947.

b/ B-29 Transition designated Heavy Bombardment, September 1947.

Table 57.-- FLYING TRAINING ELIMINEES, BY TYPE OF COURSE: ANNUALLY AND

| Line Number | Course | 1939 | | 1940 | | | | 1941 | | | |
|-------------|--|------------|------------|------------|------------|------------|--------------|--------------|--------------|--------------|--------------|
| | | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr |
| 1 | US White and Colored <u>Total</u> | <u>231</u> | <u>362</u> | <u>391</u> | <u>374</u> | <u>618</u> | <u>1,150</u> | <u>1,829</u> | <u>1,961</u> | <u>1,760</u> | <u>2,060</u> |
| 2 | <u>Pre-Flight</u> | - | - | - | - | - | - | - | - | - | - |
| 3 | <u>Pilot Training - Total</u> | <u>231</u> | <u>362</u> | <u>391</u> | <u>374</u> | <u>618</u> | <u>1,129</u> | <u>1,826</u> | <u>1,961</u> | <u>1,760</u> | <u>2,016</u> |
| 4 | <u>Primary</u> | 231 | 320 | 333 | 318 | 552 | 1,026 | 1,556 | 1,676 | 1,411 | 1,770 |
| 5 | <u>Basic</u> | - | 40 | 56 | 53 | 64 | 98 | 255 | 269 | 327 | 223 |
| 6 | <u>Advanced - Total</u> | - | 2 | 2 | 3 | 2 | 5 | 15 | 16 | 22 | 23 |
| 7 | Single Engine | - | 2 | 2 | 3 | 2 | 5 | 15 | 15 | 19 | 22 |
| 8 | Two Engine | - | - | - | - | - | - | - | 1 | 3 | 1 |
| 9 | Four Engine | - | - | - | - | - | - | - | - | - | - |
| 10 | Other | - | - | - | - | - | - | - | - | - | - |
| 11 | <u>Transition - Total</u> | - | - | - | - | - | - | - | - | - | - |
| 12 | <u>Fighter - Total</u> | - | - | - | - | - | - | - | - | - | - |
| 13 | Single Engine | - | - | - | - | - | - | - | - | - | - |
| 14 | Two Engine | - | - | - | - | - | - | - | - | - | - |
| 15 | Jet | - | - | - | - | - | - | - | - | - | - |
| 16 | <u>Light Bombardment</u> | - | - | - | - | - | - | - | - | - | - |
| 17 | <u>Medium Bombardment</u> | - | - | - | - | - | - | - | - | - | - |
| 18 | <u>Heavy Bombardment</u> | - | - | - | - | - | - | - | - | - | - |
| 19 | <u>Very Heavy Bombardment</u> | - | - | - | - | - | - | - | - | - | - |
| 20 | <u>Other</u> | - | - | - | - | - | - | - | - | - | - |
| 21 | <u>Liaison - Total</u> | - | - | - | - | - | - | - | - | - | - |
| 22 | AAF | - | - | - | - | - | - | - | - | - | - |
| 23 | Field Artillery | - | - | - | - | - | - | - | - | - | - |
| 24 | <u>Air Transport</u> | - | - | - | - | - | - | - | - | - | - |
| 25 | Helicopter | - | - | - | - | - | - | - | - | - | - |
| 26 | Women's Auxiliary Service Pilots | - | - | - | - | - | - | - | - | - | - |
| 27 | US Student in British School | - | - | - | - | - | - | - | - | - | - |
| 28 | Other | - | - | - | - | - | - | - | - | - | - |
| 29 | <u>Bombardier</u> | - | - | - | - | - | <u>14</u> | - | - | - | <u>35</u> |
| 30 | <u>Navigation</u> | - | - | - | - | - | <u>6</u> | - | - | - | <u>8</u> |
| 31 | <u>Bombardier-Navigation</u> | - | - | - | - | - | - | - | - | - | - |
| 32 | <u>Radar Observer Bombardment</u> | - | - | - | - | - | - | - | - | - | - |
| 33 | <u>Flight Engineer</u> | - | - | - | - | - | - | - | - | - | - |
| 34 | <u>Glider Training - Total</u> | - | - | - | - | - | - | - | - | - | - |
| 35 | Pilot - Total | - | - | - | - | - | - | - | - | - | - |
| 36 | Elementary | - | - | - | - | - | - | - | - | - | - |
| 37 | Basic | - | - | - | - | - | - | - | - | - | - |
| 38 | Advanced | - | - | - | - | - | - | - | - | - | - |
| 39 | Other | - | - | - | - | - | - | - | - | - | - |
| 40 | <u>Gunnery Training - Total</u> | - | - | - | - | - | - | - | - | - | - |
| 41 | Flexible | - | - | - | - | - | - | - | - | - | - |
| 42 | Fixed | - | - | - | - | - | - | - | - | - | - |
| 43 | Gunnery Officer | - | - | - | - | - | - | - | - | - | - |
| 44 | <u>Instructor Training - Total</u> | - | - | - | - | - | - | - | - | - | - |
| 45 | Pilot | - | - | - | - | - | - | - | - | - | - |
| 46 | Bombardier | - | - | - | - | - | - | - | - | - | - |
| 47 | Navigation | - | - | - | - | - | - | - | - | - | - |
| 48 | Gunnery | - | - | - | - | - | - | - | - | - | - |
| 49 | Other | - | - | - | - | - | - | - | - | - | - |
| 50 | <u>Classification</u> | - | - | - | - | - | - | - | - | - | - |
| 51 | <u>Other</u> | - | - | - | - | - | <u>1</u> | <u>3</u> | - | - | <u>1</u> |

QUARTERLY, 3RD QUARTER 1939 THROUGH DEC 1947 -- Continued

| 1942 | | | | 1943 | | | | 1944 | | | | Line Number |
|--------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-------------|
| 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | |
| <u>5,426</u> | <u>8,288</u> | <u>7,023</u> | <u>13,699</u> | <u>17,205</u> | <u>21,164</u> | <u>15,800</u> | <u>18,593</u> | <u>15,944</u> | <u>19,068</u> | <u>16,100</u> | <u>13,688</u> | 1 |
| - | <u>590</u> | <u>430</u> | <u>1,201</u> | <u>1,079</u> | <u>1,352</u> | <u>1,112</u> | <u>1,386</u> | <u>1,658</u> | <u>1,626</u> | <u>2,491</u> | <u>2,033</u> | 2 |
| <u>5,204</u> | <u>6,497</u> | <u>6,115</u> | <u>9,563</u> | <u>13,190</u> | <u>15,732</u> | <u>10,183</u> | <u>11,277</u> | <u>8,654</u> | <u>11,662</u> | <u>8,119</u> | <u>7,221</u> | 3 |
| <u>4,575</u> | <u>5,192</u> | <u>4,833</u> | <u>7,740</u> | <u>10,230</u> | <u>11,925</u> | <u>7,313</u> | <u>7,270</u> | <u>5,157</u> | <u>5,564</u> | <u>3,684</u> | <u>2,784</u> | 4 |
| <u>603</u> | <u>1,174</u> | <u>744</u> | <u>1,409</u> | <u>2,594</u> | <u>2,941</u> | <u>1,930</u> | <u>2,912</u> | <u>2,267</u> | <u>3,421</u> | <u>1,989</u> | <u>2,371</u> | 5 |
| <u>26</u> | <u>102</u> | <u>101</u> | <u>180</u> | <u>235</u> | <u>462</u> | <u>212</u> | <u>301</u> | <u>429</u> | <u>1,560</u> | <u>1,185</u> | <u>1,083</u> | 6 |
| <u>23</u> | <u>71</u> | <u>73</u> | <u>99</u> | <u>107</u> | <u>185</u> | <u>76</u> | <u>113</u> | <u>204</u> | <u>914</u> | <u>705</u> | <u>646</u> | 7 |
| <u>3</u> | <u>31</u> | <u>28</u> | <u>81</u> | <u>128</u> | <u>267</u> | <u>110</u> | <u>188</u> | <u>225</u> | <u>635</u> | <u>428</u> | <u>437</u> | 8 |
| - | - | - | - | - | - | - | - | - | - | - | - | 9 |
| - | - | - | - | - | <u>10</u> | <u>26</u> | - | - | <u>11</u> | <u>52</u> | - | 10 |
| - | <u>29</u> | <u>437</u> | <u>21</u> | <u>36</u> | <u>96</u> | <u>336</u> | <u>472</u> | <u>569</u> | <u>754</u> | <u>1,000</u> | <u>612</u> | 11 |
| - | - | - | - | - | - | - | - | <u>63</u> | <u>226</u> | <u>209</u> | <u>109</u> | 12 |
| - | - | - | - | - | - | - | - | <u>63</u> | <u>226</u> | <u>209</u> | <u>109</u> | 13 |
| - | - | - | - | - | - | - | - | - | - | - | - | 14 |
| - | - | - | - | - | - | - | - | - | - | - | - | 15 |
| - | - | - | - | - | - | - | - | - | - | - | - | 16 |
| - | - | - | - | - | - | - | <u>96</u> | <u>145</u> | <u>89</u> | <u>108</u> | <u>42</u> | 17 |
| - | <u>29</u> | <u>437</u> | <u>21</u> | <u>30</u> | <u>47</u> | <u>242</u> | <u>300</u> | <u>360</u> | <u>439</u> | <u>683</u> | <u>443</u> | 18 |
| - | - | - | - | <u>6</u> | <u>49</u> | <u>94</u> | <u>76</u> | <u>1</u> | - | - | <u>10</u> | 19 |
| - | - | - | - | - | - | - | - | - | - | - | <u>8</u> | 20 |
| - | - | - | - | <u>57</u> | <u>232</u> | <u>231</u> | <u>146</u> | <u>81</u> | <u>42</u> | <u>62</u> | <u>25</u> | 21 |
| - | - | - | - | <u>19</u> | <u>87</u> | <u>83</u> | <u>59</u> | <u>41</u> | - | - | <u>4</u> | 22 |
| - | - | - | - | <u>38</u> | <u>145</u> | <u>148</u> | <u>87</u> | <u>40</u> | <u>42</u> | <u>62</u> | <u>21</u> | 23 |
| - | - | - | <u>33</u> | - | - | - | - | <u>26</u> | <u>170</u> | <u>98</u> | <u>161</u> | 24 |
| - | - | - | - | - | - | - | - | - | - | - | <u>3</u> | 25 |
| - | - | - | - | - | <u>15</u> | <u>70</u> | <u>123</u> | <u>111</u> | <u>137</u> | <u>100</u> | <u>182</u> | 26 |
| - | - | - | - | - | <u>9</u> | <u>12</u> | <u>16</u> | <u>14</u> | <u>10</u> | - | - | 27 |
| - | - | - | <u>180</u> | <u>38</u> | <u>52</u> | <u>79</u> | <u>37</u> | - | <u>4</u> | <u>1</u> | - | 28 |
| <u>5</u> | <u>150</u> | <u>13</u> | <u>110</u> | <u>308</u> | <u>822</u> | <u>756</u> | <u>422</u> | <u>22</u> | - | - | - | 29 |
| <u>121</u> | <u>422</u> | <u>92</u> | <u>366</u> | <u>455</u> | <u>671</u> | <u>1,248</u> | <u>1,479</u> | <u>1,227</u> | <u>1,152</u> | <u>825</u> | <u>813</u> | 30 |
| - | - | - | <u>140</u> | <u>16</u> | - | - | <u>335</u> | <u>388</u> | <u>550</u> | <u>727</u> | <u>392</u> | 31 |
| - | - | - | - | - | - | - | - | - | - | - | - | 32 |
| - | - | - | - | - | - | - | - | - | - | - | <u>2</u> | 33 |
| <u>2</u> | <u>18</u> | <u>128</u> | <u>1,020</u> | <u>583</u> | <u>14</u> | <u>4</u> | <u>13</u> | <u>36</u> | <u>133</u> | <u>326</u> | <u>167</u> | 34 |
| <u>2</u> | <u>6</u> | <u>38</u> | <u>745</u> | <u>583</u> | <u>14</u> | <u>4</u> | <u>13</u> | <u>17</u> | <u>118</u> | <u>317</u> | <u>163</u> | 35 |
| - | <u>4</u> | <u>38</u> | <u>618</u> | <u>403</u> | - | - | - | - | - | - | - | 36 |
| - | - | - | <u>122</u> | <u>118</u> | - | - | - | - | <u>60</u> | <u>190</u> | <u>111</u> | 37 |
| <u>2</u> | <u>2</u> | - | <u>5</u> | <u>62</u> | <u>14</u> | <u>4</u> | <u>13</u> | <u>17</u> | <u>58</u> | <u>127</u> | <u>52</u> | 38 |
| - | <u>12</u> | <u>90</u> | <u>275</u> | - | - | - | - | <u>19</u> | <u>15</u> | <u>19</u> | <u>4</u> | 39 |
| <u>84</u> | <u>600</u> | <u>240</u> | <u>1,299</u> | <u>1,543</u> | <u>1,950</u> | <u>1,973</u> | <u>2,636</u> | <u>2,919</u> | <u>3,202</u> | <u>2,936</u> | <u>2,349</u> | 40 |
| <u>84</u> | <u>600</u> | <u>240</u> | <u>1,299</u> | <u>1,543</u> | <u>1,950</u> | <u>1,954</u> | <u>2,629</u> | <u>2,903</u> | <u>3,189</u> | <u>2,895</u> | <u>2,305</u> | 41 |
| - | - | - | - | - | - | <u>19</u> | <u>7</u> | <u>16</u> | <u>9</u> | <u>8</u> | <u>5</u> | 42 |
| - | - | - | - | - | - | - | - | - | <u>4</u> | <u>33</u> | <u>39</u> | 43 |
| - | - | - | - | - | <u>601</u> | <u>501</u> | <u>675</u> | <u>842</u> | <u>742</u> | <u>666</u> | <u>710</u> | 44 |
| - | - | - | - | - | <u>506</u> | <u>352</u> | <u>464</u> | <u>473</u> | <u>346</u> | <u>319</u> | <u>207</u> | 45 |
| - | - | - | - | - | <u>25</u> | <u>32</u> | <u>28</u> | <u>58</u> | <u>109</u> | <u>75</u> | <u>46</u> | 46 |
| - | - | - | - | - | - | - | <u>4</u> | <u>44</u> | <u>86</u> | <u>40</u> | <u>158</u> | 47 |
| - | - | - | - | - | <u>70</u> | <u>117</u> | <u>176</u> | <u>247</u> | <u>197</u> | <u>197</u> | <u>268</u> | 48 |
| - | - | - | - | - | - | - | <u>3</u> | <u>20</u> | <u>24</u> | <u>35</u> | <u>31</u> | 49 |
| - | - | - | - | - | - | - | <u>370</u> | <u>198</u> | - | - | - | 50 |
| <u>10</u> | <u>11</u> | <u>5</u> | - | <u>31</u> | <u>22</u> | <u>23</u> | - | - | - | - | - | 51 |

Table 57.-- FLYING TRAINING ELIMINEES, BY TYPE OF COURSE: ANNUALLY AND QUARTERLY,
3RD QUARTER 1939 THROUGH DEC 1947 -- Continued

| Course | 1945 | | | | 1946 | | | | 1947 ^{a/} | | | |
|--|--------------|--------------|--------------|------------|------------|------------|------------|------------|--------------------|------------|------------|------------|
| | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr |
| US white and Colored Total | <u>6,786</u> | <u>6,199</u> | <u>2,927</u> | <u>719</u> | <u>255</u> | <u>169</u> | <u>125</u> | <u>298</u> | <u>231</u> | <u>278</u> | <u>223</u> | <u>110</u> |
| Pre-Flight | <u>444</u> | <u>750</u> | <u>142</u> | <u>92</u> | - | - | - | - | - | - | - | - |
| Pilot Training - Total | <u>2,727</u> | <u>2,721</u> | <u>1,130</u> | <u>295</u> | <u>91</u> | <u>59</u> | <u>75</u> | <u>66</u> | <u>223</u> | <u>268</u> | <u>205</u> | <u>91</u> |
| Primary | 900 | 1,446 | 226 | 88 | 38 | 19 | 41 | - | 164 | 181 | 114 | 51 |
| Basic | 1,127 | 738 | 601 | 71 | 13 | 2 | - | 41 | 3 | 65 | 49 | 28 |
| Advanced - Total | <u>374</u> | <u>237</u> | <u>144</u> | <u>63</u> | <u>20</u> | <u>16</u> | <u>2</u> | <u>4</u> | <u>20</u> | <u>2</u> | <u>13</u> | <u>3</u> |
| Single Engine | 201 | 108 | 55 | 14 | 2 | 7 | 2 | - | 8 | 1 | 3 | 2 |
| Two Engine | 173 | 124 | 36 | 49 | 18 | 9 | - | 4 | 12 | 1 | 7 | 1 |
| Four Engine | - | - | - | - | - | - | - | - | - | - | - | - |
| Other | - | 5 | 53 | - | - | - | - | - | - | - | - | - |
| Transition - Total | <u>308</u> | <u>235</u> | <u>68</u> | <u>14</u> | <u>-</u> | <u>3</u> | <u>5</u> | <u>14</u> | <u>5</u> | <u>3</u> | <u>8</u> | <u>4</u> |
| Fighter - Total | 73 | 62 | 3 | - | - | 3 | 5 | 14 | 5 | 3 | 5 | 4 |
| Single Engine | 73 | 62 | 3 | - | - | 3 | - | 2 | - | - | - | - |
| Two Engine | - | - | - | - | - | - | - | - | - | - | - | - |
| Jet | - | - | - | - | - | - | 5 | 12 | 5 | 3 | 5 | 4 |
| Light Bombardment | - | - | - | - | - | - | - | - | - | - | - | - |
| medium Bombardment | 30 | 16 | 19 | - | - | - | - | - | - | - | - | - |
| Heavy Bombardment | 196 | 139 | 32 | 14 | - | - | - | - | - | - | b/ 3 | - |
| Very Heavy Bombardment | 9 | 18 | 14 | - | - | - | - | - | - | - | - | - |
| Other | - | - | - | - | - | - | - | - | - | - | - | - |
| Liaison - Total | <u>9</u> | <u>54</u> | <u>86</u> | <u>59</u> | <u>20</u> | <u>19</u> | <u>26</u> | <u>7</u> | <u>29</u> | <u>12</u> | <u>20</u> | <u>2</u> |
| AAF | 6 | - | 1 | - | - | - | - | - | - | - | - | - |
| Field Artillery | 3 | 54 | 85 | 59 | 20 | 19 | 26 | 7 | 29 | 12 | 20 | 2 |
| Air Transport | 8 | 5 | 5 | - | - | - | - | - | - | - | - | - |
| Helicopter | 1 | 6 | - | - | - | - | 1 | - | 2 | 5 | 1 | 3 |
| Woman (WASP) | - | - | - | - | - | - | - | - | - | - | - | - |
| US Student in British Sch | - | - | - | - | - | - | - | - | - | - | - | - |
| Other | - | - | - | - | - | - | - | - | - | - | - | - |
| Bombardier | <u>191</u> | <u>86</u> | <u>19</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> |
| Navigation | <u>661</u> | <u>401</u> | <u>429</u> | <u>45</u> | <u>23</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> |
| Bombardier-Navigation | <u>369</u> | <u>379</u> | <u>266</u> | <u>80</u> | <u>111</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> |
| Radar Observer Bombardment | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>8</u> | <u>10</u> | <u>13</u> |
| Flight Engineer | <u>11</u> | <u>29</u> | <u>153</u> | <u>90</u> | <u>4</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>3</u> | <u>-</u> | <u>-</u> | <u>-</u> |
| Glider Training - Total | <u>21</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> |
| Pilot - Total | 21 | - | - | - | - | - | - | - | - | - | - | - |
| Elementary | - | - | - | - | - | - | - | - | - | - | - | - |
| Basic | - | - | - | - | - | - | - | - | - | - | - | - |
| Advanced | 21 | - | - | - | - | - | - | - | - | - | - | - |
| Other | - | - | - | - | - | - | - | - | - | - | - | - |
| Gunnery Training - Total | <u>1,397</u> | <u>810</u> | <u>350</u> | <u>1</u> | <u>-</u> | <u>-</u> | <u>2</u> | <u>2</u> | <u>-</u> | <u>1</u> | <u>2</u> | <u>2</u> |
| Flexible | 1,363 | 760 | 331 | 1 | - | - | - | - | - | - | - | - |
| Fixed | 2 | - | - | - | - | - | 2 | 2 | - | 1 | 2 | 2 |
| Gunnery Officer | 32 | 50 | 19 | - | - | - | - | - | - | - | - | - |
| Instructor Training - Total | <u>956</u> | <u>1,023</u> | <u>448</u> | <u>113</u> | <u>26</u> | <u>110</u> | <u>48</u> | <u>230</u> | <u>5</u> | <u>1</u> | <u>6</u> | <u>4</u> |
| Pilot | 341 | 381 | 175 | 65 | 26 | 55 | 48 | 230 | 5 | 1 | 1 | - |
| Bombardier | 42 | 19 | 8 | 28 | - | 55 | - | - | - | - | - | - |
| Navigation | 57 | 35 | 27 | 5 | - | - | - | - | - | - | - | - |
| Gunnery | 460 | 489 | 159 | - | - | - | - | - | - | - | - | - |
| Other | 56 | 99 | 79 | 15 | - | - | - | - | - | - | 5 | 4 |
| Classification | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> |
| Other | <u>2</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> |

a/ Includes holdovers in attrition, May 1947 through December 1947.

b/ B-29 Transition designated Heavy Bombardment, September 1947.

Table 58.-- FLYING TRAINING FATALITIES, BY TYPE OF COURSE: ANNUALLY AND QUARTERLY,
3RD QUARTER, JUL 1939 THROUGH DEC 1947

| Course | Total | 1939 (Jul-Dec) | 1940 | 1941 | 1942 | 1943 | 1944 | 1945 | 1946 | a/ 1947 |
|--|--------------|-------------------|-----------|-----------|------------|------------|------------|------------|-----------|------------|
| US White and Colored | | | | | | | | | | |
| <u>Total</u> | <u>2,559</u> | <u>1</u> | <u>21</u> | <u>72</u> | <u>354</u> | <u>989</u> | <u>889</u> | <u>208</u> | <u>21</u> | <u>4</u> |
| <u>Pilot Training - Total</u> | <u>2,158</u> | <u>1</u> | <u>21</u> | <u>72</u> | <u>342</u> | <u>812</u> | <u>733</u> | <u>156</u> | <u>17</u> | <u>4</u> |
| Primary | 301 | 1 | 7 | 16 | 77 | 128 | 69 | 2 | 1 | - |
| Basic | 674 | - | 5 | 19 | 118 | 293 | 209 | 29 | - | 1 |
| Advanced - Total | 819 | - | 9 | 37 | 142 | 283 | 276 | 60 | 10 | 2 |
| Single Engine | 341 | - | 9 | 32 | 73 | 122 | 91 | 9 | 3 | 2 |
| Two Engine | 471 | - | - | 5 | 69 | 160 | 182 | 48 | 7 | - |
| Four Engine | - | - | - | - | - | - | - | - | - | - |
| Other | 7 | - | - | - | - | 1 | 3 | 3 | - | - |
| Transition - Total | 331 | - | - | - | 3 | 93 | 166 | 62 | 6 | 1 |
| Fighter - Total | 62 | - | - | - | - | - | 39 | 16 | 6 | 1 |
| Single Engine | 58 | - | - | - | - | - | 39 | 13 | 6 | - |
| Two Engine | 3 | - | - | - | - | - | - | 3 | - | - |
| Jet | 1 | - | - | - | - | - | - | - | - | 1 |
| Medium Bombardment | 50 | - | - | - | - | 8 | 29 | 13 | - | - |
| Heavy Bombardment | 184 | - | - | - | 3 | 50 | 98 | 33 | - | b/ |
| Very Heavy Bombardment | - | - | - | - | - | - | - | - | - | - |
| Other | 35 | - | - | - | - | 35 | - | - | - | - |
| Liaison Field Artillery | 5 | - | - | - | - | 4 | - | 1 | - | - |
| Air Transport | 2 | - | - | - | - | - | - | 2 | - | - |
| Helicopter | - | - | - | - | - | - | - | - | - | - |
| Women's Auxiliary Service Pilots | 9 | - | - | - | - | 3 | 6 | - | - | - |
| US Student in British School | 7 | - | - | - | - | 2 | 5 | - | - | - |
| Other | 10 | - | - | - | 2 | 6 | 2 | - | - | - |
| <u>Bombardier</u> | <u>30</u> | - | - | - | 6 | 21 | - | 3 | - | - |
| <u>Navigation</u> | <u>119</u> | - | - | - | - | 56 | 47 | 16 | - | - |
| <u>Bombardier-Navigation</u> | <u>37</u> | - | - | - | - | 9 | 16 | 11 | 1 | - |
| <u>Flight Engineer</u> | <u>4</u> | - | - | - | - | - | - | 4 | - | - |
| <u>Glider Training - Total</u> | <u>29</u> | - | - | - | 6 | 14 | 9 | - | - | - |
| Pilot - Total | 22 | - | - | - | 2 | 14 | 6 | - | - | - |
| Elementary | 2 | - | - | - | 1 | 1 | - | - | - | - |
| Basic | 5 | - | - | - | 1 | 3 | 1 | - | - | - |
| Advanced | 15 | - | - | - | - | 10 | 5 | - | - | - |
| Other | 7 | - | - | - | 4 | - | 3 | - | - | - |
| <u>Gunnery Training - Total</u> | <u>124</u> | - | - | - | - | 51 | 67 | 6 | - | - |
| Flexible | 119 | - | - | - | - | 49 | 64 | 6 | - | - |
| Fixed | 5 | - | - | - | - | 2 | 3 | - | - | - |
| <u>Instructor Training - Total</u> | <u>48</u> | - | - | - | - | 20 | 13 | 12 | 3 | - |
| Pilot | 43 | - | - | - | - | 20 | 10 | 10 | 3 | - |
| Bombardier | 3 | - | - | - | - | - | 3 | - | - | - |
| Navigation | 2 | - | - | - | - | - | - | 2 | - | - |
| Gunnery | - | - | - | - | - | - | - | - | - | - |
| <u>Other</u> | <u>10</u> | - | - | - | - | 6 | 4 | - | - | - |

a/ Includes holdovers in attrition, May 1947 through December 1947.

b/ B-29 designated Heavy Bombardment, September 1947.

Table 58.-- FLYING TRAINING FATALITIES, BY TYPE OF COURSE: ANNUALLY AND QUARTERLY,
3RD QUARTER, JUL 1939 THROUGH DEC 1947 -- Continued

| Course | 1939 | | 1940 | | | | 1941 | | | |
|--|-----------|-----------|-----------|------------|------------|------------|------------|------------|-----------|-----------|
| | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr |
| US White and Colored | | | | | | | | | | |
| <u>Total</u> | - | <u>1</u> | <u>2</u> | <u>4</u> | <u>5</u> | <u>10</u> | <u>14</u> | <u>15</u> | <u>23</u> | <u>20</u> |
| <u>Pilot Training - Total</u> | - | <u>1</u> | <u>2</u> | <u>4</u> | <u>5</u> | <u>10</u> | <u>14</u> | <u>15</u> | <u>23</u> | <u>20</u> |
| Primary | - | 1 | - | 3 | 1 | 3 | 4 | 4 | 2 | 6 |
| Basic | - | - | 1 | - | 2 | 2 | 5 | 6 | 3 | 5 |
| Advanced - Total | - | - | 1 | 1 | 2 | 5 | 5 | 5 | 18 | 9 |
| Single Engine | - | - | 1 | 1 | 2 | 5 | 5 | 4 | 14 | 9 |
| Two Engine | - | - | - | - | - | - | - | 1 | 4 | - |
| Course | 1942 | | | | 1943 | | | | | |
| | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | | |
| <u>Total</u> | <u>59</u> | <u>80</u> | <u>78</u> | <u>137</u> | <u>210</u> | <u>256</u> | <u>207</u> | <u>316</u> | | |
| <u>Pilot Training - Total</u> | 59 | 80 | 78 | 125 | 167 | 210 | 167 | 268 | | |
| Primary | 17 | 10 | 21 | 29 | 27 | 34 | 26 | 41 | | |
| Basic | 23 | 30 | 21 | 44 | 58 | 75 | 60 | 100 | | |
| Advanced - Total | 19 | 40 | 36 | 47 | 76 | 77 | 48 | 82 | | |
| Single Engine | 17 | 20 | 15 | 21 | 35 | 33 | 21 | 33 | | |
| Two Engine | 2 | 20 | 21 | 26 | 41 | 43 | 27 | 49 | | |
| Other | - | - | - | - | - | 1 | - | - | | |
| Transition - Total | - | - | - | 3 | 3 | 21 | 27 | 42 | | |
| Medium Bombardment | - | - | - | - | - | - | - | 8 | | |
| Heavy Bombardment | - | - | - | 3 | - | 10 | 13 | 27 | | |
| Other | - | - | - | - | 3 | 11 | 14 | 7 | | |
| Liaison Field Artillery | - | - | - | - | - | 3 | 1 | - | | |
| Women's Auxiliary Service Pilots | - | - | - | - | - | - | 2 | 1 | | |
| US Student in British School | - | - | - | - | - | - | - | 2 | | |
| Other | - | - | - | 2 | 3 | - | 3 | - | | |
| <u>Bombardier</u> | - | - | - | <u>6</u> | <u>10</u> | <u>5</u> | <u>3</u> | <u>3</u> | | |
| <u>Navigation</u> | - | - | - | - | <u>11</u> | <u>9</u> | <u>18</u> | <u>18</u> | | |
| <u>Bombardier-Navigation</u> | - | - | - | - | - | - | - | <u>9</u> | | |
| <u>Glider Training - Total</u> | - | - | - | <u>6</u> | <u>11</u> | - | - | <u>2</u> | | |
| Pilot - Total | - | - | - | 2 | 11 | - | - | 3 | | |
| Elementary | - | - | - | 1 | 1 | - | - | - | | |
| Basic | - | - | - | 1 | 3 | - | - | - | | |
| Advanced | - | - | - | - | 7 | - | - | 3 | | |
| Other | - | - | - | 4 | - | - | - | - | | |
| <u>Gunnery Training - Total</u> | - | - | - | - | <u>7</u> | <u>22</u> | <u>7</u> | <u>15</u> | | |
| Flexible | - | - | - | - | 7 | 22 | 7 | 13 | | |
| Fixed | - | - | - | - | - | - | - | 2 | | |
| <u>Instructor Pilot Training</u> | - | - | - | - | - | <u>9</u> | <u>11</u> | - | | |
| <u>Other</u> | - | - | - | - | <u>4</u> | <u>1</u> | <u>1</u> | - | | |

Table 58.-- FLYING TRAINING FATALITIES, BY TYPE OF COURSE: ANNUALLY AND QUARTERLY,
3RD QUARTER, JUL 1949 THROUGH DEC 1947 -- Continued

| Course | 1944 | | | | 1945 | | | | 1946 | | | | 1947 ^{a/} | | | |
|--|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|--------------------|---------|---------|---------|
| | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr |
| US White and Colored Total | 334 | 281 | 151 | 123 | 77 | 70 | 54 | 7 | 8 | 3 | 5 | 5 | - | 1 | - | 2 |
| <u>Pilot Training - Total</u> | 268 | 241 | 130 | 94 | 63 | 58 | 29 | 6 | 5 | 3 | 5 | 4 | - | 1 | - | 3 |
| Primary | 32 | 18 | 15 | 4 | 1 | 1 | - | - | - | 1 | - | - | - | - | - | - |
| Basic | 98 | 66 | 24 | 21 | 11 | 15 | 3 | - | - | - | - | - | - | 1 | - | - |
| Advanced - Total | 85 | 100 | 48 | 43 | 23 | 18 | 14 | 5 | 5 | 1 | 2 | 2 | - | - | - | 2 |
| Single Engine | 23 | 39 | 15 | 14 | 1 | 5 | 3 | - | 1 | 1 | 1 | - | - | - | - | 2 |
| Two Engine | 62 | 61 | 30 | 29 | 22 | 11 | 10 | 5 | 4 | - | 1 | 2 | - | - | - | - |
| Four Engine | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Other | - | - | 3 | - | - | 2 | 1 | - | - | - | - | - | - | - | - | - |
| Transition - Total | 51 | 51 | 40 | 24 | 28 | 21 | 12 | 1 | - | 1 | 3 | 2 | - | - | - | 1 |
| Fighter - Total | 5 | 20 | 13 | 1 | 10 | 4 | 2 | - | - | 1 | 3 | 2 | - | - | - | 1 |
| Single Engine | 5 | 20 | 13 | 1 | 10 | 3 | - | - | - | 1 | 3 | 2 | - | - | - | - |
| Two Engine | - | - | - | - | - | 1 | 2 | - | - | - | - | - | - | - | - | - |
| Jet | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 |
| Medium Bombardment | 12 | 8 | 8 | 1 | 5 | 4 | 4 | - | - | - | - | - | - | - | - | - |
| Heavy Bombardment | 34 | 23 | 19 | 22 | 13 | 13 | 6 | 1 | - | - | - | - | - | - | - | b/ |
| Very Heavy Bombardment | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Other | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Liaison Field Artillery | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - |
| Air Transport | - | - | - | - | - | 2 | - | - | - | - | - | - | - | - | - | - |
| Helicopter | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Woman (WASP) | 1 | 1 | 2 | 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| US Student In British Sch | 1 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Other | - | 1 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| <u>Bombardier</u> | - | - | - | - | - | 3 | - | - | - | - | - | - | - | - | - | - |
| <u>Navigation</u> | 16 | 21 | 7 | 3 | 2 | 3 | 10 | 1 | - | - | - | - | - | - | - | - |
| <u>Bombardier-Navigation</u> | - | 8 | 5 | 3 | 3 | - | 8 | - | 1 | - | - | - | - | - | - | - |
| <u>Radar Observer Bombardment</u> | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| <u>Flight Engineer</u> | - | - | - | - | - | - | 4 | - | - | - | - | - | - | - | - | - |
| <u>Glider Training - Total</u> | 4 | 3 | 1 | 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Pilot - Total | 1 | 3 | 1 | 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Elementary | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Basic | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Advanced | 1 | 3 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Other | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| <u>Gunnery Training - Total</u> | 45 | 5 | 5 | 12 | 4 | 2 | - | - | - | - | - | - | - | - | - | - |
| Flexible | 43 | 5 | 5 | 11 | 4 | 2 | - | - | - | - | - | - | - | - | - | - |
| Fixed | 2 | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| <u>Instructor Training - Total</u> | 1 | 3 | 3 | 6 | 5 | 4 | 3 | - | 2 | - | - | 1 | - | - | - | - |
| Pilot | 1 | 3 | 2 | 4 | 5 | 3 | 2 | - | 2 | - | - | 1 | - | - | - | - |
| Bombardier | - | - | 1 | 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Navigation | - | - | - | - | - | 1 | 1 | - | - | - | - | - | - | - | - | - |
| Gunnery | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| <u>Other</u> | - | - | - | 4 | - | - | - | - | - | - | - | - | - | - | - | - |

a/ Includes holdovers in attrition, May 1947 through December 1947.

b/ B-29 designated Heavy Bombardment, September 1947.

Table 59.-- NEGRO FLYING TRAINING STUDENTS UNDER INSTRUCTION, BY TYPE OF COURSE: QUARTERLY, SEP 1944 THROUGH DEC 1947

| Course | 1944 | | 1945 | | | | 1946 | | | | 1947 | | | |
|--|--------------|------------|------------|------------|------------|-----------|-----------|-----------|----------|----------|------|-----|----------|----------|
| | Sep | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec |
| Total | <u>1,044</u> | <u>811</u> | <u>669</u> | <u>504</u> | <u>372</u> | <u>91</u> | <u>27</u> | <u>11</u> | <u>4</u> | <u>1</u> | - | - | <u>5</u> | <u>8</u> |
| Pre-Flight | <u>127</u> | <u>130</u> | <u>170</u> | <u>102</u> | <u>19</u> | - | - | - | - | - | - | - | - | - |
| Pilot Training - Total | <u>374</u> | <u>347</u> | <u>333</u> | <u>316</u> | <u>279</u> | <u>72</u> | <u>27</u> | <u>9</u> | <u>1</u> | - | - | - | <u>3</u> | <u>8</u> |
| Primary | <u>149</u> | <u>148</u> | <u>152</u> | <u>126</u> | <u>124</u> | - | - | - | - | - | - | - | <u>3</u> | <u>8</u> |
| Basic | <u>97</u> | <u>81</u> | <u>99</u> | <u>94</u> | <u>91</u> | <u>40</u> | - | - | - | - | - | - | - | <u>2</u> |
| Advanced - Total | <u>60</u> | <u>75</u> | <u>56</u> | <u>92</u> | <u>64</u> | <u>32</u> | <u>27</u> | <u>9</u> | <u>1</u> | - | - | - | - | - |
| Single Engine | <u>50</u> | <u>52</u> | <u>47</u> | <u>47</u> | <u>20</u> | <u>15</u> | <u>14</u> | <u>7</u> | - | - | - | - | - | - |
| Two Engine | <u>30</u> | <u>23</u> | <u>9</u> | <u>45</u> | <u>44</u> | <u>17</u> | <u>13</u> | <u>2</u> | <u>1</u> | - | - | - | - | - |
| Transition - Total | <u>48</u> | <u>43</u> | <u>25</u> | <u>4</u> | - | - | - | - | - | - | - | - | - | - |
| Fighter Single Engine | <u>25</u> | <u>24</u> | <u>23</u> | - | - | - | - | - | - | - | - | - | - | - |
| Medium Bombardment | <u>23</u> | <u>19</u> | <u>2</u> | <u>4</u> | - | - | - | - | - | - | - | - | - | - |
| Liaison Field Artillery | - | - | <u>1</u> | - | - | - | - | - | - | <u>1</u> | - | - | - | - |
| Navigation | <u>35</u> | <u>59</u> | <u>27</u> | - | - | <u>7</u> | - | - | - | - | - | - | - | - |
| Bombardier-Navigation | <u>199</u> | <u>123</u> | <u>103</u> | <u>55</u> | <u>14</u> | <u>1</u> | - | - | - | - | - | - | - | - |
| Gunnery Training - Total | <u>30</u> | <u>88</u> | <u>36</u> | <u>25</u> | <u>60</u> | <u>11</u> | - | - | - | - | - | - | <u>2</u> | - |
| Flexible | <u>30</u> | <u>88</u> | <u>36</u> | <u>25</u> | <u>60</u> | - | - | - | - | - | - | - | - | - |
| Fixed | - | - | - | - | - | <u>11</u> | - | - | - | - | - | - | <u>2</u> | - |
| Instructor Training - Total | <u>2</u> | <u>11</u> | - | <u>6</u> | - | - | - | <u>2</u> | <u>3</u> | - | - | - | - | - |
| Pilot | - | <u>7</u> | - | - | - | - | - | <u>2</u> | <u>3</u> | - | - | - | - | - |
| Gunnery | - | - | - | <u>2</u> | - | - | - | - | - | - | - | - | - | - |
| Instrument Trainer | <u>2</u> | <u>4</u> | - | <u>4</u> | - | - | - | - | - | - | - | - | - | - |
| Pools | <u>217</u> | <u>53</u> | - | - | - | - | - | - | - | - | - | - | - | - |

Table 60.-- NEGRO FLYING TRAINING GRADUATES, BY TYPE OF COURSE: ANNUALLY AND QUARTERLY, PRIOR TO 1944 AND 1944 THROUGH DEC 1947

Note:--The figures below reflect the number of course completed by students and not the number of different individuals graduated. Students who complete more than one course of training are counted as graduates of each course.

| Course | Total | 1944 and Prior | 1945 | 1946 | 1947 | Prior to Oct 1944 | 1944 | | | | 1945 | | | | 1946 | | | | 1947 a/ | |
|---|--------------|----------------|--------------|-----------|----------|-------------------|------------|------------|------------|------------|------------|-----------|-----------|----------|----------|----------|----------|---------|---------|---------|
| | | | | | | | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr |
| Total | <u>7,582</u> | <u>5,388</u> | <u>2,093</u> | <u>95</u> | <u>6</u> | <u>4,503</u> | <u>885</u> | <u>839</u> | <u>681</u> | <u>410</u> | <u>163</u> | <u>60</u> | <u>24</u> | <u>7</u> | <u>4</u> | <u>1</u> | <u>5</u> | | | |
| Pre-Flight | <u>2,433</u> | <u>2,040</u> | <u>393</u> | - | - | <u>1,789</u> | <u>251</u> | <u>79</u> | <u>124</u> | <u>120</u> | - | - | - | - | - | - | - | | | |
| Pilot Training - Total | <u>3,915</u> | <u>2,787</u> | <u>1,060</u> | <u>64</u> | <u>4</u> | <u>2,369</u> | <u>418</u> | <u>294</u> | <u>365</u> | <u>245</u> | <u>156</u> | <u>47</u> | <u>16</u> | - | <u>1</u> | <u>1</u> | <u>3</u> | | | |
| Primary | <u>1,477</u> | <u>1,046</u> | <u>428</u> | - | <u>3</u> | <u>911</u> | <u>135</u> | <u>109</u> | <u>161</u> | <u>97</u> | <u>61</u> | - | - | - | - | - | <u>3</u> | | | |
| Basic | <u>1,120</u> | <u>798</u> | <u>296</u> | <u>26</u> | - | <u>682</u> | <u>116</u> | <u>56</u> | <u>121</u> | <u>70</u> | <u>49</u> | <u>26</u> | - | - | - | - | - | | | |
| Advanced - Total | <u>926</u> | <u>625</u> | <u>263</u> | <u>38</u> | - | <u>520</u> | <u>105</u> | <u>61</u> | <u>80</u> | <u>76</u> | <u>46</u> | <u>21</u> | <u>16</u> | - | <u>1</u> | - | - | | | |
| Single Engine | <u>673</u> | <u>490</u> | <u>161</u> | <u>22</u> | - | <u>429</u> | <u>61</u> | <u>38</u> | <u>71</u> | <u>39</u> | <u>13</u> | <u>12</u> | <u>10</u> | - | - | - | - | | | |
| Two Engine | <u>253</u> | <u>135</u> | <u>102</u> | <u>16</u> | - | <u>91</u> | <u>44</u> | <u>23</u> | <u>9</u> | <u>37</u> | <u>33</u> | <u>9</u> | <u>6</u> | - | <u>1</u> | - | - | | | |
| Transition - Total | <u>333</u> | <u>261</u> | <u>72</u> | - | - | <u>199</u> | <u>62</u> | <u>68</u> | <u>2</u> | <u>2</u> | - | - | - | - | - | - | - | | | |
| Fighter Single Eng. | <u>229</u> | <u>172</u> | <u>57</u> | - | - | <u>131</u> | <u>41</u> | <u>57</u> | - | - | - | - | - | - | - | - | - | | | |
| Medium Bombardment | <u>104</u> | <u>89</u> | <u>15</u> | - | - | <u>68</u> | <u>21</u> | <u>11</u> | <u>2</u> | <u>2</u> | - | - | - | - | - | - | - | | | |
| Liaison Fld Artillery | <u>59</u> | <u>57</u> | <u>1</u> | - | <u>1</u> | <u>57</u> | - | - | <u>1</u> | - | - | - | - | - | - | <u>1</u> | - | | | |
| Navigation | <u>132</u> | <u>79</u> | <u>53</u> | - | - | <u>54</u> | <u>25</u> | <u>26</u> | <u>27</u> | - | - | - | - | - | - | - | - | | | |
| Bombardier-Navigation | <u>261</u> | <u>123</u> | <u>136</u> | <u>2</u> | - | - | <u>123</u> | <u>57</u> | <u>56</u> | <u>16</u> | <u>7</u> | <u>2</u> | - | - | - | - | - | | | |
| Gunnery Training - Total | <u>759</u> | <u>351</u> | <u>424</u> | <u>22</u> | <u>2</u> | <u>291</u> | <u>60</u> | <u>364</u> | <u>35</u> | <u>25</u> | - | <u>11</u> | <u>8</u> | <u>3</u> | - | - | <u>2</u> | | | |
| Flexible | <u>775</u> | <u>351</u> | <u>424</u> | - | - | <u>291</u> | <u>60</u> | <u>364</u> | <u>35</u> | <u>25</u> | - | - | - | - | - | - | - | | | |
| Fixed | <u>24</u> | - | - | <u>22</u> | <u>2</u> | - | - | - | - | - | - | <u>11</u> | <u>8</u> | <u>3</u> | - | - | <u>2</u> | | | |
| Instr. Training - Total | <u>42</u> | <u>8</u> | <u>27</u> | <u>7</u> | - | - | <u>8</u> | <u>19</u> | <u>4</u> | <u>4</u> | - | - | - | <u>4</u> | <u>3</u> | - | - | | | |
| Pilot | <u>26</u> | <u>4</u> | <u>15</u> | <u>7</u> | - | - | <u>4</u> | <u>15</u> | - | - | - | - | - | <u>4</u> | <u>3</u> | - | - | | | |
| Gunnery | <u>2</u> | - | <u>2</u> | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| Instrument Trainer | <u>14</u> | <u>4</u> | <u>10</u> | - | - | - | <u>4</u> | <u>4</u> | <u>4</u> | <u>2</u> | - | - | - | - | - | - | - | | | |

a/ No graduates reported for 3rd and 4th Quarters, 1947.

Table 61.-- NEGRO FLYING TRAINING ELIMINEES AND FATALITIES, BY TYPE OF COURSE: ANNUALLY AND QUARTERLY, PRIOR TO OCT 1944 AND 4TH QUARTER 1944 THROUGH DEC 1947

| Course | Total | 1944 and Prior | 1945 | 1946 | 1947 | Prior to Oct 1944 | 1944 | | | | 1945 | | | | 1946 ^{a/} | | | | 1947 ^{b/} | |
|---|-------|----------------------|------|------|------|----------------------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------------|------------|------------|------------|--------------------|------------|
| | | | | | | | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr |
| Total | 1,565 | 1,028 | 492 | 42 | 3 | 836 | 192 | 119 | 163 | 110 | 100 | 28 | 14 | 2 | 1 | | | | | |
| Eliminees | 1,553 | 1,020 | 490 | 40 | 3 | 830 | 190 | 118 | 163 | 109 | 100 | 26 | 14 | 2 | 1 | | | | | |
| Fatalities | 12 | 8 | 2 | 2 | - | 6 | 2 | 1 | - | 1 | - | 2 | - | - | - | - | - | | | |
| <u>Pre-Flight: Eliminees</u> . . | 146 | 110 | 36 | - | - | 93 | 17 | 7 | 16 | 8 | 5 | - | - | 0 | - | - | - | | | |
| <u>Pilot Training:</u> | | | | | | | | | | | | | | | | | | | | |
| Eliminees | 1,293 | 887 | 369 | 34 | 3 | 726 | 161 | 89 | 118 | 61 | 61 | 20 | 14 | 2 | 1 | | | | | |
| Fatalities | 12 | 8 | 2 | 2 | - | 6 | 2 | 1 | - | 1 | - | 2 | - | - | - | - | - | | | |
| Primary: Eliminees | 801 | 580 | 219 | - | 2 | 483 | 97 | 50 | 65 | 52 | 52 | - | - | 2 | - | - | - | | | |
| Fatalities | 3 | 2 | 1 | - | - | 1 | 1 | 1 | - | - | - | - | - | - | - | - | - | | | |
| Basic: Eliminees | 309 | 187 | 108 | 13 | 1 | 146 | 41 | 23 | 48 | 20 | 17 | 13 | - | - | - | - | 1 | | | |
| Fatalities | 2 | 2 | - | - | - | 2 | - | - | - | - | - | - | - | - | - | - | - | | | |
| Advanced: Eliminees | 157 | 96 | 40 | 21 | - | 76 | 20 | 14 | 5 | 9 | 12 | 7 | 14 | - | - | - | - | | | |
| Fatalities | 5 | 2 | 1 | 2 | - | 1 | 1 | - | - | 1 | - | 2 | - | - | - | - | - | | | |
| Single Engine: Eliminees . . | 112 | 79 | 26 | 7 | - | 61 | 18 | 14 | 5 | 4 | 3 | 2 | 5 | - | - | - | - | | | |
| Fatalities | 3 | 2 | 1 | - | - | 1 | 1 | - | - | 1 | - | - | - | - | - | - | - | | | |
| Two Engine: Eliminees | 45 | 17 | 14 | 14 | - | 15 | 2 | - | - | 5 | 9 | 5 | 9 | - | - | - | - | | | |
| Fatalities | 2 | - | - | 2 | - | - | - | - | - | - | 2 | - | - | - | - | - | - | | | |
| Four Engine: Eliminees | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| Fatalities | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| Transition: Eliminees | 15 | 13 | 2 | - | - | 10 | 3 | 2 | - | - | - | - | - | - | - | - | - | | | |
| Fatalities | 2 | 2 | - | - | - | 2 | - | - | - | - | - | - | - | - | - | - | - | | | |
| Fighter Single Engine: Eliminees | 8 | 6 | 2 | - | - | 5 | 1 | 2 | - | - | - | - | - | - | - | - | - | | | |
| Fatalities | 2 | 2 | - | - | - | 2 | - | - | - | - | - | - | - | - | - | - | - | | | |
| Medium Bombardment: Eliminees | 7 | 7 | - | - | - | 5 | 2 | - | - | - | - | - | - | - | - | - | - | | | |
| Fatalities | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| Liaison Field Artillery: Eliminees | 11 | 11 | - | - | - | 11 | - | - | - | - | - | - | - | - | - | - | - | | | |
| Fatalities | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| <u>Navigation: Eliminees</u> | 26 | 13 | 8 | - | - | 10 | 8 | 4 | 4 | - | - | - | - | - | - | - | - | | | |
| Fatalities | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| <u>Bombardier-Navigation:</u> | | | | | | | | | | | | | | | | | | | | |
| Eliminees | 66 | 4 | 56 | 6 | - | - | 4 | 3 | 22 | 17 | 14 | 6 | - | - | - | - | - | | | |
| Fatalities | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| <u>Gunnery Training:</u> | | | | | | | | | | | | | | | | | | | | |
| Eliminees | 18 | 1 | 17 | - | - | 1 | - | 15 | 1 | 1 | - | - | - | - | - | - | - | | | |
| Fatalities | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| Flexible: Eliminees | 18 | 1 | 17 | - | - | 1 | - | 15 | 1 | 1 | - | - | - | - | - | - | - | | | |
| Fatalities | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| Fixed: Eliminees | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| Fatalities | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| <u>Instructor Training:</u> | | | | | | | | | | | | | | | | | | | | |
| Eliminees | 4 | - | 4 | - | - | - | - | - | 2 | 2 | - | - | - | - | - | - | - | | | |
| Fatalities | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| Pilot: Eliminees | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| Fatalities | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| Gunnery: Eliminees | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| Fatalities | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| Instrument Trainer: Eliminees | 4 | - | 4 | - | - | - | - | - | 2 | 2 | - | - | - | - | - | - | - | | | |
| Fatalities | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |

a/ No fatalities reported for 3rd and 4th quarters 1946.

b/ No fatalities reported for 1st and 2nd Quarters 1947.

s/ Includes holdovers in attrition, May 1947 through December 1947.

Table 62.-- FOREIGN FLYING STUDENTS TRAINED BY AAF --- NUMBER UNDER INSTRUCTION, BY TYPE OF COURSE: QUARTERLY, DEC 1941 THROUGH DEC 1947

| Course | 1941 | 1942 | | | | 1943 | | | | 1944 | | | |
|---------------------------------------|-------|-------|-------|-------|-----|------|-----|-----|-----|-------|-------|-------|-------|
| | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec |
| Total | 2,800 | 2,914 | 2,514 | 1,907 | 982 | 197 | 433 | 644 | 908 | 1,130 | 1,247 | 1,227 | 2,010 |
| Pre-Flight | - | - | - | - | - | - | 69 | 93 | 21 | - | 134 | 98 | 668 |
| Pilot Training - Total | 2,800 | 2,914 | 2,480 | 1,815 | 938 | 181 | 328 | 486 | 833 | 897 | 907 | 981 | 1,337 |
| Primary | 1,428 | 1,177 | 949 | 449 | 65 | 95 | 224 | 259 | 348 | 227 | 264 | 451 | 484 |
| Basic | 780 | 917 | 666 | 742 | 147 | 32 | 76 | 160 | 261 | 231 | 252 | 188 | 388 |
| Advanced - Total | 592 | 820 | 865 | 624 | 726 | 54 | 21 | 67 | 201 | 287 | 190 | 205 | 145 |
| Single Engine | 414 | 574 | 605 | 437 | 508 | 38 | 15 | 47 | 128 | 147 | 101 | 113 | 75 |
| Two Engine | 178 | 246 | 260 | 187 | 218 | 16 | 6 | 20 | 73 | 140 | 89 | 92 | 70 |
| Transition - Total | - | - | - | - | - | - | 7 | - | 23 | 151 | 201 | 137 | 120 |
| Fighter Single Engine | - | - | - | - | - | - | - | - | - | 26 | 68 | 63 | 63 |
| Medium Bombardment | - | - | - | - | - | - | 7 | - | 23 | 125 | 85 | 53 | 57 |
| Heavy Bombardment | - | - | - | - | - | - | - | - | - | - | 48 | 21 | - |
| Liaison | - | - | - | - | - | - | - | - | - | 1 | - | - | - |
| Bombardier | - | - | 34 | 64 | - | - | - | - | 2 | - | - | - | - |
| Navigation | - | - | - | - | - | 16 | - | 1 | 10 | 55 | 84 | 16 | 16 |
| Bombardier-Navigation | - | - | - | - | 4 | - | - | - | - | 89 | 74 | 89 | 184 |
| Flexible Gunnery | - | - | - | - | 40 | - | - | 56 | 39 | 55 | 45 | 40 | 4 |
| Instructor Training - Total | - | - | - | - | - | - | 8 | 8 | 3 | 1 | 3 | 3 | 1 |
| Pilot | - | - | - | - | - | - | 8 | 8 | 3 | 1 | 3 | 2 | 1 |
| Gunnery | - | - | - | - | - | - | - | - | - | - | - | 1 | - |
| Other | - | - | - | 28 | - | - | 28 | - | - | 33 | - | - | - |

| Course | 1945 | | | | 1946 | | | | 1947 | | | |
|---------------------------------------|-------|-------|-------|-----|------|-----|-----|-----|------|-----|-----|-----|
| | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec |
| Total | 2,745 | 2,352 | 2,367 | 827 | 611 | 941 | 249 | 133 | 62 | - | 26 | 32 |
| Pre-Flight | 997 | 290 | 643 | 55 | 293 | 607 | - | - | - | - | - | - |
| Pilot Training - Total | 1,385 | 1,522 | 1,208 | 608 | 318 | 334 | 249 | 133 | 62 | - | 36 | 32 |
| Primary | 545 | 327 | 211 | 252 | 139 | 89 | 46 | 24 | 19 | - | 9 | 11 |
| Basic | 423 | 666 | 266 | 34 | 82 | 144 | 79 | 36 | 10 | - | 14 | 10 |
| Advanced - Total | 318 | 333 | 568 | 199 | 51 | 77 | 118 | 73 | 33 | - | 9 | 11 |
| Single Engine | 166 | 126 | 268 | 66 | - | 37 | 48 | 41 | 30 | - | 3 | 11 |
| Two Engine | 152 | 207 | 300 | 133 | 51 | 40 | 70 | 32 | 3 | - | 5 | - |
| Four Engine | - | - | - | - | - | - | - | - | - | - | 1 | - |
| Transition - Total | 99 | 196 | 163 | 123 | 46 | 24 | 6 | - | - | - | 4 | - |
| Fighter Single Engine | 51 | 71 | 105 | 123 | 46 | 24 | 6 | - | - | - | - | - |
| Medium Bombardment | 48 | 101 | 58 | - | - | - | - | - | - | - | 2/ | - |
| Heavy Bombardment | - | 24 | - | - | - | - | - | - | - | - | - | - |
| Jet | - | - | - | - | - | - | - | - | - | - | 4 | - |
| Navigation | 52 | 70 | 73 | 44 | - | - | - | - | - | - | - | - |
| Bombardier-Navigation | 200 | 286 | 239 | 95 | - | - | - | - | - | - | - | - |
| Flexible Gunnery | 111 | 182 | 204 | 25 | - | - | - | - | - | - | - | - |
| Instructor Training - Total | - | 2 | - | - | - | - | - | - | - | - | - | - |
| Pilot | - | 2 | - | - | - | - | - | - | - | - | - | - |
| Gunnery | - | - | - | - | - | - | - | - | - | - | - | - |
| Other | - | - | - | - | - | - | - | - | - | - | - | - |

2/ B-29 designated Heavy Bombardment, September 1947.

Table 63.-- FOREIGN FLYING TRAINING STUDENTS TRAINED BY AAF --- NUMBER OF GRADUATES, BY TYPE OF COURSE: ANNUALLY, PRIOR TO 1942 AND QUARTERLY, 1942 THROUGH DEC 1947

Note.-- The figures below reflect the number of courses completed by students and not the number of different individuals graduated. Students who complete more than one course of training are counted as graduates of each course.

| Course | Total | Prior to 1942 | 1942 | | | | | 1943 | | | 1942 | | | | 1943 | | |
|--|--------|---------------|--------|-------|-------|--------|-------|------|---------|---------|---------|---------|---------|---------|---------|--|--|
| | | | 1942 | 1943 | 1944 | 1945 | 1946 | 1947 | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | | |
| Total | 85,613 | 2,035 | 12,100 | 2,203 | 5,877 | 10,151 | 2,074 | 173 | 3,715 | 3,565 | 2,222 | 2,598 | 1,125 | 290 | 521 | | |
| Pre-Flight | 5,208 | - | - | 277 | 937 | 3,313 | 681 | - | - | - | - | - | 10 | 48 | 85 | | |
| Pilot Training-Total | 26,906 | 2,035 | 11,964 | 2,179 | 4,119 | 5,243 | 1,200 | 166 | 3,715 | 3,565 | 2,192 | 2,492 | 1,069 | 154 | 253 | | |
| Primary | 9,153 | 1,433 | 4,007 | 625 | 1,350 | 1,367 | 335 | 36 | 1,511 | 1,193 | 756 | 547 | 55 | 75 | 149 | | |
| Basic | 8,180 | 602 | 4,126 | 519 | 1,030 | 1,587 | 265 | 51 | 1,230 | 1,244 | 616 | 1,036 | 185 | 28 | 67 | | |
| Advanced - Total | 7,695 | - | 3,831 | 1,000 | 1,031 | 1,336 | 422 | 75 | 974 | 1,128 | 820 | 909 | 825 | 50 | 30 | | |
| Single Engine | 4,475 | - | 2,682 | 693 | 548 | 674 | 141 | 37 | 682 | 790 | 574 | 636 | 578 | 35 | 21 | | |
| Two Engine | 2,919 | - | 1,149 | 307 | 483 | 662 | 281 | 37 | 292 | 338 | 246 | 273 | 247 | 15 | 9 | | |
| Four Engine | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | | |
| Transition - Total | 1,876 | - | - | 34 | 707 | 953 | 178 | 4 | - | - | - | - | 4 | - | 7 | | |
| Fighter Single Eng | 1,153 | - | - | - | 360 | 615 | 178 | - | - | - | - | - | - | - | - | | |
| Medium Bombardment | 610 | - | - | 30 | 274 | 306 | - | - | - | - | - | - | - | - | 7 | | |
| Heavy Bombardment | 113 | - | - | 4 | 73 | 32 | - | b/4 | - | - | - | - | 4 | - | - | | |
| Liaison | 2 | - | - | 1 | 1 | - | - | - | - | - | - | - | - | 1 | - | | |
| Bombardier | 117 | - | 79 | 34 | - | 4 | - | - | - | - | 15 | 64 | - | 21 | - | | |
| Navigation | 224 | - | 30 | 4 | 96 | 72 | 22 | - | - | - | 15 | 15 | - | 4 | - | | |
| Bombardier-Navigation | 745 | - | - | 10 | 132 | 457 | 146 | - | - | - | - | - | 4 | 6 | - | | |
| Glider Pilot - Total | 3 | - | 1 | 2 | - | - | - | - | - | - | - | 1 | 2 | - | - | | |
| Elementary | 1 | - | 1 | - | - | - | - | - | - | - | - | 1 | - | - | - | | |
| Basic | 1 | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | | |
| Advanced | 1 | - | - | 1 | - | - | - | - | - | - | - | - | 1 | - | - | | |
| Flexible Gunnery | 2,170 | - | - | 563 | 532 | 1,050 | 25 | - | - | - | - | - | 40 | 2 | 125 | | |
| Instructor Trng - Total | 149 | - | - | 98 | 32 | 12 | - | 7 | - | - | - | - | - | 47 | 30 | | |
| Pilot | 131 | - | - | 88 | 31 | 12 | - | - | - | - | - | - | - | 47 | 30 | | |
| Gunnery | 9 | - | - | 7 | 1 | - | - | 1 | - | - | - | - | - | - | - | | |
| Instrument Trainer | 9 | - | - | 3 | - | - | - | 6 | - | - | - | - | - | - | - | | |
| Other | 91 | - | 26 | 36 | 29 | - | - | - | - | - | - | 26 | - | 8 | 28 | | |

| Course | 1943 (Contd) | 1944 | | | | 1945 | | | | 1946 | | | | 1947 a/ | | |
|--|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr |
| Total | 1,267 | 1,213 | 1,315 | 1,322 | 2,027 | 2,273 | 3,552 | 2,015 | 2,311 | 710 | 555 | 560 | 229 | 93 | 40 | 40 |
| Pre-Flight | 134 | 20 | - | 77 | 840 | 1,036 | 1,365 | 267 | 645 | 89 | 316 | 276 | - | - | - | - |
| Pilot Training-Total | 703 | 1,049 | 1,145 | 893 | 1,032 | 1,053 | 1,821 | 1,314 | 1,055 | 428 | 239 | 304 | 229 | 93 | 40 | 33 |
| Primary | 346 | 356 | 334 | 190 | 470 | 342 | 623 | 239 | 163 | 157 | 46 | 86 | 46 | 10 | 17 | 9 |
| Basic | 239 | 344 | 270 | 205 | 211 | 326 | 486 | 551 | 224 | - | 77 | 116 | 72 | 32 | 8 | 11 |
| Advanced - Total | 95 | 272 | 361 | 161 | 237 | 120 | 477 | 287 | 452 | 190 | 51 | 75 | 106 | 51 | 15 | 9 |
| Single Engine | 59 | 162 | 187 | 81 | 118 | 60 | 265 | 97 | 252 | 66 | - | 34 | 41 | 22 | 12 | 3 |
| Two Engine | 36 | 110 | 174 | 80 | 119 | 60 | 212 | 190 | 200 | 124 | 51 | 41 | 65 | 29 | 3 | 5 |
| Four Engine | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 |
| Transition - Total | 23 | 77 | 179 | 337 | 114 | 265 | 235 | 237 | 216 | 81 | 65 | 27 | 5 | - | - | 4 |
| Fighter Single Eng | - | 38 | 68 | 182 | 72 | 142 | 153 | 155 | 165 | 81 | 65 | 27 | 5 | - | - | - |
| Medium Bombardment | 23 | 37 | 111 | 103 | 23 | 123 | 74 | 82 | 27 | - | - | - | - | - | - | - |
| Heavy Bombardment | - | 2 | - | 52 | 19 | - | 8 | - | 24 | - | - | - | - | - | - | 4 |
| Jet | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Liaison | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bombardier | 13 | - | - | - | - | 4 | - | - | - | - | - | - | - | - | - | - |
| Navigation | - | 3 | 5 | 69 | 15 | 6 | 17 | 31 | 18 | 22 | - | - | - | - | - | - |
| Bombardier-Navigation | - | 2 | 47 | 74 | 8 | 78 | 112 | 123 | 174 | 146 | - | - | - | - | - | - |
| Glider Pilot - Total | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Elementary | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Basic | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Advanced | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Flexible Gunnery | 396 | 122 | 77 | 204 | 129 | 93 | 237 | 271 | 449 | 25 | - | - | - | - | - | - |
| Instructor Trng - Total | 21 | 12 | 12 | 5 | 3 | 3 | - | 9 | - | - | - | - | - | - | - | 7 |
| Pilot | 11 | 12 | 12 | 5 | 2 | 3 | - | 9 | - | - | - | - | - | - | - | 1 |
| Gunnery | 7 | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - |
| Instrument Trainer | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 6 |
| Other | - | - | 29 | - | - | - | - | - | - | - | - | - | - | - | - | - |

a/ No graduates reported for 3rd quarter, 1947.

b/ B-29 designated Heavy Bombardment, September 1947.

Table 64.-- FOREIGN FLYING TRAINING STUDENTS TRAINED BY AAF --- NUMBER OF ELIMINEES, BY TYPE OF COURSE: ANNUALLY, PRIOR TO 1942 AND QUARTERLY, 1942 THROUGH DEC 1947

| Course | Total | Prior to 1942 | 1942 | | | | | | | 1943 | | | | | | |
|------------------------------------|--------------|---------------|--------------|------------|------------|--------------|------------|-----------|------------|------------|------------|------------|------------|-----------|-----------|------------|
| | | | 1942 | 1943 | 1944 | 1945 | 1946 | 1947 | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr |
| Total | 6,223 | 1,139 | 2,267 | 436 | 915 | 1,161 | 236 | 71 | 950 | 798 | 347 | 172 | 101 | 38 | 27 | 220 |
| Pre-Flight | 153 | - | - | 10 | 31 | 54 | 58 | - | - | - | - | - | - | - | 4 | 6 |
| Pilot Training - Total | 5,913 | 1,139 | 2,263 | 401 | 843 | 1,032 | 164 | 71 | 950 | 798 | 346 | 169 | 101 | 33 | 65 | 202 |
| Primary | 4,089 | 1,088 | 1,635 | 257 | 523 | 503 | 70 | 13 | 794 | 552 | 253 | 36 | 14 | 17 | 58 | 168 |
| Basic | 1,173 | 49 | 486 | 74 | 170 | 315 | 50 | 29 | 137 | 181 | 61 | 107 | 41 | 5 | 6 | 22 |
| Advanced - Total | 489 | 2 | 142 | 68 | 77 | 141 | 30 | 29 | 19 | 65 | 32 | 26 | 44 | 11 | 1 | 12 |
| Single Engine | 320 | 2 | 89 | 42 | 58 | 95 | 8 | 26 | 12 | 41 | 20 | 16 | 28 | 7 | 1 | 6 |
| Two Engines | 169 | - | 53 | 26 | 19 | 46 | 22 | 3 | 7 | 24 | 12 | 10 | 16 | 4 | - | 6 |
| Four Engines | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Jet | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Transition - Total | 162 | - | - | 2 | 73 | 73 | 14 | - | - | - | - | - | 2 | - | - | - |
| Fighter Single Eng | 109 | - | - | - | 41 | 54 | 14 | - | - | - | - | - | - | - | - | - |
| Medium Bombardment | 46 | - | - | - | 27 | 19 | - | - | - | - | - | - | - | - | - | - |
| Heavy Bombardment | 7 | - | - | 2 | 5 | - | - | - | - | - | - | - | 2 | - | - | - |
| Bombardier | 2 | - | 1 | 1 | - | - | - | - | - | - | - | 1 | - | - | - | 1 |
| Navigation | 21 | - | - | 1 | 11 | 11 | - | - | - | - | - | - | - | 1 | - | - |
| Bombardier-Navigation | 78 | - | - | - | 11 | 55 | 12 | - | - | - | - | - | - | - | - | - |
| Flexible Gunnery | 29 | - | - | 11 | 9 | 9 | - | - | - | - | - | - | - | - | - | 11 |
| Instructor Training - Total | 19 | - | - | 9 | 10 | - | - | - | - | - | - | - | - | 2 | 6 | - |
| Pilot | 18 | - | - | 9 | 9 | - | - | - | - | - | - | - | - | 3 | 6 | - |
| Gunnery | 1 | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - |
| Other | 6 | - | 3 | 3 | - | - | - | - | - | - | 1 | 2 | - | 1 | 2 | - |

| Course | 1944 | | | | 1945 | | | | 1946 | | | | 1947 | | | |
|---|------------|------------|------------|------------|------------|------------|------------|------------|-----------|-----------|-----------|-----------|-----------|-----------|----------|----------|
| | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr |
| Total | 207 | 179 | 188 | 341 | 295 | 438 | 244 | 184 | 60 | 46 | 92 | 36 | 51 | 11 | 3 | 6 |
| Pre-Flight | 2 | - | 4 | 25 | 16 | 21 | 16 | 1 | - | 25 | 22 | - | - | - | - | - |
| Pilot Training - Total | 195 | 167 | 166 | 315 | 272 | 398 | 200 | 162 | 48 | 21 | 59 | 36 | 51 | 11 | 2 | 6 |
| Primary | 142 | 95 | 86 | 200 | 143 | 235 | 74 | 51 | 31 | 10 | 23 | 6 | 11 | 2 | - | - |
| Basic | 33 | 40 | 18 | 79 | 76 | 116 | 82 | 41 | - | 1 | 29 | 20 | 18 | 2 | 3 | 6 |
| Advanced - Total | 16 | 21 | 22 | 18 | 25 | 39 | 30 | 47 | 14 | - | 7 | 9 | 22 | 7 | - | - |
| Single Engine | 16 | 17 | 9 | 16 | 21 | 27 | 19 | 28 | - | - | 4 | 4 | 19 | 7 | - | - |
| Two Engines | - | 4 | 13 | 2 | 4 | 12 | 11 | 19 | 14 | - | 3 | 5 | 3 | - | - | - |
| Four Engines | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Jet | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Transition - Total | 4 | 11 | 40 | 18 | 28 | 8 | 14 | 23 | 3 | 10 | - | 1 | - | - | - | - |
| Fighter Single Engine | 1 | - | 26 | 14 | 12 | 5 | 14 | 23 | 3 | 10 | - | 1 | - | - | - | - |
| Medium Bombardment | 3 | 11 | 10 | 3 | 16 | 3 | - | - | - | - | - | - | - | - | - | - |
| Heavy Bombardment | - | - | 4 | 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Bombardier | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Navigation | 1 | 2 | 8 | - | 2 | - | 7 | 1 | - | - | - | - | - | - | - | - |
| Bombardier-Navigation | 5 | 5 | 6 | - | 2 | 15 | 20 | 17 | 12 | - | - | - | - | - | - | - |
| Flexible Gunnery | 1 | 4 | 3 | 1 | 1 | 4 | 1 | 2 | - | - | - | - | - | - | - | - |
| Instructor Training - Total | 8 | 1 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Pilot | 7 | 1 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Gunnery | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Other | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

s/ B-29 designated Heavy Bombardment, September 1947.

Table 66.-- TECHNICAL TRAINING STUDENTS UNDER INSTRUCTION, BY TYPE OF COURSE: QUARTERLY, SEP 1939 THROUGH DEC 1947

| Course | 1939 | | 1940 | | | | 1941 | | | | 1942 | | | | 1943 | | | |
|---|-------|-------|-------|-------|-------|--------|--------|--------|--------|--------|--------|--------|---------|---------|---------|---------|---------|--------|
| | Sep | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec |
| US White and Colored - Total . . . | 1,423 | 3,296 | 3,914 | 4,280 | 4,941 | 11,557 | 18,258 | 22,309 | 24,054 | 26,205 | 56,764 | 79,801 | 126,072 | 175,832 | 185,981 | 166,415 | 124,894 | 97,136 |
| Officer & Officer Candidate-Total | - | - | - | 194 | - | - | 682 | 356 | 1,327 | 881 | 1,749 | 8,678 | 12,716 | 12,606 | 12,805 | 11,178 | 8,400 | 8,788 |
| Administrative | - | - | - | - | - | - | - | - | - | - | 500 | 6,581 | 9,733 | 8,806 | 5,409 | 3,267 | 3,045 | 2,934 |
| Aircraft Maintenance - Total . . . | - | - | - | 194 | - | - | 97 | - | 394 | 201 | 185 | 641 | 825 | 1,075 | 1,691 | 2,293 | 1,878 | 1,893 |
| Engineering - Total | - | - | - | 194 | - | - | 97 | - | 394 | 201 | 185 | 641 | 825 | 1,075 | 1,691 | 2,293 | 1,878 | 1,893 |
| Engineering Maint Cadet | - | - | - | 194 | - | - | 97 | - | - | 201 | 185 | 503 | - | 935 | 1,594 | 1,873 | 1,390 | 1,126 |
| Engineering Officer Maint. | - | - | - | - | - | - | - | - | 394 | - | - | - | 825 | 133 | 409 | 296 | 498 | - |
| Flight Engineer | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 165 | 250 | - |
| Pre-Flight Engineer | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Weight & Balance Control | - | - | - | - | - | - | - | - | - | - | - | - | - | 7 | 57 | 11 | 27 | 19 |
| Helicopter Training | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Armament and Ordnance | - | - | - | - | - | - | 84 | 127 | 333 | 366 | 386 | 404 | 470 | 337 | 271 | 341 | 37 | 70 |
| Cold Weather Flying | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 17 |
| Communications & Electronics-Total | - | - | - | - | - | - | 122 | 124 | 123 | 123 | 180 | 515 | 811 | 611 | 1,047 | 1,039 | 1,190 | 1,775 |
| Radar - Total | - | - | - | - | - | - | - | - | - | - | 1 | 12 | 8 | 102 | - | - | - | 396 |
| Air Radar | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 17 |
| Radar Air Intelligence | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 131 |
| Radar Maintenance | - | - | - | - | - | - | - | - | - | - | - | 12 | 8 | - | - | - | - | - |
| Radar Observer Bombardier(BTO) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Radar Observer Night Ftr Cadet . . . | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | 209 |
| Radar Observer (RCM) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 31 |
| Other | - | - | - | - | - | - | - | - | - | - | - | - | - | 102 | - | - | - | 8 |
| Cryptography | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 45 | 58 | 20 |
| Other (Radio, etc.) | - | - | - | - | - | - | 122 | 124 | 123 | 123 | 179 | 503 | 803 | 509 | 1,047 | 994 | 1,132 | 1,359 |
| Emergency Rescue Boat | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 263 | - |
| Firefighter-Crash Rescueman | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Intelligence | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Link Trainer | - | - | - | - | - | - | - | - | - | - | - | - | 6 | 5 | 14 | 13 | 19 | 23 |
| Navigator-Bombardier-Radar | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Navigator-Instructor-Radar | - | - | - | - | - | - | 215 | - | 255 | - | - | - | - | - | - | - | - | - |
| Photography | - | - | - | - | - | - | 52 | 105 | 75 | 37 | 78 | 93 | 24 | 137 | 273 | 334 | 227 | 126 |
| Polar Indoctrination Instructor . . . | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Weather | - | - | - | - | - | - | 112 | - | 157 | 154 | 420 | 444 | 847 | 1,635 | 4,100 | 3,891 | 1,741 | 1,949 |
| Other | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 |
| Enlisted Personnel - Total | 1,423 | 3,296 | 3,914 | 4,086 | 4,941 | 11,557 | 17,576 | 21,453 | 22,717 | 35,324 | 55,015 | 71,123 | 113,356 | 163,226 | 172,176 | 155,237 | 116,494 | 88,348 |
| Aircraft Maintenance | 901 | 1,948 | 2,448 | 2,735 | 3,402 | 8,730 | 12,633 | 14,765 | 14,102 | 23,241 | 37,703 | 53,625 | 66,974 | 90,768 | 99,064 | 76,128 | 55,253 | 41,210 |
| Armament and Ordnance | 130 | 273 | 292 | 238 | 217 | 369 | 852 | 1,449 | 2,364 | 3,521 | 3,969 | 4,350 | 10,083 | 12,785 | 14,991 | 14,588 | 11,699 | 10,225 |
| Communications & Electronics-Total | 177 | 579 | 662 | 729 | 663 | 1,756 | 3,199 | 4,241 | 4,587 | 6,783 | 10,407 | 10,988 | 26,788 | 45,822 | 44,358 | 42,092 | 37,286 | 29,053 |
| Radar | - | - | - | - | - | - | - | - | - | - | 323 | 362 | 1,851 | 1,955 | 1,955 | - | - | 1,905 |
| Other (Radio, etc.) | 177 | 579 | 662 | 729 | 663 | 1,756 | 3,199 | 4,241 | 4,587 | 6,783 | 10,084 | 10,626 | 26,426 | 44,141 | 42,403 | 42,092 | 37,286 | 27,148 |
| Emergency Rescue Boat | - | - | - | - | - | - | - | - | - | - | - | 54 | - | - | - | - | - | 52 |
| Firefighter - Crash Rescueman | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Intelligence | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Link Trainer | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Photography | 72 | 102 | 111 | 79 | 84 | 145 | 128 | 99 | 319 | 247 | 355 | 396 | 2,084 | 2,493 | 2,688 | 1,596 | 1,141 | 751 |
| Polar Indoctrination Instructor . . . | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Weather | 17 | 29 | 69 | - | 196 | 180 | 200 | 426 | 409 | 552 | 671 | - | 1,682 | 1,647 | 6,484 | 9,693 | 5,939 | 4,873 |
| Other | 126 | 365 | 332 | 305 | 379 | 377 | 564 | 973 | 936 | 980 | 1,910 | 1,710 | 5,745 | 9,541 | 5,591 | 11,140 | 5,176 | 2,184 |

Table 66.-- TECHNICAL TRAINING STUDENTS UNDER INSTRUCTION, BY TYPE OF COURSE: QUARTERLY, SEP 1939 THROUGH DEC 1947 -- Continued

| Course | 1944 | | | | 1945 | | | | 1946 | | | | 1947 | | | |
|--|--------|--------|--------|--------|--------|--------|--------|-------|--------|--------|--------|--------|--------|--------|--------|-------|
| | Mar | Jun | Sep | Dec | Mar | Jun | Aug a/ | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec |
| US White and Colored - Total | 67,594 | 70,555 | 58,306 | 59,057 | 52,337 | 50,588 | 54,696 | 8,624 | 12,933 | 22,115 | 29,405 | 26,673 | 20,166 | 14,959 | 11,211 | 9,802 |
| Officer and Officer Candidate - Total | 8,222 | 5,034 | 4,405 | 5,755 | 7,577 | 9,140 | 4,310 | 580 | 818 | 861 | 1,054 | 1,295 | 1,520 | 871 | 1,193 | 988 |
| Administrative | 2,376 | 965 | 369 | 258 | 287 | 329 | 324 | 58 | 66 | 174 | 332 | 309 | 347 | 20 | 187 | 26 |
| Aircraft Maintenance - Total | 1,740 | 711 | 1,170 | 2,165 | 3,347 | 5,884 | 1,153 | 364 | 416 | 392 | 236 | 251 | 193 | 84 | 51 | 89 |
| Engineering - Total | 1,740 | 711 | 1,170 | 2,162 | 3,347 | 5,884 | 1,153 | 364 | 416 | 392 | 236 | 250 | 193 | 84 | 51 | 89 |
| Engineering Maintenance Cadet | 980 | 86 | 594 | 42 | - | - | - | - | - | - | - | - | - | - | - | - |
| Engineering Officer Maintenance | 510 | 420 | 325 | 474 | 589 | 821 | 697 | 342 | 416 | 373 | 228 | 242 | 187 | 67 | 51 | 89 |
| Flight Engineer | 231 | 184 | 3 | 891 | 1,680 | 3,540 | - | 22 | - | 19 | 8 | 8 | 6 | 17 | - | - |
| Preflight Engineer | - | - | 225 | 730 | 1,064 | 1,507 | 455 | - | - | - | - | - | - | - | - | - |
| Weight and Balance Control | 19 | 21 | 23 | 25 | 14 | 16 | 1 | - | - | - | - | - | - | - | - | - |
| Helicopter Training | - | - | - | 3 | - | - | - | - | - | - | - | - | 1 | - | - | - |
| Armament and Ordnance | 577 | 117 | 209 | 310 | 341 | 219 | 119 | 17 | 24 | 51 | 24 | 46 | 117 | 55 | 81 | 75 |
| Communications and Electronics - Total | 1,901 | 2,299 | 2,333 | 2,927 | 3,442 | 2,470 | 2,426 | 80 | 171 | 115 | 228 | 348 | 447 | 438 | 486 | 467 |
| Radar - Total | 339 | 690 | 1,122 | 2,193 | 2,605 | 2,438 | 2,229 | 39 | 44 | 43 | 52 | 144 | 260 | 291 | 301 | 261 |
| Air Radar | 225 | 1 | 214 | 312 | 255 | 129 | 74 | 39 | 44 | 43 | 51 | 144 | 260 | 148 | 184 | 167 |
| Radar Air Intelligence | - | 220 | - | - | 32 | 39 | 50 | - | - | - | - | - | - | - | - | - |
| Radar Maintenance | - | - | 19 | 3 | 24 | 10 | 10 | - | - | - | - | - | - | - | - | - |
| Radar Observer Bombardier (BTO) | - | 223 | 545 | 1,748 | 1,776 | 1,783 | 2,055 | - | - | - | - | - | - | - | - | - |
| Radar Observer Night Fighter Cadet | 98 | 189 | 87 | 72 | 86 | 83 | 40 | - | - | - | - | - | - | - | - | - |
| Radar Observer (RCM) | 10 | 45 | 196 | 35 | 20 | - | - | - | - | - | - | - | - | - | - | - |
| Other | 6 | 12 | 61 | 23 | 412 | 394 | - | - | - | - | 1 | - | - | 143 | 117 | 94 |
| Cryptography | 63 | - | - | 54 | 60 | 9 | 2 | 1 | 1 | - | - | - | - | 7 | 4 | - |
| Other (Radio, etc.) | 1,499 | 1,609 | 1,211 | 680 | 777 | 23 | 195 | 40 | 126 | 72 | 176 | 204 | 187 | 140 | 181 | 206 |
| Emergency Rescue Boat | - | 42 | 5 | 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Firefighter - Crash Rescuer | - | - | - | - | - | - | - | - | - | - | - | 2 | 10 | - | - | 1 |
| Intelligence | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 55 | 45 |
| Link Trainer | 20 | 17 | 20 | 6 | 19 | 3 | 4 | - | - | - | 1 | 9 | 6 | - | - | - |
| Navigator - Bombardier - Radar | 96 | 123 | 116 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Navigator - Instructor - Radar | - | - | 10 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Photography | 73 | 730 | 100 | 39 | 47 | 43 | 31 | 32 | 32 | 14 | 57 | 48 | 45 | 21 | 20 | 17 |
| Polar Indoctrination Instructor | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Weather | 1,439 | 30 | 73 | 49 | 114 | 183 | 247 | 22 | 52 | 115 | 175 | 282 | 353 | 252 | 313 | 268 |
| Other | - | - | - | - | - | 9 | 6 | 7 | 57 | - | 1 | - | 12 | 1 | - | - |
| Enlisted Personnel - Total | 59,372 | 65,561 | 53,901 | 53,302 | 44,740 | 41,448 | 50,386 | 8,044 | 12,115 | 21,254 | 28,351 | 25,378 | 18,636 | 14,088 | 10,018 | 8,814 |
| Aircraft Maintenance | 19,652 | 20,189 | 14,350 | 17,206 | 17,886 | 24,950 | 25,460 | 3,410 | 1,794 | 2,669 | 6,540 | 7,474 | 6,517 | 6,034 | 4,407 | 3,306 |
| Armament and Ordnance | 9,689 | 7,155 | 6,179 | 3,912 | 2,359 | 3,668 | 4,077 | 205 | 306 | 1,828 | 3,142 | 1,985 | 1,336 | 773 | 519 | 525 |
| Communications and Electronics | 28,163 | 37,378 | 32,397 | 21,494 | 23,519 | 10,923 | 13,879 | 1,104 | 4,621 | 5,689 | 8,234 | 7,502 | 5,398 | 2,947 | 2,396 | 2,428 |
| Radar | 3,274 | 4,231 | 6,262 | 7,368 | 6,721 | 4,166 | 4,079 | 290 | 139 | 1,223 | 3,005 | 3,267 | 2,327 | 1,055 | 820 | 642 |
| Other (Radio, etc.) | 24,889 | 33,147 | 26,135 | 14,126 | 16,798 | 6,757 | 9,800 | 814 | 4,482 | 4,466 | 5,229 | 4,235 | 3,071 | 1,892 | 1,576 | 1,786 |
| Emergency Rescue Boat | - | - | 14 | 23 | - | - | - | - | - | - | - | - | - | - | - | - |
| Firefighter - Crash Rescuer | - | - | - | - | - | - | - | - | - | - | - | 255 | 45 | 20 | 20 | 43 |
| Intelligence | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 46 | 7 |
| Photography | 475 | 273 | 424 | 625 | 458 | 710 | 1,733 | 149 | 245 | 924 | 1,449 | 1,032 | 660 | 404 | 173 | 5 |
| Polar Indoctrination Instructor | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Weather | 1,222 | 57 | - | 131 | 98 | 116 | 345 | 933 | 2,092 | 1,849 | 755 | 621 | 614 | 660 | 411 | 270 |
| Other | 171 | 509 | 537 | 9,911 | 420 | 1,041 | 4,892 | 2,243 | 3,057 | 8,295 | 8,231 | 6,509 | 4,066 | 3,250 | 2,046 | 2,230 |

a/ September figures not available.

Table 67.-- TECHNICAL TRAINING GRADUATES, BY TYPE OF COURSE: ANNUALLY AND QUARTERLY, 3RD QUARTER 1939 THROUGH DEC 1947

| Course | Total | 1939 (Jul- Dec) | 1940 | 1941 | 1942 | 1943 | 1944 | 1945 | 1946 | 1947 | 1939 | | 1940 | | | |
|--|------------------|-----------------------|---------------|---------------|----------------|----------------|----------------|----------------|---------------|---------------|------------|--------------|--------------|--------------|--------------|--------------|
| | | | | | | | | | | | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr |
| US White and Colored - Total | 1,597,491 | 1,588 | 14,375 | 43,028 | 286,411 | 615,628 | 311,330 | 199,008 | 63,389 | 62,734 | 369 | 1,219 | 3,481 | 4,414 | 3,475 | 3,005 |
| Officer and Officer Candidate - Total | 135,044 | - | - | 1,402 | 30,802 | 40,385 | 27,812 | 29,067 | 2,640 | 2,936 | - | - | - | - | - | - |
| Administrative | 54,979 | - | - | - | 24,856 | 21,959 | 5,079 | 1,222 | 878 | 985 | - | - | - | - | - | - |
| Aircraft Maintenance - Total | 34,910 | - | - | 571 | 1,828 | 6,980 | 8,808 | 15,317 | 945 | 461 | - | - | - | - | - | - |
| Engineering - Total | 34,902 | - | - | 571 | 1,828 | 6,980 | 8,808 | 15,312 | 942 | 461 | - | - | - | - | - | - |
| Engineering Maintenance Cadet | 5,812 | - | - | 571 | 888 | 2,521 | 1,783 | 49 | - | - | - | - | - | - | - | - |
| Engineering Officer Maintenance | 17,436 | - | - | - | 934 | 3,068 | 4,278 | 7,869 | 838 | 449 | - | - | - | - | - | - |
| Flight Engineer | 8,610 | - | - | - | - | 388 | 1,652 | 6,509 | 49 | 12 | - | - | - | - | - | - |
| Pre-Flight Engineer | 1,425 | - | - | - | - | - | 1,095 | 330 | - | - | - | - | - | - | - | - |
| Weight and Balance Control | 1,619 | - | - | - | 6 | 1,003 | - | 555 | 55 | - | - | - | - | - | - | - |
| Helicopter Training | 8 | - | - | - | - | - | - | 5 | 3 | - | - | - | - | - | - | - |
| Armament and Ordnance | 5,678 | - | - | 356 | 1,425 | 1,678 | 823 | 1,077 | 72 | 247 | - | - | - | - | - | - |
| Cold Weather Flying | 84 | - | - | - | - | 34 | 25 | 25 | - | - | - | - | - | - | - | - |
| Communications and Electronics - Total | 28,431 | - | - | 237 | 1,636 | 4,825 | 10,059 | 10,900 | 246 | 528 | - | - | - | - | - | - |
| Radar - Total | 14,543 | - | - | - | 54 | 662 | 4,248 | 9,359 | 64 | 156 | - | - | - | - | - | - |
| Air Radar | 1,165 | - | - | - | - | 38 | 393 | 599 | 58 | 77 | - | - | - | - | - | - |
| Radar Air Intelligence | 755 | - | - | - | - | 108 | 324 | 323 | - | - | - | - | - | - | - | - |
| Radar Maintenance | 276 | - | - | - | 31 | 52 | 41 | 152 | - | - | - | - | - | - | - | - |
| Radar Observer Bombardier (BTO) | 8,233 | - | - | - | - | - | 1,882 | 6,351 | - | - | - | - | - | - | - | - |
| Radar Observer Night Fighter Cadet | 1,115 | - | - | - | 5 | 120 | 687 | 303 | - | - | - | - | - | - | - | - |
| Radar Observer (RCM) | 535 | - | - | - | - | 38 | 427 | 69 | 1 | - | - | - | - | - | - | - |
| Other | 2,464 | - | - | - | 18 | 306 | 494 | 1,562 | 5 | 79 | - | - | - | - | - | - |
| Cryptography | 991 | - | - | - | - | 294 | 361 | 290 | - | 46 | - | - | - | - | - | - |
| Other (Radio, etc.) | 12,897 | - | - | 237 | 1,582 | 3,869 | 5,450 | 1,251 | 182 | 326 | - | - | - | - | - | - |
| Emergency Rescue Boat | 13 | - | - | - | - | - | 13 | - | - | - | - | - | - | - | - | - |
| Firefighter - Crash Rescueman | 17 | - | - | - | - | - | - | - | - | 17 | - | - | - | - | - | - |
| Intelligence | 9 | - | - | - | - | - | - | - | - | 9 | - | - | - | - | - | - |
| Link Trainer | 269 | - | - | - | 12 | 84 | 99 | 46 | 14 | 14 | - | - | - | - | - | - |
| Navigator - Bombardier - Radar | 990 | - | - | - | - | - | 990 | - | - | - | - | - | - | - | - | - |
| Navigator - Instructor - Radar | 62 | - | - | - | - | - | 62 | - | - | - | - | - | - | - | - | - |
| Photography | 2,421 | - | - | 126 | 475 | 1,027 | 537 | 84 | 90 | 82 | - | - | - | - | - | - |
| Polar Indoctrination Instructor | 78 | - | - | - | - | - | - | - | - | 78 | - | - | - | - | - | - |
| Weather | 6,679 | - | - | 112 | 570 | 3,732 | 1,316 | 381 | 86 | 482 | - | - | - | - | - | - |
| Other | 424 | - | - | - | - | 66 | 1 | 15 | 309 | 33 | - | - | - | - | - | - |
| Enlisted Personnel - Total | 1,462,447 | 1,588 | 14,375 | 41,626 | 255,609 | 575,243 | 283,518 | 169,941 | 60,749 | 59,798 | 369 | 1,219 | 3,481 | 4,414 | 3,475 | 3,005 |
| Aircraft Maintenance | 746,655 | 872 | 8,932 | 27,407 | 159,903 | 299,042 | 128,849 | 86,280 | 11,544 | 23,826 | 236 | 636 | 2,108 | 2,749 | 2,114 | 1,961 |
| Armament and Ordnance | 166,878 | 151 | 1,396 | 3,927 | 26,895 | 79,461 | 38,553 | 9,784 | 3,667 | 3,004 | 44 | 147 | 363 | 435 | 350 | 248 |
| Communications and Electronics - Total | 322,255 | 292 | 2,148 | 5,825 | 38,276 | 98,015 | 99,320 | 56,582 | 9,801 | 11,996 | 57 | 235 | 563 | 689 | 658 | 238 |
| Radar | 84,393 | - | - | - | 2,634 | 7,816 | 34,082 | 30,645 | 2,627 | 6,589 | - | - | - | - | - | - |
| Other (Radio, etc.) | 237,862 | 292 | 2,148 | 5,825 | 35,642 | 90,199 | 65,238 | 25,937 | 7,174 | 5,407 | 57 | 235 | 563 | 689 | 658 | 238 |
| Emergency Rescue Boat | 414 | - | - | - | - | 297 | 69 | - | - | - | - | - | - | - | - | - |
| Firefighter - Crash Rescueman | 443 | - | - | - | - | - | - | - | - | 443 | - | - | - | - | - | - |
| Intelligence | 62 | - | - | - | - | - | - | - | - | 62 | - | - | - | - | - | - |
| Photography | 20,161 | 118 | 498 | 871 | 3,487 | 7,606 | 2,172 | 1,368 | 1,524 | 2,517 | 23 | 95 | 142 | 173 | 125 | 58 |
| Polar Indoctrination Instructor | 115 | - | - | - | - | - | - | - | - | 115 | - | - | - | - | - | - |
| Weather | 24,955 | 14 | 238 | 803 | 3,092 | 9,116 | 4,856 | 897 | 4,284 | 1,655 | - | 14 | 17 | 80 | 10 | 131 |
| Other | 180,509 | 101 | 1,163 | 2,793 | 23,956 | 81,706 | 9,699 | 14,982 | 29,929 | 16,180 | 9 | 92 | 288 | 288 | 218 | 369 |

Table 67.-- TECHNICAL TRAINING GRADUATES, BY TYPE OF COURSE; ANNUALLY AND QUARTERLY, 3RD QUARTER 1939 THROUGH DEC 1947-- Continued

| Course | 1941 | | | | 1942 | | | | 1943 | | | | 1944 | | | |
|--|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr |
| US White and Colored - Total | 4,215 | 9,772 | 12,188 | 16,853 | 18,850 | 57,597 | 79,324 | 130,540 | 178,173 | 187,986 | 149,095 | 100,374 | 100,398 | 66,792 | 71,788 | 72,352 |
| Officer and Officer Candidate - Total | - | 360 | 345 | 697 | 916 | 3,534 | 10,920 | 15,432 | 11,898 | 11,302 | 9,617 | 7,568 | 8,044 | 7,046 | 5,807 | 6,915 |
| Administrative | - | - | - | - | - | 2,860 | 9,220 | 12,776 | 9,783 | 6,690 | 2,943 | 2,543 | 2,555 | 811 | 1,110 | 603 |
| Aircraft Maintenance - Total | - | 97 | 191 | 283 | 289 | 125 | 639 | 775 | 959 | 1,595 | 2,354 | 2,072 | 1,820 | 2,524 | 1,712 | 2,752 |
| Engineering - Total | - | 97 | 191 | 283 | 289 | 125 | 639 | 775 | 959 | 1,595 | 2,354 | 2,072 | 1,820 | 2,524 | 1,712 | 2,752 |
| Engineering Maintenance Cadet | - | 97 | 191 | 283 | 289 | 87 | 346 | 166 | - | 391 | 1,332 | 798 | 465 | 485 | 391 | 442 |
| Engineering Officer Maintenance | - | - | - | - | - | 38 | 293 | 603 | 720 | 945 | 589 | 814 | 820 | 1,482 | 1,099 | 877 |
| Flight Engineer | - | - | - | - | - | - | - | - | - | 6 | 156 | 186 | 259 | 268 | - | 1,125 |
| Pre-Flight Engineer | - | - | - | - | - | - | - | - | - | - | - | - | 276 | 289 | 222 | 308 |
| Weight and Balance Control | - | - | - | - | - | - | - | 6 | 239 | 253 | 237 | 274 | - | - | - | - |
| Helicopter Training | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Armament and Ordnance | - | 38 | 92 | 226 | 279 | 333 | 411 | 402 | 311 | 627 | 502 | 238 | 128 | 94 | 331 | 270 |
| Cold Weather Flying | - | - | - | - | - | - | - | - | - | - | - | 34 | 25 | - | - | - |
| Communications and Electronics - Total | - | 61 | 62 | 114 | 176 | 117 | 505 | 838 | 605 | 1,616 | 1,260 | 1,344 | 2,746 | 2,359 | 2,004 | 2,950 |
| Radar - Total | - | - | - | - | 4 | 1 | 13 | 36 | 152 | 168 | - | 342 | 351 | 930 | 1,169 | 1,798 |
| Air Radar | - | - | - | - | - | - | - | - | - | - | - | 38 | 34 | 59 | 109 | 191 |
| Radar Air Intelligence | - | - | - | - | - | - | - | - | - | - | - | 108 | 64 | 121 | 50 | 89 |
| Radar Maintenance | - | - | - | - | - | - | 9 | 22 | 13 | 39 | - | - | - | - | 13 | 28 |
| Radar Observer Bombardier (BTO) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 728 | 1,154 |
| Radar Observer Night Fighter Cadet | - | - | - | - | 4 | 1 | - | - | - | - | - | 120 | 100 | 392 | 112 | 83 |
| Radar Observer (ROK) | - | - | - | - | - | - | - | - | - | - | - | 38 | 91 | 94 | 62 | 180 |
| Other | - | - | - | - | - | - | 4 | 14 | 199 | 129 | 38 | 62 | 264 | 95 | 73 | 73 |
| Cryptography | - | - | - | - | - | - | - | - | - | 100 | 77 | 117 | 61 | 115 | 107 | 78 |
| Other (Radio, etc.) | - | 61 | 62 | 114 | 172 | 116 | 492 | 802 | 453 | 1,348 | 1,183 | 885 | 2,334 | 1,314 | 728 | 1,074 |
| Emergency Rescue Boat | - | - | - | - | - | - | - | - | - | - | - | 8 | - | - | - | 5 |
| Firefighter - Crash Rescueman | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Intelligence | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Link Trainer | - | - | - | - | - | 1 | - | 11 | 14 | 14 | 26 | 30 | 23 | 18 | 23 | 35 |
| Navigator - Bombardier - Radar | - | - | - | - | - | - | - | - | - | - | - | - | 159 | 248 | 466 | 117 |
| Navigator - Instructor - Radar | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 44 | 18 |
| Photography | - | 52 | - | 74 | 23 | 98 | 145 | 209 | 225 | 381 | 189 | 232 | 119 | 270 | 53 | 95 |
| Polar Indoctrination Instructor | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Weather | - | 112 | - | - | 149 | - | - | 421 | 1 | 379 | 2,343 | 1,009 | 460 | 722 | 64 | 70 |
| Other | - | - | - | - | - | - | - | - | - | - | - | 66 | 1 | - | - | - |
| Enlisted Personnel - Total | 4,215 | 9,412 | 11,843 | 16,156 | 17,934 | 54,063 | 68,404 | 115,208 | 166,275 | 176,684 | 139,478 | 92,806 | 92,354 | 59,746 | 65,981 | 65,437 |
| Aircraft Maintenance | 2,886 | 6,385 | 8,049 | 10,087 | 10,347 | 38,057 | 46,744 | 64,755 | 89,564 | 86,118 | 74,586 | 48,774 | 48,837 | 26,914 | 27,279 | 25,819 |
| Armament and Ordnance | 362 | 727 | 958 | 1,880 | 2,951 | 4,162 | 6,314 | 13,468 | 17,507 | 30,639 | 20,432 | 10,883 | 8,150 | 12,605 | 9,412 | 8,386 |
| Communications and Electronics - Total | 384 | 1,388 | 1,548 | 2,505 | 2,748 | 7,859 | 7,951 | 19,718 | 30,609 | 25,441 | 20,915 | 21,050 | 28,292 | 17,635 | 25,925 | 27,468 |
| Radar | - | - | - | - | 158 | 660 | 594 | 1,222 | 2,878 | 2,272 | 85 | 2,581 | 3,059 | 6,796 | 9,848 | 14,379 |
| Other (Radio, etc.) | 384 | 1,388 | 1,548 | 2,505 | 2,590 | 7,199 | 7,357 | 18,496 | 27,731 | 23,169 | 20,830 | 18,469 | 25,233 | 10,839 | 16,077 | 13,089 |
| Emergency Rescue Boat | - | - | - | - | - | - | - | - | - | - | 72 | 225 | 52 | - | - | 17 |
| Firefighter - Crash Rescueman | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Intelligence | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Photography | 130 | 175 | 145 | 421 | 317 | 449 | 577 | 2,144 | 2,411 | 2,500 | 1,559 | 1,136 | 872 | 490 | 347 | 463 |
| Polar Indoctrination Instructor | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Weather | 120 | 145 | 243 | 295 | 372 | 544 | 824 | 1,352 | 1,617 | 1,267 | 4,231 | 2,001 | 3,454 | 1,294 | 51 | 57 |
| Other | 333 | 592 | 900 | 968 | 1,199 | 2,992 | 5,994 | 13,771 | 24,567 | 30,719 | 17,683 | 8,737 | 2,697 | 808 | 2,967 | 3,227 |

Table 67.-- TECHNICAL TRAINING GRADUATES, BY TYPE OF COURSE; ANNUALLY AND QUARTERLY, 3RD QUARTER 1939 THROUGH DEC 1947 -- Continued

| Course | 1945 | | | | 1946 | | | | 1947 | | | |
|--|---------------|---------------|-----------------------|-----------------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|
| | 1st Qtr | 2nd Qtr | 3rd Qtr ^{a/} | 4th Qtr ^{b/} | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr |
| US White and Colored - Total | 62,855 | 60,149 | 61,380 | 34,624 | 6,821 | 13,422 | 23,040 | 20,106 | 20,609 | 18,398 | 13,414 | 10,313 |
| Officer and Officer Candidate - Total | 7,779 | 10,488 | 7,316 | 2,484 | 356 | 540 | 1,135 | 609 | 970 | 936 | 449 | 581 |
| Administrative | 260 | 343 | 283 | 336 | 38 | 44 | 499 | 297 | 427 | 345 | 22 | 191 |
| Aircraft Maintenance - Total | 3,923 | 5,566 | 3,959 | 1,869 | 253 | 83 | 459 | 150 | 214 | 160 | 68 | 19 |
| Engineering - Total | 3,923 | 5,566 | 3,954 | 1,869 | 253 | 83 | 456 | 150 | 214 | 160 | 68 | 19 |
| Engineering Maintenance Cadet | 49 | - | - | - | - | - | - | - | - | - | - | - |
| Engineering Officer Maintenance | 1,954 | 3,132 | 2,104 | 682 | 227 | 76 | 397 | 138 | 206 | 156 | 68 | 19 |
| Flight Engineer | 1,663 | 2,249 | 1,814 | 783 | 17 | 7 | 19 | 6 | 6 | 4 | - | - |
| Pre-Flight Engineer | - | - | - | 330 | - | - | - | - | - | - | - | - |
| Weight and Balance Control | 260 | 185 | 36 | 74 | 9 | - | 40 | 6 | - | - | - | - |
| Helicopter Training | - | - | 5 | - | - | - | 3 | - | - | - | - | - |
| Armament and Ordnance | 282 | 433 | 269 | 93 | 5 | 4 | 49 | 14 | 53 | 103 | 44 | 47 |
| Cold Weather Flying | 18 | 7 | - | - | - | - | - | - | - | - | - | - |
| Communications and Electronics - Total | 3,206 | 3,997 | 2,723 | 974 | 35 | 112 | 60 | 39 | 121 | 141 | 152 | 114 |
| Radar - Total | 2,785 | 3,367 | 2,453 | 754 | 9 | 11 | 29 | 15 | 28 | 27 | 55 | 46 |
| Air Radar | 223 | 206 | 110 | 60 | 8 | 11 | 29 | 10 | 28 | 14 | 10 | 25 |
| Radar Air Intelligence | 105 | 88 | 87 | 43 | - | - | - | - | - | - | - | - |
| Radar Maintenance | 39 | 79 | 31 | 3 | - | - | - | - | - | - | - | - |
| Radar Observer Bombardier (BTO) | 1,873 | 2,104 | 1,764 | 610 | - | - | - | - | - | - | - | - |
| Radar Observer Night Fighter Cadet | 72 | 125 | 78 | 28 | - | - | - | - | - | - | - | - |
| Radar Observer (RCM) | 33 | 26 | - | 10 | 1 | - | - | - | - | - | - | - |
| Other | 440 | 739 | 383 | - | - | - | - | 5 | - | 13 | 45 | 21 |
| Cryptography | 154 | 124 | 9 | 3 | - | - | - | - | - | 13 | 20 | 13 |
| Other (Radio, etc.) | 267 | 506 | 261 | 217 | 26 | 101 | 31 | 24 | 93 | 101 | 77 | 55 |
| Emergency Rescue Boat | - | - | - | - | - | - | - | - | - | - | - | - |
| Firefighter - Crash Rescueman | - | - | - | - | - | - | - | - | 1 | 10 | 6 | - |
| Intelligence | - | - | - | - | - | - | - | - | - | - | - | 9 |
| Link Trainer | 13 | 25 | 3 | 5 | - | - | 13 | 1 | 8 | 6 | - | - |
| Navigator - Bombardier - Radar | - | - | - | - | - | - | - | - | - | - | - | - |
| Navigator - Instructor - Radar | - | - | - | - | - | - | - | - | - | - | - | - |
| Photography | 27 | 28 | 15 | 14 | 19 | 23 | 9 | 39 | 25 | 36 | 14 | 7 |
| Polar Indoctrination Instructor | - | - | - | - | - | - | - | - | - | - | 46 | 32 |
| Weather | 50 | 83 | 61 | 187 | - | - | 17 | 69 | 118 | 106 | 96 | 162 |
| Other | - | 6 | 3 | 6 | 6 | 274 | 29 | - | 3 | 29 | 1 | - |
| Enlisted Personnel - Total | 55,076 | 49,661 | 34,064 | 31,140 | 6,465 | 12,882 | 21,905 | 19,497 | 19,639 | 17,462 | 12,965 | 9,732 |
| Aircraft Maintenance | 25,858 | 25,753 | 19,250 | 15,419 | 2,531 | 1,581 | 2,795 | 4,637 | 6,255 | 6,824 | 5,969 | 4,778 |
| Armament and Ordnance | 3,585 | 2,643 | 2,115 | 1,441 | 40 | 325 | 1,416 | 1,886 | 1,102 | 970 | 555 | 377 |
| Communications and Electronics - Total | 23,851 | 18,028 | 8,322 | 6,381 | 557 | 3,801 | 1,729 | 3,714 | 5,074 | 4,199 | 1,722 | 1,001 |
| Radar | 13,637 | 9,469 | 4,216 | 3,323 | 58 | 120 | 287 | 2,162 | 3,004 | 2,592 | 805 | 188 |
| Other (Radio, etc.) | 10,214 | 8,559 | 4,106 | 3,058 | 499 | 3,681 | 1,442 | 1,552 | 2,070 | 1,607 | 917 | 813 |
| Emergency Rescue Boat | 35 | 13 | - | - | - | - | - | - | - | - | - | - |
| Firefighter - Crash Rescueman | - | - | - | - | - | - | - | - | 279 | 72 | 49 | 43 |
| Intelligence | - | - | - | - | - | - | - | - | - | - | - | 62 |
| Photography | 540 | 376 | 137 | 315 | 13 | 80 | 265 | 1,166 | 948 | 844 | 541 | 184 |
| Polar Indoctrination Instructor | - | - | - | - | - | - | - | - | - | - | 40 | 75 |
| Weather | 157 | 127 | 110 | 503 | 766 | 1,255 | 1,675 | 588 | 459 | 457 | 419 | 320 |
| Other | 1,050 | 2,721 | 4,130 | 7,081 | 2,558 | 5,840 | 14,025 | 7,506 | 5,522 | 4,096 | 3,670 | 2,892 |

a/ July and August

b/ September through December

Table 68.-- TECHNICAL TRAINING ELIMINEES AND FATALITIES, BY COURSE: ANNUALLY AND QUARTERLY, 3RD QUARTER 1939 THROUGH DEC 1947

| Course | Total | 1939 (Jul- Dec) | 1940 | 1941 | 1942 | 1943 | 1944 | 1945 | 1946 | 1947 | 1939 | | 1940 | | | |
|--|----------------|-----------------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|------------|------------|------------|------------|------------|------------|
| | | | | | | | | | | | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr |
| US White and Colored - Total | 342,956 | 220 | 1,042 | 5,480 | 28,152 | 96,035 | 77,265 | 85,811 | 27,384 | 21,566 | 38 | 182 | 157 | 287 | 228 | 370 |
| Officer and Officer Candidate - Total | 23,710 | - | - | 46 | 2,301 | 5,840 | 4,694 | 2,574 | 549 | 706 | - | - | - | - | - | - |
| Administrative | 6,999 | - | - | - | 1,955 | 3,200 | 1,010 | 420 | 222 | 192 | - | - | - | - | - | - |
| Aircraft Maintenance - Total | 5,846 | - | - | 14 | 26 | 123 | 392 | 5,064 | 155 | 72 | - | - | - | - | - | - |
| Engineering - Total | 5,845 | - | - | 14 | 26 | 123 | 392 | 5,064 | 155 | 71 | - | - | - | - | - | - |
| Engineering Maintenance Cadet | 270 | - | - | 14 | 7 | 51 | 198 | - | - | - | - | - | - | - | - | - |
| Engineering Officer Maintenance | 817 | - | - | - | 19 | 52 | 96 | 453 | 146 | 51 | - | - | - | - | - | - |
| Flight Engineer | 4,225 | - | - | - | - | 19 | 87 | 4,090 | 9 | 20 | - | - | - | - | - | - |
| Pre-Flight Engineer | 512 | - | - | - | - | - | 3 | 509 | - | - | - | - | - | - | - | - |
| Weight and Balance Control | 21 | - | - | - | - | 1 | 8 | 12 | - | - | - | - | - | - | - | - |
| Helicopter Training | 1 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - |
| Armament and Ordnance | 816 | - | - | 18 | 226 | 292 | 74 | 140 | 29 | 37 | - | - | - | - | - | - |
| Cold Weather Flying | 16 | - | - | - | - | 6 | - | 10 | - | - | - | - | - | - | - | - |
| Communications and Electronics - Total | 7,564 | - | - | 7 | 37 | 487 | 2,851 | 3,847 | 71 | 264 | - | - | - | - | - | - |
| Radar - Total | 5,630 | - | - | - | - | 232 | 1,755 | 3,399 | 24 | 220 | - | - | - | - | - | - |
| Air Radar | 293 | - | - | - | - | - | 28 | 56 | 24 | 185 | - | - | - | - | - | - |
| Radar Air Intelligence | 63 | - | - | - | - | 9 | 24 | 30 | - | - | - | - | - | - | - | - |
| Radar Maintenance | 13 | - | - | - | - | - | - | 13 | - | - | - | - | - | - | - | - |
| Radar Observer Bombardier (BTO) | 4,071 | - | - | - | - | - | 1,341 | 2,730 | - | - | - | - | - | - | - | - |
| Radar Observer Night Fighter Cadet | 83 | - | - | - | - | 22 | 44 | 17 | - | - | - | - | - | - | - | - |
| Radar Observer (RCM) | 39 | - | - | - | - | 2 | 28 | 9 | - | - | - | - | - | - | - | - |
| Other | 1,068 | - | - | - | - | 199 | 290 | 544 | - | 35 | - | - | - | - | - | - |
| Cryptography | 58 | - | - | - | - | 48 | 5 | 3 | 1 | 1 | - | - | - | - | - | - |
| Other (Radio, etc.) | 1,876 | - | 7 | 37 | 207 | 1,091 | 1,091 | 445 | 46 | 43 | - | - | - | - | - | - |
| Emergency Rescue Boat | 3 | - | - | - | - | - | 3 | - | - | - | - | - | - | - | - | - |
| Firefighter - Crash Rescueman | 2 | - | - | - | - | - | - | - | - | 2 | - | - | - | - | - | - |
| Intelligence | 6 | - | - | - | - | - | - | - | - | 6 | - | - | - | - | - | - |
| Link Trainer | 5 | - | - | - | - | 1 | 1 | 1 | 2 | - | - | - | - | - | - | - |
| Navigator - Bombardier - Radar | 24 | - | - | - | - | - | 24 | - | - | - | - | - | - | - | - | - |
| Navigator - Instructor - Radar | 4 | - | - | - | - | - | 4 | - | - | - | - | - | - | - | - | - |
| Photography | 193 | - | 3 | 7 | 28 | 118 | 118 | 19 | 4 | 14 | - | - | - | - | - | - |
| Polar Indoctrination Instructor | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Weather | 2,134 | - | - | 4 | 50 | 1,677 | 165 | 64 | 55 | 119 | - | - | - | - | - | - |
| Other | 98 | - | - | - | - | 26 | 52 | 9 | 11 | - | - | - | - | - | - | - |
| Enlisted Personnel - Total | 319,246 | 220 | 1,042 | 5,434 | 25,852 | 90,195 | 72,571 | 76,237 | 26,835 | 20,860 | 38 | 182 | 157 | 287 | 228 | 370 |
| Aircraft Maintenance | 90,218 | 135 | 644 | 2,428 | 12,581 | 20,678 | 20,037 | 26,898 | 3,212 | 3,605 | 16 | 119 | 98 | 182 | 113 | 251 |
| Armament and Ordnance | 37,387 | 28 | 69 | 884 | 3,455 | 9,528 | 11,715 | 8,995 | 1,343 | 1,370 | 14 | 14 | 15 | 26 | 14 | 14 |
| Communications and Electronics - Total | 148,479 | 34 | 169 | 1,595 | 6,922 | 47,866 | 38,561 | 34,487 | 12,978 | 5,867 | 7 | 27 | 18 | 44 | 62 | 45 |
| Radar | 16,488 | - | - | - | 1,029 | 3,599 | 4,304 | 5,403 | 1,126 | 1,027 | - | - | - | - | - | - |
| Other (Radio, etc.) | 131,991 | 34 | 169 | 1,595 | 5,893 | 44,267 | 34,257 | 29,084 | 11,852 | 4,840 | 7 | 27 | 18 | 44 | 62 | 45 |
| Emergency Rescue Boat | 239 | - | - | - | - | 224 | 15 | - | - | - | - | - | - | - | - | - |
| Firefighter - Crash Rescueman | 71 | - | - | - | - | - | - | - | 6 | 65 | - | - | - | - | - | - |
| Intelligence | 10 | - | - | - | - | - | - | - | - | 10 | - | - | - | - | - | - |
| Photography | 4,788 | 4 | 13 | 60 | 178 | 1,022 | 168 | 1,941 | 656 | 746 | 1 | 3 | 1 | 4 | 2 | 6 |
| Polar Indoctrination Instructor | 6 | - | - | - | - | - | - | - | - | 6 | - | - | - | - | - | - |
| Weather | 9,336 | 14 | 57 | 268 | 450 | 4,360 | 586 | 155 | 2,827 | 619 | - | 14 | 3 | 9 | 15 | 30 |
| Other | 28,712 | 5 | 90 | 199 | 2,266 | 6,517 | 1,489 | 3,761 | 5,813 | 8,572 | - | 5 | 22 | 22 | 22 | 24 |

a/ Includes holdovers in attrition from May 1947 to December 1947.

Table 68.-- TECHNICAL TRAINING ELIMINEES AND FATALITIES, BY COURSE: ANNUALLY AND QUARTERLY, 3RD QUARTER 1939 THROUGH DEC 1947 -- Continued

| Course | 1941 | | | | 1942 | | | | 1943 | | | | 1944 | | | |
|--|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr |
| US White and Colored - Total | 409 | 1,206 | 1,378 | 2,487 | 5,010 | 4,701 | 7,414 | 11,028 | 23,119 | 24,828 | 27,785 | 20,307 | 32,341 | 9,546 | 11,401 | 23,977 |
| Officer and Officer Candidate - Total | 2 | 8 | 19 | 17 | 37 | 220 | 763 | 1,281 | 1,701 | 999 | 2,115 | 1,025 | 1,245 | 740 | 682 | 2,027 |
| Administrative | - | - | - | - | - | 99 | 696 | 1,160 | 1,380 | 588 | 648 | 584 | 592 | 117 | 180 | 121 |
| Aircraft Maintenance - Total | 2 | 3 | 3 | 6 | 2 | 3 | 2 | 19 | 3 | 36 | 33 | 51 | 109 | 79 | 83 | 121 |
| Engineering - Total | 2 | 3 | 3 | 6 | 2 | 3 | 2 | 19 | 3 | 36 | 33 | 51 | 109 | 79 | 83 | 121 |
| Engineering Maintenance Cadet | 2 | 3 | 3 | 6 | 2 | 3 | 1 | 1 | - | 5 | 12 | 34 | 26 | 45 | 63 | 64 |
| Engineering Officer Maintenance | - | - | - | - | - | - | 1 | 18 | 2 | 25 | 15 | 10 | 9 | 25 | 18 | 44 |
| Flight Engineer | - | - | - | - | - | - | - | - | - | 6 | 6 | 7 | 72 | 8 | 2 | 5 |
| Pre-Flight Engineer | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 3 |
| Weight and Balance Control | - | - | - | - | - | - | - | - | 1 | - | - | - | 2 | 1 | - | 5 |
| Armament and Ordnance | - | 4 | 8 | 6 | 23 | 107 | 37 | 59 | 7 | 8 | 267 | 10 | 3 | 26 | 28 | 17 |
| Cold Weather Flying | - | - | - | - | - | - | - | - | - | - | - | 6 | - | - | - | - |
| Communications and Electronics - Total | - | - | 5 | 2 | 7 | - | 7 | 23 | 130 | 139 | 99 | 119 | 359 | 421 | 336 | 1,735 |
| Radar - Total | - | - | - | - | - | - | - | - | 114 | 75 | - | 43 | 63 | 132 | 38 | 1,522 |
| Air Radar | - | - | - | - | - | - | - | - | - | - | - | - | 3 | 1 | 15 | 9 |
| Radar Air Intelligence | - | - | - | - | - | - | - | - | - | - | - | 9 | 8 | 7 | 8 | 1 |
| Radar Maintenance | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Radar Observer Bombardier (ETO) | - | - | - | - | - | - | - | - | - | - | - | - | - | 2 | 5 | 1,334 |
| Radar Observer Night Fighter Cadet | - | - | - | - | - | - | - | - | - | - | - | 22 | 21 | 12 | 7 | 4 |
| Radar Observer (RCM) | - | - | - | - | - | - | - | - | - | - | - | 2 | 14 | 11 | 3 | - |
| Other | - | - | - | - | - | - | - | - | 114 | 75 | - | 10 | 17 | 99 | - | 174 |
| Cryptography | - | - | - | - | - | - | - | - | - | 11 | 35 | 2 | - | - | 1 | 4 |
| Other (Radio, etc.) | - | - | 5 | 2 | 7 | - | 7 | 23 | 16 | 53 | 64 | 74 | 296 | 289 | 297 | 209 |
| Emergency Rescue Boat | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 2 | - |
| Link Trainer | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | 1 | - |
| Navigator - Bombardier - Radar | - | - | - | - | - | - | - | - | - | - | - | - | 2 | 2 | 16 | 4 |
| Navigator Instructor - Radar | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 4 |
| Photography | - | 1 | 2 | - | 3 | 2 | 2 | 2 | 4 | 6 | 6 | 12 | 8 | 55 | 35 | 20 |
| Weather | - | - | 1 | 3 | 5 | 8 | 19 | 18 | 177 | 222 | 1,061 | 217 | 120 | 39 | 1 | 5 |
| Other | - | - | - | - | - | - | - | - | - | - | - | 26 | 52 | - | - | - |
| Enlisted Personnel - Total | 407 | 1,158 | 1,359 | 2,470 | 4,973 | 4,481 | 6,651 | 9,747 | 21,418 | 23,829 | 25,670 | 19,278 | 31,096 | 8,806 | 10,719 | 21,950 |
| Aircraft Maintenance | 232 | 583 | 527 | 1,086 | 2,752 | 2,780 | 3,577 | 3,472 | 4,683 | 5,455 | 6,526 | 4,014 | 9,908 | 1,442 | 1,538 | 7,149 |
| Armament and Ordnance | 40 | 92 | 200 | 552 | 935 | 788 | 920 | 812 | 2,780 | 2,039 | 2,130 | 2,579 | 2,031 | 1,317 | 995 | 7,372 |
| Communications and Electronics - Total | 89 | 414 | 531 | 561 | 1,085 | 691 | 1,495 | 3,651 | 11,375 | 13,036 | 12,531 | 10,924 | 17,938 | 5,874 | 8,048 | 6,701 |
| Radar | - | - | - | - | 6 | 135 | 154 | 734 | 2,312 | 614 | 8 | 665 | 746 | 752 | 1,146 | 1,660 |
| Other (Radio, etc.) | 89 | 414 | 531 | 561 | 1,079 | 556 | 1,341 | 2,917 | 9,063 | 12,422 | 12,523 | 10,259 | 17,192 | 5,122 | 6,902 | 5,041 |
| Emergency Rescue Boat | - | - | - | - | - | - | - | - | - | - | 153 | 71 | 14 | - | - | 1 |
| Photography | 15 | 9 | 6 | 30 | 20 | 25 | 44 | 89 | 229 | 369 | 283 | 141 | 81 | 28 | 28 | 31 |
| Weather | 11 | 53 | 55 | 149 | 48 | 73 | 114 | 215 | 311 | 838 | 2,358 | 853 | 508 | 65 | 13 | - |
| Other | 20 | 47 | 40 | 92 | 133 | 124 | 501 | 1,508 | 2,040 | 2,092 | 1,689 | 696 | 616 | 80 | 97 | 696 |

Table 68.-- TECHNICAL TRAINING ELIMINEES AND FATALITIES, BY COURSE: ANNUALLY AND QUARTERLY, 3RD QUARTER 1939 THROUGH DEC 1947 -- Continued

| Course | 1945 | | | | 1946 | | | | 1947 ^{a/} | | | |
|---|---------|---------|---------|---------|---------|---------|---------|---------|--------------------|---------|---------|---------|
| | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr |
| US White and Colored - Total. | 21,761 | 17,598 | 7,941 | 38,511 | 3,884 | 9,687 | 6,302 | 7,511 | 8,318 | 5,063 | 4,827 | 3,358 |
| Officer and Officer Candidate - Total. | 1,745 | 1,197 | 1,125 | 5,507 | 56 | 33 | 197 | 263 | 243 | 228 | 177 | 58 |
| Administrative. | 35 | 252 | 60 | 73 | 4 | 1 | 85 | 132 | 56 | 25 | 98 | 13 |
| Aircraft Maintenance - Total. | 248 | 462 | 604 | 3,750 | 40 | 13 | 64 | 38 | 37 | 13 | 22 | - |
| Engineering - Total. | 248 | 462 | 604 | 3,750 | 40 | 13 | 64 | 38 | 36 | 13 | 22 | - |
| Engineering Maintenance Cadet. | - | - | - | - | - | - | - | - | - | - | - | - |
| Engineering Officer Maintenance. | 84 | 82 | 173 | 114 | 34 | 13 | 63 | 36 | 36 | 13 | 2 | - |
| Flight Engineer. | 86 | 297 | 203 | 3,504 | 6 | - | 1 | 2 | - | - | 20 | - |
| Pre-Flight Engineer. | 77 | 80 | 222 | 130 | - | - | - | - | - | - | - | - |
| Weight and Balance Control. | 1 | 3 | 6 | 2 | - | - | - | - | - | - | - | - |
| Helicopter Training. | - | - | - | - | - | - | - | - | 1 | - | - | - |
| Armament and Ordnance. | 25 | 31 | 31 | 53 | 1 | 4 | 19 | 5 | 17 | 9 | 7 | 4 |
| Cold Weather Flying. | 10 | - | - | - | - | - | - | - | - | - | - | - |
| Communications and Electronics - Total. | 1,425 | 438 | 407 | 1,577 | 4 | 3 | 10 | 54 | 56 | 161 | 27 | 20 |
| Radar - Total. | 1,396 | 106 | 379 | 1,518 | 4 | 2 | 5 | 13 | 24 | 156 | 22 | 18 |
| Air Radar. | 28 | 11 | 4 | 13 | 4 | 2 | 5 | 13 | 24 | 144 | 11 | 6 |
| Radar Air Intelligence. | 2 | 4 | 17 | 7 | - | - | - | - | - | - | - | - |
| Radar Maintenance. | 7 | 1 | 5 | - | - | - | - | - | - | - | - | - |
| Radar Observer Bombardier (BTO). | 1,067 | 50 | 128 | 1,485 | - | - | - | - | - | - | - | - |
| Radar Observer Night Fighter Cadet. | 1 | - | 4 | 12 | - | - | - | - | - | - | - | - |
| Radar Observer (RCM). | 2 | 6 | - | 1 | - | - | - | - | - | - | - | - |
| Other. | 289 | 34 | 221 | - | - | - | - | - | 12 | 11 | 12 | 12 |
| Cryptography. | - | 3 | - | - | - | 1 | - | - | - | - | - | 1 |
| Other (Radio, etc.). | 29 | 329 | 28 | 59 | - | - | 5 | 41 | 32 | 5 | 5 | 1 |
| Emergency Rescue Boat. | - | - | - | - | - | - | - | - | - | - | - | - |
| Firefighter - Crash Rescuer. | - | - | - | - | - | - | - | - | 2 | - | - | - |
| Intelligence. | - | - | - | - | - | - | - | - | - | - | - | 6 |
| Link Trainer. | - | - | 1 | - | - | - | - | 2 | - | - | - | - |
| Navigator - Bombardier - Radar. | - | - | - | - | - | - | - | - | - | - | - | - |
| Navigator Instructor - Radar. | - | - | - | - | - | - | - | - | - | - | - | - |
| Photography. | 2 | 3 | 7 | 7 | - | - | 1 | 3 | 3 | 3 | 8 | - |
| Polar Indoctrination Instructor. | - | - | - | - | - | - | - | - | - | - | - | - |
| Weather. | - | 5 | 14 | 45 | 4 | 8 | 15 | 28 | 72 | 17 | 15 | 15 |
| Other. | - | 6 | 1 | 2 | 3 | 4 | 3 | 1 | - | - | - | - |
| Enlisted Personnel - Total. | 20,016 | 16,401 | 6,816 | 33,004 | 3,828 | 9,654 | 6,105 | 7,248 | 8,075 | 4,835 | 4,650 | 3,300 |
| Aircraft Maintenance. | 5,618 | 4,341 | 2,152 | 14,787 | 1,361 | 475 | 583 | 793 | 1,823 | 619 | 711 | 452 |
| Armament and Ordnance. | 4,285 | 731 | 1,135 | 2,844 | 57 | 135 | 458 | 693 | 544 | 381 | 274 | 171 |
| Communications and Electronics - Total. | 9,769 | 10,424 | 2,917 | 11,377 | 677 | 6,427 | 2,553 | 3,321 | 3,190 | 1,273 | 954 | 450 |
| Radar. | 1,608 | 982 | 708 | 2,105 | 123 | 155 | 689 | 159 | 624 | 266 | 127 | 10 |
| Other (Radio, etc.). | 8,161 | 9,442 | 2,209 | 9,272 | 554 | 6,272 | 1,864 | 3,162 | 2,566 | 1,007 | 827 | 440 |
| Emergency Rescue Boat. | - | - | - | - | - | - | - | - | - | - | - | - |
| Firefighter - Crash Rescuer. | - | - | - | - | - | - | - | 6 | 48 | 14 | 2 | 1 |
| Intelligence. | - | - | - | - | - | - | - | - | - | - | 10 | - |
| Photography. | 84 | 164 | 62 | 1,631 | 42 | 41 | 98 | 475 | 312 | 271 | 126 | 37 |
| Polar Indoctrination Instructor. | - | - | - | - | - | - | - | - | - | - | 4 | 2 |
| Weather. | 5 | 3 | 12 | 135 | 826 | 1,503 | 368 | 130 | 122 | 197 | 219 | 81 |
| Other. | 255 | 738 | 538 | 2,230 | 865 | 1,073 | 2,045 | 1,830 | 2,036 | 2,080 | 2,350 | 2,106 |

^{a/} Includes holdovers in attrition from May 1947 through December 1947.

Table 69.-- STUDENT TRAINING STATUS AT AIR MATERIEL COMMAND, BY TYPE OF COURSE: 1947

(Colored students shown in parentheses included in other figures.)

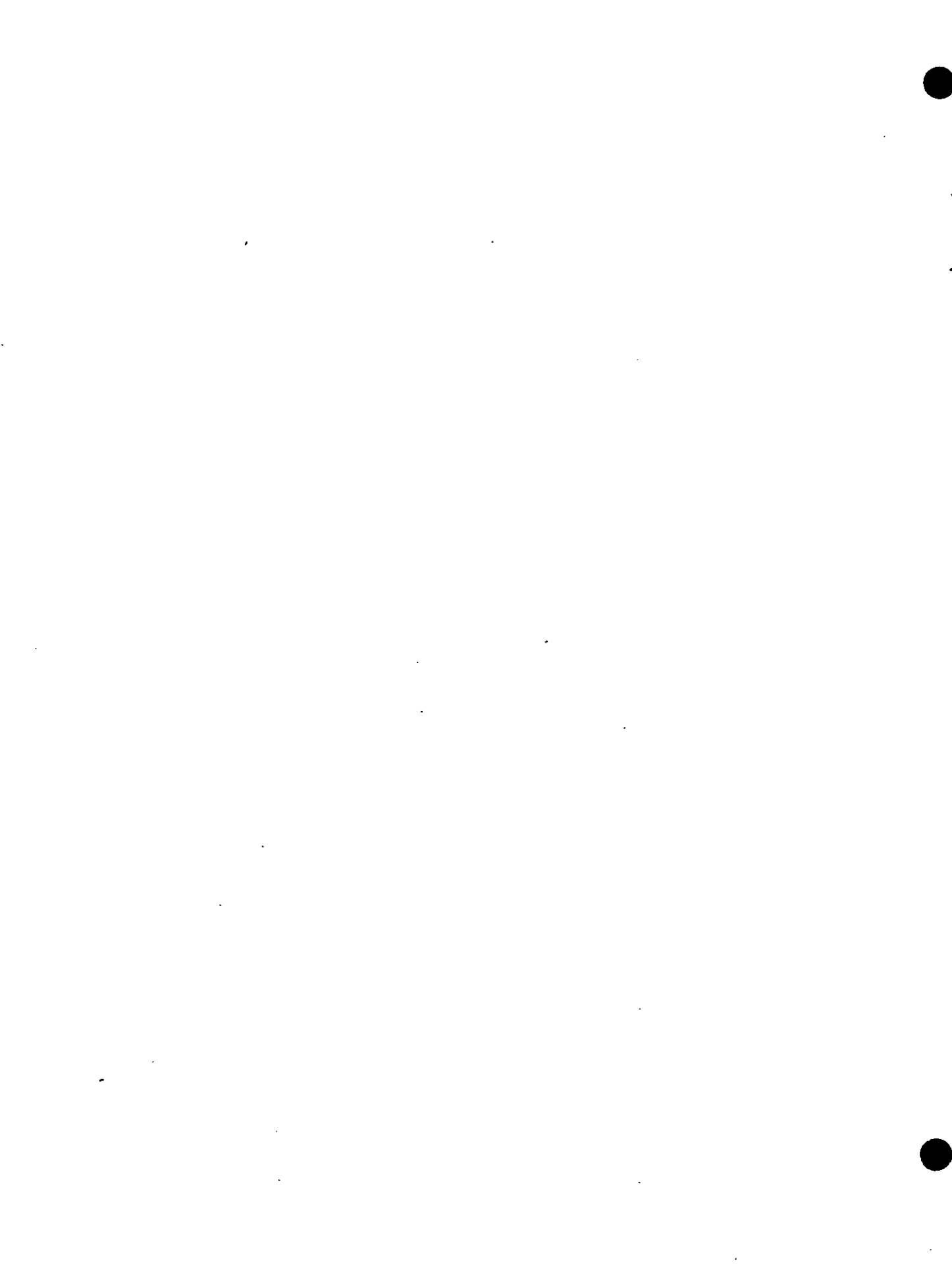
| Course | Under Instruction | | | Eliminees and Fatalities | | | | Graduates | | | |
|--|---------------------------------|------------|------------|--------------------------|---------------------------------|------------|------------|-----------|---------------------------------|------------|------------|
| | May 1947 Through Jun 1947 | 3rd Qtr | 4th Qtr | Total | May 1947 Through Jun 1947 | 3rd Qtr | 4th Qtr | Total | May 1947 Through Jun 1947 | 3rd Qtr | 4th Qtr |
| Total | (7) 354 | (5) 742 | (2) 271 | 26 | 4 | 10 | 12 | 35 | - | 35 | - |
| USAF Institute of Technology | (7) 354 | (5) 742 | (2) 271 | 26 | 4 | 10 | 12 | 35 | - | 35 | - |
| Engineering Sciences | (2) 222 | (5) 439 | (2) 158 | 13 | 3 | 10 | - | 27 | - | 27 | - |
| Industrial Engineering Adv | (5) 132 | 303 | 113 | 13 | 1 | - | 12 | 8 | - | 8 | - |

Table 70 -- STUDENT TRAINING STATUS AT AIR UNIVERSITY, BY TYPE OF COURSE: 1947

(Colored students shown in parentheses included in other figures.)

| Course | Under Instruction | | | Eliminees and Fatalities | | | | Graduates | | | |
|--------------------------------------|---------------------------------|------------|------------|--------------------------|---------------------------------|------------|------------|-----------|---------------------------------|------------|------------|
| | May 1947 Through Jun 1947 | 3rd Qtr | 4th Qtr | Total | May 1947 Through Jun 1947 | 3rd Qtr | 4th Qtr | Total | May 1947 Through Jun 1947 | 3rd Qtr | 4th Qtr |
| Total | 836 | (8) 1,551 | 518 | 381 | 112 | 188 | 81 | (9) 4,110 | (2) 1,109 | 1,225 | (7) 1,776 |
| Air Command Staff School | - | 244 | 244 | 3 | 2 | - | - | 177 | 177 | - | - |
| Regular | - | 244 | 244 | - | - | - | - | 99 | 99 | - | - |
| Associate Course | - | - | - | 3 | 3 | - | - | 78 | 78 | - | - |
| Air Tactical School | 550 | (6) 611 | - | 67 | 16 | 20 | 21 | (6) 1,111 | - | 521 | (6) 590 |
| Air War College | - | 90 | 91 | - | - | - | - | 52 | 52 | - | - |
| School Aviation Medicine | 286 | (1) 312 | 124 | 296 | 86 | 156 | 54 | (1) 1,897 | (1) 381 | 635 | 881 |
| Aviation Medical Examiner | - | - | - | 4 | - | 2 | 2 | (1) 229 | (1) 28 | 99 | 102 |
| Aviation Physiologist | - | 34 | - | - | - | - | - | 34 | - | - | 34 |
| Basic Medical Corps | 273 | 214 | 124 | 284 | 85 | 154 | 45 | 1,466 | 326 | 523 | 617 |
| Flight Nurses | 13 | 17 | - | 2 | 1 | - | 1 | 38 | 9 | 13 | 16 |
| Flight Surgeon | - | 18 | - | - | - | - | - | 57 | 18 | - | 39 |
| Flight Surgeon's Assistant | - | (1) 29 | - | 6 | - | - | 6 | 51 | - | - | 51 |
| Radium Therapy | - | - | - | - | - | - | - | 22 | - | - | 22 |
| Special Staff School | - | (1) 24 | 29 | 15 | 7 | 2 | 6 | (2) 873 | (1) 492 | 69 | (1) 302 |
| Air Communications | - | 58 | 59 | 2 | 2 | - | 1 | 33 | 33 | - | - |
| Air Inspectors | - | 104 | - | 4 | 3 | - | - | 234 | 131 | - | 103 |
| Air Intelligence | - | - | - | 3 | 1 | - | 2 | (1) 63 | 25 | - | (1) 38 |
| Air ROTC Indoctrination | - | - | - | - | - | - | - | 63 | 63 | - | - |
| G/2, G/3 Officers | - | - | - | 2 | - | 2 | - | 69 | - | 69 | - |
| Military Management | - | 58 | - | 3 | 1 | - | 2 | (1) 333 | (1) 202 | - | 131 |
| Public Information | - | 34 | - | 1 | - | - | 1 | 78 | 45 | - | 33 |





PART IV

AIRCRAFT AND MATERIEL

The tables in this section provide summary data covering USAF aircraft activities, such as inventory and aircraft production and related statistical information. As in earlier issues, the majority of the tables are presented in annual series brought forward from 1941 through 1947.

A major change in the classification of USAF bombardment aircraft, which was effective 1 September 1947, has affected all the tables in this section presenting data on bombardment types of aircraft. This change is set forth in the table of changeover on page 109 and the affected tables are annotated for reference to this table.

Since the 1946 edition information on several new topics has become available for publication and new tables on these topics have been included in the present edition. In the majority of cases the information presented is for the year 1947 only.

The new tables cover: Army cognizance propeller deliveries and unit costs, by manufacturer and model of airplane; active and inactive airplanes on hand in USAF; airplanes on hand in the USAF-Dec 1946 and the gains and losses, by type and model of airplane during the calendar year 1947.

Several tables appearing in earlier issues have been revised to make the data more usable for extraction purposes. Also, in order to conserve space, revisions have been made in several series in which the activities have declined since the war years. The series so revised are as follows:

Losses of combat and non-combat types of airplanes overseas have naturally declined since the war years, hence the data for combat and non-combat types of airplanes lost overseas, in the respective overseas areas, have been combined in one table, for 1946 and 1947 only.

Factory acceptances of all military airplanes, by plant and type, and Army cognizance airplanes, by type and model, having declined so drastically, the previous historical sequence for this series has been omitted and the present tables show these activities for 1946 and 1947 only.

Data on average unit cost of delivered engines and average man-hours expended per major engine overhaul at Air Materiel Command Air Depots in Continental US have been enlarged to include the number of engines on which the averages were taken. Likewise the average unit cost of airplanes authorized, by principal model and the average unit cost of USAF procured engines, by type of engine, have also been enlarged to show the number of airplanes and the number of engines, respectively, on which the averages were based.

Data on factory deliveries of military propellers have been expanded to include deliveries on fixed pitch propellers, for the years 1946 and 1947, and the deliveries of wooden propellers during the year 1946. Prior to 1946, data on fixed pitch propellers are not available. These data are further amended to include Navy cognizance propellers delivered in 1946.

Figures for 1947 provide a more detailed breakdown of storage at Air Materiel Command Air and Socialized Depots.

During the calendar year 1947 numerous aircraft have been converted from one type, model and series to another, by having changes made (usually structural and mechanical or by installation of additional equipment or different type engines) which result in different characteristics. For example: B-29 to F-13. Other conversions of aircraft also include aircraft which has been reclassified from first-line to second-line for non-tactical use in overseas theaters or in Continental US.

In this section, as in all other sections of the present issue, back series have been reaudited and where errors were discovered corrections have been made.

Table 71.--CLASS DESIGNATION OF BOMBARDMENT AIRCRAFT

Effective with data reflected herein beginning with the month of September 1947, the class designation of bombardment aircraft into heavy, medium and light bomber types has been changed in accordance with the provisions of AF Letter 65-41, dated 17 September 1947, same subject as above. This change represents an attempt to revise the type classification of bomber models to conform more closely with the tactical operating radius of the aircraft.

Accordingly, as prescribed in the above cited Air Force directive, the aircraft tables included in this section reflect data under the old type classification through the month of August 1947 and the revised classification for the period September-December 1947. In order to make the figures more usable for extraction purposes, totals for the year 1947 have been broken down into these two periods and shown separately.

The following schedule reflects the aircraft models affected by the changeover in bombardment aircraft and shows the models included under the old bomber types and those reflected under the new classification:

Table of Changes

| Type of Aircraft | Models Under Old Classification | Models Under New Classification |
|-------------------|---------------------------------|--|
| Very Heavy Bomber | B-29, B-35, B-36, B-50 | |
| Heavy Bomber | B-17, B-24 | B-35, B-36 |
| Medium Bomber | B-25, B-26, B-42, B-43 | B-29, B-50 |
| Light Bomber | A-20, A-24, A-26, B-45 | B-17, B-24, B-25, B-26, B-42 B-43, B-45, A-20, A-24, A-26 |

Table 72.-- AIRPLANES AUTHORIZED FOR USAF PROCUREMENT, BY TYPE AND MODEL OF AIRPLANE: FISCAL YEARS 1939 TO 1947

Note.--Includes experimental airplanes. Figures are adjusted to exclude airplanes subsequently cancelled from procurement programs.

| Type and Model | Total | 1939 & 1940 | 1941 | 1942 | 1943 | 1944 | 1945 | 1946 | 1947 |
|---|---------------|-------------|--------------|---------------|---------------|---------------|--------------|------------|------------|
| Total | 205,349 | 2,655 | 41,702 | 43,499 | 60,605 | 52,117 | 3,340 | 662 | 769 |
| <u>Very Heavy Bomber - Total</u> a/ | <u>4,176</u> | - | - | <u>1,650</u> | - | <u>2,213</u> | <u>180</u> | <u>60</u> | <u>73</u> |
| B-29 | 3,943 | - | - | 1,650 | - | 2,113 | 180 | - | - |
| B-36 | 100 | - | - | - | - | 100 | - | - | - |
| B-50 | 133 | - | - | - | - | - | - | 60 | 73 |
| <u>Heavy Bomber - Total</u> a/ | <u>29,836</u> | <u>87</u> | <u>3,085</u> | <u>10,695</u> | <u>4,550</u> | <u>11,419</u> | - | - | - |
| B-17 | 12,617 | 42 | 812 | 5,335 | 1,450 | 4,978 | - | - | - |
| B-24 | 17,104 | 45 | 2,273 | 5,245 | 3,100 | 6,441 | - | - | - |
| B-32 | 115 | - | - | 115 | - | - | - | - | - |
| <u>Medium Bomber - Total</u> a/ | <u>13,980</u> | <u>385</u> | <u>5,069</u> | <u>400</u> | <u>5,000</u> | <u>3,003</u> | <u>27</u> | - | <u>96</u> |
| B-25 | 8,949 | 184 | 2,363 | 400 | 3,375 | 2,600 | 27 | - | - |
| B-26 | 4,735 | 201 | 2,506 | - | 1,625 | 403 | - | - | - |
| B-34 | 200 | - | 200 | - | - | - | - | - | - |
| B-45 | 96 | - | - | - | - | - | - | - | 96 |
| <u>Light Bomber - Total</u> a/ | <u>14,143</u> | <u>123</u> | <u>5,041</u> | <u>1,440</u> | <u>5,354</u> | <u>2,185</u> | - | - | - |
| A-20 | 6,187 | 123 | 1,939 | - | 3,300 | 825 | - | - | - |
| A-24 | 875 | - | - | 150 | 725 | - | - | - | - |
| A-25 | 490 | - | 100 | 390 | - | - | - | - | - |
| A-26 | 2,360 | - | 500 | - | 500 | 1,360 | - | - | - |
| A-28 | 152 | - | 152 | - | - | - | - | - | - |
| A-29 | 1,050 | - | 1,050 | - | - | - | - | - | - |
| A-30 | 1,174 | - | 575 | - | 599 | - | - | - | - |
| A-31 | 600 | - | 600 | - | - | - | - | - | - |
| A-35 | 630 | - | - | 400 | 230 | - | - | - | - |
| A-36 | 500 | - | - | 500 | - | - | - | - | - |
| A-43 | 125 | - | 125 | - | - | - | - | - | - |
| <u>Fighter - Total</u> | <u>66,025</u> | <u>809</u> | <u>7,049</u> | <u>15,377</u> | <u>15,088</u> | <u>25,443</u> | <u>1,564</u> | <u>391</u> | <u>304</u> |
| YPM-1 | 3 | 3 | - | - | - | - | - | - | - |
| Fh-1 | 2 | - | - | - | - | - | 2 | - | - |
| P-38 | 8,869 | 79 | 487 | 2,420 | 1,363 | 4,520 | - | - | - |
| P-39 | 8,892 | 75 | 1,117 | 4,600 | - | 3,100 | - | - | - |
| P-40 | 11,974 | 499 | 4,255 | 1,400 | 4,600 | 1,220 | - | - | - |
| P-43 | 147 | 93 | 54 | - | - | - | - | - | - |
| P-47 | 15,681 | - | 773 | 6,447 | 2,500 | 5,347 | 614 | - | - |
| P-51 | 14,456 | - | 150 | - | 3,650 | 10,255 | 401 | - | - |
| P-59 | 50 | - | - | - | - | 50 | - | - | - |
| P-60 | 1 | - | - | - | 1 | - | - | - | - |
| P-61 | 704 | - | 63 | 510 | 131 | - | - | - | - |
| P-63 | 3,300 | - | - | - | 2,843 | 427 | 30 | - | - |
| P-64 | 6 | - | 6 | - | - | - | - | - | - |
| P-66 | 144 | - | 144 | - | - | - | - | - | - |
| P-70 | 60 | 60 | - | - | - | - | - | - | - |
| P-75 | 6 | - | - | - | - | 6 | - | - | - |
| F-80 | 995 | - | - | - | - | 498 | 417 | - | 80 |
| P-82 | 270 | - | - | - | - | 20 | - | 250 | - |
| P-84 | 432 | - | - | - | - | - | 100 | 141 | 191 |
| P-86 | 33 | - | - | - | - | - | - | - | 33 |
| <u>Reconnaissance - Total</u> | <u>1,009</u> | <u>209</u> | <u>120</u> | <u>382</u> | - | <u>230</u> | <u>66</u> | <u>2</u> | - |
| F-3 | 3 | 3 | - | - | - | - | - | - | - |
| F-4 | 119 | - | 119 | - | - | - | - | - | - |
| F-5 | 381 | - | 1 | 380 | - | - | - | - | - |
| F-7 | 1 | - | - | - | - | - | - | 1 | - |
| F-8 | 13 | - | - | - | - | - | 12 | 1 | - |
| F-15 | 36 | - | - | - | - | - | 36 | - | - |
| OA-10 | 240 | - | - | - | - | 230 | 10 | - | - |
| OA-11 | 1 | - | - | 1 | - | - | - | - | - |
| OA-12 | 1 | - | - | 1 | - | - | - | - | - |
| OA-13 | 2 | - | - | - | - | - | 2 | - | - |
| O-50 | 3 | 3 | - | - | - | - | - | - | - |
| O-52 | 203 | 203 | - | - | - | - | - | - | - |
| FB2B | 6 | - | - | - | - | - | 6 | - | - |
| <u>Transport - Total</u> | <u>20,548</u> | - | <u>1,863</u> | <u>1,971</u> | <u>12,393</u> | <u>4,218</u> | <u>502</u> | <u>1</u> | - |
| C-43 | 207 | - | 27 | - | 75 | 105 | - | - | - |
| C-45 | 1,430 | - | 20 | 2 | 507 | 901 | - | - | - |
| C-46 | 3,020 | - | 336 | 270 | 969 | 1,445 | - | - | - |
| C-47 | 9,115 | - | 895 | 1,190 | 5,800 | 966 | 264 | - | - |
| C-48 | 4 | - | 4 | - | - | - | - | - | - |
| C-49 | 65 | - | 17 | - | 48 | - | - | - | - |

a/ The redesignation and reclassification of bombardment types of aircraft, as of September 1947, are not reflected in the above table, due to the fact that such revision took place after the end of the fiscal year. See Table 71 p 109.

Table 72.-- AIRPLANES AUTHORIZED FOR USAF PROCUREMENT, BY TYPE AND MODEL OF AIRPLANE: FISCAL YEARS
1939 TO 1947 -- Continued

| Type and Model | Total | 1939 & 1940 | 1941 | 1942 | 1943 | 1944 | 1945 | 1946 | 1947 |
|--------------------------------|---------------|----------------|---------------|--------------|---------------|--------------|------------|------------|------------|
| Transport - Continued | | | | | | | | | |
| C-50. | 14 | - | 14 | - | - | - | - | - | - |
| C-51. | 1 | - | 1 | - | - | - | - | - | - |
| C-52. | 5 | - | 5 | - | - | - | - | - | - |
| C-53. | 383 | - | 167 | 40 | 176 | - | - | - | - |
| C-54. | 985 | - | 76 | - | 730 | 100 | 79 | - | - |
| C-55. | 1 | - | 1 | - | - | - | - | - | - |
| C-56. | 3 | - | 1 | - | 2 | - | - | - | - |
| C-57. | 17 | - | 10 | - | 7 | - | - | - | - |
| C-59. | 10 | - | 10 | - | - | - | - | - | - |
| C-60. | 355 | - | 82 | 240 | 33 | - | - | - | - |
| C-61. | 976 | - | 161 | - | 625 | 190 | - | - | - |
| C-64. | 752 | - | - | - | 423 | 300 | 29 | - | - |
| C-66. | 1 | - | 1 | - | - | - | - | - | - |
| C-68. | 2 | - | - | 2 | - | - | - | - | - |
| C-69. | 18 | - | - | - | 18 | - | - | - | - |
| C-74. | 13 | - | - | 13 | - | - | - | - | - |
| C-76. | 25 | - | - | 25 | - | - | - | - | - |
| C-78. | 3,093 | - | - | 189 | 2,904 | - | - | - | - |
| C-82. | 203. | - | - | - | - | 100 | 103 | - | - |
| C-87. | 222 | - | 35 | - | 76 | 111 | - | - | - |
| C-97. | 10 | - | - | - | - | - | 10 | - | - |
| C-117 | 17 | - | - | - | - | - | 17 | - | - |
| C-118 | 1 | - | - | - | - | - | - | 1 | - |
| Trainer - Total | 41,632 | 900 | 19,293 | 9,729 | 10,869 | 820 | 21 | | |
| Advanced - Total. | 18,631 | | 9,203 | 4,637 | 4,220 | 550 | 21 | | |
| AT-6. | 8,657 | - | 4,847 | 1,260 | 2,000 | 550 | - | - | - |
| AT-7. | 884 | - | 187 | 148 | 549 | - | - | - | - |
| AT-8. | 33 | - | 33 | - | - | - | - | - | - |
| AT-9. | 791 | - | 491 | - | 300 | - | - | - | - |
| AT-10 | 2,371 | - | 1,421 | 950 | - | - | - | - | - |
| AT-11 | 1,581 | - | 500 | 888 | 172 | - | 21 | - | - |
| AT-16 | 1,500 | - | 800 | - | 700 | - | - | - | - |
| AT-17 | 1,526 | - | 550 | 916 | 60 | - | - | - | - |
| AT-18 | 300 | - | - | 300 | - | - | - | - | - |
| AT-19 | 500 | - | 250 | - | 250 | - | - | - | - |
| AT-20 | 50 | - | - | - | 50 | - | - | - | - |
| AT-21 | 175 | - | - | 175 | - | - | - | - | - |
| AT-22 | 4 | - | - | - | 4 | - | - | - | - |
| AT-23 | 259 | - | 124 | - | 135 | - | - | - | - |
| Basic - Total | 9,549 | 300 | 4,300 | 2,924 | 2,025 | | | | |
| BT-12 | 24 | - | - | 24 | - | - | - | - | - |
| BT-13 | 7,832 | 300 | 3,870 | 1,637 | 2,025 | - | - | - | - |
| BT-15 | 1,693 | - | 430 | 1,263 | - | - | - | - | - |
| Primary - Total | 13,452 | 600 | 5,790 | 2,168 | 4,624 | 270 | | | |
| PT-13 | 3,392 | 180 | 75 | 318 | 2,819 | - | - | - | - |
| PT-17 | 3,369 | - | 2,569 | 800 | - | - | - | - | - |
| PT-17 | 150 | 150 | - | - | - | - | - | - | - |
| PT-19 | 2,066 | 270 | 1,123 | 673 | - | - | - | - | - |
| PT-21 | 100 | - | 100 | - | - | - | - | - | - |
| PT-22 | 1,023 | - | 1,023 | - | - | - | - | - | - |
| PT-23 | 1,125 | - | - | 377 | 748 | - | - | - | - |
| PT-24 | 200 | - | 200 | - | - | - | - | - | - |
| PT-26 | 1,727 | - | 400 | - | 1,057 | 270 | - | - | - |
| PT-27 | 300 | - | 300 | - | - | - | - | - | - |
| Communications - Total. | 13,600 | 142 | 182 | 1,855 | 7,351 | 2,586 | 980 | 208 | 296 |
| Liaison - Total | 13,229 | 142 | 182 | 1,855 | 7,053 | 2,586 | 980 | 146 | 285 |
| L-1 | 324 | 142 | 182 | - | - | - | - | - | - |
| L-2 | 1,936 | - | - | 396 | 1,540 | - | - | - | - |
| L-3 | 1,435 | - | - | 395 | 1,040 | - | - | - | - |
| L-4 | 5,529 | - | - | 789 | 2,580 | 1,300 | 860 | - | - |
| L-5 | 3,284 | - | - | 275 | 1,608 | 1,286 | 115 | - | - |
| L-6 | 250 | - | - | - | 250 | - | - | - | - |
| L-7 | 19 | - | - | - | 19 | - | - | - | - |
| L-8 | 8 | - | - | - | 8 | - | - | - | - |
| L-9 | 8 | - | - | - | 8 | - | - | - | - |
| L-13. | 252 | - | - | - | - | - | - | 146 | 106 |
| L-14. | 5 | - | - | - | - | - | 5 | - | - |
| L-15. | 10 | - | - | - | - | - | - | - | 10 |
| L-16. | 133 | - | - | - | - | - | - | - | 133 |
| L-17. | 36 | - | - | - | - | - | - | - | 36 |
| Rotary Wing - Total | 371 | | | | 298 | | | 62 | 11 |
| R-4 | 91 | - | - | - | 91 | - | - | - | - |
| R-5 | 69 | - | - | - | 24 | - | - | 34 | 11 |
| R-6 | 183 | - | - | - | 183 | - | - | - | - |
| R-12. | 10 | - | - | - | - | - | - | 10 | - |
| R-13. | 18 | - | - | - | - | - | - | 18 | - |

Source: Analysis Office, Comptroller's Department, Hq. Air Materiel Command.

Table 73.-- AVERAGE UNIT COST OF USAF AIRPLANES AUTHORIZED, FOR PROCUREMENT, BY PRINCIPAL MODEL: FISCAL YEARS PRIOR TO 1941, JAN 1941 TO DEC 1947

Note.--Average cost per airplane is the weighted average on all programs approved during a designated fiscal year and represents the estimated cost of a complete airplane ready for flyaway, including factory installed ordnance and radio equipment. Costs exclude equipment installed at modification centers and airplane spare parts. Unit costs reflect renegotiation of contracts only to the extent of reductions in contract prices for future deliveries but do not reflect reductions in price effected by cash refunds.

| Type and Model | Prior to 1941 | | 1941 | | 1942 | | 1943 | | 1944 | | 1945 | | 1946 | | 1947 | |
|------------------|---------------|-----------|------------|-----------|------------|------------|------------|-----------|------------|------------|------------|------------|------------|-----------|------------|-----------|
| | No. of A/C | Unit Cost | No. of A/C | Unit Cost | No. of A/C | Unit Cost | No. of A/C | Unit Cost | No. of A/C | Unit Cost | No. of A/C | Unit Cost | No. of A/C | Unit Cost | No. of A/C | Unit Cost |
| Bomber a/ | | | | | | | | | | | | | | | | |
| B-29 | - | \$ - | - | \$ - | 1,650 | \$ 865,036 | - | \$ - | 2,113 | \$ 574,058 | 180 | \$ 467,927 | - | \$ - | - | \$ - |
| B-32 | - | - | - | - | 115 | 786,208 | - | - | - | - | - | - | - | - | - | - |
| B-36 | - | - | - | - | - | - | - | - | 100 | 2,541,138 | - | - | - | - | - | - |
| B-50 | - | - | - | - | - | - | - | - | - | - | - | - | 60 | 1,039,521 | 73 | 1,084,230 |
| B-17 | 42 | 313,870 | 812 | 333,801 | 5,335 | 244,464 | 1,450 | 229,913 | 4,978 | 186,501 | - | - | - | - | - | - |
| B-24 | 45 | 369,683 | 2,273 | 340,399 | 5,245 | 243,828 | 3,100 | 248,168 | 6,441 | 202,458 | - | - | - | - | - | - |
| B-25 | 184 | 146,695 | 2,363 | 167,835 | 400 | 149,805 | 3,375 | 139,078 | 2,600 | 134,496 | 27 | 127,590 | - | - | - | - |
| B-26 | 201 | 170,459 | 2,506 | 264,410 | - | - | 1,625 | 234,172 | 403 | 192,420 | - | - | - | - | - | - |
| B-34 | - | - | 200 | 188,257 | - | - | - | - | - | - | - | - | - | - | - | - |
| B-45 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 96 | 1,044,876 |
| A-20 | 123 | 129,042 | 1,939 | 134,057 | - | - | 3,300 | 113,919 | 825 | 122,419 | - | - | - | - | - | - |
| A-24 | - | - | 78 | 64,663 | 150 | 55,065 | 725 | 59,529 | - | - | - | - | - | - | - | - |
| A-25 | - | - | 100 | 119,815 | 390 | 92,776 | - | - | - | - | - | - | - | - | - | - |
| A-26 | - | - | 500 | 234,495 | - | - | 500 | 254,624 | 1,360 | 193,695 | - | - | - | - | - | - |
| A-28 | - | - | 152 | 118,704 | - | - | - | - | - | - | - | - | - | - | - | - |
| A-29 | - | - | 1,150 | 118,080 | - | - | - | - | - | - | - | - | - | - | - | - |
| A-30 | - | - | 575 | 155,570 | - | - | 599 | 150,452 | - | - | - | - | - | - | - | - |
| A-31 | - | - | 600 | 90,263 | - | - | - | - | - | - | - | - | - | - | - | - |
| A-35 | - | - | - | - | 400 | 87,800 | 230 | 77,034 | - | - | - | - | - | - | - | - |
| A-36 | - | - | - | - | 500 | 60,204 | - | - | - | - | - | - | - | - | - | - |
| Fighter | | | | | | | | | | | | | | | | |
| YPW-1 | 3 | 328,619 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| FR-1 | - | - | - | - | - | - | - | - | - | - | 2 | 123,665 | - | - | - | - |
| P-38 | 79 | 145,386 | 487 | 133,308 | 2,420 | 122,265 | 1,363 | 102,297 | 4,520 | 95,576 | - | - | - | - | - | - |
| P-39 | 75 | 81,007 | 1,117 | 79,053 | 4,600 | 67,991 | - | - | 3,100 | 46,031 | - | - | - | - | - | - |
| P-40 | 499 | 52,466 | 4,254 | 68,768 | 1,400 | 5,308 | 4,600 | 50,786 | 1,220 | 47,831 | - | - | - | - | - | - |
| P-43 | 93 | 81,627 | 179 | 84,907 | - | - | - | - | - | - | - | - | - | - | - | - |
| P-47 | - | - | 773 | 113,196 | 6,447 | 98,033 | 2,500 | 96,475 | 5,347 | 85,448 | 614 | 84,897 | - | - | - | - |
| P-51 | - | - | 150 | 66,763 | - | - | 3,650 | 58,438 | 9,991 | 52,063 | 366 | 47,076 | - | - | - | - |
| P-59 | - | - | - | - | - | - | - | - | 50 | 236,571 | - | - | - | - | - | - |
| P-60 | - | - | - | - | - | - | 1 | 1,334,638 | - | - | - | - | - | - | - | - |
| P-61 | - | - | 63 | 295,331 | 510 | 232,033 | 131 | 197,088 | - | - | - | - | - | - | - | - |
| P-63 | - | - | - | - | - | - | 2,843 | 59,413 | 427 | 57,166 | 30 | 74,754 | - | - | - | - |
| P-64 | - | - | 6 | 57,562 | - | - | - | - | - | - | - | - | - | - | - | - |
| P-66 | - | - | 144 | 91,172 | - | - | - | - | - | - | - | - | - | - | - | - |
| P-70 | 60 | 143,076 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| P-75 | - | - | - | - | - | - | - | - | 6 | 130,627 | - | - | - | - | - | - |
| P-80 | - | - | - | - | - | - | - | - | 498 | 125,771 | 417 | 127,983 | - | - | 80 | 101,541 |

| | | | | | | | | | | | | |
|-------------------------------------|-----|---------|-----|---------|-------|-----------|-------|-----------|---------|---------|-----------|-----------|
| Fighter-(Contd) | | | | | | | | | | | | |
| P-82 | - | - | - | - | - | - | - | 20 | 140,513 | - | 250 | 215,154 |
| P-84 | - | - | - | - | - | - | - | - | - | 100 | 286,407 | 141 |
| P-86 | - | - | - | - | - | - | - | - | - | - | - | 191 |
| | | | | | | | | | | | | 33 |
| | | | | | | | | | | | | 438,999 |
| Reconnaissance | | | | | | | | | | | | |
| Photographic and Observation | | | | | | | | | | | | |
| F-2 | - | - | - | - | - | - | - | 42 | 53,280 | - | - | - |
| F-3 | 3 | 162,993 | - | - | - | - | - | - | - | - | - | - |
| F-4 | - | - | 119 | 129,168 | - | - | - | - | - | - | - | - |
| F-5 | - | - | 1 | 129,168 | 380 | 126,092 | - | - | - | - | - | - |
| F-6 | - | - | - | - | - | - | - | 264 | 50,207 | 35 | 47,076 | - |
| F-7 | - | - | - | - | - | - | - | - | - | - | 1 | 184,100 |
| F-8 | - | - | - | - | - | - | - | - | - | 12 | 130,000 | 1 |
| F-15 | - | - | - | - | - | - | - | - | - | 36 | 254,083 | - |
| OA-10 | - | - | - | - | - | - | - | 230 | 216,617 | 10 | 207,541 | - |
| O-50 | 203 | 42,540 | - | - | - | - | - | - | - | - | - | - |
| O-52 | 3 | 50,826 | - | - | - | - | - | - | - | - | - | - |
| PE2B | - | - | - | - | - | - | - | - | - | 6 | 179,092 | - |
| Transport | | | | | | | | | | | | |
| C-43 | - | - | 27 | 24,736 | - | - | 75 | 27,339 | 105 | 27,299 | - | - |
| C-45 | - | - | 20 | 67,732 | 2 | 71,556 | 507 | 66,193 | 859 | 53,018 | - | - |
| C-46 | - | - | 536 | 347,481 | 270 | 310,110 | 969 | 282,162 | 1,445 | 253,307 | - | - |
| C-47 | - | - | 895 | 134,795 | 1,190 | 102,374 | 5,800 | 94,371 | 966 | 75,000 | 264 | 81,093 |
| C-48 | - | - | 4 | 134,726 | - | - | - | - | - | - | - | - |
| C-49 | - | - | 17 | 136,914 | - | - | 48 | 148,078 | - | - | - | - |
| C-50 | - | - | 14 | 133,508 | - | - | - | - | - | - | - | - |
| C-51 | - | - | 1 | 132,181 | - | - | - | - | - | - | - | - |
| C-52 | - | - | 5 | 143,000 | - | - | - | - | - | - | - | - |
| C-53 | - | - | 167 | 139,500 | 40 | 147,122 | 176 | 141,864 | - | - | - | - |
| C-54 | - | - | 76 | 490,838 | - | - | 730 | 381,814 | 100 | 386,258 | 76 | 293,729 |
| C-55 | - | - | 1 | 361,555 | - | - | - | - | - | - | - | - |
| C-56 | - | - | 1 | 110,297 | - | - | 2 | 108,797 | - | - | - | - |
| C-57 | - | - | 10 | 105,106 | - | - | 7 | 112,377 | - | - | - | - |
| C-59 | - | - | 10 | 110,083 | - | - | - | - | - | - | - | - |
| C-60 | - | - | 82 | 121,894 | 240 | 128,490 | 33 | 113,168 | - | - | - | - |
| C-61 | - | - | 161 | 12,208 | - | - | 625 | 13,136 | 190 | 15,946 | - | - |
| C-64 | - | - | - | - | - | - | 423 | 36,715 | 300 | 34,779 | 29 | 31,967 |
| C-66 | - | - | 1 | 159,116 | - | - | - | - | - | - | - | - |
| C-68 | - | - | - | - | 2 | 147,815 | - | - | - | - | - | - |
| C-69 | - | - | - | - | - | - | 15 | 2,247,103 | - | - | - | - |
| C-74 | - | - | - | - | 13 | 1,270,584 | - | - | - | - | - | - |
| C-76 | - | - | - | - | 25 | 174,160 | - | - | - | - | - | - |
| C-78 | - | - | - | - | 189 | 33,077 | 2,904 | 32,768 | - | - | - | - |
| C-82 | - | - | - | - | - | - | - | - | 100 | 550,189 | 102 | 373,964 |
| C-87 | - | - | 35 | 343,912 | - | - | 76 | 182,265 | 111 | 208,780 | - | - |
| C-97 | - | - | - | - | - | - | - | - | - | 10 | 2,059,933 | - |
| C-117 | - | - | - | - | - | - | - | - | - | 17 | 80,139 | - |
| C-118 | - | - | - | - | - | - | - | - | - | - | 1 | 1,211,920 |
| C-119 | - | - | - | - | - | - | - | - | - | 1 | 460,161 | - |
| OA-11 | - | - | - | - | 1 | 175,000 | - | - | - | - | - | - |
| OA-12 | - | - | - | - | 1 | 69,000 | - | - | - | - | - | - |
| OA-13 | - | - | - | - | - | - | - | - | - | 2 | 76,639 | - |

Table 73.-- AVERAGE UNIT COST OF USAF AIRPLANES AUTHORIZED FOR PROCUREMENT, BY PRINCIPAL MODEL: FISCAL YEARS PRIOR TO 1941, JAN 1941 TO DEC 1947 -- Continued

| Type and Model | Prior to 1941 | | 1941 | | 1942 | | 1943 | | 1944 | | 1945 | | 1946 | | 1947 | |
|----------------------|---------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|
| | No. of A/C | Unit Cost | No. of A/C | Unit Cost | No. of A/C | Unit Cost | No. of A/C | Unit Cost | No. of A/C | Unit Cost | No. of A/C | Unit Cost | No. of A/C | Unit Cost | No. of A/C | Unit Cost |
| Trainer | | | | | | | | | | | | | | | | |
| AT-6 | - | \$ - | 4,847 | \$ 28,158 | 1,260 | \$ 27,043 | 2,000 | \$ 24,876 | 550 | \$ 22,600 | - | \$ - | - | \$ - | - | \$ - |
| AT-7 | - | - | 187 | 72,712 | 148 | 72,894 | 549 | 71,155 | - | - | - | - | - | - | - | - |
| AT-8 | - | - | 33 | 41,701 | - | - | - | - | - | - | - | - | - | - | - | - |
| AT-9 | - | - | 451 | 44,321 | - | - | 300 | 39,265 | - | - | - | - | - | - | - | - |
| AT-10 | - | - | 1,421 | 43,501 | 950 | 42,687 | - | - | - | - | - | - | - | - | - | - |
| AT-11 | - | - | 500 | 77,678 | 888 | 88,485 | 172 | 76,449 | - | - | 21 | 35,000 | - | - | - | - |
| AT-16 | - | - | 800 | 27,564 | - | - | 700 | 27,259 | - | - | - | - | - | - | - | - |
| AT-17 | - | - | 550 | 35,806 | 916 | 34,249 | 60 | 27,470 | - | - | - | - | - | - | - | - |
| AT-18 | - | - | - | - | 300 | 119,965 | - | - | - | - | - | - | - | - | - | - |
| AT-19 | - | - | 250 | 26,574 | - | - | 250 | 22,496 | - | - | - | - | - | - | - | - |
| AT-20 | - | - | - | - | - | - | 50 | 44,737 | - | - | - | - | - | - | - | - |
| AT-21 | - | - | - | - | 175 | 99,995 | - | - | - | - | - | - | - | - | - | - |
| AT-22 | - | - | - | - | - | - | 4 | 182,265 | - | - | - | - | - | - | - | - |
| AT-23 | - | - | 123 | 306,749 | - | - | 135 | 235,108 | - | - | - | - | - | - | - | - |
| BT-12 | - | - | - | - | 24 | 42,337 | - | - | - | - | - | - | - | - | - | - |
| BT-13 | 300 | 20,017 | 3,870 | 25,621 | 1,637 | 26,632 | 2,025 | 23,404 | - | - | - | - | - | - | - | - |
| BT-15 | - | - | 430 | 24,012 | 1,263 | 25,053 | - | - | - | - | - | - | - | - | - | - |
| PT-13 | 180 | 10,412 | 75 | 12,291 | 318 | 9,125 | - | - | - | - | - | - | - | - | - | - |
| PT-17 | - | - | 2,569 | 9,525 | 800 | 9,125 | - | - | - | - | - | - | - | - | - | - |
| PT-18 | 150 | 9,819 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| PT-19 | 270 | 6,220 | 1,123 | 10,541 | 673 | 12,692 | 2,819 | 12,378 | - | - | - | - | - | - | - | - |
| PT-21 | - | - | 100 | 11,567 | - | - | - | - | - | - | - | - | - | - | - | - |
| PT-22 | - | - | 1,023 | 8,712 | - | - | - | - | - | - | - | - | - | - | - | - |
| PT-23 | - | - | - | - | 377 | 16,048 | 748 | 13,949 | - | - | - | - | - | - | - | - |
| PT-24 | - | - | 200 | 5,216 | - | - | - | - | - | - | - | - | - | - | - | - |
| PT-26 | - | - | 400 | 17,022 | - | - | 1,057 | 13,143 | 270 | 15,052 | - | - | - | - | - | - |
| PT-27 | - | - | 300 | 8,102 | - | - | - | - | - | - | - | - | - | - | - | - |
| Communication | | | | | | | | | | | | | | | | |
| L-1 | 142 | 22,406 | 182 | 27,770 | - | - | - | - | - | - | - | - | - | - | - | - |
| L-2 | - | - | - | - | 396 | 2,745 | 1,540 | 2,916 | - | - | - | - | - | - | - | - |
| L-3 | - | - | - | - | 395 | 2,236 | 1,040 | 2,459 | - | - | - | - | - | - | - | - |
| L-4 | - | - | - | - | 789 | 2,462 | 2,580 | 2,642 | 1,300 | 3,059 | 860 | 3,280 | - | - | - | - |
| L-5 | - | - | - | - | 275 | 10,512 | 1,608 | 11,049 | 1,286 | 9,954 | 115 | 9,129 | - | - | - | - |
| L-6 | - | - | - | - | - | - | 250 | 6,065 | - | - | - | - | - | - | - | - |
| L-7 | - | - | - | - | - | - | 19 | 3,555 | - | - | - | - | - | - | - | - |
| L-8 | - | - | - | - | - | - | 8 | 2,427 | - | - | - | - | - | - | - | - |
| L-9 | - | - | - | - | - | - | 8 | 5,084 | - | - | - | - | - | - | - | - |
| L-13 | - | - | - | - | - | - | - | - | - | - | - | - | 146 | 34,829 | 106 | 34,829 |
| L-14 | - | - | - | - | - | - | - | - | - | - | 5 | 6,129 | - | - | - | - |
| L-15 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 10 | 51,638 |
| L-16 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 133 | 1,649 |
| L-17 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 36 | 5,969 |
| R-4 | - | - | - | - | - | - | 91 | 51,372 | - | - | - | - | - | - | - | - |
| R-5 | - | - | - | - | - | - | 24 | 62,768 | - | - | - | - | - | - | 11 | 63,123 |
| R-6 | - | - | - | - | - | - | 183 | 47,643 | - | - | - | - | - | - | - | - |
| R-12 | - | - | - | - | - | - | - | - | - | - | - | - | 10 | 215,307 | - | - |
| R-13 | - | - | - | - | - | - | - | - | - | - | - | - | 18 | 69,273 | - | - |

a/ The redesignation and reclassification of bombardment types of aircraft, as of September 1947, are not reflected in the above table, due to the fact that such revision took place after the end of the fiscal year. See Table 71 p 109.

Source: Analysis Office, Comptroller's Department, HQ A&C

Table 74.-- FACTORY ACCEPTANCES OF ARMY COGNIZANCE AIRPLANES, BY TYPE AND MODEL OF AIRPLANE: MONTHLY, 1946 AND 1947

(Includes experimental airplanes. For years previous to 1946 see Army Air Forces Statistical Digest 1946.)

| Type and Model | 1946 | 1947 a/ | 1946 | | | | | | | | | | | | 1947 | | | | | | | | | | | |
|---|------|------------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | | | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
| Total | 650 | 1,197 | 37 | 65 | 57 | 51 | 46 | 18 | 13 | 44 | 73 | 129 | 68 | 49 | 55 | 44 | 25 | 19 | 10 | 44 | 70 | 164 | 214 | 208 | 166 | 178 |
| Bomber - Total | 64 | 6 | 8 | 7 | 9 | 14 | 21 | 4 | - | - | 1 | - | - | - | - | 1 | - | - | - | - | - | 1 | - | 2 | 1 | 1 |
| B-29 | 62 | - | 8 | 7 | 8 | 14 | 21 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| B-36 | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - |
| B-42 | 1 | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| B-43 | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - |
| B-46 | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - |
| B-50 | - | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 2 | - | 1 |
| A-26 | 1 | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Fighter - Total | 336 | 322 | 15 | 48 | 41 | 28 | 17 | 3 | 1 | 15 | 30 | 81 | 42 | 15 | 1 | 6 | 7 | 1 | - | 33 | 57 | 56 | 34 | 47 | 38 | 42 |
| P-61 | 4 | - | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| P-63 | 11 | - | 4 | 3 | 3 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| P-80 | 297 | 210 | 5 | 41 | 25 | 27 | 17 | 1 | 1 | 15 | 30 | 81 | 42 | 12 | - | - | 1 | 1 | - | 26 | 43 | 53 | 22 | 22 | 20 | 22 |
| P-82 | 19 | 4 | 2 | 4 | 13 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | 1 | - | 2 |
| P-84 | 3 | 106 | - | - | - | - | - | - | - | - | - | - | - | 3 | 1 | 6 | 6 | - | - | 5 | 14 | 3 | 11 | 25 | 17 | 18 |
| Other | 2 | 2 | - | - | - | - | - | 2 | - | - | - | - | - | - | - | - | - | - | 2 | - | - | - | - | - | - | - |
| Reconnaissance - Total | 122 | 66 | - | - | - | - | - | - | 6 | 16 | 31 | 30 | 18 | 21 | 41 | 18 | 5 | 2 | - | - | - | - | - | - | - | - |
| F-15 | 19 | 17 | - | - | - | - | - | - | - | - | 4 | 5 | 3 | 7 | 14 | 1 | - | 2 | - | - | - | - | - | - | - | - |
| FP-80 | 103 | 49 | - | - | - | - | - | - | 6 | 16 | 27 | 25 | 15 | 14 | 27 | 17 | 5 | - | - | - | - | - | - | - | - | - |
| Transport - Total | 68 | 95 | 2 | 6 | 7 | 9 | 8 | 7 | 6 | 5 | 9 | 11 | 8 | 10 | 8 | 11 | 8 | 8 | 9 | 9 | 9 | 8 | 7 | 6 | 4 | 8 |
| C-46 | 1 | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| C-54 | 1 | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| C-74 | 5 | 7 | - | - | 1 | - | - | 1 | - | - | 2 | - | - | 1 | 1 | 4 | 1 | 1 | - | - | - | - | - | - | - | - |
| C-82 | 79 | 81 | 1 | 4 | 7 | 8 | 8 | 7 | 5 | 5 | 7 | 11 | 8 | 8 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 6 | 4 | 8 |
| Other | 2 | 7 | - | 1 | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | 2 | 2 | 2 | 1 | - | - | - | - |
| Communications - Total | 40 | 708 | 12 | 4 | - | - | 4 | - | 8 | 2 | 7 | - | 3 | 5 | 8 | 5 | 8 | 1 | 2 | 4 | 99 | 173 | 153 | 123 | 127 | |
| R-4, R-5 | 34 | 11 | 10 | 4 | - | - | - | 3 | - | 8 | 2 | 7 | - | - | - | - | 1 | 1 | 1 | 1 | 2 | 1 | - | 4 | - | |
| R-13 | 3 | 25 | - | - | - | - | - | - | - | - | - | - | - | 3 | 5 | 8 | 5 | 6 | - | 1 | - | - | - | - | - | - |
| Other | 3 | 672 | 2 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | 1 | - | 3 | 97 | 172 | 153 | 119 | 127 | |

a/ See Table 71 p 109 for revision of classification and redesignation of bombardment types of aircraft, as of September 1947

Table 75.-- AIRFRAME WEIGHT OF FACTORY ACCEPTED USAF COGNIZANCE AIRPLANES, BY TYPE OF AIRPLANE: QUARTERLY, 1940 TO 1945; MONTHLY, 1946 AND 1947

(In thousands of pounds. Includes experimental airplanes for 1945-1947 and US Financed Canadian production.)

| Year and Quarter or Month | Total | Very Heavy Bomber | Heavy Bomber ^{a/} | Medium Bomber ^{a/} | Light Bomber ^{a/} | Fighter | Reconnaissance | Transport | Trainer | Communications |
|------------------------------|------------------|-------------------|----------------------------|-----------------------------|----------------------------|----------------|----------------|----------------|----------------|----------------|
| Total | 2,102,821 | 191,076 | 736,387 | 219,840 | 169,766 | 371,547 | 7,797 | 267,742 | 128,441 | 10,225 |
| Annually | | | | | | | | | | |
| 1940 | 20,279 | - | 1,157 | 763 | 6,284 | 4,638 | 235 | 2,208 | 4,992 | 2 |
| 1941 | 68,064 | - | 6,664 | 6,015 | 20,502 | 14,418 | 574 | 3,344 | 16,188 | 359 |
| 1942 | 239,858 | - | 60,914 | 42,801 | 34,222 | 42,428 | 1,699 | 17,501 | 38,442 | 1,851 |
| 1943 | 542,397 | 4,425 | 224,186 | 75,520 | 42,187 | 89,560 | 2,304 | 54,975 | 46,325 | 2,915 |
| 1944 | 797,120 | 55,834 | 353,521 | 72,649 | 41,823 | 140,324 | 415 | 110,848 | 19,059 | 2,647 |
| 1945 | 421,718 | 127,870 | 89,945 | 21,907 | 24,699 | 76,539 | 1,141 | 74,330 | 3,435 | 1,852 |
| 1946 | 7,799 | 2,862 | - | 18 | 15 | 1,868 | 889 | 2,068 | - | 79 |
| 1947 ^{a/} (Jan-Aug) | 3,540 | 85 | - | 16 | - | 855 | 540 | 1,943 | - | 101 |
| 1947 ^{a/} (Sep-Dec) | 2,046 | - | - | 151 | 34 | 917 | - | 525 | - | 419 |
| Quarterly | | | | | | | | | | |
| 1940 | | | | | | | | | | |
| 1st Qtr. | 3,642 | - | 281 | 298 | 1,507 | 425 | 183 | 389 | 559 | - |
| 2nd Qtr. | 5,119 | - | - | 155 | 1,697 | 1,062 | 37 | 740 | 1,428 | - |
| 3rd Qtr. | 5,295 | - | 337 | 310 | 1,285 | 1,360 | 15 | 559 | 1,427 | - |
| 4th Qtr. | 6,223 | - | 539 | - | 1,795 | 1,791 | - | 520 | 1,578 | 2 |
| 1941 | | | | | | | | | | |
| 1st Qtr. | 9,160 | - | 497 | 329 | 3,273 | 1,680 | - | 863 | 2,498 | 20 |
| 2nd Qtr. | 14,080 | - | 1,011 | 1,772 | 4,552 | 1,928 | 96 | 836 | 3,815 | 70 |
| 3rd Qtr. | 18,152 | - | 1,076 | 1,813 | 5,859 | 3,758 | 244 | 889 | 4,360 | 153 |
| 4th Qtr. | 26,672 | - | 4,080 | 2,101 | 6,818 | 7,052 | 234 | 756 | 5,515 | 116 |
| 1942 | | | | | | | | | | |
| 1st Qtr. | 41,511 | - | 8,512 | 5,061 | 8,094 | 8,764 | 914 | 1,886 | 7,698 | 582 |
| 2nd Qtr. | 53,346 | - | 12,658 | 10,346 | 7,691 | 9,770 | 185 | 3,700 | 8,497 | 499 |
| 3rd Qtr. | 67,280 | - | 16,694 | 13,801 | 8,469 | 11,480 | 158 | 5,869 | 10,403 | 406 |
| 4th Qtr. | 77,721 | - | 23,050 | 13,593 | 9,968 | 12,414 | 442 | 6,046 | 11,844 | 364 |
| 1943 | | | | | | | | | | |
| 1st Qtr. | 96,374 | - | 31,948 | 16,125 | 7,884 | 15,687 | 664 | 9,930 | 13,595 | 541 |
| 2nd Qtr. | 125,725 | - | 49,486 | 21,126 | 9,895 | 18,723 | - | 13,523 | 12,337 | 635 |
| 3rd Qtr. | 145,002 | 1,251 | 63,828 | 18,177 | 10,578 | 23,553 | 730 | 15,390 | 10,737 | 758 |
| 4th Qtr. | 175,296 | 3,174 | 78,924 | 20,092 | 13,830 | 31,597 | 910 | 16,132 | 9,656 | 981 |
| 1944 | | | | | | | | | | |
| 1st Qtr. | 207,468 | 8,224 | 98,216 | 20,981 | 15,196 | 34,118 | - | 23,048 | 6,913 | 772 |
| 2nd Qtr. | 214,554 | 10,630 | 102,183 | 21,206 | 11,003 | 34,150 | - | 29,976 | 4,814 | 592 |
| 3rd Qtr. | 198,878 | 13,997 | 89,202 | 15,711 | 8,961 | 36,378 | 15 | 29,520 | 4,430 | 664 |
| 4th Qtr. | 176,220 | 22,983 | 63,920 | 14,751 | 6,663 | 35,678 | 400 | 28,304 | 2,902 | 619 |
| 1945 | | | | | | | | | | |
| 1st Qtr. | 177,353 | 37,133 | 52,817 | 12,818 | 8,969 | 34,115 | 500 | 28,714 | 1,614 | 673 |
| 2nd Qtr. | 166,810 | 50,352 | 35,143 | 6,836 | 12,549 | 30,616 | 466 | 28,749 | 1,356 | 743 |
| 3rd Qtr. | 73,670 | 39,959 | 1,985 | 2,253 | 3,181 | 9,986 | 175 | 15,261 | 465 | 405 |
| 4th Qtr. | 3,885 | 426 | - | - | - | 1,822 | - | 1,606 | - | 31 |
| Monthly | | | | | | | | | | |
| 1946 | | | | | | | | | | |
| Jan. | 584 | 378 | - | - | - | 134 | - | 49 | - | 23 |
| Feb. | 656 | 262 | - | - | - | 262 | - | 125 | - | 7 |
| Mar. | 818 | 378 | - | - | 15 | 278 | - | 147 | - | - |
| Apr. | 1,043 | 662 | - | - | - | 155 | - | 226 | - | - |
| May. | 1,250 | 993 | - | - | - | 94 | - | 163 | - | - |
| Jun. | 360 | 189 | - | - | - | 21 | - | 143 | - | 7 |
| Jul. | 203 | - | - | - | - | 5 | 35 | 163 | - | - |
| Aug. | 287 | - | - | - | - | 75 | 94 | 103 | - | 15 |
| Sep. | 661 | - | - | 18 | - | 150 | 219 | 270 | - | 4 |
| Oct. | 878 | - | - | - | - | 405 | 222 | 231 | - | 20 |
| Nov. | 511 | - | - | - | - | 210 | 133 | 168 | - | - |
| Dec. | 548 | - | - | - | - | 79 | 186 | 280 | - | 3 |
| 1947 | | | | | | | | | | |
| Jan. | 587 | - | - | - | - | 6 | 367 | 209 | - | 5 |
| Feb. | 568 | - | - | 16 | - | 38 | 115 | 394 | - | 5 |
| Mar. | 286 | - | - | - | - | 43 | 29 | 209 | - | 5 |
| Apr. | 253 | - | - | - | - | 5 | 29 | 209 | - | 10 |
| May. | 249 | - | - | - | - | - | - | 246 | - | 3 |
| Jun. | 427 | - | - | - | - | 177 | - | 246 | - | 4 |
| Jul. | 542 | - | - | - | - | 303 | - | 233 | - | 6 |
| Aug. | 628 | 85 | - | - | - | 283 | - | 197 | - | 63 |
| Sep. | 471 | - | - | - | - | 189 | - | 147 | - | 135 |
| Oct. | 606 | - | - | 101 | - | 267 | - | 126 | - | 112 |
| Nov. | 422 | - | - | - | 34 | 217 | - | 84 | - | 87 |
| Dec. | 547 | - | - | 50 | - | 244 | - | 168 | - | 85 |

^{a/} See Table 71 p.109 for revision of classification and redesignation of bombardment types of aircraft as of September 1947.

Source: Air Materiel Command, Statistical, Div; Comptroller's Dept; Department of Navy Bur. of Aeronautics

Table 76.-- FACTORY ACCEPTANCES OF ALL US MILITARY AIRPLANES, BY TYPE OF AIRPLANE: QUARTERLY, 1940 TO 1945; MONTHLY, 1946 AND 1947

(Includes experimental airplanes and US financed Canadian production.)

| Year and Quarter or Month | Total | Very Heavy Bomber a/ | Heavy Bomber a/ | Medium Bomber a/ | Light Bomber a/ | Fighter | Reconnaissance | Transport | Trainer | Communications |
|---------------------------|---------|-------------------------|--------------------|---------------------|--------------------|---------|----------------|-----------|---------|----------------|
| Total | 304,257 | 3,962 | 31,915 | 22,285 | 41,106 | 103,294 | 4,202 | 24,458 | 58,571 | 14,464 |
| Annually | | | | | | | | | | |
| 1940 | 6,028 | - | 61 | 95 | 1,038 | 1,689 | 123 | 290 | 2,731 | 1 |
| 1941 | 19,445 | 1 | 318 | 865 | 2,935 | 4,421 | 727 | 532 | 9,376 | 270 |
| 1942 | 47,675 | 3 | 2,615 | 4,122 | 5,894 | 10,780 | 1,468 | 1,985 | 17,632 | 3,176 |
| 1943 | 85,433 | 92 | 9,524 | 7,624 | 12,122 | 24,005 | 734 | 7,013 | 19,942 | 4,377 |
| 1944 | 95,272 | 1,161 | 15,173 | 6,782 | 11,892 | 38,895 | 261 | 9,834 | 7,578 | 3,696 |
| 1945 | 46,865 | 2,642 | 4,224 | 2,726 | 6,910 | 21,578 | 692 | 4,613 | 1,309 | 2,171 |
| 1946 | 1,417 | 62 | - | 31 | 39 | 1,017 | 131 | 93 | - | 44 |
| 1947 (Jan-Aug) | 1,019 | 1 | - | 37 | 168 | 538 | 66 | 71 | 3 | 135 |
| (Sep-Dec) | 1,103 | - | - | 3 | 108 | 371 | - | 27 | - | 594 |
| Quarterly | | | | | | | | | | |
| 1941 | | | | | | | | | | |
| 1st Qtr | 3,128 | - | 24 | 95 | 574 | 684 | 79 | 91 | 1,570 | 11 |
| 2nd Qtr | 4,207 | - | 50 | 243 | 732 | 765 | 107 | 84 | 2,186 | 40 |
| 3rd Qtr | 5,236 | - | 53 | 261 | 781 | 1,115 | 220 | 141 | 2,567 | 98 |
| 4th Qtr | 6,874 | 1 | 191 | 266 | 848 | 1,857 | 321 | 216 | 3,053 | 121 |
| 1942 | | | | | | | | | | |
| 1st Qtr | 9,517 | - | 376 | 563 | 955 | 2,268 | 436 | 330 | 3,845 | 744 |
| 2nd Qtr | 11,113 | - | 546 | 987 | 1,216 | 2,454 | 327 | 396 | 4,264 | 923 |
| 3rd Qtr | 12,676 | - | 710 | 1,254 | 1,544 | 2,796 | 432 | 614 | 4,540 | 786 |
| 4th Qtr | 14,369 | 3 | 983 | 1,318 | 2,179 | 3,262 | 273 | 645 | 4,983 | 723 |
| 1943 | | | | | | | | | | |
| 1st Qtr | 16,668 | - | 1,371 | 1,592 | 2,154 | 3,709 | 230 | 1,253 | 5,444 | 915 |
| 2nd Qtr | 20,480 | - | 2,100 | 2,100 | 2,909 | 5,102 | 126 | 1,729 | 5,442 | 972 |
| 3rd Qtr | 22,475 | 26 | 2,716 | 1,872 | 3,285 | 6,568 | 167 | 1,925 | 4,831 | 1,085 |
| 4th Qtr | 25,810 | 66 | 3,337 | 2,060 | 3,774 | 8,626 | 211 | 2,106 | 4,225 | 1,405 |
| 1944 | | | | | | | | | | |
| 1st Qtr | 26,569 | 171 | 4,135 | 2,076 | 3,532 | 9,936 | 43 | 2,607 | 2,987 | 1,082 |
| 2nd Qtr | 25,049 | 221 | 4,327 | 1,874 | 3,175 | 9,979 | 4 | 2,739 | 1,878 | 852 |
| 3rd Qtr | 23,115 | 291 | 3,859 | 1,398 | 2,733 | 9,840 | 22 | 2,410 | 1,609 | 953 |
| 4th Qtr | 20,539 | 478 | 2,852 | 1,434 | 2,452 | 9,140 | 192 | 2,078 | 1,104 | 809 |
| 1945 | | | | | | | | | | |
| 1st Qtr | 19,604 | 772 | 2,425 | 1,357 | 2,650 | 8,836 | 286 | 1,856 | 635 | 787 |
| 2nd Qtr | 18,319 | 1,041 | 1,622 | 915 | 2,775 | 8,547 | 273 | 1,759 | 502 | 885 |
| 3rd Qtr | 8,141 | 820 | 162 | 404 | 1,422 | 3,655 | 133 | 891 | 172 | 482 |
| 4th Qtr | 801 | 9 | 15 | 50 | 63 | 540 | - | 107 | - | 17 |
| Monthly | | | | | | | | | | |
| 1946 | | | | | | | | | | |
| Jan | 110 | 8 | - | 3 | 2 | 82 | - | 3 | - | 12 |
| Feb | 121 | 7 | - | 2 | 3 | 99 | - | 6 | - | 4 |
| Mar | 123 | 8 | - | 2 | 2 | 103 | - | 8 | - | - |
| Apr | 98 | 14 | - | 3 | 2 | 69 | - | 10 | - | - |
| May | 127 | 21 | - | 2 | 2 | 92 | - | 10 | - | - |
| Jun | 65 | 4 | - | 2 | 3 | 45 | - | 7 | - | 4 |
| Jul | 69 | - | - | 3 | 2 | 52 | 6 | 6 | - | - |
| Aug | 131 | - | - | 2 | 3 | 90 | 23 | 5 | - | 8 |
| Sep | 136 | - | - | 4 | 3 | 86 | 32 | 9 | - | 2 |
| Oct | 194 | - | - | 2 | 6 | 137 | 31 | 11 | - | 7 |
| Nov | 130 | - | - | 2 | 3 | 97 | 18 | 8 | - | 2 |
| Dec | 113 | - | - | 4 | 8 | 65 | 21 | 10 | - | 5 |
| 1947 | | | | | | | | | | |
| Jan | 120 | - | - | 8 | 15 | 43 | 41 | 8 | - | 5 |
| Feb | 101 | - | - | 6 | 6 | 52 | 18 | 11 | - | 8 |
| Mar | 119 | - | - | 3 | 27 | 71 | 5 | 8 | - | 5 |
| Apr | 108 | - | - | 2 | 33 | 54 | 2 | 9 | - | 8 |
| May | 92 | - | - | 2 | 26 | 52 | - | 9 | - | 3 |
| Jun | 140 | - | - | 12 | 31 | 86 | - | 9 | - | 2 |
| Jul | 121 | - | - | - | 12 | 95 | - | 9 | - | 5 |
| Aug | 218 | 1 | - | 4 | 18 | 85 | - | 8 | 3 | 99 |
| Sep a/. | 291 | - | - | - | 34 | 75 | - | 9 | - | 173 |
| Oct | 281 | - | - | 2 | 33 | 81 | - | 6 | - | 159 |
| Nov | 251 | - | - | - | 30 | 89 | - | 4 | - | 128 |
| Dec | 280 | - | - | 1 | 11 | 126 | - | 8 | - | 134 |

a/ See Table 71 p 109 for revision of classification and redesignation of bombardment types of aircraft, as of September 1947.

Table 77.-- FACTORY ACCEPTANCES OF ALL US MILITARY AIRPLANES, BY PLANT AND BY TYPE AND MODEL OF AIRPLANE:
1946 AND 1947

Note:-- Includes experimental airplanes. Army Cognizance production is shown by model Navy Cognizance by type.
For years previous to 1946 see Army Air Forces Statistical Digest 1946.

| Plant, Type and Model | 1946 | 1947 | Plant, Type and Model | 1946 | 1947 |
|--|-------|-------|--|------|------|
| Total | 1,417 | 2,122 | <u>Fairchild: Hagerstown, Md. - Total</u> . . | 79 | 82 |
| <u>Aerona: Middletown, Ohio</u> | | | Army - C-82 | 79 | 81 |
| Army - L-16 | - | 508 | Navy - Trainer | - | 1 |
| <u>Aircraft Service Corp: Lynbrook, N.Y.</u> | | | <u>G & A: Willow Grove, Pa.</u> | | |
| Navy - Transport | - | 2 | Army - R-9 | 1 | - |
| <u>Bell: Buffalo, N.Y. - Total</u> | 15 | 25 | <u>Goodyear: Akron, Ohio</u> | | |
| Army - P-63 | 11 | - | Navy - Fighter | 2 | 1 |
| P-83 | 1 | - | <u>Gruman: Bethpage, N.Y.</u> | | |
| R-13 | 3 | 25 | Navy - Fighter | 430 | 338 |
| <u>Boeing: Renton, Wash. - Total</u> | 63 | 9 | <u>Kellett, Philadelphia, Pa.</u> | | |
| Army - B-29 | 62 | - | Army - R-8 | 2 | - |
| C-50 | - | 3 | <u>Lockheed "A": Burbank, Calif.</u> | | |
| C-97 | 1 | 6 | Navy - Patrol Bomber | 4 | 48 |
| <u>Boeing: Seattle, Washington</u> | | | <u>Lockheed "B": Burbank, Calif. - Total</u> | 400 | 259 |
| Navy - Fighter | - | 1 | Army - P-80 | 297 | 210 |
| <u>Chance-Vought: Stratford, Conn.</u> | | | FP-80 | 103 | 49 |
| Navy - Fighter | 246 | 203 | <u>Martin: Buffalo, N.Y. - Total</u> | 32 | 27 |
| <u>Consolidated-Vultee: Fort Worth, Texas</u> | | | Navy - Patrol Bomber | 26 | 11 |
| Army - B-36 | - | 1 | Light Bomber | 1 | 15 |
| <u>Consolidated-Vultee:</u> | | | Transport | 5 | 1 |
| <u>San Diego, Calif. - Total</u> | - | 84 | <u>McDonnell: St. Louis, Mo.</u> | | |
| Army - B-46 | - | 1 | Navy - Fighter | 1 | 33 |
| P-81 | - | 2 | <u>North American:</u> | | |
| L-13 | - | 81 | <u>Inglewood, Calif. - Total</u> . . | 19 | 100 |
| <u>Curtiss-Wright: Buffalo, N.Y.</u> | | | Army - P-82 | 19 | 4 |
| Army - C-46 | 1 | - | L-17 | - | 83 |
| <u>Curtiss-Wright: Columbus, Ohio - Total</u> | 22 | - | Navy - Fighter | - | 11 |
| Navy - Light Bomber | 11 | - | Trainer | - | 2 |
| Fighter | 2 | - | <u>Northrop: Hawthorne, Calif. - Total</u> . . | 24 | 17 |
| Reconnaissance | 9 | - | Army - P-61 | 4 | - |
| <u>Douglas: El Segundo, Calif. - Total</u> . . | 26 | 238 | F-15 | 19 | 17 |
| Navy - Light Bomber | 26 | 237 | P-79 | 1 | - |
| Fighter | - | 1 | <u>Piasecki: Morton, Pa.</u> | | |
| <u>Douglas: Long Beach, Calif. - Total</u> . . | 7 | 7 | Navy - Rotary Wing | - | 8 |
| Army - B-17 | 1 | 7 | <u>Republic: Farmingdale, N.Y.</u> | | |
| C-74 | 5 | 7 | Army - P-84 | 3 | 106 |
| A-26 | 1 | - | <u>Sikorsky: Stratford, Conn. - Total</u> . . | 38 | 24 |
| <u>Douglas: Santa Monica, Calif. - Total</u> . . | 2 | 2 | Army - R-5 | 34 | 11 |
| Army - B-42 | 1 | 1 | Navy - Rotary Wing | 4 | 13 |
| B-43 | 1 | 1 | | | |
| C-54 | 1 | - | | | |
| C-118 | - | 1 | | | |

Table 78.-- AIRFRAME WEIGHT OF ALL FACTORY ACCEPTED US MILITARY AIRPLANES, BY TYPE OF AIRPLANE: QUARTERLY, 1940 TO 1945; MONTHLY 1946 AND 1947

(in thousands of pounds. Includes experimental airplanes for 1945-1947 and US financed Canadian production.)

| Year and quarter or month | Total | Very Heavy Bomber ^a | Heavy Bomber ^a | Medium Bomber ^a | Light Bomber ^a | Fighter | Reconnaissance | Transport | Trainer | Communications |
|---------------------------|------------------|--------------------------------|---------------------------|----------------------------|---------------------------|----------------|----------------|----------------|----------------|----------------|
| Total | 2,559,246 | 191,076 | 758,294 | 316,762 | 316,879 | 542,774 | 16,546 | 273,997 | 132,560 | 10,358 |
| Annually | | | | | | | | | | |
| 1940. | 23,110 | - | 1,182 | 1,221 | 6,781 | 5,480 | 348 | 2,483 | 5,607 | 2 |
| 1941. | 81,364 | - | 6,761 | 11,456 | 22,657 | 16,389 | 1,884 | 3,761 | 18,097 | 359 |
| 1942. | 275,830 | - | 62,042 | 55,858 | 44,590 | 48,808 | 5,119 | 18,250 | 39,294 | 1,869 |
| 1943. | 654,187 | 4,425 | 227,789 | 107,555 | 83,181 | 121,845 | 3,878 | 55,498 | 47,058 | 2,958 |
| 1944. | 961,120 | 55,834 | 360,099 | 98,013 | 95,283 | 215,536 | 1,030 | 113,619 | 19,059 | 2,647 |
| 1945. | 539,367 | 127,870 | 100,421 | 40,894 | 61,949 | 124,648 | 2,828 | 75,470 | 3,435 | 1,852 |
| 1946. | 12,859 | 2,862 | - | 751 | 275 | 5,591 | 920 | 2,376 | - | 84 |
| 1947 (Jan-Aug). | 7,234 | 85 | - | 863 | 1,076 | 2,549 | 539 | 2,004 | 10 | 108 |
| 1947 (Sep-Dec). | 4,175 | - | - | 151 | 1,087 | 1,922 | - | 536 | - | 479 |
| Quarterly | | | | | | | | | | |
| 1940 | | | | | | | | | | |
| 1st Qtr | 3,920 | - | 281 | 298 | 1,555 | 539 | 183 | 451 | 613 | - |
| 2nd Qtr | 5,589 | - | - | 155 | 1,803 | 1,155 | 43 | 827 | 1,606 | - |
| 3rd Qtr | 5,886 | - | 337 | 341 | 1,363 | 1,633 | 63 | 639 | 1,508 | 2 |
| 4th Qtr | 7,715 | - | 564 | 427 | 2,060 | 2,159 | 59 | 566 | 1,880 | - |
| 1941 | | | | | | | | | | |
| 1st Qtr | 11,988 | - | 521 | 1,283 | 3,837 | 2,227 | 196 | 896 | 3,008 | 20 |
| 2nd Qtr | 17,650 | - | 1,060 | 3,206 | 5,309 | 2,594 | 275 | 841 | 4,295 | 70 |
| 3rd Qtr | 21,673 | - | 1,100 | 3,492 | 6,332 | 4,210 | 576 | 958 | 4,852 | 153 |
| 4th Qtr | 30,053 | - | 4,080 | 3,475 | 7,179 | 7,358 | 837 | 1,066 | 5,942 | 116 |
| 1942 | | | | | | | | | | |
| 1st Qtr | 46,437 | - | 8,512 | 7,448 | 8,377 | 9,642 | 1,694 | 2,243 | 7,939 | 582 |
| 2nd Qtr | 60,095 | - | 12,687 | 12,899 | 9,333 | 11,011 | 960 | 3,831 | 8,875 | 499 |
| 3rd Qtr | 76,978 | - | 17,099 | 17,065 | 11,513 | 12,918 | 1,322 | 6,028 | 10,627 | 406 |
| 4th Qtr | 92,320 | - | 23,744 | 18,446 | 15,367 | 15,237 | 1,143 | 6,148 | 11,853 | 382 |
| 1943 | | | | | | | | | | |
| 1st Qtr | 112,404 | - | 33,163 | 21,517 | 14,275 | 18,038 | 1,176 | 10,001 | 13,681 | 553 |
| 2nd Qtr | 152,946 | - | 50,410 | 30,257 | 20,222 | 24,844 | 440 | 13,601 | 12,506 | 666 |
| 3rd Qtr | 176,327 | 1,251 | 64,876 | 26,523 | 22,405 | 33,019 | 1,003 | 15,483 | 11,009 | 758 |
| 4th Qtr | 212,510 | 3,174 | 79,340 | 29,258 | 26,279 | 45,944 | 1,259 | 16,413 | 9,862 | 981 |
| 1944 | | | | | | | | | | |
| 1st Qtr | 248,886 | 8,224 | 98,239 | 30,183 | 27,140 | 53,482 | 151 | 23,782 | 6,913 | 772 |
| 2nd Qtr | 255,773 | 10,630 | 102,620 | 26,707 | 25,091 | 54,510 | 11 | 30,798 | 4,814 | 592 |
| 3rd Qtr | 238,343 | 13,997 | 91,525 | 20,014 | 22,482 | 54,815 | 84 | 30,332 | 4,430 | 664 |
| 4th Qtr | 218,118 | 22,983 | 67,715 | 21,109 | 20,570 | 52,729 | 784 | 28,707 | 2,902 | 619 |
| 1945 | | | | | | | | | | |
| 1st Qtr | 222,590 | 37,133 | 57,302 | 19,907 | 23,605 | 51,903 | 1,161 | 29,292 | 1,614 | 673 |
| 2nd Qtr | 210,303 | 50,352 | 38,778 | 13,744 | 26,065 | 49,160 | 1,127 | 28,978 | 1,356 | 743 |
| 3rd Qtr | 99,577 | 39,959 | 3,995 | 6,450 | 11,830 | 20,497 | 540 | 15,436 | 465 | 405 |
| 4th Qtr | 6,897 | 426 | 340 | 793 | 449 | 3,088 | - | 1,764 | - | 31 |
| Monthly | | | | | | | | | | |
| 1946 | | | | | | | | | | |
| Jan | 1,120 | 378 | - | 74 | 14 | 524 | - | 107 | - | 23 |
| Feb | 1,030 | 262 | - | 49 | 19 | 556 | - | 137 | - | 7 |
| Mar | 1,303 | 378 | - | 49 | 22 | 649 | - | 205 | - | - |
| Apr | 1,458 | 662 | - | 74 | 13 | 424 | - | 285 | - | - |
| May | 1,852 | 993 | - | 49 | 15 | 514 | - | 281 | - | - |
| Jun | 728 | 189 | - | 49 | 23 | 317 | - | 143 | - | 7 |
| Jul | 525 | - | - | 72 | 8 | 246 | 34 | 165 | - | - |
| Aug | 723 | - | - | 50 | 18 | 414 | 121 | 105 | - | 15 |
| Sep | 1,038 | - | - | 90 | 18 | 439 | 221 | 267 | - | 3 |
| Oct | 1,278 | - | - | 50 | 53 | 702 | 226 | 233 | - | 14 |
| Nov | 869 | - | - | 50 | 20 | 493 | 132 | 168 | - | 6 |
| Dec | 935 | - | - | 95 | 52 | 313 | 186 | 280 | - | 9 |
| 1947 | | | | | | | | | | |
| Jan | 1,061 | - | - | 186 | 93 | 202 | 366 | 209 | - | 5 |
| Feb | 939 | - | - | 134 | 40 | 248 | 115 | 394 | - | 8 |
| Mar | 828 | - | - | 73 | 167 | 345 | 29 | 209 | - | 5 |
| Apr | 770 | - | - | 50 | 217 | 193 | 29 | 271 | - | 10 |
| May | 700 | - | - | 50 | 162 | 239 | - | 246 | - | 3 |
| Jun | 1,141 | - | - | 278 | 190 | 423 | - | 246 | - | 4 |
| Jul | 807 | - | - | - | 90 | 475 | - | 232 | - | 10 |
| Aug | 988 | 85 | - | 92 | 117 | 424 | - | 197 | 10 | 63 |
| Sep a/. | 960 | - | - | - | 306 | 361 | - | 158 | - | 135 |
| Oct | 1,061 | - | - | 101 | 289 | 414 | - | 126 | - | 131 |
| Nov | 980 | - | - | - | 334 | 459 | - | 84 | - | 103 |
| Dec | 1,174 | - | - | 50 | 158 | 688 | - | 168 | - | 110 |

a/ See Table 71 p 109 for revision of classification and redesignation of bombardment types of aircraft, as of September 1947.

Table 79.-- FACTORY DELIVERIES OF ALL US MILITARY AIRPLANES, BY TYPE OF AIRPLANE AND BY RECIPIENT: QUARTERLY, 3RD QUARTER, 1940 TO 1946; MONTHLY, 1947

Note.--Includes experimental airplanes and US financed Canadian production. Subsequent reallocations are not reflected.

| Type of Airplane and Recipient | Total | 1940 (Jul-Dec) | 1941 | 1942 | 1943 | 1944 | 1945 | 1946 | 1947 a/ | | 1940 3rd Qtr |
|--------------------------------|---------|----------------|--------|--------|--------|--------|--------|-------|-----------|-----------|--------------|
| | | | | | | | | | (Jan-Aug) | (Sep-Dec) | |
| Total | 301,781 | 3,611 | 18,466 | 46,928 | 84,883 | 96,270 | 48,281 | 1,527 | 999 | 1,083 | 1,614 |
| USAF | 161,284 | 1,209 | 8,723 | 26,438 | 45,889 | 51,547 | 26,254 | 669 | 304 | 252 | 695 |
| US Navy | 76,728 | 517 | 3,517 | 8,347 | 20,005 | 25,579 | 16,985 | 853 | 599 | 337 | 124 |
| Other US | 4,304 | 71 | 114 | 23 | 1,484 | 2,012 | 10 | - | 96 | 494 | 41 |
| British Empire | 38,712 | 1,507 | 5,249 | 7,599 | 10,565 | 10,956 | 2,836 | - | - | - | 634 |
| USSR | 14,717 | 1 | 221 | 3,032 | 5,141 | 4,636 | 1,686 | - | - | - | 1 |
| China | 1,225 | 30 | 141 | 410 | 384 | 223 | 37 | - | - | - | 24 |
| Other Foreign | 4,911 | 276 | 501 | 949 | 1,395 | 1,317 | 473 | - | - | - | 95 |
| Very Heavy Bomber a/ | | | | | | | | | | | |
| USAF | 3,962 | - | - | 4 | 91 | 1,147 | 2,657 | 62 | 1 | - | - |
| Heavy Bomber-Total a/ | 31,850 | 46 | 282 | 2,503 | 9,574 | 15,057 | 4,388 | - | - | - | 17 |
| USAF | 27,864 | 19 | 181 | 2,231 | 8,695 | 13,057 | 3,681 | - | - | - | 9 |
| US Navy | 1,851 | 1 | 5 | 86 | 382 | 747 | 630 | - | - | - | - |
| British Empire | 2,135 | 26 | 96 | 186 | 497 | 1,253 | 77 | - | - | - | 8 |
| Medium Bomber-Total a/ | 21,801 | 52 | 762 | 4,041 | 7,256 | 6,732 | 2,881 | 36 | 38 | 3 | 27 |
| USAF | 11,841 | 24 | 326 | 2,429 | 3,989 | 3,636 | 1,432 | - | 2 | 3 | 23 |
| US Navy | 5,026 | 21 | 214 | 597 | 1,657 | 1,287 | 1,178 | 36 | 36 | - | 4 |
| Other US | 8 | - | - | 8 | - | - | - | - | - | - | - |
| British Empire | 3,247 | 7 | 175 | 793 | 1,205 | 1,032 | 36 | - | - | - | - |
| USSR | 1,010 | - | 5 | 154 | 212 | 486 | 153 | - | - | - | - |
| China | 134 | - | - | - | 59 | 75 | - | - | - | - | - |
| Other Foreign | 534 | - | 42 | 60 | 134 | 216 | 82 | - | - | - | - |
| Light Bomber-Total a/ | 40,490 | 452 | 2,617 | 5,854 | 11,848 | 12,376 | 7,028 | 37 | 168 | 108 | 212 |
| USAF | 7,787 | 16 | 373 | 1,153 | 2,247 | 2,276 | 1,720 | 1 | - | 1 | 10 |
| US Navy | 21,299 | 65 | 404 | 1,410 | 5,791 | 8,202 | 5,115 | 36 | 168 | 107 | 22 |
| British Empire | 7,903 | 320 | 1,674 | 2,088 | 2,397 | 1,231 | 193 | - | - | - | 173 |
| USSR | 3,021 | - | 81 | 1,136 | 1,204 | 600 | - | - | - | - | - |
| China | 29 | - | 18 | 11 | - | - | - | - | - | - | - |
| Other Foreign | 451 | 52 | 67 | 56 | 209 | 67 | - | - | - | - | - |
| Fighter-Total | 102,584 | 1,157 | 4,036 | 10,721 | 23,621 | 38,848 | 22,231 | 1,100 | 528 | 352 | 484 |
| USAF | 48,416 | 187 | 1,727 | 5,213 | 11,766 | 18,291 | 10,591 | 349 | 150 | 142 | 138 |
| US Navy | 28,916 | 68 | 340 | 1,259 | 5,449 | 12,090 | 8,381 | 751 | 378 | 210 | 10 |
| British Empire | 13,417 | 807 | 1,673 | 2,271 | 2,410 | 4,535 | 1,721 | - | - | - | 304 |
| USSR | 9,868 | 1 | 105 | 1,712 | 3,550 | 3,300 | 1,200 | - | - | - | 1 |
| China | 666 | - | 53 | 211 | 301 | 101 | - | - | - | - | - |
| Other Foreign | 1,301 | 94 | 138 | 55 | 145 | 531 | 338 | - | - | - | 31 |
| Reconnaissance-Total | 4,329 | 63 | 698 | 1,437 | 793 | 404 | 737 | 131 | 66 | - | 34 |
| USAF | 1,404 | 10 | 165 | 195 | 320 | 241 | 285 | 122 | 66 | - | 10 |
| US Navy | 2,488 | 53 | 500 | 1,091 | 223 | 163 | 449 | 9 | - | - | 24 |
| British Empire | 350 | - | - | 100 | 250 | - | - | - | - | - | - |
| USSR | 30 | - | 30 | - | - | - | - | - | - | - | - |
| Other Foreign | 57 | - | 3 | 51 | - | - | 3 | - | - | - | - |
| Transport-Total | 24,330 | 164 | 525 | 1,887 | 6,923 | 9,925 | 4,717 | 92 | 61 | 27 | 73 |
| USAF | 16,128 | 5 | 133 | 1,264 | 5,072 | 6,430 | 3,043 | 87 | 60 | 35 | 5 |
| US Navy | 2,763 | 23 | 155 | 250 | 535 | 1,215 | 537 | 5 | 1 | 2 | 5 |
| Other US | 266 | 71 | 114 | 15 | 14 | 43 | 10 | - | - | - | 41 |
| British Empire | 3,790 | 25 | 65 | 197 | 922 | 1,808 | 772 | - | - | - | 7 |
| USSR | 703 | - | - | - | 175 | 250 | 278 | - | - | - | - |
| China | 119 | - | - | 31 | 24 | 27 | 37 | - | - | - | - |
| Other Foreign | 561 | 40 | 58 | 90 | 181 | 152 | 40 | - | - | - | 15 |
| Trainer-Total | 58,088 | 1,676 | 9,294 | 17,237 | 20,590 | 7,936 | 1,352 | - | 3 | - | 767 |
| USAF | 34,469 | 948 | 5,585 | 11,004 | 11,246 | 4,861 | 825 | - | - | - | 500 |
| US Navy | 13,862 | 286 | 1,899 | 3,586 | 5,845 | 1,787 | 456 | - | 3 | - | 59 |
| Other US | 3 | - | - | - | 2 | 1 | - | - | - | - | - |
| British Empire | 7,640 | 322 | 1,547 | 1,933 | 2,880 | 952 | 6 | - | - | - | 142 |
| USSR | 85 | - | - | 30 | - | - | 55 | - | - | - | - |
| China | 277 | 30 | 70 | 157 | - | 20 | - | - | - | - | 24 |
| Other Foreign | 1,752 | 90 | 193 | 527 | 617 | 315 | 10 | - | - | - | 42 |
| Communications-Total | 14,447 | - | 252 | 3,114 | 4,167 | 3,845 | 2,290 | 64 | 134 | 583 | - |
| USAF | 9,413 | - | 233 | 2,945 | 2,463 | 1,608 | 2,020 | 48 | 25 | 71 | - |
| US Navy | 523 | - | - | 28 | 123 | 68 | 239 | 16 | 13 | 18 | - |
| Other US | 4,026 | - | - | - | 1,468 | 1,968 | - | - | 96 | 494 | - |
| British Empire | 230 | - | 19 | 31 | 4 | 145 | 31 | - | - | - | - |
| Other Foreign | 255 | - | - | 110 | 109 | 36 | - | - | - | - | - |

a/ See Table 71 p109 for revision of classification and redesignation of bombardment types of aircraft, as of September 1947.

Table 79.-- FACTORY DELIVERIES OF ALL US MILITARY AIRPLANES, BY TYPE OF AIRPLANE AND BY RECIPIENT: QUARTERLY, 3RD QUARTER, 1940 TO 1946: MONTHLY, 1947 -- Continued

| Type of Airplane and Recipient | 1940 | | | 1941 | | | | 1942 | | | | 1943 | | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|---------------|---------------|---------------|---------------|--|--|
| | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | | |
| Total | 1997 | 3264 | 3925 | 5156 | 6121 | 9694 | 11,092 | 12,315 | 13,697 | 16,537 | 20,590 | 21,972 | | |
| USAF | 514 | 1105 | 1818 | 2383 | 3417 | 5537 | 6,158 | 6,901 | 7,842 | 9,693 | 11,073 | 11,776 | | |
| US Navy | 393 | 723 | 836 | 1027 | 931 | 928 | 1,884 | 2,611 | 2,924 | 3,860 | 4,933 | 5,014 | | |
| Other US | 30 | 47 | 34 | 24 | 9 | 3 | - | 12 | 8 | 319 | 462 | 403 | | |
| British Empire | 873 | 1204 | 1084 | 1640 | 1321 | 1969 | 1,909 | 1,999 | 1,722 | 1,698 | 2,440 | 2,773 | | |
| USSR | - | - | 16 | 16 | 189 | 659 | 883 | 603 | 887 | 997 | 1,206 | 1,503 | | |
| China | 6 | - | 1 | - | 140 | 209 | 174 | 6 | 21 | 8 | 71 | 93 | | |
| Other Foreign | 181 | 185 | 136 | 66 | 114 | 389 | 84 | 183 | 293 | 262 | 405 | 410 | | |
| Very Heavy Bomber | - | - | - | - | - | 1 | - | - | 3 | - | - | 19 | | |
| USAF | - | - | - | - | - | 1 | - | - | 3 | - | - | 19 | | |
| Heavy Bomber - Total | 29 | 23 | 50 | 45 | 164 | 379 | 500 | 698 | 926 | 1,368 | 2,140 | 2,680 | | |
| USAF | 10 | 21 | 29 | 7 | 124 | 322 | 396 | 665 | 848 | 1,224 | 1,895 | 2,455 | | |
| US Navy | 1 | 1 | 2 | 1 | 1 | - | 1 | 15 | 70 | 83 | 133 | 106 | | |
| British Empire | 18 | 1 | 19 | 37 | 39 | 57 | 103 | 18 | 8 | 61 | 112 | 119 | | |
| Medium Bombers - Total | 25 | 94 | 182 | 204 | 282 | 587 | 981 | 1,241 | 1,232 | 1,661 | 2,116 | 1,725 | | |
| USAF | 1 | 24 | 62 | 80 | 160 | 177 | 483 | 859 | 910 | 1,031 | 1,302 | 838 | | |
| US Navy | 17 | 43 | 55 | 71 | 45 | 132 | 136 | 155 | 174 | 450 | 477 | 386 | | |
| Other US | - | - | - | - | - | - | - | 3 | 5 | - | - | - | | |
| British Empire | 7 | 27 | 65 | 32 | 51 | 228 | 316 | 163 | 86 | 122 | 258 | 360 | | |
| USSR | - | - | - | - | 5 | 25 | 46 | 49 | 34 | 26 | 46 | 77 | | |
| China | - | - | - | - | - | - | - | - | - | - | - | 28 | | |
| Other Foreign | - | - | - | 21 | 21 | 25 | - | 12 | 23 | 32 | 33 | 36 | | |
| Light Bombers - Total | 241 | 617 | 575 | 825 | 600 | 1097 | 1,283 | 1,442 | 2,032 | 2,166 | 2,946 | 2,951 | | |
| USAF | 6 | 73 | 58 | 88 | 154 | 322 | 102 | 337 | 392 | 579 | 295 | 540 | | |
| US Navy | 43 | 119 | 152 | 56 | 77 | 50 | 310 | 377 | 673 | 948 | 1,587 | 1,489 | | |
| British Empire | 147 | 387 | 364 | 665 | 258 | 399 | 466 | 460 | 763 | 480 | 587 | 496 | | |
| USSR | - | - | - | 16 | 65 | 324 | 396 | 242 | 174 | 159 | 440 | 336 | | |
| China | - | - | 1 | - | 17 | 2 | - | - | - | - | - | - | | |
| Other Foreign | 45 | 38 | - | - | 29 | - | - | 26 | 30 | - | 37 | 90 | | |
| Fighters - Total | 673 | 690 | 722 | 1128 | 1496 | 2417 | 2,342 | 2,937 | 3,025 | 3,614 | 5,135 | 6,440 | | |
| USAF | 49 | 170 | 226 | 567 | 764 | 1007 | 941 | 1,777 | 1,488 | 1,992 | 2,681 | 3,118 | | |
| US Navy | 58 | 74 | 82 | 142 | 42 | 198 | 311 | 212 | 538 | 568 | 1,058 | 1,472 | | |
| British Empire | 503 | 393 | 313 | 419 | 548 | 739 | 575 | 636 | 321 | 241 | 578 | 752 | | |
| USSR | - | - | 16 | - | 89 | 310 | 441 | 312 | 649 | 772 | 683 | 1,037 | | |
| China | - | - | - | - | 53 | 146 | 65 | - | - | - | 65 | 61 | | |
| Other Foreign | 63 | 53 | 85 | - | 17 | 9 | - | - | 29 | 41 | 70 | - | | |
| Reconnaissance - Total | 29 | 79 | 89 | 217 | 313 | 328 | 383 | 454 | 272 | 276 | 100 | 179 | | |
| USAF | - | 1 | 17 | 84 | 63 | 37 | 65 | 52 | 41 | 120 | - | 8 | | |
| US Navy | 29 | 78 | 72 | 130 | 220 | 240 | 268 | 352 | 231 | 17 | 1 | 75 | | |
| British Empire | - | - | - | - | - | 30 | 20 | 50 | - | 139 | 99 | 12 | | |
| USSR | - | - | - | - | 30 | - | - | - | - | - | - | - | | |
| Other Foreign | - | - | - | 3 | - | 21 | 30 | - | - | - | - | - | | |
| Transports - Total | 91 | 90 | 78 | 145 | 212 | 305 | 375 | 583 | 624 | 1,261 | 1,769 | 1,885 | | |
| USAF | - | 12 | 13 | 46 | 62 | 79 | 245 | 429 | 511 | 939 | 1,351 | 1,454 | | |
| US Navy | 18 | 8 | 9 | 41 | 97 | 100 | 62 | 67 | 61 | 78 | 134 | 135 | | |
| Other US | 30 | 47 | 34 | 24 | 9 | 3 | - | 9 | 3 | 6 | 3 | 4 | | |
| British Empire | 18 | 20 | 6 | 10 | 29 | 83 | 54 | 36 | 24 | 147 | 200 | 205 | | |
| USSR | - | - | - | - | - | - | - | - | - | 40 | 37 | 53 | | |
| China | - | - | - | - | - | 7 | 5 | 4 | 15 | 8 | 6 | 4 | | |
| Other Foreign | 25 | 3 | 16 | 24 | 15 | 33 | 9 | 38 | 10 | 43 | 38 | 30 | | |
| Trainer - Total | 909 | 1662 | 2193 | 2517 | 2922 | 3915 | 4,207 | 4,195 | 4,920 | 5,854 | 5,363 | 4,772 | | |
| USAF | 448 | 795 | 1377 | 1445 | 1968 | 2988 | 2,905 | 2,021 | 3,090 | 3,517 | 3,086 | 2,360 | | |
| US Navy | 227 | 400 | 464 | 586 | 449 | 208 | 796 | 1,433 | 1,498 | 1,698 | 1,491 | 1,349 | | |
| Other US | - | - | - | - | - | - | - | - | - | 1 | 1 | - | | |
| British Empire | 180 | 376 | 317 | 468 | 386 | 425 | 375 | 633 | 500 | 508 | 606 | 826 | | |
| USSR | - | - | - | - | - | - | - | - | 30 | - | - | - | | |
| China | 6 | - | - | - | 70 | 54 | 95 | 2 | 6 | - | - | - | | |
| Other Foreign | 48 | 91 | 35 | 18 | 49 | 240 | 36 | 106 | 145 | 130 | 179 | 244 | | |
| Communications - Total | 2 | 2 | 36 | 75 | 132 | 665 | 1,021 | 765 | 663 | 637 | 1,021 | 1,318 | | |
| USAF | - | 9 | 36 | 66 | 122 | 604 | 1,021 | 761 | 559 | 291 | 463 | 904 | | |
| US Navy | - | - | - | - | - | - | - | - | 28 | 18 | 52 | 2 | | |
| Other US | - | - | - | - | - | - | - | - | - | 312 | 458 | 399 | | |
| British Empire | - | - | - | 9 | 10 | 8 | - | 3 | 20 | - | - | 3 | | |
| Other Foreign | - | - | - | - | - | 53 | - | 1 | 56 | 16 | 48 | 10 | | |

Table 79.-- FACTORY DELIVERIES OF ALL US MILITARY AIRPLANES, BY TYPE OF AIRPLANE AND BY RECIPIENT: QUARTERLY, 3RD QUARTER, 1940 TO 1946; MONTHLY, 1947 -- Continued

| Type of Airplane and Recipient | 1943 (Contd) | 1944 | | | | 1945 | | | | 1946 | | | |
|---------------------------------------|-----------------|---------------|---------------|---------------|---------------|---------------|---------------|-------------|-------------|------------|------------|------------|------------|
| | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr |
| Total | 25,464 | 27,860 | 25,371 | 22,851 | 20,188 | 20,067 | 18,391 | 8404 | 1419 | 440 | 305 | 329 | 448 |
| USAF | 13,347 | 14,822 | 13,782 | 12,504 | 10,439 | 11,587 | 9,776 | 4210 | 681 | 173 | 116 | 123 | 257 |
| US Navy | 6,198 | 7,108 | 6,706 | 5,910 | 5,855 | 6,000 | 6,423 | 3824 | 738 | 267 | 189 | 206 | 191 |
| Other US | 300 | 470 | 540 | 585 | 417 | 7 | 2 | 1 | - | - | - | - | - |
| British Empire | 3,654 | 3,425 | 2,630 | 2,553 | 2,348 | 1,440 | 1,124 | 272 | - | - | - | - | - |
| USSR | 1,435 | 1,666 | 1,310 | 841 | 819 | 815 | 788 | 83 | - | - | - | - | - |
| China | 212 | 53 | 39 | 128 | 3 | 13 | 16 | 8 | - | - | - | - | - |
| Other Foreign | 318 | 316 | 364 | 330 | 307 | 205 | 262 | 6 | - | - | - | - | - |
| Very Heavy Bomber | | | | | | | | | | | | | |
| USAF | 72 | 160 | 233 | 281 | 473 | 784 | 1,032 | 825 | 16 | 23 | 39 | - | - |
| Heavy Bomber-Total | 3,386 | 4,145 | 4,311 | 3,792 | 2,808 | 2,382 | 1,612 | 277 | 117 | - | - | - | - |
| USAF | 3,121 | 3,749 | 3,959 | 3,146 | 2,203 | 2,137 | 1,443 | 94 | 7 | - | - | - | - |
| US Navy | 60 | 134 | 105 | 271 | 237 | 168 | 169 | 183 | 110 | - | - | - | - |
| British Empire | 205 | 262 | 247 | 376 | 368 | 77 | - | - | - | - | - | - | - |
| Medium Bomber-Total | 1,754 | 2,071 | 1,882 | 1,374 | 1,405 | 1,367 | 895 | 356 | 223 | 9 | 9 | 8 | 10 |
| USAF | 818 | 1,132 | 1,049 | 804 | 651 | 837 | 411 | 183 | 1 | - | - | - | - |
| US Navy | 344 | 471 | 435 | 107 | 274 | 423 | 348 | 185 | 222 | 9 | 9 | 8 | 10 |
| British Empire | 464 | 255 | 298 | 243 | 236 | 14 | 19 | 3 | - | - | - | - | - |
| USSR | 63 | 100 | 50 | 145 | 191 | 61 | 70 | 22 | - | - | - | - | - |
| China | 31 | 21 | 23 | 31 | - | - | - | - | - | - | - | - | - |
| Other Foreign | 33 | 92 | 27 | 44 | 53 | 32 | 47 | 3 | - | - | - | - | - |
| Light Bomber-Total | 3,785 | 3,966 | 3,231 | 2,775 | 2,404 | 2,682 | 2,806 | 1472 | 72 | 7 | 7 | 8 | 15 |
| USAF | 833 | 550 | 591 | 734 | 401 | 611 | 865 | 241 | 3 | 1 | 1 | 1 | - |
| US Navy | 1,767 | 2,215 | 2,098 | 1,955 | 1,934 | 2,008 | 1,887 | 1151 | 69 | 6 | 7 | 8 | 15 |
| British Empire | 834 | 807 | 286 | 69 | 69 | 63 | 50 | 80 | - | - | - | - | - |
| USSR | 269 | 382 | 218 | - | - | - | - | - | - | - | - | - | - |
| Other Foreign | 82 | 12 | 38 | 17 | - | - | - | - | - | - | - | - | - |
| Fighter-Total | 8,432 | 10,377 | 9,594 | 9,578 | 8,899 | 9,145 | 8,646 | 3658 | 782 | 347 | 226 | 220 | 307 |
| USAF | 3,975 | 4,707 | 4,591 | 4,598 | 4,395 | 4,468 | 4,001 | 1626 | 496 | 169 | 56 | 38 | 146 |
| US Navy | 2,351 | 3,389 | 3,228 | 2,853 | 2,620 | 2,945 | 3,264 | 1886 | 286 | 238 | 170 | 182 | 161 |
| British Empire | 839 | 1,021 | 1,080 | 1,239 | 1,195 | 893 | 683 | 145 | - | - | - | - | - |
| USSR | 1,058 | 1,106 | 994 | 642 | 558 | 694 | 506 | - | - | - | - | - | - |
| China | 175 | 24 | 12 | 65 | - | - | - | - | - | - | - | - | - |
| Other Foreign | 34 | 130 | 89 | 181 | 131 | 145 | 192 | 1 | - | - | - | - | - |
| Reconnaissance-Total | 242 | 44 | 4 | 127 | 229 | 304 | 292 | 141 | - | - | - | 55 | 76 |
| USAF | 112 | - | - | 113 | 128 | 130 | 115 | 40 | - | - | - | 47 | 75 |
| US Navy | 130 | 44 | 4 | 14 | 101 | 174 | 175 | 100 | - | - | - | 8 | 1 |
| Other Foreign | - | - | - | - | - | - | 2 | 1 | - | - | - | - | - |
| Transport-Total | 2,008 | 2,575 | 2,857 | 2,402 | 2,091 | 1,931 | 1,729 | 930 | 127 | 17 | 18 | 29 | 28 |
| USAF | 1,328 | 1,751 | 1,887 | 1,528 | 1,264 | 1,278 | 998 | 668 | 99 | 15 | 15 | 29 | 28 |
| US Navy | 188 | 202 | 399 | 298 | 316 | 167 | 168 | 174 | 28 | 2 | 3 | - | - |
| Other US | 1 | 3 | 15 | 15 | 10 | 7 | 2 | 1 | - | - | - | - | - |
| British Empire | 370 | 479 | 497 | 442 | 390 | 383 | 372 | 17 | - | - | - | - | - |
| USSR | 45 | 78 | 48 | 54 | 70 | 60 | 157 | 61 | - | - | - | - | - |
| China | 6 | 8 | 4 | 12 | 3 | 13 | 16 | 8 | - | - | - | - | - |
| Other Foreign | 70 | 54 | 7 | 53 | 38 | 23 | 16 | 1 | - | - | - | - | - |
| Trainer-Total | 4,594 | 3,228 | 2,010 | 1,582 | 1,116 | 678 | 502 | 172 | - | - | - | - | - |
| USAF | 2,283 | 1,994 | 1,201 | 1,029 | 637 | 622 | 96 | 107 | - | - | - | - | - |
| US Navy | 1,307 | 626 | 425 | 394 | 342 | 45 | 346 | 65 | - | - | - | - | - |
| Other US | - | - | 1 | - | - | - | - | - | - | - | - | - | - |
| British Empire | 940 | 598 | 198 | 104 | 52 | 6 | - | - | - | - | - | - | - |
| USSR | - | - | - | - | - | - | 55 | - | - | - | - | - | - |
| China | - | - | - | 20 | - | - | - | - | - | - | - | - | - |
| Other Foreign | 64 | 10 | 185 | 35 | 85 | 5 | 5 | - | - | - | - | - | - |
| Communications-Total | 1,191 | 1,294 | 849 | 929 | 763 | 794 | 881 | 533 | 82 | 37 | 6 | 9 | 12 |
| USAF | 805 | 779 | 271 | 271 | 287 | 720 | 815 | 426 | 59 | 25 | 6 | 9 | 8 |
| US Navy | 51 | 27 | 12 | 18 | 31 | 70 | 66 | 80 | 23 | 12 | - | - | 4 |
| Other US | 299 | 467 | 524 | 570 | 407 | - | - | - | - | - | - | - | - |
| British Empire | 1 | 3 | 24 | 80 | 38 | 4 | - | 27 | - | - | - | - | - |
| Other Foreign | 35 | 18 | 18 | - | - | - | - | - | - | - | - | - | - |

381
 USAF
 80 122 - Table 79 - Factory Deliveries of All US Military Aircraft
 1st Qtr 1946 should be 439 (not 440)
 1st Qtr 1946 should be 172 (not 173)

Table 79.-- FACTORY DELIVERIES OF ALL US MILITARY AIRPLANES, BY TYPE OF AIRPLANE AND BY RECIPIENT: QUARTERLY, 3RD QUARTER, 1940 TO 1946; MONTHLY, 1947 -- Continued

| Type of Airplane and Recipient | 1947 | | | | | | | | | | | |
|--------------------------------------|------------|-----------|------------|------------|-----------|------------|------------|------------|------------|------------|------------|------------|
| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
| <u>Total</u> | <u>120</u> | <u>90</u> | <u>114</u> | <u>110</u> | <u>93</u> | <u>124</u> | <u>111</u> | <u>237</u> | <u>290</u> | <u>258</u> | <u>254</u> | <u>281</u> |
| USAF | 55 | 30 | 18 | 17 | 11 | 27 | 57 | 89 | 37 | 72 | 68 | 75 |
| US Navy | 65 | 60 | 96 | 93 | 82 | 97 | 51 | 55 | 77 | 73 | 85 | 102 |
| Other US | - | - | - | - | - | - | 3 | 93 | 176 | 113 | 101 | 104 |
| <u>Very Heavy Bomber a/</u> | | | | | | | | | | | | |
| USAF | - | - | - | - | - | - | - | 1 | - | - | - | - |
| <u>Medium Bomber - Total a/</u> | <u>8</u> | <u>6</u> | <u>4</u> | <u>2</u> | <u>2</u> | <u>12</u> | - | <u>4</u> | - | <u>2</u> | - | <u>1</u> |
| USAF | - | 1 | 1 | - | - | - | - | - | - | 2 | - | - |
| US Navy | 8 | 5 | 3 | 2 | 2 | 12 | - | 4 | - | - | - | - |
| <u>Light Bomber - Total a/</u> | <u>15</u> | <u>6</u> | <u>27</u> | <u>33</u> | <u>26</u> | <u>31</u> | <u>12</u> | <u>18</u> | <u>34</u> | <u>33</u> | <u>30</u> | <u>11</u> |
| USAF | - | - | - | - | - | - | - | - | - | - | 1 | - |
| US Navy | 15 | 6 | 27 | 33 | 26 | 31 | 12 | 18 | 34 | 33 | 29 | 11 |
| <u>Fighter - Total</u> | <u>43</u> | <u>47</u> | <u>66</u> | <u>55</u> | <u>53</u> | <u>75</u> | <u>93</u> | <u>96</u> | <u>78</u> | <u>57</u> | <u>94</u> | <u>123</u> |
| USAF | 1 | 1 | 2 | 2 | 1 | 22 | 55 | 66 | 37 | 23 | 43 | 39 |
| US Navy | 42 | 46 | 64 | 53 | 52 | 53 | 38 | 30 | 41 | 34 | 51 | 84 |
| <u>Reconnaissance - Total</u> | <u>41</u> | <u>15</u> | <u>8</u> | <u>2</u> | - | - | - | - | - | - | - | - |
| USAF | 41 | 15 | 8 | 2 | - | - | - | - | - | - | - | - |
| US Navy | - | - | - | - | - | - | - | - | - | - | - | - |
| <u>Transport - Total</u> | <u>10</u> | <u>8</u> | <u>4</u> | <u>7</u> | <u>7</u> | <u>4</u> | <u>2</u> | <u>19</u> | <u>2</u> | <u>20</u> | <u>7</u> | <u>8</u> |
| USAF | 10 | 8 | 4 | 6 | 7 | 4 | 2 | 19 | - | 20 | 7 | 8 |
| US Navy | - | - | - | 1 | - | - | - | - | 2 | - | - | - |
| <u>Trainer</u> | | | | | | | | | | | | |
| US Navy | - | - | - | - | - | - | - | 3 | - | - | - | - |
| <u>Communications - Total</u> | <u>3</u> | <u>8</u> | <u>5</u> | <u>11</u> | <u>5</u> | <u>2</u> | <u>4</u> | <u>96</u> | <u>176</u> | <u>146</u> | <u>123</u> | <u>138</u> |
| USAF | 3 | 5 | 3 | 7 | 3 | 1 | - | 3 | - | 27 | 17 | 27 |
| US Navy | - | 3 | 2 | 4 | 2 | 1 | 1 | - | - | 6 | 5 | 7 |
| Other US | - | - | - | - | - | - | 3 | 93 | 176 | 113 | 101 | 104 |

a/ See Table 71 p 104 for revision of classification and redesignation of bombardment types of aircraft, as of September 1947.

Table 80.-- FACTORY DELIVERIES OF ALL MILITARY AIRCRAFT ENGINES, BY TYPE: QUARTERLY, 1940 TO 1947
(Excludes experimental engines and engines manufactured for use in tanks.)

| Year and Quarter | Total | Air Cooled | Liquid Cooled | Jet Propelled |
|-------------------|---------|------------|---------------|---------------|
| Total | 819,800 | 689,727 | 125,936 | 4,137 |
| <u>Annually</u> | | | | |
| 1940 | 22,667 | 21,524 | 1,143 | - |
| 1941 | 58,181 | 51,684 | 6,497 | - |
| 1942 | 138,089 | 115,933 | 22,156 | - |
| 1943 | 227,116 | 193,728 | 33,388 | - |
| 1944 | 256,911 | 213,495 | 43,294 | 122 |
| 1945 | 109,651 | 89,600 | 18,843 | 1,208 |
| 1946 | 2,624 | 1,685 | 10 | 929 |
| 1947 | 4,561 | 2,078 | 605 | 1,878 |
| <u>Quarterly</u> | | | | |
| <u>1940</u> | | | | |
| 1st Qtr | 2,893 | 2,877 | 16 | - |
| 2nd Qtr | 4,261 | 4,212 | 49 | - |
| 3rd Qtr | 6,945 | 6,584 | 361 | - |
| 4th Qtr | 8,568 | 7,851 | 717 | - |
| <u>1941</u> | | | | |
| 1st Qtr | 10,729 | 9,984 | 745 | - |
| 2nd Qtr | 12,791 | 11,747 | 1,044 | - |
| 3rd Qtr | 16,215 | 14,260 | 1,955 | - |
| 4th Qtr | 18,446 | 15,693 | 2,753 | - |
| <u>1942</u> | | | | |
| 1st Qtr | 24,144 | 20,234 | 3,910 | - |
| 2nd Qtr | 32,797 | 27,382 | 5,415 | - |
| 3rd Qtr | 38,211 | 31,889 | 6,322 | - |
| 4th Qtr | 42,937 | 36,428 | 6,509 | - |
| <u>1943</u> | | | | |
| 1st Qtr | 48,377 | 41,810 | 6,567 | - |
| 2nd Qtr | 52,748 | 44,737 | 8,011 | - |
| 3rd Qtr | 59,034 | 49,504 | 9,530 | - |
| 4th Qtr | 66,957 | 57,677 | 9,280 | - |
| <u>1944</u> | | | | |
| 1st Qtr | 67,836 | 56,642 | 11,173 | 21 |
| 2nd Qtr | 68,602 | 57,036 | 11,530 | 36 |
| 3rd Qtr | 67,661 | 55,664 | 11,964 | 33 |
| 4th Qtr | 52,812 | 44,153 | 8,627 | 32 |
| <u>1945</u> | | | | |
| 1st Qtr | 49,676 | 40,187 | 9,372 | 117 |
| 2nd Qtr | 39,694 | 32,794 | 6,692 | 208 |
| 3rd Qtr | 19,139 | 15,757 | 2,739 | 643 |
| 4th Qtr | 1,142 | 862 | 40 | 240 |
| <u>1946</u> | | | | |
| 1st Qtr | 384 | 361 | - | 3 |
| 2nd Qtr | 495 | 275 | 7 | 213 |
| 3rd Qtr | 774 | 408 | - | 366 |
| 4th Qtr | 971 | 621 | 3 | 347 |
| <u>1947</u> | | | | |
| 1st Qtr | 1,084 | 520 | 92 | 472 |
| 2nd Qtr | 1,120 | 425 | 212 | 483 |
| 3rd Qtr | 1,135 | 451 | 210 | 474 |
| 4th Qtr | 1,222 | 682 | 91 | 449 |

Source: Logistics Plans Group DC/S, Materiel.

Table 81.-- FACTORY DELIVERIES OF ALL MILITARY AIRCRAFT ENGINES, BY PLANT, BY MODEL AND BY UNIT HORSEPOWER: 1940 TO 1947

Note.-- Unit horsepower is take-off horsepower except for those models marked with an asterisk, in which case it is sea level horsepower. Horsepower is shown in parentheses after each model. Excludes jet propelled engines which are shown in Table 82. Also excluded are experimental engines and engines manufactured for use in tanks.

| Plant, Model and Horsepower | Total | 1940 | 1941 | 1942 | 1943 | 1944 | 1945 | 1946 | 1947 |
|--|---------|--------|--------|---------|---------|---------|---------|-------|-------|
| Total | 815,663 | 22,667 | 58,181 | 138,089 | 227,116 | 256,789 | 108,443 | 1,695 | 2,683 |
| <u>Aircooled: Syracuse, N.Y. - Total</u> | 6,792 | - | 2,204 | 446 | 691 | 2,443 | 600 | 147 | 261 |
| O-175 (90) | 534 | - | - | - | 10 | 524 | - | - | - |
| O-180 (90) | 1,756 | - | 1,627 | 98 | 31 | - | - | - | - |
| O-200 (90) | 1,392 | - | 563 | 318 | 458 | 53 | - | - | - |
| O-300 (175) | 2,220 | - | 14 | 16 | 81 | 1,475 | 500 | 134 | - |
| O-405 (200) | 476 | - | - | 1 | 16 | 359 | 100 | - | - |
| O-540 (300) | 7 | - | - | - | - | 7 | - | - | - |
| O-805 (175) | 13 | - | - | 13 | - | - | - | - | - |
| O-805 (500) | 120 | - | - | - | 95 | 25 | - | - | - |
| O-445 (250) | 3 | - | - | - | - | - | - | 3 | - |
| O-335 (178) | 10 | - | - | - | - | - | - | 10 | - |
| O-335 (175) | 33 | - | - | - | - | - | - | - | 33 |
| O-425 (250) | 228 | - | - | - | - | - | - | - | 228 |
| <u>Allison: Indianapolis, Ind - Total</u> | 70,002 | 1,143 | 6,448 | 14,905 | 21,093 | 20,303 | 5,497 | 10 | 603 |
| V-1710 (1090) | 7,588 | 1,141 | 6,447 | - | - | - | - | - | - |
| V-1710 (1425) | 56,159 | - | - | 14,905 | 21,063 | 20,191 | - | - | - |
| V-1710 (1600) | 603 | - | - | - | - | - | - | - | 603 |
| V-1710 (1725) | 5,497 | - | - | - | - | - | 5,487 | 10 | - |
| V-3420 (2600) | 155 | 2 | 1 | - | 30 | 112 | 10 | - | - |
| <u>Buick: Flint, Mich</u> | | | | | | | | | |
| R-2000 (1450) | 2,548 | - | - | - | - | - | 2,548 | - | - |
| <u>Buick: Melrose Park, Ill</u> | | | | | | | | | |
| R-1830 (1200) | 71,874 | - | - | 8,401 | 24,626 | 30,550 | 8,297 | - | - |
| <u>Chevrolet: Tonawanda, N.Y. - Total</u> | 60,766 | - | - | 4,058 | 23,415 | 27,528 | 5,765 | - | - |
| R-1830 (1200) | 56,484 | - | - | 4,058 | 23,415 | 27,201 | 1,810 | - | - |
| R-2600 (2100) | 4,282 | - | - | - | - | 327 | 3,955 | - | - |
| <u>Continental Aviation & Engineering:</u> | | | | | | | | | |
| <u>Muskegon, Mich - Total</u> | 5,926 | - | 1 | 23 | 1,079 | 4,043 | 780 | - | - |
| R-1340 (600) | 5,105 | - | - | - | 1,079 | 4,021 | 5 | - | - |
| I-1430 (1150*) | 23 | - | 1 | 22 | - | - | - | - | - |
| R-1740 (875*) | 1 | - | - | 1 | - | - | - | - | - |
| V-1650 (1400) | 797 | - | - | - | - | 22 | 775 | - | - |
| <u>Detroit, Mich</u> | | | | | | | | | |
| R-975 (450) | 19 | - | 7 | - | 5 | 7 | - | - | - |
| <u>Muskegon, Mich - Total</u> | 30,314 | 4,452 | 6,569 | 8,303 | 7,542 | 2,560 | 888 | - | - |
| O-170 (65) | 18,117 | 2,849 | 3,463 | 4,120 | 4,274 | 2,523 | 888 | - | - |
| R-670 (220) | 11,655 | 1,103 | 3,086 | 4,183 | 3,268 | 15 | - | - | - |
| R-670 (220) | 520 | 500 | 20 | - | - | - | - | - | - |
| Misc (100) | 22 | - | - | - | - | 22 | - | - | - |
| <u>Dodge: Chicago, Ill</u> | | | | | | | | | |
| R-3350 (2200) | 18,413 | - | - | - | - | 6,053 | 12,360 | - | - |
| <u>Ford: Dearborn, Mich - Total</u> | 57,637 | - | 264 | 6,403 | 13,337 | 24,197 | 13,436 | - | - |
| R-2800 (1850) | 264 | - | 264 | - | - | - | - | - | - |
| R-2800 (2000) | 57,373 | - | - | 6,403 | 13,337 | 24,197 | 13,436 | - | - |

Table 81.-- FACTORY DELIVERIES OF ALL MILITARY AIRCRAFT ENGINES, BY PLANT, BY MODEL AND BY UNIT HORSEPOWER: 1940 TO 1947 -- Continued

| Plant, Model and Horsepower | Total | 1940 | 1941 | 1942 | 1943 | 1944 | 1945 | 1946 | 1947 |
|---|---------|-------|--------|--------|--------|--------|--------|-------|-------|
| Jacobs: Pottstown, Pa - Total | 32,160 | 340 | 3,370 | 7,416 | 12,897 | 7,382 | 755 | - | - |
| R-755 (225) | 1,921 | 183 | 1,738 | - | - | - | - | - | - |
| R-755 (245) | 12,863 | - | - | 4,592 | 7,090 | 1,181 | - | - | - |
| R-915 (300) | 1,789 | 157 | 1,632 | - | - | - | - | - | - |
| R-915 (330) | 3,973 | - | - | 2,819 | 1,154 | - | - | - | - |
| R-985 (450) | 11,214 | - | - | 5 | 4,653 | 6,084 | 472 | - | - |
| R-1340 (600) | 400 | - | - | - | - | 117 | 283 | - | - |
| Kinner: Glendale, Calif - Total | 3,317 | 509 | 896 | 1,479 | 433 | - | - | - | - |
| R-440 (125) | 961 | 509 | 437 | 15 | - | - | - | - | - |
| R-540 (160) | 2,356 | - | 459 | 1,464 | 433 | - | - | - | - |
| Lycoming: Williamsport, Pa - Total | 25,576 | 2,979 | 4,439 | 5,336 | 7,488 | 3,452 | 1,878 | 1 | 3 |
| H-2470 (2300) | 4 | - | - | 2 | 2 | - | - | - | - |
| O-145 (75*) | 4,526 | 2,504 | 1,664 | 167 | 186 | 5 | - | - | - |
| O-235 (90) | 173 | - | - | - | 121 | 52 | - | - | - |
| O-235 (160) | 42 | - | - | 42 | - | - | - | - | - |
| O-290 (125) | 3 | - | - | - | - | - | - | - | 3 |
| O-290 (130) | 1,847 | - | - | - | 987 | 446 | 414 | - | - |
| O-290 (160) | 65 | - | - | 65 | - | - | - | - | - |
| O-435 (160) | 145 | - | - | 145 | - | - | - | - | - |
| O-435 (200) | 6,104 | - | - | - | 2,080 | 2,559 | 1,464 | 1 | - |
| R-680 (280) | 3,250 | 475 | 2,775 | - | - | - | - | - | - |
| R-680 (295) | 9,417 | - | - | 4,915 | 4,112 | 390 | - | - | - |
| Menasco: Burbank, Calif | | | | | | | | | |
| L-365 (125*) | 597 | 162 | 422 | 13 | - | - | - | - | - |
| Nash-Kelvinator: Kenosha, Wis | | | | | | | | | |
| R-2800 (2000) | 17,108 | - | - | 6 | 2,692 | 9,275 | 5,135 | - | - |
| Naval Aircraft: | | | | | | | | | |
| Philadelphia, Pa. - Total | 1,402 | 172 | 557 | 320 | 353 | - | - | - | - |
| R-760 (235) | 968 | 172 | 557 | 239 | - | - | - | - | - |
| R-975 (440) | 434 | - | - | 81 | 353 | - | - | - | - |
| Packard: Detroit, Mich - Total | 55,137 | - | 49 | 7,251 | 12,295 | 22,969 | 12,571 | - | 2 |
| V-1650 (1350) | 55,135 | - | 49 | 7,251 | 12,295 | 22,969 | 12,571 | - | - |
| R-1650 (1700) | 2 | - | - | - | - | - | - | - | 2 |
| Pratt & Whitney: East Hartford, Conn and Kansas City, Mo - Total | 135,764 | 7,149 | 18,122 | 33,954 | 35,268 | 23,775 | 14,887 | 1,186 | 1,423 |
| R-985 (450) | 25,862 | 1,052 | 4,549 | 10,223 | 9,714 | 324 | - | - | - |
| R-1340 (600) | 20,554 | 1,044 | 5,538 | 7,597 | 4,967 | 1,408 | - | - | - |
| R-1535 (750*) | 1,291 | 1,269 | 22 | - | - | - | - | - | - |
| R-1690 (800) | 14 | - | - | 14 | - | - | - | - | - |
| R-1690 (875) | 291 | 86 | 205 | - | - | - | - | - | - |
| R-1830 (1200) | 31,865 | 3,683 | 6,332 | 10,285 | 11,541 | - | - | 24 | - |
| R-1830 (1350) | 9,973 | - | - | - | - | 7,291 | 2,682 | - | - |
| R-2000 (1300) | 10 | - | 10 | - | - | - | - | - | - |
| R-2000 (1350) | 2,527 | - | - | 406 | 1,449 | - | - | 532 | 140 |
| R-2000 (1450) | 6,281 | - | - | - | - | 3,162 | 3,119 | - | - |
| R-2800 (1850) | 1,481 | 15 | 1,466 | - | - | - | - | - | - |
| R-2800 (2000) | 13,763 | - | - | 5,429 | 7,589 | - | - | 250 | 495 |
| R-2800 (2100) | 20,541 | - | - | - | - | 11,565 | 8,976 | - | - |
| R-4360 (3000) | 523 | - | - | - | 8 | 25 | 110 | 380 | - |
| R-4360 (3500) | 788 | - | - | - | - | - | - | - | 788 |
| Ranger: Farmingdale, N.Y. - Total | 14,365 | 377 | 1,243 | 3,580 | 6,722 | 2,346 | 97 | - | - |
| L-440 (175) | 1,575 | 377 | 1,198 | - | - | - | - | - | - |
| L-440 (200) | 10,042 | - | - | 2,955 | 5,965 | 1,122 | - | - | - |
| V-770 (500) | 45 | - | 45 | - | - | - | - | - | - |
| V-770 (520) | 2,703 | - | - | 625 | 757 | 1,224 | 97 | - | - |
| Studebaker: South Bend, Ind | | | | | | | | | |
| R-1820 (1200) | 63,789 | - | - | 6,091 | 22,926 | 27,920 | 6,852 | - | - |

Table 81.-- FACTORY DELIVERIES OF ALL MILITARY AIRCRAFT ENGINES, BY PLANT, BY MODEL AND BY UNIT HORSEPOWER:
1940 TO 1947 -- Continued

| Plant, Model and Horsepower | Total | 1940 | 1941 | 1942 | 1943 | 1944 | 1945 | 1946 | 1947 |
|--|--------|-------|--------|--------|--------|--------|-------|------|------|
| <u>Warner: Detroit, Mich - Total</u> . . . | 2,081 | 214 | 526 | 372 | 608 | 361 | - | - | - |
| R-420 (110*) | 82 | - | 69 | 13 | - | - | - | - | - |
| R-500 (125) | 512 | 55 | 457 | - | - | - | - | - | - |
| R-500 (175) | 1,142 | - | - | 357 | 572 | 213 | - | - | - |
| R-550 (190) | 184 | - | - | 2 | 36 | 146 | - | - | - |
| No Designation (125*) | 49 | 49 | - | - | - | - | - | - | - |
| No Designation (145*) | 110 | 110 | - | - | - | - | - | - | - |
| Miscellaneous | 2 | - | - | - | - | 2 | - | - | - |
| <u>Waukesha: Waukesha, Wis</u> | | | | | | | | | |
| O-805 (500) | 45 | - | - | - | 25 | 20 | - | - | - |
| <u>Wright: Cincinnati, O - Total</u> . . . | 62,413 | - | 246 | 11,556 | 16,559 | 25,681 | 8,371 | - | - |
| R-2600 (1700) | 28,361 | - | 246 | 11,556 | 16,559 | - | - | - | - |
| R-2600 (1900) | 32,185 | - | - | - | - | 25,680 | 6,505 | - | - |
| R-3350 (2200) | 1,867 | - | - | - | - | 1 | 1,866 | - | - |
| <u>Wright: Patterson, N.J. - Total</u> . . . | 77,618 | 5,170 | 12,818 | 18,176 | 17,062 | 15,924 | 7,726 | 351 | 391 |
| R-760 (225) | 35 | - | - | - | 21 | 14 | - | - | - |
| R-760 (235) | 197 | 90 | 103 | 4 | - | - | - | - | - |
| R-975 (440) | 2,819 | - | - | 1,720 | 1,069 | 30 | - | - | - |
| R-975 (450) | 1,657 | 814 | 843 | - | - | - | - | - | - |
| R-1820 (1200) | 26,582 | 2,325 | 4,687 | 9,846 | 9,696 | - | - | 28 | - |
| R-1820 (1350) | 9,308 | - | - | - | - | 7,279 | 2,029 | - | - |
| R-2160 (1500) | 1 | - | - | - | - | - | 1 | - | - |
| R-2600 (1600) | 22,412 | - | 7,179 | 6,540 | 5,359 | 3,334 | - | - | - |
| R-2600 (1700) | 1,933 | 1,933 | - | - | - | - | - | - | - |
| R-3350 (2200) | 5,281 | 8 | 6 | - | - | 5,267 | - | - | - |
| R-3550 (2300) | 7,393 | - | - | 66 | 917 | - | 5,696 | 323 | 391 |

Source: Logistics Plans Group, DC/S, Materiel

Table 82.-- FACTORY DELIVERIES OF ALL MILITARY JET PROPELLED AIRCRAFT ENGINES, BY PLANT, BY MODEL AND BY
UNIT POWER: 1944 TO 1947

Note.-- Unit power is defined as pounds thrust and is shown after each model in parentheses. Excludes experimental engines.

| Plant, Model and Unit Power | Total | 1944 | 1945 | 1946 | 1947 |
|---|-------|------|-------|------|-------|
| Total | 4,137 | 122 | 1,208 | 929 | 1,878 |
| <u>Allison: Indianapolis, Ind - Total</u> . . . | 3,049 | - | 610 | 829 | 1,610 |
| I-16 (1600) | 22 | - | 22 | - | - |
| I-40 (4000) | 7 | - | 7 | - | - |
| J-33 (4000) | 1,410 | - | 581 | 829 | - |
| J-33 (3750) | 875 | - | - | - | 875 |
| J-35 (4000) | 735 | - | - | - | 735 |
| <u>Chevrolet: Townawanda, N.Y.</u> | | | | | |
| I-35 (4000) | 76 | - | 3 | 73 | - |
| <u>General Electric: East Lynn, Mass and Syracuse, N.Y. - Total</u> . . | 819 | 122 | 595 | 27 | 75 |
| I-16 (1600) | 291 | 104 | 187 | - | - |
| I-40 (4000) | 78 | 18 | 60 | - | - |
| J-31 (1600) | 75 | - | 75 | - | - |
| J-33 (4000) | 273 | - | 273 | - | - |
| J-35 (4000) | 96 | - | - | 27 | 69 |
| J-47 (5000) | 6 | - | - | - | 6 |
| <u>Pratt & Whitney: East Hartford, Conn</u> | | | | | |
| J-30 (1600) | 75 | - | - | - | 75 |
| <u>Westinghouse: Philadelphia, Pa</u> | | | | | |
| J-34 (3000) | 118 | - | - | - | 118 |

Source: Logistics Plans Group, DC/S, Materiel

Table 83.-- AVERAGE UNIT COST OF USAF PROCURED ENGINES, BY TYPE OF ENGINE: PRIOR TO FISCAL YEARS 1941 AND FISCAL YEARS 1941 TO 1948.

Note.-- average unit cost is the weighted average of all contracts for which funds were obligated during a designated fiscal year. Average unit costs of some engines differ from previously published costs due to renegotiation of contracts, cancellations and terminations.

| Type of Engine | Prior to 1941 | | 1941 | | 1942 | | 1943 | | 1944 | | 1945 | | 1946 | | 1947 | | 1948 | |
|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | No. of Engines | Avg. Unit Cost | No. of Engines | Avg. Unit Cost | No. of Engines | Avg. Unit Cost | No. of Engines | Avg. Unit Cost | No. of Engines | Avg. Unit Cost | No. of Engines | Avg. Unit Cost | No. of Engines | Avg. Unit Cost | No. of Engines | Avg. Unit Cost | No. of Engines | Avg. Unit Cost |
| R-4360 | - | - | - | - | 52 | \$52,200 | - | - | 600 | \$53,300 | 42 | \$34,631 | 240 | \$48,400 | - | - | - | - |
| R-3350 | - | - | - | - | 7,060 | 24,467 | 60 | 24,201 | 8,452 | 24,441 | 720 | 24,496 | - | - | - | - | - | - |
| R-2800 | 402 | 18,370 | 8,231 | 24,922 | 8,007 | 22,745 | 9,221 | 20,777 | 11,963 | 18,226 | 818 | 20,878 | - | - | - | - | - | |
| R-2600 | 740 | 14,747 | 10,174 | 14,639 | 1,590 | 14,540 | 14,778 | 13,451 | 6,850 | 15,727 | 126 | 15,706 | - | - | - | - | - | |
| R-2000 | - | - | 304 | 14,259 | - | - | 2,920 | 14,524 | 3,470 | 16,643 | 304 | 14,524 | - | - | - | - | - | |
| R-1830 | 273 | 14,982 | 11,987 | 12,310 | 23,490 | 9,629 | 24,638 | 8,389 | 28,140 | 8,558 | 562 | 8,751 | - | - | - | - | - | |
| R-1820 | 168 | 8,814 | 5,016 | 10,071 | 22,570 | 9,844 | 6,591 | 9,004 | 19,912 | 8,920 | - | - | - | - | - | - | - | |
| R-1690 | - | - | 20 | 8,500 | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| R-1340 | 203 | 6,000 | 5,647 | 6,322 | 1,260 | 6,082 | 3,123 | 5,927 | 850 | 6,143 | 29 | 5,862 | 10 | 4,928 | - | - | - | |
| R-985 | 300 | 4,941 | 5,311 | 6,196 | 3,737 | 6,437 | 4,580 | 7,249 | 1,907 | 4,642 | - | - | - | - | 11 | 6,550 | - | |
| R-975 | - | - | 430 | 5,420 | 1,263 | 6,306 | - | - | - | - | - | - | - | - | - | - | - | |
| R-755 | 150 | 2,400 | 1,100 | 3,379 | 2,210 | 3,424 | 5,928 | 2,952 | - | - | - | - | - | - | - | - | - | |
| R-680 | 322 | 3,020 | 4,397 | 3,859 | 2,218 | 3,594 | 850 | 3,472 | - | - | - | - | - | - | - | - | - | |
| R-670 | - | - | 2,869 | 2,440 | 800 | 2,350 | 748 | 3,188 | - | - | - | - | - | - | - | - | - | |
| R-550 | - | - | - | - | - | - | 91 | 3,402 | - | - | - | - | - | - | - | - | - | |
| R-500 | - | - | 161 | 3,692 | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| R-440 | - | - | 400 | 3,207 | 600 | 3,279 | 2,426 | 3,273 | 460 | 3,561 | - | - | - | - | - | - | - | |
| V-3420 | - | - | - | - | - | - | - | - | 6 | 29,748 | - | - | - | - | - | - | - | |
| V-1710 | 745 | 17,698 | 5,424 | 16,042 | 10,700 | 12,208 | 13,769 | 12,756 | 13,767 | 10,565 | 30 | 13,176 | 500 | 21,700 | - | - | - | |
| V-1650 | - | - | 1,311 | 21,016 | 1,400 | 16,868 | - | - | 10,295 | 17,555 | 401 | 17,558 | - | - | - | - | - | |
| V-770 | - | - | - | - | 350 | 12,146 | - | - | - | - | - | - | - | - | - | - | - | |
| O-405 | - | - | - | - | 275 | 1,980 | 1,608 | 1,956 | 1,286 | 1,956 | 115 | 2,129 | - | - | - | - | - | |
| O-425 | - | - | - | - | - | - | - | - | - | - | - | - | 146 | 7,312 | - | - | - | |
| O-405 | - | - | - | - | - | - | 183 | 4,675 | - | - | - | - | - | - | - | - | - | |
| O-335 | - | - | - | - | - | - | - | - | - | - | - | - | 18 | 1,958 | - | - | - | |
| O-290 | - | - | - | - | - | - | - | - | - | - | 5 | 1,390 | - | - | - | - | - | |
| J-47 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 325 | 47,910 | 190 | 47,910 |
| J-35 | - | - | - | - | - | - | - | - | - | - | 100 | 50,000 | 141 | 50,000 | 283 | 49,321 | 154 | 50,000 |
| J-33 | - | - | - | - | - | - | - | - | 498 | 33,531 | 417 | 21,600 | - | - | - | - | - | |
| J-31 | - | - | - | - | - | - | - | - | 100 | 35,213 | - | - | - | - | - | - | - | |

Source: Analysis Office, Comptroller's Department, Hq. Air Materiel Command.

Table 84.-- FACTORY DELIVERIES OF ALL MILITARY PROPELLERS: QUARTERLY, 1940 TO 1947

| | Total | Fixed Pitch | Controllable | | | | | Total | Fixed Pitch | Controllable | | | | |
|------------------|---------|-------------|--------------|---------|--------|------|-------------|--------|-------------|--------------|--------|-------|------|---|
| | | | Total | Dural | Steel | Wood | | | | Total | Dural | Steel | Wood | |
| Total | 721,171 | 3,753 | 717,418 | 620,270 | 97,030 | 118 | | | | | | | | |
| Annually | | | | | | | 1943 | | | | | | | |
| 1940. . . | 14,290 | a/ | 14,290 | 12,953 | 1,337 | - | 1st Qtr | 39,325 | a/ | 39,325 | 32,301 | 7,024 | - | - |
| 1941. . . | 39,123 | a/ | 39,123 | 36,066 | 3,057 | - | 2nd Qtr | 48,539 | a/ | 48,539 | 40,661 | 7,878 | - | - |
| 1942. . . | 106,136 | a/ | 106,136 | 91,637 | 14,499 | - | 3rd Qtr | 59,989 | a/ | 59,989 | 52,736 | 7,253 | - | - |
| 1943. . . | 213,937 | a/ | 213,937 | 186,431 | 27,506 | - | 4th Qtr | 66,084 | a/ | 66,084 | 60,733 | 5,351 | - | - |
| 1944. . . | 243,741 | a/ | 243,741 | 214,772 | 28,969 | - | 1944 | | | | | | | |
| 1945. . . | 96,490 | a/ | 96,490 | 77,582 | 18,908 | - | 1st Qtr | 67,098 | a/ | 67,098 | 62,224 | 4,874 | - | - |
| 1946. . . | 2,540 | 1,694 | 846 | 346 | 500 | - | 2nd Qtr | 65,186 | a/ | 65,186 | 58,236 | 6,950 | - | - |
| 1947. . . | 4,914 | 2,059 | 2,855 | 483 | 2,254 | 118 | 3rd Qtr | 59,846 | a/ | 59,846 | 51,612 | 8,234 | - | - |
| | | | | | | | 4th Qtr | 51,611 | a/ | 51,611 | 42,700 | 8,911 | - | - |
| Quarterly | | | | | | | | | | | | | | |
| 1940 | | | | | | | 1945 | | | | | | | |
| 1st Qtr | 2,343 | a/ | 2,343 | 2,039 | 304 | - | 1st Qtr | 47,150 | a/ | 47,150 | 39,263 | 7,887 | - | - |
| 2nd Qtr | 2,945 | a/ | 2,945 | 2,552 | 393 | - | 2nd Qtr | 37,810 | a/ | 37,810 | 29,342 | 8,468 | - | - |
| 3rd Qtr | 3,980 | a/ | 3,980 | 3,685 | 295 | - | 3rd Qtr | 11,387 | a/ | 11,387 | 8,846 | 2,541 | - | - |
| 4th Qtr | 5,022 | a/ | 5,022 | 4,677 | 345 | - | 4th Qtr | 143 | a/ | 143 | 131 | 12 | - | - |
| 1941 | | | | | | | 1946 | | | | | | | |
| 1st Qtr | 6,547 | a/ | 6,547 | 5,961 | 586 | - | 1st Qtr | 706 | 439 | 267 | 198 | 69 | - | - |
| 2nd Qtr | 7,860 | a/ | 7,860 | 7,224 | 636 | - | 2nd Qtr | 680 | 560 | 120 | 55 | 65 | - | - |
| 3rd Qtr | 10,712 | a/ | 10,712 | 10,077 | 635 | - | 3rd Qtr | 579 | 335 | 244 | 59 | 185 | - | - |
| 4th Qtr | 14,004 | a/ | 14,004 | 12,804 | 1,200 | - | 4th Qtr | 575 | 360 | 215 | 34 | 181 | - | - |
| 1942 | | | | | | | 1947 | | | | | | | |
| 1st Qtr | 18,716 | a/ | 18,716 | 16,230 | 2,486 | - | 1st Qtr | 1,456 | 519 | 937 | 179 | 753 | 5 | - |
| 2nd Qtr | 25,794 | a/ | 25,794 | 22,672 | 3,122 | - | 2nd Qtr | 1,111 | 494 | 617 | 154 | 408 | 55 | - |
| 3rd Qtr | 29,104 | a/ | 29,104 | 25,577 | 3,527 | - | 3rd Qtr | 1,426 | 822 | 604 | 27 | 538 | 39 | - |
| 4th Qtr | 32,522 | a/ | 32,522 | 27,158 | 5,364 | - | 4th Qtr | 921 | 224 | 697 | 123 | 555 | 19 | - |

a/ Data on fixed pitch propellers prior to 1946 are not available.
Source: Logistics Plans Group, DC/S Materiel

Table 85.-- ARMY COGNIZANCE PROPELLER DELIVERIES AND UNIT COSTS, BY MANUFACTURER AND MODEL OF AIRPLANE: MONTHLY, 1947

Note:-- Unit cost represents the average contract price, including supplemental revisions to 12 March 1948. Different contract prices for similar models were weighted on the basis of the number of propellers in each price group.

| Manufacturer | Model | Number | Unit Cost | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|------------------------|-----------------|--------|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Total | | 4,300 | | 99 | 170 | 987 | 97 | 223 | 556 | 346 | 450 | 576 | 439 | 165 | 192 |
| Controllable | | | | | | | | | | | | | | | |
| Total | | 2,241 | | 59 | 141 | 537 | 43 | 223 | 116 | 96 | 120 | 334 | 215 | 165 | 192 |
| Aeroproducts a/ | A-642-G-2 b/ | 169 | \$ 3,563.45 | 45 | 45 | 17 | - | 10 | 52 | - | - | - | - | - | - |
| | A-322F-A-1 | 452 | 1,810.00 | - | - | 4 | - | 154 | 30 | 16 | 18 | 170 | - | 60 | - |
| | A-542F-D-1(RH) | 203 | 3,150.40 | 4 | 17 | 13 | 8 | - | 2 | 30 | 18 | - | 60 | 6 | 45 |
| | A-6442F-D-1(LH) | 198 | 3,150.40 | 3 | 15 | 12 | 8 | - | 4 | 24 | 21 | - | 60 | 6 | 45 |
| | A-642-G-5 b/ | 20 | 3,401.22 | - | - | - | - | - | - | - | - | - | - | - | 20 |
| | A-642-G-4 b/ | 147 | 3,393.75 | - | - | - | - | - | - | 1 | 30 | 30 | 43 | 39 | 4 |
| Beech | R-202-002 | 118 | 785.34 | 5 | - | - | 23 | 32 | - | - | - | 39 | - | - | 19 |
| Curtiss | C-6445-B-102 | 31 | 9,908.21 | 2 | 12 | 13 | - | - | 3 | - | 1 | - | - | - | - |
| | C-6428-B b/ | 509 | 4,047.21 | - | 46 | 463 | - | - | - | - | - | - | - | - | - |
| | C-636-SP | 73 | 30,931.51 | - | - | - | - | 2 | 2 | 6 | 3 | 10 | 12 | 16 | 22 |
| | C-644S-B-108 | 11 | 11,308.11 | - | - | 11 | - | - | - | - | - | - | - | - | - |
| | C-644S-B-124 | 13 | 13,687.18 | - | - | - | - | - | - | - | - | - | - | 13 | - |
| | C-644S-B-116 | 189 | 12,555.13 | - | - | - | - | - | - | 4 | 21 | 67 | 35 | 25 | 37 |
| | C-644S-B-16 | 108 | 9,593.69 | - | 6 | 4 | 4 | 25 | 23 | 15 | 8 | 18 | 5 | - | - |
| Fixed Pitch | | | | | | | | | | | | | | | |
| Total | | 2,059 | | 40 | 29 | 450 | 54 | - | 440 | 250 | 330 | 242 | 224 | - | - |
| Hartzell | 44-K-15005 | 69 | 32.25 | 40 | 29 | - | - | - | - | - | - | - | - | - | - |
| | 43-K-16107 | 504 | 32.90 | - | - | 450 | 54 | - | - | - | - | - | - | - | - |
| Sensenich | 43-K-16107 | 707 | 25.20 | - | - | - | - | - | 340 | 100 | 225 | 42 | - | - | - |
| | 44-K-15005 | 779 | 39.85 | - | - | - | - | - | 100 | 150 | 105 | 200 | 224 | - | - |

a/ During 1947 Aeroproducts reworked 264 propellers, model A642-G1, delivered in prior years, at an average unit cost of \$40.80, which are not included in this table.

b/ Army for Navy

Source: Analysis Office, Comptroller's Department, HQ AMC

Table #6.-- AIRPLANES ON HAND IN THE USAF, BY MAJOR TYPE: JUL 1939 TO DEC 1947

| End of Month | Total | Very Heavy Bomber a/ | Heavy Bomber a/ | Medium Bomber a/ | Light Bomber a/ | Fighter | Reconnaissance | Transport | Trainer | Communications |
|-----------------|------------|-------------------------|--------------------|---------------------|--------------------|---------|----------------|-----------|---------|----------------|
| 1939 | | | | | | | | | | |
| Jul. | 2,402 | - | 16 | 400 | 276 | 494 | 356 | 118 | 735 | 7 |
| Sep. | 2,473 | - | 22 | 428 | 278 | 489 | 359 | 136 | 754 | 7 |
| Dec. | 2,546 P | - | 39 | 464 | 274 | 492 | 378 | 131 | 761 | 7 |
| 1940 | | | | | | | | | | |
| Mar. | 2,709 | - | 54 | 468 | 267 | 453 | 415 | 125 | 920 | 7 |
| Jun. | 2,966 | - | 54 | 478 | 166 | 477 | 414 | 127 | 1,243 | 7 |
| Sep. | 3,451 | - | 72 | 484 | 157 | 568 | 404 | 128 | 1,630 | 8 |
| Dec. | 3,961 | - | 92 | 481 | 158 | 625 | 404 | 124 | 2,069 | 8 |
| 1941 | | | | | | | | | | |
| Mar. | 4,975 | - | 108 | 494 | 240 | 775 | 397 | 133 | 2,814 | 14 |
| Jun. | 6,777 | - | 120 | 611 | 292 | 1,018 | 415 | 144 | 4,124 | 53 |
| Sep. | 9,063 | - | 126 | 722 | 350 | 1,513 | 482 | 187 | 5,544 | 139 |
| Dec. | 12,297 | - | 288 | 745 | 799 | 2,170 | 475 | 254 | 7,340 | 226 |
| 1942 | | | | | | | | | | |
| Mar. | 16,364 | - | 504 | 799 | 745 | 2,646 | 436 | 423 | 10,014 | 797 |
| Jun. | 21,173 | - | 846 | 1,047 | 696 | 2,950 | 468 | 824 | 12,610 | 1,732 |
| Sep. | 27,105 | - | 1,433 | 1,872 | 961 | 4,321 | 480 | 1,388 | 14,278 | 2,372 |
| Dec. | 33,304 | 3 | 2,076 | 2,556 | 1,201 | 5,303 | 468 | 1,857 | 17,044 | 2,796 |
| 1943 | | | | | | | | | | |
| Mar. | 41,184 | 2 | 3,029 | 3,909 | 1,601 | 6,415 | 545 | 2,984 | 20,325 | 2,974 |
| Jun. | 49,018 | 2 | 4,421 | 4,242 | 1,689 | 8,010 | 486 | 4,268 | 22,849 | 3,051 |
| Sep. | 55,720 | 21 | 5,974 | 4,473 | 1,867 | 9,442 | 547 | 5,405 | 24,339 | 3,652 |
| Dec. | 64,232 | 91 | 8,027 | 4,370 | 2,371 | 11,875 | 714 | 6,466 | 26,051 | 4,267 |
| 1944 | | | | | | | | | | |
| Mar. | 73,173 | 248 | 10,000 | 4,961 | 2,730 | 14,963 | 843 | 7,864 | 27,412 | 4,152 |
| Jun. | 78,757 | 445 | 11,720 | 5,427 | 2,914 | 15,644 | 1,056 | 9,433 | 27,907 | 4,211 |
| Sep. | 77,959 | 652 | 12,526 | 6,211 | 3,338 | 16,183 | 1,675 | 10,387 | 23,254 | 3,733 |
| Dec. | 72,726 | 977 | 12,813 | 6,189 | 2,980 | 17,198 | 1,804 | 10,456 | 17,060 | 3,249 |
| 1945 | | | | | | | | | | |
| Mar. | 70,583 | 1,613 | 12,883 | 6,094 | 2,753 | 17,708 | 1,950 | 9,955 | 14,124 | 3,503 |
| Jun. | 68,398 | 2,374 | 12,221 | 5,576 | 3,063 | 17,703 | 1,990 | 9,473 | 12,581 | 3,417 |
| Sep. | 59,641 | 2,994 | 9,383 | 4,774 | 2,986 | 15,763 | 1,873 | 9,395 | 8,920 | 3,553 |
| Dec. | 44,782 | 2,996 | 3,005 | 3,567 | 2,387 | 12,596 | 1,526 | 7,500 | 7,617 | 3,588 |
| 1946 | | | | | | | | | | |
| Jan. | 42,346 | 2,998 | 2,251 | 3,353 | 2,343 | 12,074 | 1,346 | 7,144 | 7,436 | 3,401 |
| Feb. | 40,668 | 3,003 | 1,997 | 3,256 | 2,326 | 11,800 | 1,309 | 6,567 | 7,166 | 3,244 |
| Mar. | 39,539 | 3,014 | 1,843 | 3,110 | 2,306 | 11,511 | 1,287 | 6,222 | 7,076 | 3,170 |
| Apr. | 36,075 | 3,012 | 1,450 | 2,528 | 2,282 | 10,316 | 1,153 | 5,655 | 6,857 | 2,822 |
| May. | 35,080 | 3,052 | 1,220 | 2,188 | 2,253 | 10,029 | 1,074 | 5,473 | 6,721 | 3,070 |
| Jun. | 34,395 | 3,050 | 1,103 | 2,045 | 2,214 | 9,778 | 1,033 | 5,314 | 6,662 | 2,996 |
| Jul. | 33,448 | 3,056 | 1,055 | 1,996 | 2,199 | 9,703 | 900 | 5,224 | 6,626 | 2,689 |
| Aug. | 32,277 | 3,040 | 961 | 1,983 | 2,146 | 9,431 | 817 | 4,870 | 6,517 | 2,512 |
| Sep. | 31,414 | 3,036 | 946 | 1,913 | 2,139 | 9,112 | 700 | 4,733 | 6,482 | 2,353 |
| Oct. | 31,001 | 3,028 | 928 | 1,901 | 2,133 | 9,037 | 658 | 4,663 | 6,406 | 2,247 |
| Nov. | 30,531 | 3,012 | 852 | 1,861 | 2,086 | 8,998 | 630 | 4,607 | 6,348 | 2,157 |
| Dec. | 30,035 | 3,006 | 844 | 1,877 | 1,954 | 8,765 | 740 | 4,538 | 6,297 | 2,014 |
| 1947 | | | | | | | | | | |
| Jan. | 29,002 | 3,008 | 755 | 1,685 | 1,937 | 8,311 | 751 | 4,397 | 6,260 | 1,898 |
| Feb. | 28,307 | 3,003 | 742 | 1,609 | 1,895 | 7,965 | 775 | 4,310 | 6,215 | 1,793 |
| Mar. | 27,417 | 2,996 | 728 | 1,523 | 1,870 | 7,533 | 757 | 4,159 | 6,178 | 1,673 |
| Apr. | 26,616 | 2,994 | 718 | 1,499 | 1,804 | 7,067 | 740 | 4,103 | 6,112 | 1,579 |
| May. | 25,498 | 2,986 | 670 | 1,487 | 1,737 | 6,592 | 653 | 3,861 | 6,069 | 1,443 |
| Jun. | 25,088 | 2,983 | 657 | 1,474 | 1,678 | 6,427 | 636 | 3,796 | 6,047 | 1,390 |
| Jul. | 24,734 | 2,980 | 654 | 1,461 | 1,637 | 6,332 | 634 | 3,717 | 5,933 | 1,386 |
| Aug. | 24,409 | 2,980 | 650 | 1,432 | 1,603 | 6,231 | 609 | 3,635 | 5,887 | 1,382 |
| Sep. a/ | 24,073 | - | - | 2,978 | 3,580 | 6,125 | 633 | 3,589 | 5,834 | 1,334 |
| Oct. | 23,871 | - | - | 2,980 | 3,539 | 6,049 | 625 | 3,563 | 5,796 | 1,319 |
| Nov. | 23,793 | - | - | 2,977 | 3,481 | 6,043 | 653 | 3,550 | 5,738 | 1,351 |
| Dec. | 23,814 | - | - | 2,972 | 3,432 | 6,053 | 661 | 3,536 | 5,714 | 1,446 |

a/ See Table 71 p 109 for revision of classification and redesignation of bombardment types of aircraft, as of September 1947.

Table 87.-- AIRPLANES ON HAND IN THE USAF, BY TYPE AND PRINCIPAL MODEL: NOV 1941 TO DEC 1947

Note.--The data below do not reflect changes for a particular month resulting from information becoming available subsequent to the reporting cut-off date for that month. Figures are as of end of month.

| Type and Model | 1941 | | 1942 | | | | 1943 | | | |
|---|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | Nov | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec |
| Total | 10,329 | 12,297 | 16,364 | 21,173 | 27,105 | 33,304 | 41,184 | 49,018 | 55,720 | 64,232 |
| Combat Airplanes - Total . . . | 3,305 | 4,477 | 5,130 | 6,007 | 9,067 | 11,607 | 14,901 | 18,850 | 22,324 | 27,448 |
| 1st Line | 2,846 | 4,035 | 4,781 | 5,642 | 8,484 | 10,882 | 12,758 | 16,961 | 19,805 | 23,817 |
| 2nd Line & Misc | 459 | 442 | 349 | 365 | 583 | 725 | 2,143 | 1,889 | 2,519 | 3,631 |
| Very Heavy Bomber - Total . . . | - | - | - | - | - | 3 | 2 | 2 | 21 | 91 |
| 1st Line | - | - | - | - | - | - | - | - | 5 | 76 |
| B-29 | - | - | - | - | - | - | - | - | 5 | 76 |
| 2nd Line & Misc | - | - | - | - | - | 3 | 2 | 2 | 16 | 15 |
| Heavy Bomber - Total | 157 | 288 | 504 | 846 | 1,433 | 2,076 | 3,029 | 4,421 | 5,974 | 8,027 |
| 1st Line - Total | 156 | 287 | 502 | 844 | 1,431 | 2,073 | 2,939 | 4,327 | 5,852 | 7,018 |
| B-17 | 145 | 198 | 355 | 535 | 830 | 1,239 | 1,765 | 2,460 | 3,031 | 3,528 |
| B-24 | 11 | 89 | 147 | 309 | 601 | 834 | 1,174 | 1,867 | 2,821 | 3,490 |
| 2nd Line & Misc | 1 | 1 | 2 | 2 | 2 | 3 | 90 | 94 | 122 | 1,009 |
| Medium Bomber - Total | 685 | 745 | 799 | 1,047 | 1,872 | 2,556 | 3,309 | 4,242 | 4,473 | 4,370 |
| 1st Line - Total | 256 | 332 | 459 | 687 | 1,296 | 1,840 | 2,486 | 3,450 | 3,761 | 3,768 |
| B-25 | 113 | 151 | 231 | 356 | 737 | 1,128 | 1,577 | 2,014 | 2,155 | 2,197 |
| B-26 | 143 | 181 | 228 | 331 | 559 | 712 | 909 | 1,436 | 1,606 | 1,651 |
| 2nd Line & Misc | 429 | 413 | 340 | 360 | 576 | 716 | 823 | 792 | 712 | 602 |
| Light Bomber - Total | 350 | 799 | 745 | 696 | 961 | 1,201 | 1,601 | 1,689 | 1,867 | 2,371 |
| 1st Line - Total | 342 | 792 | 743 | 695 | 961 | 1,201 | 1,126 | 1,275 | 908 | 1,099 |
| A-20 | 131 | 417 | 397 | 359 | 473 | 569 | 434 | 478 | 545 | 867 |
| A-26 | - | - | - | - | - | - | - | - | 1 | 6 |
| A-36 | - | - | - | - | - | 111 | 442 | 419 | 305 | 226 |
| Other | 211 | 375 | 346 | 336 | 488 | 521 | 250 | 378 | 57 | - |
| 2nd Line & Misc | 8 | 7 | 2 | 1 | - | - | 475 | 414 | 959 | 1,272 |
| Fighter - Total | 1,618 | 2,170 | 2,646 | 2,950 | 4,321 | 5,303 | 6,415 | 8,010 | 9,442 | 11,875 |
| 1st Line - Total | 1,603 | 2,155 | 2,644 | 2,948 | 4,319 | 5,301 | 5,663 | 7,425 | 8,941 | 11,328 |
| P-38 | 69 | 96 | 309 | 550 | 881 | 1,123 | 1,086 | 1,267 | 1,270 | 1,805 |
| P-39 | 325 | 609 | 807 | 922 | 1,033 | 1,116 | 1,343 | 1,898 | 1,981 | 2,019 |
| P-40 | 755 | 938 | 1,192 | 1,162 | 1,776 | 2,133 | 2,226 | 2,371 | 2,388 | 2,245 |
| P-47 | - | 1 | 3 | 30 | 177 | 442 | 678 | 1,272 | 2,381 | 3,765 |
| P-51 | - | - | 2 | 2 | 60 | 57 | 87 | 298 | 560 | 1,165 |
| P-61 | - | - | - | - | - | - | - | - | - | 8 |
| P-63 | - | - | - | - | - | - | - | - | - | 6 |
| Other | 454 | 511 | 331 | 282 | 392 | 430 | 243 | 319 | 361 | 315 |
| 2nd Line & Misc | 15 | 15 | 2 | 2 | 2 | 2 | 752 | 585 | 501 | 547 |
| Reconnaissance - Total | 495 | 475 | 436 | 468 | 480 | 468 | 545 | 486 | 547 | 714 |
| 1st Line - Total | 489 | 469 | 433 | 468 | 477 | 467 | 544 | 484 | 338 | 528 |
| F-4, F-5 | - | - | 5 | 82 | 126 | 146 | 252 | 203 | 263 | 393 |
| Other | 489 | 469 | 428 | 386 | 351 | 321 | 292 | 281 | 75 | 135 |
| 2nd Line & Misc | 6 | 6 | 3 | - | 3 | 1 | 1 | 2 | 209 | 186 |
| Transport-Total | 216 | 254 | 423 | 824 | 1,388 | 1,857 | 2,984 | 4,268 | 5,405 | 6,466 |
| C-46 | - | - | - | 1 | 14 | 28 | 95 | 161 | 228 | 244 |
| C-47, C-53 | 25 | 33 | 107 | 335 | 653 | 835 | 1,059 | 1,515 | 1,821 | 2,230 |
| C-54 | - | - | 1 | 3 | 19 | 23 | 36 | 46 | 59 | 79 |
| C-87 | - | - | - | - | 10 | 36 | 60 | 91 | 100 | 115 |
| Other Hq & Med Trans | 108 | 110 | 137 | 205 | 295 | 378 | 430 | 468 | 473 | 466 |
| Light Transport | 83 | 111 | 178 | 280 | 397 | 557 | 1,304 | 1,987 | 2,724 | 3,332 |
| Trainer - Total | 6,594 | 7,340 | 10,014 | 12,610 | 14,278 | 17,044 | 20,325 | 22,849 | 24,339 | 26,051 |
| Advanced | 1,409 | 1,574 | 2,518 | 3,589 | 4,450 | 5,890 | 7,443 | 8,374 | 8,757 | 9,770 |
| Basic | 2,008 | 2,248 | 3,087 | 3,898 | 4,407 | 5,261 | 6,130 | 6,747 | 7,222 | 7,485 |
| Primary | 3,177 | 3,518 | 4,409 | 5,123 | 5,421 | 5,893 | 6,752 | 7,728 | 8,360 | 8,796 |
| Communications - Total | 214 | 226 | 797 | 1,732 | 2,372 | 2,796 | 2,974 | 3,051 | 3,652 | 4,267 |
| Liaison | 213 | 225 | 796 | 1,730 | 2,370 | 2,795 | 2,973 | 3,050 | 3,647 | 4,255 |
| Rotary Wing | 1 | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 5 | 12 |

Table 87.-- AIRPLANES ON HAND IN THE USAF, BY TYPE AND

| Line No. | Type and Model | 1944 | | | | 1945 | | | | 1946 |
|----------|--|--------|--------|--------|--------|--------|-----------------------|-----------------------|-----------------------|--------|
| | | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec | Jan |
| 1 | Total | 73,173 | 78,757 | 77,959 | 72,726 | 70,583 | 68,398 ⁴⁸⁰ | 59,643 ⁴⁸⁰ | 44,782 ⁴⁸⁰ | 42,346 |
| 2 | <u>Combat Airplanes - Total</u> | 33,745 | 37,206 | 40,585 | 41,961 | 43,001 | 42,927 | 37,773 | 26,077 | 24,365 |
| 3 | 1st Line | 29,945 | 32,274 | 33,441 | 33,179 | 33,352 | 33,442 | 29,706 | 21,532 | 20,144 |
| 4 | 2nd Line & Misc | 3,800 | 4,932 | 7,144 | 8,782 | 9,649 | 9,485 | 8,067 | 4,545 | 4,221 |
| 5 | <u>Very Heavy Bomber - Total</u> | 248 | 445 | 652 | 977 | 1,613 | 2,374 | 2,994 | 2,996 | 2,998 |
| 6 | 1st Line | 235 | 435 | 647 | 942 | 1,295 | 1,764 | 2,242 | 2,157 | 2,154 |
| 7 | B-29 | 235 | 435 | 647 | 942 | 1,295 | 1,764 | 2,242 | 2,157 | 2,154 |
| 8 | 2nd Line & Misc | 13 | 10 | 5 | 35 | 318 | 610 | 752 | 839 | 844 |
| 9 | <u>Heavy Bomber - Total</u> | 10,000 | 11,720 | 12,526 | 12,813 | 12,883 | 12,221 | 9,383 | 3,005 | 2,251 |
| 10 | 1st Line - Total | 9,024 | 10,305 | 10,595 | 10,103 | 9,249 | 8,724 | 7,100 | 2,520 | 1,870 |
| 11 | B-17 | 4,070 | 4,428 | 4,552 | 4,419 | 3,972 | 3,692 | 3,582 | 1,400 | 1,284 |
| 12 | B-24 | 4,954 | 5,877 | 6,043 | 5,678 | 5,267 | 4,986 | 3,458 | 1,103 | 578 |
| 13 | B-32 | - | - | - | 6 | 10 | 46 | 60 | 17 | 8 |
| 14 | 2nd Line & Misc | 976 | 1,415 | 1,931 | 2,710 | 3,634 | 3,497 | 2,283 | 485 | 381 |
| 15 | <u>Medium Bomber - Total</u> | 4,961 | 5,427 | 6,211 | 6,189 | 6,094 | 5,576 | 4,774 | 3,567 | 3,353 |
| 16 | 1st Line - Total | 4,310 | 4,348 | 3,790 | 3,181 | 3,113 | 2,799 | 2,486 | 2,063 | 1,894 |
| 17 | B-25 | 2,379 | 2,562 | 2,289 | 1,942 | 2,160 | 2,039 | 1,767 | 1,420 | 1,333 |
| 18 | B-26 | 1,931 | 1,786 | 1,501 | 1,239 | 953 | 760 | 719 | 643 | 561 |
| 19 | 2nd Line & Misc | 651 | 1,079 | 2,421 | 3,008 | 2,981 | 2,777 | 2,288 | 1,504 | 1,459 |
| 20 | <u>Light Bomber - Total</u> | 2,730 | 2,914 | 3,338 | 2,980 | 2,753 | 3,063 | 2,986 | 2,387 | 2,343 |
| 21 | 1st Line - Total | 1,325 | 1,598 | 2,038 | 2,107 | 2,264 | 2,724 | 2,712 | 2,175 | 2,131 |
| 22 | A-20 | 1,135 | 1,397 | 1,711 | 1,417 | 1,085 | 806 | 686 | 192 | 180 |
| 23 | A-26 | 24 | 81 | 278 | 653 | 1,152 | 1,906 | 2,026 | 1,983 | 1,951 |
| 24 | A-36 | 166 | 120 | 49 | 37 | 27 | 12 | - | - | - |
| 25 | 2nd Line & Misc | 1,405 | 1,316 | 1,300 | 873 | 489 | 339 | 274 | 212 | 212 |
| 26 | <u>Fighter - Total</u> | 14,963 | 15,644 | 16,183 | 17,198 | 17,708 | 17,703 | 15,763 | 12,596 | 12,074 |
| 27 | 1st Line - Total | 14,377 | 14,673 | 14,779 | 15,100 | 15,538 | 15,493 | 13,461 | 11,227 | 10,802 |
| 28 | P-38 | 2,294 | 2,383 | 2,579 | 2,759 | 2,863 | 2,732 | 2,222 | 1,370 | 1,235 |
| 29 | P-39 | 2,043 | 1,401 | 1,015 | 746 | 354 | 97 | 18 | 1 | 1 |
| 30 | P-40 | 2,417 | 2,314 | 2,090 | 1,716 | 1,390 | 763 | 35 | 21 | 10 |
| 31 | P-47 | 5,041 | 5,317 | 5,413 | 5,100 | 5,302 | 5,595 | 5,218 | 4,378 | 4,322 |
| 32 | P-51 | 2,027 | 2,693 | 2,933 | 3,914 | 4,802 | 5,471 | 5,391 | 4,819 | 4,616 |
| 33 | P-59 | - | - | 2 | 16 | 17 | 20 | 36 | 36 | 36 |
| 34 | P-61 | 73 | 164 | 263 | 422 | 468 | 493 | 423 | 370 | 341 |
| 35 | P-63 | 73 | 210 | 330 | 320 | 265 | 282 | 62 | 4 | 4 |
| 36 | P-80 ^{a/} | - | - | - | - | 3 | 24 | 44 | 215 | 224 |
| 37 | P-82 | - | - | - | - | - | - | - | - | 2 |
| 38 | Other | 409 | 191 | 154 | 107 | 74 | 16 | 12 | 13 | 11 |
| 39 | 2nd Line & Misc | 586 | 971 | 1,404 | 2,098 | 2,170 | 2,210 | 2,302 | 1,369 | 1,272 |
| 40 | <u>Reconnaissance - Total</u> | 843 | 1,056 | 1,675 | 1,804 | 1,950 | 1,990 | 1,873 | 1,526 | 1,346 |
| 41 | 1st Line - Total | 674 | 915 | 1,592 | 1,746 | 1,893 | 1,938 | 1,705 | 1,390 | 1,293 |
| 42 | F-4, F-5 | 369 | 517 | 684 | 704 | 774 | 844 | 700 | 490 | 426 |
| 43 | F-6 | - | - | 390 | 469 | 436 | 466 | 452 | 421 | 416 |
| 44 | F-13 | - | - | 10 | 45 | 32 | 53 | 83 | 84 | 84 |
| 45 | F-15 | - | - | - | - | - | - | - | - | - |
| 46 | FP-80 | - | - | - | - | - | - | - | - | - |
| 47 | Other | 305 | 398 | 508 | 528 | 631 | 575 | 470 | 395 | 367 |
| 48 | 2nd Line & Misc | 169 | 141 | 83 | 58 | 57 | 52 | 168 | 136 | 53 |
| 49 | <u>Transport - Total</u> | 7,864 | 9,433 | 10,387 | 10,456 | 9,955 | 9,475 | 9,397 | 7,508 | 7,144 |
| 50 | C-46 | 307 | 541 | 858 | 1,278 | 1,798 | 2,173 | 2,275 | 1,802 | 1,665 |
| 51 | C-47, C-53 | 3,033 | 4,156 | 4,658 | 4,901 | 4,789 | 4,598 | 4,522 | 3,653 | 3,434 |
| 52 | C-54 | 106 | 152 | 248 | 356 | 506 | 708 | 853 | 639 | 591 |
| 53 | C-82 | - | - | - | - | - | 2 | 2 | 8 | 9 |
| 54 | C-87 | 145 | 185 | 177 | 151 | 134 | 116 | 102 | 25 | 11 |
| 55 | Other Hv & Med Transport | 455 | 405 | 411 | 464 | 402 | 248 | 199 | 137 | 214 |
| 56 | Light Transport | 3,818 | 3,994 | 4,035 | 3,306 | 2,326 | 1,630 | 1,444 | 1,244 | 1,220 |
| 57 | <u>Trainer - Total</u> | 27,412 | 27,907 | 23,254 | 17,060 | 14,124 | 12,581 | 8,920 | 7,617 | 7,436 |
| 58 | Advanced | 10,242 | 10,511 | 10,190 | 9,399 | 8,349 | 7,514 | 7,013 | 6,087 | 5,925 |
| 59 | Basic | 7,903 | 7,999 | 6,684 | 4,599 | 2,750 | 2,253 | 453 | 261 | 245 |
| 60 | Primary | 9,267 | 9,397 | 6,380 | 3,062 | 3,025 | 2,814 | 1,454 | 1,269 | 1,266 |
| 61 | <u>Communications - Total</u> | 4,152 | 4,211 | 3,733 | 3,249 | 3,503 | 3,417 | 3,553 | 3,588 | 3,401 |
| 62 | Liaison | 4,133 | 4,184 | 3,689 | 3,193 | 3,428 | 3,275 | 3,352 | 3,380 | 3,198 |
| 63 | Rotary Wing | 19 | 27 | 44 | 56 | 75 | 142 | 201 | 208 | 203 |

^{a/} FP-80 transferred from Fighter type, P-80, as of 31 July 1946.

PRINCIPAL MODEL: NOV 1941 TO DEC 1947 -- Continued

| 1946 | | | | | | | | | | | 1947 | | Line No. |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|----------|
| Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | |
| 40,666 | 39,539 | 36,075 | 35,080 | 34,195 | 33,448 | 32,277 | 31,414 | 31,001 | 30,531 | 30,035 | 29,002 | 28,307 | 1 |
| 23,691 | 23,071 | 20,741 | 19,816 | 19,223 | 18,909 | 18,378 | 17,846 | 17,685 | 17,419 | 17,186 | 16,447 | 15,989 | 2 |
| 19,634 | 19,112 | 16,968 | 14,740 | 14,424 | 14,231 | 13,709 | 13,181 | 13,115 | 12,945 | 12,799 | 12,442 | 12,001 | 3 |
| 4,057 | 3,959 | 3,773 | 5,076 | 4,799 | 4,678 | 4,669 | 4,665 | 4,570 | 4,474 | 4,387 | 4,005 | 3,988 | 4 |
| 3,003 | 3,014 | 3,012 | 3,052 | 3,050 | 3,056 | 3,040 | 3,036 | 3,028 | 3,012 | 3,006 | 3,008 | 3,003 | 5 |
| 2,169 | 2,174 | 2,155 | 2,186 | 2,166 | 2,168 | 2,150 | 2,147 | 2,141 | 2,122 | 2,117 | 2,117 | 2,112 | 6 |
| 2,169 | 2,174 | 2,155 | 2,186 | 2,166 | 2,168 | 2,150 | 2,147 | 2,141 | 2,122 | 2,117 | 2,117 | 2,112 | 7 |
| 834 | 840 | 857 | 866 | 884 | 888 | 890 | 889 | 887 | 890 | 889 | 891 | 891 | 8 |
| 1,997 | 1,843 | 1,450 | 1,220 | 1,103 | 1,055 | 961 | 946 | 928 | 852 | 844 | 755 | 742 | 9 |
| 1,671 | 1,546 | 1,194 | 952 | 861 | 825 | 736 | 647 | 619 | 539 | 527 | 505 | 503 | 10 |
| 1,167 | 1,117 | 902 | 765 | 718 | 729 | 650 | 628 | 602 | 521 | 512 | 490 | 488 | 11 |
| 498 | 423 | 292 | 187 | 143 | 96 | 86 | 19 | 17 | 18 | 15 | 15 | 15 | 12 |
| 6 | 6 | - | - | - | - | - | - | - | - | - | - | - | 13 |
| 326 | 297 | 256 | 268 | 242 | 230 | 225 | 299 | 309 | 313 | 317 | 250 | 239 | 14 |
| 3,256 | 3,110 | 2,528 | 2,188 | 2,045 | 1,996 | 1,983 | 1,913 | 1,901 | 1,841 | 1,877 | 1,685 | 1,609 | 15 |
| 1,802 | 1,684 | 1,152 | 909 | 805 | 769 | 742 | 680 | 670 | 653 | 646 | 639 | 631 | 16 |
| 1,265 | 1,238 | 1,060 | 883 | 796 | 760 | 735 | 673 | 663 | 651 | 644 | 637 | 629 | 17 |
| 537 | 446 | 92 | 26 | 9 | 9 | 7 | 7 | 7 | 2 | 2 | 2 | 2 | 18 |
| 1,454 | 1,426 | 1,376 | 1,279 | 1,240 | 1,227 | 1,241 | 1,233 | 1,231 | 1,188 | 1,231 | 1,046 | 978 | 19 |
| 2,326 | 2,306 | 2,282 | 2,253 | 2,214 | 2,199 | 2,146 | 2,139 | 2,133 | 2,086 | 1,954 | 1,937 | 1,895 | 20 |
| 2,111 | 2,094 | 2,078 | 1,881 | 1,873 | 1,857 | 1,808 | 1,794 | 1,790 | 1,773 | 1,763 | 1,728 | 1,690 | 21 |
| 171 | 170 | 165 | 33 | 7 | 7 | 6 | 5 | 5 | 1 | 1 | 1 | - | 22 |
| 1,940 | 1,924 | 1,913 | 1,848 | 1,866 | 1,850 | 1,802 | 1,789 | 1,785 | 1,772 | 1,762 | 1,727 | 1,690 | 23 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | 24 |
| 215 | 212 | 204 | 372 | 341 | 342 | 338 | 345 | 343 | 313 | 191 | 209 | 205 | 25 |
| 11,800 | 11,511 | 10,316 | 10,029 | 9,778 | 9,697 | 9,414 | 9,069 | 8,976 | 8,912 | 8,765 | 8,311 | 7,965 | 26 |
| 10,620 | 10,374 | 9,283 | 7,995 | 7,950 | 7,967 | 7,688 | 7,338 | 7,315 | 7,276 | 7,144 | 6,826 | 6,417 | 27 |
| 1,084 | 982 | 900 | 393 | 341 | 325 | 264 | 163 | 169 | 120 | 113 | 63 | 52 | 28 |
| 1 | - | - | - | - | - | - | - | - | - | - | - | - | 29 |
| 11 | 9 | 9 | 1 | - | - | - | - | - | - | - | - | - | 30 |
| 4,296 | 4,177 | 3,607 | 3,217 | 3,274 | 3,252 | 3,239 | 3,070 | 3,050 | 3,041 | 3,001 | 2,941 | 2,865 | 31 |
| 4,568 | 4,529 | 4,077 | 3,759 | 3,711 | 3,778 | 3,559 | 3,482 | 3,426 | 3,416 | 3,303 | 3,115 | 2,854 | 32 |
| 35 | 34 | 25 | 20 | 12 | 8 | 6 | 5 | 4 | 4 | 3 | 3 | 3 | 33 |
| 338 | 336 | 332 | 260 | 267 | 263 | 275 | 256 | 251 | 239 | 234 | 217 | 212 | 34 |
| 4 | 4 | 2 | 1 | 1 | 1 | - | - | - | - | - | - | - | 35 |
| 266 | 288 | 308 | 323 | 323 | 319 | 325 | 342 | 396 | 436 | 471 | 468 | 413 | 36 |
| 6 | 12 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 19 | 19 | 19 | 37 |
| 11 | 3 | 3 | 1 | 1 | 1 | - | - | - | - | - | - | - | 38 |
| 1,180 | 1,137 | 1,033 | 2,034 | 1,828 | 1,730 | 1,726 | 1,731 | 1,661 | 1,636 | 1,621 | 1,485 | 1,548 | 39 |
| 1,309 | 1,287 | 1,153 | 1,074 | 1,033 | 906 | 834 | 743 | 719 | 716 | 740 | 751 | 775 | 40 |
| 1,261 | 1,240 | 1,106 | 817 | 769 | 645 | 585 | 575 | 580 | 582 | 602 | 627 | 648 | 41 |
| 384 | 376 | 327 | 120 | 79 | 68 | 58 | 34 | 30 | 17 | 12 | 8 | 12 | 42 |
| 417 | 406 | 357 | 301 | 290 | 217 | 178 | 177 | 170 | 166 | 164 | 158 | 158 | 43 |
| 87 | 87 | 88 | 83 | 83 | 81 | 86 | 86 | 86 | 94 | 94 | 94 | 95 | 44 |
| - | - | - | - | - | - | - | 4 | 9 | 9 | 19 | 33 | 33 | 45 |
| - | - | - | - | 6 | 17 | 43 | 61 | 86 | 102 | 125 | 141 | 141 | 46 |
| 373 | 371 | 334 | 313 | 317 | 273 | 246 | 231 | 224 | 210 | 211 | 209 | 209 | 47 |
| 48 | 47 | 47 | 257 | 264 | 261 | 249 | 168 | 139 | 134 | 138 | 124 | 127 | 48 |
| 6,567 | 6,222 | 5,655 | 5,473 | 5,314 | 5,224 | 4,870 | 4,733 | 4,663 | 4,607 | 4,538 | 4,397 | 4,310 | 49 |
| 1,328 | 1,227 | 947 | 928 | 921 | 919 | 707 | 702 | 700 | 693 | 689 | 656 | 630 | 50 |
| 3,286 | 3,124 | 2,960 | 2,797 | 2,675 | 2,578 | 2,460 | 2,340 | 2,298 | 2,262 | 2,218 | 2,125 | 2,069 | 51 |
| 559 | 561 | 548 | 525 | 526 | 527 | 521 | 519 | 507 | 500 | 489 | 488 | 485 | 52 |
| 11 | 18 | 22 | 31 | 32 | 41 | 48 | 56 | 62 | 70 | 80 | 87 | 92 | 53 |
| 7 | 7 | 6 | 5 | 5 | 6 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 54 |
| 199 | 138 | 130 | 138 | 132 | 135 | 132 | 131 | 131 | 130 | 132 | 131 | 130 | 55 |
| 1,177 | 1,147 | 1,042 | 1,049 | 1,023 | 1,018 | 999 | 982 | 962 | 949 | 927 | 908 | 899 | 56 |
| 7,164 | 7,076 | 6,857 | 6,721 | 6,662 | 6,626 | 6,517 | 6,482 | 6,406 | 6,348 | 6,297 | 6,260 | 6,215 | 57 |
| 5,710 | 5,633 | 5,500 | 5,391 | 5,363 | 5,326 | 5,301 | 5,281 | 5,211 | 5,162 | 5,113 | 5,083 | 5,046 | 58 |
| 203 | 197 | 161 | 146 | 129 | 135 | 79 | 74 | 74 | 73 | 72 | 70 | 70 | 59 |
| 1,251 | 1,246 | 1,196 | 1,184 | 1,170 | 1,165 | 1,137 | 1,127 | 1,121 | 1,113 | 1,112 | 1,107 | 1,099 | 60 |
| 3,244 | 3,170 | 2,822 | 3,070 | 2,996 | 2,689 | 2,512 | 2,353 | 2,247 | 2,157 | 2,014 | 1,898 | 1,793 | 61 |
| 3,058 | 2,989 | 2,641 | 2,877 | 2,803 | 2,496 | 2,338 | 2,178 | 2,067 | 1,981 | 1,872 | 1,729 | 1,639 | 62 |
| 186 | 181 | 181 | 193 | 193 | 193 | 174 | 175 | 180 | 176 | 172 | 169 | 154 | 63 |

Table 87.-- AIRPLANES ON HAND IN THE USAF, BY TYPE AND PRINCIPAL MODEL: NOV 1941 TO DEC 1947 -- Continued

| Type and Model | 1947 (Continued) | | | | | | | | | |
|-------------------------------------|------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
| Total | 27,417 | 26,616 | 25,498 | 25,088 | 24,734 | 24,409 | 24,073 | 23,871 | 23,793 | 23,814 |
| <u>Combat Airplanes - Total b/</u> | 15,407 | 14,822 | 14,125 | 13,855 | 13,698 | 13,505 | 13,316 | 13,193 | 13,154 | 13,118 |
| 1st Line | 11,567 | 10,974 | 10,502 | 10,198 | 10,065 | 9,919 | 9,739 | 9,618 | 9,559 | 9,563 |
| 2nd Line & Misc | 3,840 | 3,848 | 3,623 | 3,657 | 3,633 | 3,586 | 3,577 | 3,575 | 3,595 | 3,555 |
| <u>Very Heavy Bomber - Total b/</u> | 2,996 | 2,994 | 2,986 | 2,983 | 2,980 | 2,980 | | | | |
| 1st Line - Total | 2,105 | 2,108 | 2,108 | 2,105 | 2,102 | 2,098 | | | | |
| B-29 | 2,105 | 2,108 | 2,108 | 2,105 | 2,102 | 2,097 | | | | |
| B-36 | - | - | - | - | - | 1 | | | | |
| 2nd Line & Misc | 891 | 886 | 878 | 878 | 878 | 882 | | | | |
| <u>Heavy Bomber - Total b/</u> | 728 | 718 | 670 | 657 | 654 | 650 | | | | |
| 1st Line - Total | 496 | 476 | 452 | 434 | 415 | 403 | | | | |
| B-17 | 484 | 465 | 448 | 431 | 412 | 400 | | | | |
| B-24 | 12 | 11 | 4 | 3 | 3 | 3 | | | | |
| 2nd Line & Misc | 232 | 242 | 218 | 223 | 239 | 247 | | | | |
| <u>Medium Bomber - Total b/</u> | 1,523 | 1,499 | 1,487 | 1,474 | 1,461 | 1,432 | 2,978 | 2,980 | 2,977 | 2,972 |
| 1st Line - Total | 613 | 584 | 585 | 581 | 579 | 567 | 2,094 | 2,101 | 2,106 | 2,099 |
| B-25 | 612 | 584 | 585 | 581 | 579 | 567 | | | | |
| B-26 | 1 | - | - | - | - | - | | | | |
| B-29 | - | - | - | - | - | - | 2,094 | 2,099 | 2,104 | 2,096 |
| B-50 | - | - | - | - | - | - | - | 2 | 2 | 3 |
| 2nd Line & Misc | 910 | 915 | 902 | 893 | 882 | 865 | 884 | 879 | 871 | 873 |
| <u>Light Bomber - Total</u> | 1,870 | 1,804 | 1,737 | 1,678 | 1,637 | 1,603 | 3,580 | 3,539 | 3,481 | 3,433 |
| 1st Line - Total | 1,646 | 1,571 | 1,504 | 1,428 | 1,388 | 1,345 | 2,239 | 2,184 | 2,113 | 2,064 |
| A-20 | - | - | - | - | - | - | - | - | - | - |
| A-26 | 1,646 | 1,571 | 1,504 | 1,428 | 1,388 | 1,345 | 1,300 | 1,271 | 1,220 | 1,203 |
| B-17 | - | - | - | - | - | - | 373 | 362 | 354 | 340 |
| B-24 | - | - | - | - | - | - | 3 | 3 | 3 | 3 |
| B-25 | - | - | - | - | - | - | 563 | 548 | 536 | 518 |
| 2nd Line & Misc | 224 | 233 | 233 | 250 | 249 | 258 | 1,341 | 1,355 | 1,368 | 1,368 |
| <u>Fighter - Total</u> | 7,533 | 7,067 | 6,592 | 6,427 | 6,332 | 6,231 | 6,125 | 6,049 | 6,043 | 6,053 |
| 1st Line - Total | 6,062 | 5,610 | 5,283 | 5,112 | 5,028 | 4,967 | 4,835 | 4,766 | 4,751 | 4,794 |
| F-38 | 41 | 40 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 1 |
| F-47 | 2,632 | 2,223 | 2,142 | 1,996 | 1,945 | 1,879 | 1,814 | 1,786 | 1,792 | 1,827 |
| F-51 | 2,744 | 2,708 | 2,519 | 2,484 | 2,406 | 2,354 | 2,260 | 2,205 | 2,173 | 2,154 |
| F-59 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| P-61 | 209 | 214 | 199 | 196 | 193 | 188 | 185 | 182 | 159 | 148 |
| P-80 a/ | 414 | 403 | 398 | 411 | 450 | 506 | 524 | 541 | 559 | 581 |
| P-82 | 20 | 20 | 20 | 20 | 20 | 19 | 20 | 20 | 20 | 22 |
| P-84 | - | - | - | 1 | 10 | 17 | 28 | 28 | 45 | 59 |
| 2nd Line & Misc | 1,471 | 1,457 | 1,309 | 1,315 | 1,304 | 1,264 | 1,290 | 1,283 | 1,292 | 1,259 |
| <u>Reconnaissance - Total</u> | 757 | 740 | 653 | 636 | 634 | 609 | 633 | 625 | 653 | 661 |
| 1st Line - Total | 645 | 625 | 570 | 538 | 553 | 539 | 571 | 567 | 589 | 606 |
| F-4, F-5 | 11 | 10 | 7 | 3 | 3 | - | - | - | - | - |
| F-6 | 154 | 151 | 107 | 112 | 125 | 126 | 121 | 113 | 108 | 115 |
| F-13 | 95 | 95 | 95 | 94 | 94 | 93 | 93 | 92 | 92 | 89 |
| F-15 | 34 | 36 | 36 | 36 | 35 | 31 | 31 | 31 | 31 | 31 |
| FP-80 a/ | 147 | 145 | 145 | 144 | 143 | 142 | 142 | 142 | 141 | 140 |
| Other | 204 | 188 | 180 | 149 | 153 | 147 | 184 | 189 | 217 | 231 |
| 2nd Line & Misc | 112 | 115 | 83 | 98 | 81 | 70 | 62 | 58 | 64 | 55 |
| <u>Transport - Total</u> | 4,159 | 4,103 | 3,861 | 3,796 | 3,717 | 3,635 | 3,589 | 3,563 | 3,550 | 3,536 |
| C-46 | 611 | 598 | 443 | 427 | 411 | 402 | 400 | 399 | 397 | 395 |
| C-47, C-53 | 1,971 | 1,951 | 1,877 | 1,857 | 1,838 | 1,751 | 1,721 | 1,643 | 1,631 | 1,621 |
| C-54 | 485 | 485 | 484 | 485 | 483 | 484 | 482 | 481 | 480 | 477 |
| C-82 | 93 | 99 | 103 | 102 | 103 | 120 | 119 | 139 | 146 | 153 |
| C-87 | 2 | 2 | 2 | 1 | 1 | 1 | - | - | - | - |
| Other Hq & Med Transport | 131 | 128 | 119 | 112 | 87 | 88 | 82 | 128 | 129 | 131 |
| Light Transport | 866 | 840 | 833 | 812 | 794 | 789 | 785 | 773 | 767 | 759 |
| <u>Trainer - Total</u> | 6,178 | 6,112 | 6,069 | 6,047 | 5,933 | 5,887 | 5,834 | 5,796 | 5,738 | 5,714 |
| Advanced | 5,009 | 4,939 | 4,901 | 4,877 | 4,799 | 4,759 | 4,710 | 4,676 | 4,655 | 4,631 |
| Basic | 70 | 70 | 70 | 70 | 69 | 69 | 68 | 66 | 66 | 66 |
| Primary | 1,099 | 1,103 | 1,098 | 1,100 | 1,065 | 1,059 | 1,056 | 1,054 | 1,017 | 1,017 |
| <u>Communications - Total</u> | 1,673 | 1,579 | 1,443 | 1,390 | 1,386 | 1,382 | 1,334 | 1,319 | 1,351 | 1,446 |
| Liaison | 1,524 | 1,436 | 1,298 | 1,247 | 1,244 | 1,238 | 1,191 | 1,177 | 1,225 | 1,318 |
| Rotary Wing | 149 | 143 | 145 | 143 | 142 | 144 | 143 | 142 | 126 | 128 |

a/ FP-80 transferred from Fighter type, P-80, as of 31 July 1946.

b/ See Table 71 p109 for revision of classification and redesignation of bombardment types of aircraft, as of September 1947.

Table 88.-- AIRPLANES ON HAND IN CONTINENTAL US, BY TYPE AND PRINCIPAL MODEL: NOV 1941 TO DEC 1947

Note.--The data below do not reflect changes for a particular month resulting from information becoming available subsequent to the reporting cut-off date for that month. Figures are as of end of month.

| Type and Model | 1941 | | 1942 | | | | 1943 | | | |
|--|-------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| | Nov | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec |
| Total | 9,207 | 11,082 | 14,408 | 18,928 | 23,538 | 27,678 | 33,888 | 38,087 | 43,129 | 48,595 |
| Combat Airplanes - Total | 2,281 | 3,372 | 3,309 | 4,009 | 5,984 | 6,809 | 8,629 | 9,849 | 12,178 | 14,729 |
| 1st Line | 1,974 | 3,075 | 3,054 | 3,740 | 5,499 | 6,187 | 6,885 | 8,375 | 10,168 | 11,800 |
| 2nd Line & Misc. | 307 | 297 | 255 | 269 | 485 | 622 | 1,744 | 1,474 | 2,010 | 2,929 |
| Very Heavy Bomber - Total | - | - | - | - | - | 3 | 2 | 2 | 21 | 21 |
| 1st Line | - | - | - | - | - | - | - | - | 5 | 76 |
| B-29 | - | - | - | - | - | - | - | - | - | 5 |
| 2nd Line & Misc. | - | - | - | - | - | 3 | 2 | 2 | 16 | 15 |
| Heavy Bomber - Total | 96 | 207 | 337 | 585 | 962 | 1,287 | 1,924 | 2,496 | 3,650 | 4,627 |
| 1st Line - Total | 95 | 206 | 335 | 583 | 960 | 1,284 | 1,863 | 2,447 | 3,620 | 4,627 |
| B-17 | 84 | 117 | 211 | 333 | 501 | 769 | 1,148 | 1,282 | 1,772 | 1,868 |
| B-24 | 11 | 89 | 124 | 250 | 459 | 515 | 715 | 1,165 | 1,848 | 1,920 |
| 2nd Line & Misc. | 1 | 1 | 2 | 2 | 2 | 3 | 61 | 49 | 30 | 839 |
| Medium Bomber - Total | 531 | 597 | 612 | 812 | 1,527 | 1,955 | 2,483 | 2,476 | 2,592 | 2,415 |
| 1st Line - Total | 256 | 332 | 366 | 548 | 1,049 | 1,342 | 1,748 | 1,825 | 2,008 | 1,940 |
| B-25 | 113 | 151 | 225 | 317 | 585 | 841 | 1,070 | 1,097 | 1,181 | 1,037 |
| B-26 | 143 | 181 | 141 | 231 | 464 | 501 | 678 | 728 | 827 | 903 |
| 2nd Line & Misc. | 275 | 265 | 246 | 264 | 478 | 613 | 735 | 651 | 584 | 475 |
| Light Bomber - Total | 235 | 688 | 619 | 565 | 836 | 1,016 | 1,219 | 1,045 | 1,319 | 1,705 |
| 1st Line - Total | 231 | 684 | 617 | 564 | 836 | 1,016 | 812 | 701 | 1,264 | 1,568 |
| A-20 | 107 | 395 | 355 | 271 | 392 | 419 | 206 | 243 | 333 | 502 |
| A-26 | - | - | - | - | - | - | - | - | 1 | 6 |
| A-36 | - | - | - | - | - | 111 | 372 | 124 | 75 | 60 |
| Other | 124 | 289 | 262 | 293 | 444 | 486 | 234 | 334 | 55 | - |
| 2nd Line & Misc. | 4 | 4 | 2 | 1 | - | - | 407 | 344 | 855 | 1,137 |
| Fighter - Total | 969 | 1,442 | 1,359 | 1,634 | 2,265 | 2,204 | 2,612 | 3,526 | 4,248 | 5,466 |
| 1st Line - Total | 948 | 1,421 | 1,357 | 1,632 | 2,263 | 2,202 | 2,074 | 3,100 | 3,897 | 5,152 |
| P-38 | 69 | 96 | 309 | 439 | 622 | 576 | 299 | 477 | 470 | 682 |
| P-39 | 265 | 503 | 297 | 430 | 400 | 322 | 532 | 756 | 993 | 1,224 |
| P-40 | 357 | 472 | 494 | 534 | 834 | 776 | 723 | 746 | 840 | 918 |
| P-47 | - | 1 | 3 | 30 | 177 | 338 | 443 | 794 | 1,184 | 1,618 |
| P-51 | - | - | 2 | 2 | 60 | 57 | 52 | 269 | 335 | 650 |
| P-61 | - | - | - | - | - | - | - | - | - | 7 |
| P-63 | - | - | - | - | - | - | - | - | - | 6 |
| Other | 257 | 349 | 252 | 197 | 170 | 133 | 25 | 58 | 75 | 47 |
| 2nd Line & Misc. | 21 | 21 | 2 | 2 | 2 | 2 | 538 | 426 | 351 | 314 |
| Reconnaissance - Total | 450 | 438 | 382 | 413 | 394 | 344 | 389 | 304 | 348 | 425 |
| 1st Line - Total | 444 | 432 | 379 | 413 | 391 | 343 | 388 | 302 | 174 | 276 |
| F-4, F-5 | - | - | 5 | 79 | 88 | 72 | 147 | 76 | 129 | 178 |
| Other | 444 | 432 | 374 | 334 | 303 | 271 | 241 | 226 | 45 | 98 |
| 2nd Line & Misc. | 6 | 6 | 3 | - | 3 | 1 | 1 | 2 | 174 | 149 |
| Transport - Total | 174 | 210 | 347 | 649 | 1,077 | 1,344 | 2,351 | 2,791 | 3,496 | 4,183 |
| C-46 | - | - | - | 1 | 14 | 28 | 93 | 53 | 102 | 71 |
| C-47, C-53 | 25 | 33 | 88 | 245 | 461 | 447 | 573 | 598 | 625 | 775 |
| C-54 | - | - | 1 | 3 | 19 | 23 | 34 | 10 | 8 | 9 |
| C-82 | - | - | - | - | 10 | 30 | 48 | 20 | 14 | 45 |
| Other HV & Med Transport | 91 | 92 | 119 | 174 | 234 | 314 | 371 | 397 | 402 | 394 |
| Other Light Transport | 58 | 85 | 139 | 226 | 339 | 502 | 1,232 | 1,713 | 2,345 | 2,889 |
| Trainer - Total | 6,551 | 7,292 | 9,974 | 12,572 | 14,243 | 17,009 | 20,266 | 22,745 | 24,214 | 25,927 |
| Advanced | 1,389 | 1,549 | 2,493 | 3,563 | 4,423 | 5,869 | 7,412 | 8,310 | 8,681 | 9,689 |
| Basic | 1,999 | 2,239 | 3,082 | 3,895 | 4,405 | 5,260 | 6,123 | 7,210 | 7,210 | 7,473 |
| Primary | 3,163 | 3,504 | 4,399 | 5,114 | 5,415 | 5,880 | 6,731 | 7,701 | 8,323 | 8,765 |
| Communications - Total | 201 | 208 | 778 | 1,698 | 2,234 | 2,516 | 2,642 | 2,702 | 3,241 | 3,756 |
| Liaison | 200 | 207 | 777 | 1,696 | 2,232 | 2,515 | 2,641 | 2,701 | 3,236 | 3,745 |
| Rotary Wing | 1 | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 5 | 11 |

Table 88.-- AIRPLANES ON HAND IN CONTINENTAL U.S., BY TYPE

| Line No | Type and model | 1944 | | | | 1945 | | | | 1946 |
|---------|--|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec | Jan |
| 1 | Total | 50,879 | 52,418 | 48,743 | 41,670 | 37,809 | 38,328 | 35,400 | 26,709 | 25,315 |
| 2 | <u>Combat Airplanes-Total</u> | <u>15,704</u> | <u>16,392</u> | <u>18,332</u> | <u>19,175</u> | <u>19,040</u> | <u>21,952</u> | <u>21,696</u> | <u>15,326</u> | <u>14,269</u> |
| 3 | 1st Line | 12,814 | 12,932 | 13,310 | 13,287 | 11,788 | 14,509 | 15,252 | 11,902 | 11,012 |
| 4 | 2nd Line & Misc. | 2,890 | 3,460 | 5,022 | 5,888 | 7,252 | 7,443 | 6,444 | 3,424 | 3,257 |
| 5 | <u>Very Heavy Bomber-Total</u> | <u>245</u> | <u>294</u> | <u>486</u> | <u>570</u> | <u>970</u> | <u>1,449</u> | <u>1,910</u> | <u>2,618</u> | <u>2,621</u> |
| 6 | 1st Line | 233 | 284 | 479 | 538 | 655 | 853 | 1,175 | 1,795 | 1,794 |
| 7 | B-29 | 233 | 284 | 479 | 538 | 655 | 853 | 1,175 | 1,795 | 1,794 |
| 8 | 2nd Line & Misc | 12 | 10 | 7 | 32 | 315 | 596 | 735 | 823 | 827 |
| 9 | <u>Heavy Bomber-Total</u> | <u>5,323</u> | <u>5,676</u> | <u>5,697</u> | <u>5,919</u> | <u>5,759</u> | <u>8,249</u> | <u>6,876</u> | <u>1,945</u> | <u>1,230</u> |
| 10 | 1st Line-Total | 4,535 | 4,631 | 4,324 | 4,111 | 2,965 | 5,447 | 4,911 | 1,588 | 961 |
| 11 | B-17 | 2,165 | 2,359 | 2,067 | 1,533 | 966 | 1,907 | 2,369 | 665 | 528 |
| 12 | B-24 | 2,370 | 2,272 | 2,257 | 2,572 | 1,989 | 3,494 | 2,489 | 906 | 425 |
| 13 | B-32 | - | - | - | 6 | 10 | 46 | 53 | 17 | 8 |
| 14 | 2nd Line & Misc | 788 | 1,045 | 1,373 | 1,808 | 2,794 | 2,802 | 1,965 | 357 | 269 |
| 15 | <u>Medium Bomber-Total</u> | <u>2,292</u> | <u>2,426</u> | <u>2,123</u> | <u>2,228</u> | <u>3,440</u> | <u>3,258</u> | <u>2,972</u> | <u>2,183</u> | <u>2,089</u> |
| 16 | 1st Line-Total | 1,825 | 1,725 | 1,185 | 876 | 969 | 984 | 1,095 | 1,062 | 1,028 |
| 17 | B-25 | 1,126 | 1,105 | 840 | 745 | 914 | 965 | 1,089 | 1,061 | 1,027 |
| 18 | B-26 | 699 | 620 | 345 | 131 | 55 | 19 | 6 | 1 | 1 |
| 19 | 2nd Line & Misc | 467 | 713 | 1,938 | 2,352 | 2,471 | 2,274 | 1,877 | 1,121 | 1,061 |
| 20 | <u>Light Bomber-Total</u> | <u>1,726</u> | <u>1,786</u> | <u>2,002</u> | <u>1,566</u> | <u>1,342</u> | <u>1,509</u> | <u>1,590</u> | <u>1,810</u> | <u>1,770</u> |
| 21 | 1st Line-Total | 509 | 616 | 963 | 1,008 | 1,080 | 1,360 | 1,797 | 1,674 | 1,638 |
| 22 | A-20 | 434 | 459 | 749 | 662 | 452 | 194 | 111 | 7 | 2 |
| 23 | A-26 | 24 | 72 | 171 | 309 | 601 | 1,154 | 1,686 | 1,667 | 1,636 |
| 24 | A-36 | 51 | 45 | 43 | 37 | 27 | 12 | - | - | - |
| 25 | 2nd Line & Misc | 1,217 | 1,170 | 1,039 | 558 | 262 | 149 | 193 | 136 | 132 |
| 26 | <u>Fighter-Total</u> | <u>5,692</u> | <u>5,787</u> | <u>6,486</u> | <u>7,379</u> | <u>7,008</u> | <u>6,957</u> | <u>7,300</u> | <u>6,271</u> | <u>6,145</u> |
| 27 | 1st Line-Total | 5,416 | 5,375 | 5,869 | 6,260 | 5,613 | 5,349 | 5,671 | 5,314 | 5,205 |
| 28 | P-36 | 659 | 681 | 969 | 1,293 | 1,121 | 746 | 781 | 281 | 196 |
| 29 | P-39 | 1,054 | 783 | 662 | 552 | 241 | 30 | 2 | 1 | 1 |
| 30 | P-40 | 1,324 | 1,468 | 1,481 | 1,365 | 1,160 | 652 | 11 | 1 | 1 |
| 31 | P-47 | 1,590 | 1,439 | 1,524 | 1,646 | 1,674 | 2,074 | 2,173 | 1,947 | 1,930 |
| 32 | P-51 | 535 | 607 | 695 | 842 | 998 | 1,409 | 2,432 | 2,692 | 2,676 |
| 33 | P-59 | - | - | 2 | 15 | 17 | 20 | 36 | 36 | 36 |
| 34 | P-61 | 67 | 64 | 113 | 186 | 140 | 149 | 128 | 134 | 134 |
| 35 | P-63 | 73 | 210 | 330 | 319 | 240 | 238 | 60 | 2 | 2 |
| 36 | P-80 | - | - | - | - | 3 | 24 | 44 | 215 | 224 |
| 37 | P-82 | - | - | - | - | - | - | - | - | 2 |
| 38 | Other | 114 | 103 | 93 | 42 | 19 | 7 | 4 | 5 | 3 |
| 39 | 2nd Line & Misc | 276 | 412 | 617 | 1,119 | 1,395 | 1,608 | 1,629 | 957 | 940 |
| 40 | <u>Reconnaissance-Total</u> | <u>426</u> | <u>411</u> | <u>538</u> | <u>513</u> | <u>521</u> | <u>530</u> | <u>648</u> | <u>499</u> | <u>414</u> |
| 41 | 1st Line | 296 | 301 | 490 | 494 | 506 | 516 | 603 | 469 | 386 |
| 42 | F-4, F-5 | 97 | 95 | 185 | 158 | 175 | 197 | 251 | 129 | 69 |
| 43 | F-6 | - | - | 62 | 55 | 35 | 61 | 110 | 110 | 110 |
| 44 | F-13 | - | - | 10 | 25 | 22 | 27 | 47 | 59 | 59 |
| 45 | F-15 | - | - | - | - | - | - | - | - | - |
| 46 | FP-80 | - | - | - | - | - | - | - | - | - |
| 47 | Other | 199 | 206 | 233 | 256 | 274 | 231 | 195 | 171 | 148 |
| 48 | 2nd Line & Misc | 130 | 110 | 48 | 19 | 15 | 14 | 45 | 30 | 28 |
| 49 | <u>Transport-Total</u> | <u>4,642</u> | <u>5,076</u> | <u>5,315</u> | <u>4,560</u> | <u>3,677</u> | <u>2,948</u> | <u>3,930</u> | <u>3,094</u> | <u>2,941</u> |
| 50 | C-46 | 83 | 160 | 348 | 481 | 573 | 610 | 892 | 533 | 408 |
| 51 | C-47, C-53 | 911 | 1,286 | 1,308 | 1,246 | 1,274 | 1,266 | 2,047 | 1,704 | 1,567 |
| 52 | C-54 | 9 | 19 | 60 | 92 | 111 | 144 | 203 | 230 | 257 |
| 53 | C-82 | 23 | 52 | 65 | 19 | - | 2 | 2 | 7 | 8 |
| 54 | C-87 | - | - | - | - | 34 | 46 | 46 | 3 | 3 |
| 55 | Other Hiv & Med Transport | 386 | 352 | 344 | 266 | 213 | 84 | 52 | 50 | 131 |
| 56 | Other Light Transport | 3,230 | 3,207 | 3,190 | 2,456 | 1,472 | 796 | 688 | 572 | 567 |
| 57 | <u>Trainer-Total</u> | <u>27,248</u> | <u>27,669</u> | <u>23,007</u> | <u>16,737</u> | <u>13,776</u> | <u>12,198</u> | <u>8,597</u> | <u>7,261</u> | <u>7,084</u> |
| 58 | Advanced | 10,122 | 10,341 | 9,992 | 9,191 | 8,109 | 7,245 | 6,751 | 5,784 | 5,619 |
| 59 | Basic | 7,892 | 7,963 | 6,669 | 4,550 | 2,702 | 2,201 | 417 | 230 | 220 |
| 60 | Primary | 9,234 | 9,365 | 6,346 | 2,996 | 2,965 | 2,752 | 1,429 | 1,247 | 1,245 |
| 61 | <u>Communications-Total</u> | <u>3,285</u> | <u>3,281</u> | <u>2,089</u> | <u>1,198</u> | <u>1,316</u> | <u>1,230</u> | <u>1,177</u> | <u>1,028</u> | <u>1,021</u> |
| 62 | Liaison | 3,270 | 3,257 | 2,048 | 1,155 | 1,255 | 1,115 | 1,045 | 882 | 869 |
| 63 | Rotary Wing | 15 | 24 | 41 | 43 | 61 | 115 | 132 | 146 | 152 |

AND PRINCIPAL MODEL: NOV 1941 TO DEC 1947 -- Continued

| 1946 | | | | | | | | | | | | 1947 E/ | | Line No |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---------|----|---------|
| Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | | |
| 24,569 | 24,070 | 23,381 | 22,759 | 22,421 | 22,183 | 21,918 | 21,853 | 21,764 | 21,748 | 21,642 | 21,360 | 20,843 | 1 | |
| 13,931 | 13,710 | 13,276 | 12,874 | 12,615 | 12,467 | 12,391 | 12,363 | 12,358 | 12,320 | 12,343 | 12,180 | 11,863 | 2 | |
| 10,753 | 10,591 | 10,243 | 9,973 | 9,669 | 9,485 | 9,398 | 9,366 | 9,340 | 9,303 | 9,258 | 9,036 | 8,642 | 3 | |
| 3,178 | 3,119 | 3,033 | 2,901 | 2,946 | 2,982 | 2,993 | 3,003 | 3,018 | 3,017 | 3,085 | 3,144 | 3,221 | 4 | |
| 2,635 | 2,697 | 2,762 | 2,830 | 2,861 | 2,887 | 2,901 | 2,897 | 2,883 | 2,882 | 2,862 | 2,866 | 2,863 | 5 | |
| 1,808 | 1,867 | 1,915 | 1,970 | 1,985 | 2,007 | 2,013 | 2,010 | 2,010 | 1,999 | 1,995 | 1,976 | 1,975 | 6 | |
| 1,808 | 1,867 | 1,915 | 1,970 | 1,985 | 2,007 | 2,013 | 2,010 | 2,010 | 1,999 | 1,995 | 1,976 | 1,975 | 7 | |
| 827 | 830 | 847 | 860 | 876 | 880 | 888 | 887 | 884 | 887 | 886 | 888 | 888 | 8 | |
| 1,007 | 884 | 700 | 561 | 456 | 384 | 374 | 362 | 358 | 364 | 359 | 355 | 345 | 9 | |
| 783 | 688 | 541 | 431 | 336 | 273 | 263 | 253 | 238 | 233 | 228 | 222 | 215 | 10 | |
| 407 | 368 | 350 | 318 | 267 | 248 | 252 | 243 | 230 | 225 | 223 | 217 | 210 | 11 | |
| 370 | 314 | 191 | 113 | 69 | 25 | 11 | 10 | 8 | 8 | 5 | 5 | 5 | 12 | |
| 6 | 6 | - | - | - | - | - | - | - | - | - | - | - | 13 | |
| 224 | 196 | 159 | 130 | 120 | 111 | 111 | 109 | 120 | 131 | 131 | 133 | 130 | 14 | |
| 2,062 | 2,014 | 1,848 | 1,607 | 1,515 | 1,479 | 1,466 | 1,456 | 1,446 | 1,394 | 1,434 | 1,427 | 1,418 | 15 | |
| 1,014 | 993 | 866 | 748 | 680 | 637 | 625 | 613 | 603 | 595 | 590 | 584 | 580 | 16 | |
| 1,013 | 992 | 865 | 748 | 680 | 637 | 625 | 613 | 603 | 595 | 590 | 584 | 580 | 17 | |
| 1 | 1 | 1 | - | - | - | - | - | - | - | - | - | - | 18 | |
| 1,048 | 1,021 | 982 | 859 | 835 | 842 | 841 | 843 | 843 | 799 | 844 | 843 | 838 | 19 | |
| 1,755 | 1,748 | 1,729 | 1,718 | 1,712 | 1,708 | 1,697 | 1,690 | 1,689 | 1,687 | 1,685 | 1,670 | 1,652 | 20 | |
| 1,625 | 1,613 | 1,599 | 1,586 | 1,579 | 1,552 | 1,545 | 1,529 | 1,527 | 1,520 | 1,512 | 1,496 | 1,479 | 21 | |
| 3 | 4 | 2 | 1 | 1 | 1 | - | - | - | - | - | - | - | 22 | |
| 1,622 | 1,609 | 1,597 | 1,586 | 1,578 | 1,551 | 1,545 | 1,529 | 1,527 | 1,520 | 1,512 | 1,496 | 1,479 | 23 | |
| - | - | - | - | - | - | - | - | - | - | - | - | - | 24 | |
| 130 | 135 | 130 | 132 | 133 | 156 | 152 | 161 | 162 | 167 | 173 | 174 | 173 | 25 | |
| 6,101 | 6,002 | 5,881 | 5,816 | 5,751 | 5,707 | 5,644 | 5,621 | 5,624 | 5,619 | 5,620 | 5,449 | 5,150 | 26 | |
| 5,179 | 5,091 | 4,988 | 4,923 | 4,793 | 4,737 | 4,685 | 4,661 | 4,663 | 4,632 | 4,618 | 4,391 | 4,006 | 27 | |
| 174 | 164 | 91 | 46 | 19 | 44 | 12 | 7 | 6 | 4 | 4 | 3 | 3 | 28 | |
| 1 | - | - | - | - | - | - | - | - | - | - | - | - | 29 | |
| 2 | - | - | - | - | - | - | - | - | - | - | - | - | 30 | |
| 1,883 | 1,867 | 1,834 | 1,827 | 1,811 | 1,782 | 1,770 | 1,763 | 1,755 | 1,751 | 1,749 | 1,707 | 1,621 | 31 | |
| 2,673 | 2,652 | 2,637 | 2,619 | 2,540 | 2,527 | 2,483 | 2,466 | 2,432 | 2,372 | 2,328 | 2,147 | 1,901 | 32 | |
| 35 | 34 | 25 | 20 | 12 | 8 | 6 | 5 | 3 | 4 | 3 | 3 | 2 | 33 | |
| 134 | 133 | 132 | 130 | 130 | 129 | 132 | 122 | 117 | 111 | 110 | 110 | 109 | 34 | |
| 2 | 2 | 2 | 1 | 1 | 1 | - | - | - | - | - | - | - | 35 | |
| 266 | 224 | 244 | 259 | 259 | 255 | 262 | 278 | 330 | 370 | 405 | 403 | 352 | 36 | |
| 6 | 12 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 19 | 18 | 18 | 37 | |
| 3 | 3 | 3 | 1 | 1 | 1 | - | - | - | - | - | - | - | 38 | |
| 922 | 911 | 893 | 893 | 958 | 970 | 959 | 960 | 961 | 987 | 1,002 | 1,058 | 1,144 | 39 | |
| 371 | 365 | 356 | 342 | 320 | 302 | 309 | 337 | 358 | 374 | 383 | 413 | 435 | 40 | |
| 344 | 339 | 334 | 315 | 296 | 279 | 267 | 294 | 310 | 328 | 334 | 365 | 387 | 41 | |
| 27 | 23 | 22 | 17 | 4 | - | - | - | - | - | - | - | - | 42 | |
| 108 | 107 | 107 | 107 | 104 | 101 | 75 | 74 | 71 | 71 | 71 | 71 | 71 | 43 | |
| 61 | 61 | 62 | 51 | 51 | 50 | 63 | 62 | 62 | 65 | 67 | 65 | 66 | 44 | |
| - | - | - | - | - | - | 6 | 4 | 9 | 19 | 28 | 28 | 28 | 45 | |
| 148 | 146 | 143 | 140 | 137 | 122 | 112 | 111 | 107 | 97 | 95 | 96 | 101 | 46 | |
| 27 | 26 | 22 | 27 | 24 | 23 | 42 | 43 | 48 | 46 | 49 | 48 | 48 | 48 | 47 |
| 2,857 | 2,698 | 2,627 | 2,562 | 2,545 | 2,510 | 2,426 | 2,429 | 2,444 | 2,442 | 2,428 | 2,400 | 2,320 | 49 | |
| 330 | 240 | 230 | 220 | 216 | 213 | 206 | 201 | 200 | 198 | 197 | 169 | 168 | 50 | |
| 1,534 | 1,458 | 1,419 | 1,385 | 1,356 | 1,290 | 1,239 | 1,233 | 1,221 | 1,219 | 1,200 | 1,174 | 1,124 | 51 | |
| 300 | 315 | 314 | 290 | 318 | 341 | 323 | 329 | 352 | 351 | 350 | 372 | 338 | 52 | |
| 10 | 18 | 22 | 31 | 31 | 40 | 48 | 55 | 61 | 69 | 79 | 86 | 91 | 53 | |
| 2 | 2 | 1 | - | - | 1 | - | - | - | - | - | 2 | - | 54 | |
| 127 | 123 | 118 | 123 | 122 | 125 | 120 | 122 | 122 | 121 | 123 | 120 | 124 | 55 | |
| 554 | 542 | 523 | 513 | 502 | 500 | 490 | 489 | 488 | 484 | 479 | 477 | 475 | 56 | |
| 6,820 | 6,734 | 6,556 | 6,524 | 6,390 | 6,359 | 6,263 | 6,227 | 6,141 | 6,065 | 5,981 | 5,920 | 5,835 | 57 | |
| 5,402 | 5,325 | 5,219 | 5,124 | 5,102 | 5,069 | 5,054 | 5,033 | 4,958 | 4,886 | 4,803 | 4,756 | 4,680 | 58 | |
| 182 | 178 | 148 | 140 | 123 | 130 | 77 | 72 | 72 | 72 | 72 | 70 | 69 | 59 | |
| 1,236 | 1,231 | 1,189 | 1,119 | 1,165 | 1,160 | 1,132 | 1,122 | 1,111 | 1,107 | 1,106 | 1,094 | 1,086 | 60 | |
| 961 | 928 | 922 | 882 | 871 | 847 | 838 | 834 | 821 | 921 | 890 | 860 | 825 | 61 | |
| 825 | 798 | 796 | 745 | 733 | 710 | 713 | 705 | 688 | 792 | 765 | 736 | 714 | 62 | |
| 136 | 130 | 126 | 137 | 136 | 137 | 125 | 129 | 133 | 129 | 125 | 124 | 111 | 63 | |

Table 88 (line 57) Airplanes on Hand in Continental US
 Trainer Total May 1946 should be 6,383 not 6,441

Table 88.-- AIRPLANES ON HAND IN CONTINENTAL US, BY TYPE AND PRINCIPAL MODEL: NOV 1941 TO DEC 1947--Continued

| Type and Model | 1947 (Continued) | | | | | | | | | |
|-------------------------------------|------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
| Total | 20,445 | 19,968 | 19,576 | 19,328 | 19,125 | 19,080 | 18,960 | 18,867 | 18,763 | 18,761 |
| <u>Combat Airplanes - Total a/</u> | <u>11,582</u> | <u>11,182</u> | <u>10,894</u> | <u>10,688</u> | <u>10,634</u> | <u>10,574</u> | <u>10,509</u> | <u>10,419</u> | <u>10,345</u> | <u>10,266</u> |
| 1st Line | 8,352 | 8,006 | 7,746 | 7,513 | 7,461 | 7,409 | 7,377 | 7,278 | 7,169 | 7,073 |
| 2nd Line & Misc. | 3,230 | 3,176 | 3,148 | 3,175 | 3,173 | 3,165 | 3,132 | 3,141 | 3,176 | 3,193 |
| <u>Very Heavy Bomber - Total a/</u> | <u>2,872</u> | <u>2,919</u> | <u>2,916</u> | <u>2,914</u> | <u>2,910</u> | <u>2,899</u> | | | | |
| 1st Line - Total | 1,984 | 2,036 | 2,041 | 2,038 | 2,035 | 2,029 | | | | |
| B-29 | 1,984 | 2,036 | 2,041 | 2,038 | 2,035 | 2,028 | | | | |
| B-36 | - | - | - | - | - | 1 | | | | |
| 2nd Line & Misc. | 888 | 883 | 875 | 876 | 875 | 870 | | | | |
| <u>Heavy Bomber - Total a/</u> | <u>341</u> | <u>334</u> | <u>330</u> | <u>320</u> | <u>316</u> | <u>316</u> | | | | |
| 1st Line - Total | 202 | 190 | 177 | 166 | 157 | 151 | | | | |
| B-17 | 198 | 186 | 173 | 163 | 154 | 148 | | | | |
| B-24 | 4 | 4 | 4 | 3 | 3 | 3 | | | | |
| 2nd Line & Misc. | 139 | 144 | 153 | 154 | 159 | 165 | | | | |
| <u>Medium Bomber - Total a/</u> | <u>1,412</u> | <u>1,406</u> | <u>1,398</u> | <u>1,394</u> | <u>1,391</u> | <u>1,379</u> | <u>2,892</u> | <u>2,891</u> | <u>2,889</u> | <u>2,871</u> |
| 1st Line - Total | 571 | 561 | 561 | 558 | 556 | 548 | 2,037 | 2,038 | 2,042 | 2,019 |
| B-26 | 571 | 561 | 561 | 558 | 556 | 548 | | | | |
| B-29 | - | - | - | - | - | - | 2,037 | 2,036 | 2,040 | 2,016 |
| B-50 | - | - | - | - | - | - | - | 2 | 2 | 3 |
| 2nd Line & Misc. | 841 | 845 | 837 | 836 | 835 | 831 | 855 | 853 | 847 | 852 |
| <u>Light Bomber - Total</u> | <u>1,627</u> | <u>1,562</u> | <u>1,498</u> | <u>1,444</u> | <u>1,412</u> | <u>1,382</u> | <u>3,020</u> | <u>2,991</u> | <u>2,940</u> | <u>2,899</u> |
| 1st Line | 1,417 | 1,340 | 1,278 | 1,208 | 1,180 | 1,139 | 1,798 | 1,754 | 1,691 | 1,650 |
| A-26 | 1,417 | 1,340 | 1,278 | 1,208 | 1,180 | 1,139 | 1,102 | 1,072 | 1,023 | 1,006 |
| B-17 | - | - | - | - | - | - | 146 | 136 | 134 | 128 |
| B-24 | - | - | - | - | - | - | 3 | 3 | 3 | 3 |
| B-25 | - | - | - | - | - | - | 547 | 543 | 531 | 513 |
| 2nd Line & Misc. | 210 | 222 | 220 | 236 | 232 | 243 | 1,222 | 1,237 | 1,249 | 1,249 |
| <u>Fighter - Total</u> | <u>4,897</u> | <u>4,542</u> | <u>4,337</u> | <u>4,226</u> | <u>4,215</u> | <u>4,216</u> | <u>4,197</u> | <u>4,133</u> | <u>4,072</u> | <u>4,063</u> |
| 1st Line - Total | 3,787 | 3,500 | 3,314 | 3,185 | 3,171 | 3,184 | 3,165 | 3,106 | 3,022 | 3,000 |
| P-38 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 1 |
| P-47 | 1,469 | 1,255 | 1,187 | 1,089 | 1,068 | 1,019 | 997 | 992 | 994 | 993 |
| P-51 | 1,830 | 1,756 | 1,652 | 1,618 | 1,574 | 1,559 | 1,540 | 1,493 | 1,482 | 1,474 |
| P-59 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| P-61 | 110 | 121 | 109 | 97 | 99 | 98 | 98 | 97 | 73 | 61 |
| P-80 | 354 | 344 | 342 | 356 | 396 | 468 | 478 | 472 | 405 | 388 |
| P-82 | 20 | 20 | 20 | 20 | 20 | 19 | 20 | 20 | 20 | 22 |
| P-84 | - | - | - | 1 | 10 | 17 | 28 | 28 | 45 | 59 |
| 2nd Line & Misc. | 1,110 | 1,042 | 1,023 | 1,041 | 1,044 | 1,032 | 1,032 | 1,027 | 1,051 | 1,063 |
| <u>Reconnaissance - Total</u> | <u>433</u> | <u>419</u> | <u>415</u> | <u>390</u> | <u>387</u> | <u>382</u> | <u>400</u> | <u>404</u> | <u>443</u> | <u>433</u> |
| 1st Line - Total | 391 | 379 | 375 | 358 | 362 | 358 | 377 | 380 | 414 | 404 |
| F-6 | 71 | 67 | 67 | 66 | 65 | 65 | 64 | 64 | 69 | 74 |
| F-13 | 65 | 67 | 74 | 74 | 74 | 73 | 72 | 72 | 72 | 72 |
| F-15 | 25 | 22 | 22 | 10 | 7 | 7 | 7 | 7 | 7 | 7 |
| FP-80 | 127 | 125 | 125 | 125 | 125 | 124 | 124 | 124 | 123 | 115 |
| Other | 103 | 98 | 87 | 83 | 91 | 89 | 109 | 113 | 143 | 136 |
| 2nd Line & Misc. | 42 | 40 | 40 | 32 | 25 | 24 | 23 | 24 | 29 | 29 |
| <u>Transport - Total</u> | <u>2,261</u> | <u>2,253</u> | <u>2,200</u> | <u>2,191</u> | <u>2,140</u> | <u>2,149</u> | <u>2,128</u> | <u>2,112</u> | <u>2,102</u> | <u>2,114</u> |
| C-46 | 155 | 158 | 153 | 153 | 153 | 153 | 153 | 153 | 152 | 151 |
| C-47, C-53 | 1,096 | 1,088 | 1,075 | 1,079 | 1,083 | 1,071 | 1,077 | 1,011 | 1,004 | 997 |
| C-54 | 324 | 326 | 304 | 305 | 277 | 280 | 262 | 253 | 244 | 255 |
| C-82 | 93 | 98 | 102 | 101 | 102 | 120 | 119 | 139 | 146 | 153 |
| Other Hv & Med Transport | 126 | 124 | 115 | 108 | 83 | 85 | 79 | 123 | 123 | 125 |
| Other Light Transport . . | 467 | 459 | 451 | 445 | 442 | 440 | 438 | 433 | 433 | 433 |
| <u>Trainer - Total</u> | <u>5,808</u> | <u>5,767</u> | <u>5,723</u> | <u>5,705</u> | <u>5,596</u> | <u>5,571</u> | <u>5,523</u> | <u>5,503</u> | <u>5,451</u> | <u>5,428</u> |
| Advanced | 4,653 | 4,613 | 4,573 | 4,553 | 4,480 | 4,460 | 4,418 | 4,401 | 4,386 | 4,363 |
| Basic | 69 | 66 | 66 | 66 | 65 | 65 | 64 | 62 | 62 | 62 |
| Primary | 1,086 | 1,088 | 1,084 | 1,086 | 1,051 | 1,046 | 1,041 | 1,040 | 1,003 | 1,003 |
| <u>Communications - Total</u> | <u>794</u> | <u>766</u> | <u>759</u> | <u>744</u> | <u>755</u> | <u>786</u> | <u>800</u> | <u>833</u> | <u>865</u> | <u>953</u> |
| Liaison | 684 | 660 | 651 | 638 | 650 | 678 | 692 | 725 | 773 | 862 |
| Rotary Wing | 110 | 106 | 108 | 106 | 105 | 108 | 108 | 108 | 92 | 91 |

a/ See Table 71 p 109 for revision of classification and redesignation of bombardment types of aircraft as of September 1947.

Table 89.-- AIRPLANES ON HAND OVERSEAS, BY TYPE AND PRINCIPAL MODEL: NOV 1941 TO DEC 1947

Note.-- Through May 1947, the data below do not equal the sum of those for the individual areas published elsewhere in this volume since changes for a particular month resulting from information becoming available subsequent to the initial reporting date for that month are reflected only in the individual area data. In addition, a small number of airplanes located in such areas as Iceland, Newfoundland and Bermuda are included below but not in any individual area. Figures are as end of month.

| Type and Model | 1941 | | 1942 | | | | 1943 | | | |
|---|-------|-------|-------|-------|-------|-------|-------|--------|--------|--------|
| | Nov | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec |
| Total | 1,122 | 1,215 | 1,956 | 2,245 | 3,567 | 5,626 | 7,296 | 10,931 | 12,588 | 15,637 |
| Combat Airplanes - Total | 1,024 | 1,105 | 1,821 | 1,998 | 3,083 | 4,798 | 6,272 | 9,001 | 10,146 | 12,719 |
| 1st Line | 870 | 957 | 1,727 | 1,902 | 2,985 | 4,695 | 5,873 | 8,586 | 9,637 | 12,017 |
| 2nd Line & Misc. | 154 | 148 | 94 | 96 | 98 | 103 | 399 | 415 | 509 | 702 |
| Heavy Bomber - Total | 61 | 81 | 167 | 261 | 471 | 789 | 1,105 | 1,925 | 2,324 | 3,400 |
| 1st Line - Total | 61 | 81 | 167 | 261 | 471 | 789 | 1,076 | 1,880 | 2,232 | 3,230 |
| B-17 | 61 | 81 | 144 | 202 | 329 | 470 | 617 | 1,178 | 1,259 | 1,660 |
| B-24 | - | - | 23 | 59 | 142 | 319 | 459 | 702 | 973 | 1,570 |
| 2nd Line & Misc. | - | - | - | - | - | - | 29 | 45 | 92 | 170 |
| Medium Bomber - Total | 154 | 148 | 187 | 235 | 345 | 601 | 826 | 1,766 | 1,881 | 1,955 |
| 1st Line - Total | - | - | 93 | 139 | 247 | 498 | 738 | 1,625 | 1,753 | 1,828 |
| B-25 | - | - | 6 | 39 | 152 | 287 | 507 | 917 | 974 | 1,080 |
| B-26 | - | - | 87 | 100 | 95 | 211 | 231 | 708 | 779 | 748 |
| 2nd Line & Misc. | 154 | 148 | 94 | 96 | 98 | 103 | 88 | 141 | 128 | 127 |
| Light Bomber - Total | 115 | 111 | 126 | 131 | 125 | 185 | 382 | 644 | 548 | 666 |
| 1st Line - Total | 115 | 111 | 126 | 131 | 125 | 185 | 314 | 574 | 444 | 531 |
| A-20 | 24 | 22 | 42 | 88 | 81 | 150 | 228 | 235 | 212 | 365 |
| A-26 | - | - | - | - | - | - | 70 | 295 | 230 | - |
| A-36 | - | - | - | - | - | - | - | - | - | 166 |
| Other | 91 | 89 | 84 | 43 | 44 | 35 | 16 | 44 | 2 | - |
| 2nd Line & Misc. | - | - | - | - | - | - | 68 | 70 | 104 | 135 |
| Fighter - Total | 649 | 728 | 1,287 | 1,316 | 2,056 | 3,099 | 3,803 | 4,484 | 5,194 | 6,409 |
| 1st Line - Total | 649 | 728 | 1,287 | 1,316 | 2,056 | 3,099 | 3,589 | 4,325 | 5,044 | 6,176 |
| P-38 | - | - | - | 111 | 259 | 547 | 787 | 790 | 800 | 1,123 |
| P-39 | 60 | 106 | 510 | 492 | 633 | 794 | 811 | 1,142 | 988 | 795 |
| P-40 | 398 | 466 | 698 | 628 | 942 | 1,357 | 1,503 | 1,625 | 1,548 | 1,327 |
| P-47 | - | - | - | - | - | 104 | 235 | 478 | 1,197 | 2,147 |
| P-51 | - | - | - | - | - | - | 35 | 29 | 225 | 515 |
| P-61 | - | - | - | - | - | - | - | - | - | 1 |
| Other | 191 | 156 | 79 | 85 | 222 | 297 | 218 | 261 | 286 | 268 |
| 2nd Line & Misc. | - | - | - | - | - | - | 214 | 159 | 150 | 233 |
| Reconnaissance - Total | 45 | 37 | 54 | 55 | 86 | 124 | 156 | 182 | 199 | 289 |
| 1st Line - Total | 45 | 37 | 54 | 55 | 86 | 124 | 156 | 182 | 164 | 252 |
| F-4, F-5 | - | - | - | 3 | 38 | 74 | 105 | 127 | 134 | 215 |
| Other | 45 | 37 | 54 | 52 | 48 | 50 | 51 | 55 | 30 | 37 |
| 2nd Line & Misc. | - | - | - | - | - | - | - | - | 35 | 37 |
| Transport - Total | 42 | 44 | 76 | 175 | 311 | 513 | 633 | 1,477 | 1,909 | 2,283 |
| C-46 | - | - | - | - | - | - | 2 | 108 | 126 | 173 |
| C-47, C-53 | - | - | 19 | 90 | 192 | 388 | 486 | 917 | 1,196 | 1,455 |
| C-54 | - | - | - | - | - | - | 2 | 36 | 51 | 70 |
| C-87 | - | - | - | - | - | 6 | 12 | 71 | 86 | 70 |
| Other Hq & Med Transport | 17 | 18 | 18 | 31 | 61 | 64 | 59 | 71 | 71 | 72 |
| Light Transport | 25 | 26 | 39 | 54 | 58 | 55 | 72 | 274 | 379 | 443 |
| Trainer - Total | 43 | 48 | 40 | 38 | 35 | 35 | 59 | 104 | 125 | 124 |
| Advanced | 20 | 25 | 25 | 26 | 27 | 21 | 31 | 64 | 76 | 81 |
| Basic | 9 | 9 | 5 | 3 | 2 | 1 | 7 | 13 | 12 | 12 |
| Primary | 14 | 14 | 10 | 9 | 6 | 13 | 21 | 27 | 37 | 31 |
| Communications - Total | 13 | 18 | 19 | 34 | 138 | 280 | 332 | 349 | 411 | 511 |
| Liaison | 13 | 18 | 19 | 34 | 138 | 280 | 332 | 349 | 411 | 510 |
| Rotary Wing | - | - | - | - | - | - | - | - | - | 1 |

Page 139 - Table 89 - Airplanes on hand Overseas
Total Sep 1943 should be 12,591 not 12,588
Transport Total Sep 1943 should be 1,909 not 1,906
C-47/C-53 Sep 1943 should be 1,196 not 1,193

Table 89.-- AIRPLANES ON HAND OVERSEAS, BY TYPE AND

| Line No. | Type and Model | 1944 | | | | 1945 | | | | 1946 |
|----------|--|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| | | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec | Jan |
| 1 | Total | 22,294 | 26,339 | 29,216 | 31,056 | 32,774 | 30,070 | 24,241 | 18,073 | 17,031 |
| 2 | <u>Combat Airplanes - Total</u> | 18,041 | 20,814 | 22,253 | 22,786 | 23,961 | 20,975 | 16,077 | 10,751 | 10,096 |
| 3 | 1st Line | 17,131 | 19,342 | 20,131 | 19,892 | 21,564 | 18,933 | 14,454 | 9,630 | 9,132 |
| 4 | 2nd Line | 910 | 1,472 | 2,122 | 2,894 | 2,397 | 2,042 | 1,623 | 1,121 | 964 |
| 5 | <u>Very Heavy Bomber - Total</u> | 3 | 151 | 168 | 407 | 643 | 925 | 1,084 | 378 | 377 |
| 6 | 1st Line | - | - | - | - | - | - | - | - | - |
| 7 | B-29 | 2 | 151 | 168 | 404 | 640 | 911 | 1,067 | 362 | 360 |
| 8 | 2nd Line & Misc. | 1 | - | - | 3 | 3 | 14 | 17 | 16 | 17 |
| 9 | <u>Heavy Bomber - Total</u> | 4,677 | 6,044 | 6,827 | 6,894 | 7,124 | 3,972 | 2,507 | 1,060 | 1,021 |
| 10 | 1st Line - Total | 4,489 | 5,674 | 6,271 | 5,992 | 6,284 | 3,277 | 2,189 | 932 | 909 |
| 11 | B-17 | 1,905 | 2,069 | 2,485 | 2,886 | 3,006 | 1,785 | 1,213 | 735 | 756 |
| 12 | B-24 | 2,584 | 3,605 | 3,786 | 3,106 | 3,278 | 1,492 | 969 | 197 | 153 |
| 13 | B-32 | - | - | - | - | - | - | 7 | - | - |
| 14 | 2nd Line & Misc. | 188 | 370 | 556 | 902 | 840 | 695 | 318 | 128 | 112 |
| 15 | <u>Medium Bomber - Total</u> | 2,669 | 2,989 | 3,088 | 2,961 | 2,654 | 2,318 | 1,802 | 1,384 | 1,264 |
| 16 | 1st Line - Total | 2,485 | 2,623 | 2,605 | 2,305 | 2,144 | 1,815 | 1,391 | 1,001 | 866 |
| 17 | B-25 | 1,253 | 1,457 | 1,449 | 1,197 | 1,246 | 1,074 | 678 | 359 | 306 |
| 18 | B-36 | 1,232 | 1,166 | 1,156 | 1,108 | 898 | 741 | 713 | 642 | 560 |
| 19 | 2nd Line & Misc. | 184 | 366 | 483 | 656 | 510 | 503 | 411 | 383 | 398 |
| 20 | <u>Light Bomber - Total</u> | 1,004 | 1,128 | 1,336 | 1,414 | 1,411 | 1,554 | 996 | 577 | 573 |
| 21 | 1st Line - Total | 816 | 982 | 1,075 | 1,099 | 1,184 | 1,364 | 915 | 501 | 493 |
| 22 | A-20 | 701 | 898 | 962 | 755 | 633 | 612 | 575 | 185 | 178 |
| 23 | A-26 | - | 9 | 107 | 344 | 551 | 752 | 340 | 316 | 315 |
| 24 | A-36 | 115 | 75 | 6 | - | - | - | - | - | - |
| 25 | 2nd Line & Misc. | 188 | 146 | 261 | 315 | 227 | 190 | 81 | 76 | 80 |
| 26 | <u>Fighter - Total</u> | 9,271 | 9,857 | 9,697 | 9,819 | 10,700 | 10,746 | 8,463 | 6,325 | 5,929 |
| 27 | 1st Line - Total | 8,961 | 9,298 | 8,910 | 8,840 | 9,925 | 10,144 | 7,790 | 5,913 | 5,597 |
| 28 | F-38 | 1,635 | 1,702 | 1,610 | 1,466 | 1,742 | 1,986 | 1,441 | 1,089 | 1,039 |
| 29 | F-39 | 989 | 618 | 353 | 194 | 113 | 67 | 16 | - | - |
| 30 | F-40 | 1,093 | 826 | 609 | 351 | 230 | 111 | 24 | 20 | 9 |
| 31 | F-47 | 3,451 | 3,878 | 3,889 | 3,454 | 3,628 | 3,521 | 3,045 | 2,431 | 2,392 |
| 32 | F-51 | 1,492 | 2,086 | 2,238 | 3,072 | 3,804 | 4,062 | 2,959 | 2,127 | 1,940 |
| 33 | F-59 | - | - | - | 1 | - | - | - | - | - |
| 34 | F-61 | 6 | 100 | 150 | 236 | 328 | 344 | 295 | 236 | 207 |
| 35 | F-63 | - | - | - | 1 | 25 | 44 | 2 | 2 | 2 |
| 36 | F-80 | - | - | - | - | - | - | - | - | - |
| 37 | F-82 | - | - | - | - | - | - | - | - | - |
| 38 | Other | 295 | 88 | 61 | 65 | 55 | 9 | 8 | 8 | 8 |
| 39 | 2nd Line & Misc. | 310 | 559 | 787 | 979 | 775 | 602 | 673 | 412 | 332 |
| 40 | <u>Reconnaissance - Total</u> | 417 | 645 | 1,137 | 1,291 | 1,429 | 1,460 | 1,225 | 1,027 | 932 |
| 41 | 1st Line - Total | 378 | 614 | 1,102 | 1,252 | 1,387 | 1,422 | 1,102 | 921 | 907 |
| 42 | F-4, F-5 | 272 | 422 | 499 | 546 | 599 | 647 | 449 | 361 | 357 |
| 43 | F-6 | - | - | 328 | 414 | 401 | 405 | 342 | 311 | 306 |
| 44 | F-13 | - | - | - | 20 | 30 | 26 | 36 | 25 | 25 |
| 45 | FP-80 | - | - | - | - | - | - | - | - | - |
| 46 | Other | 106 | 192 | 275 | 272 | 357 | 344 | 275 | 224 | 219 |
| 47 | 2nd Line & Misc. | 39 | 31 | 35 | 39 | 42 | 38 | 123 | 106 | 25 |
| 48 | <u>Transport - Total</u> | 3,222 | 4,357 | 5,072 | 5,896 | 6,278 | 6,525 | 5,465 | 4,406 | 4,203 |
| 49 | C-46 | 224 | 381 | 510 | 797 | 1,225 | 1,563 | 1,383 | 1,269 | 1,257 |
| 50 | C-47, C-53 | 2,122 | 2,870 | 3,350 | 3,655 | 3,515 | 3,332 | 2,474 | 1,949 | 1,867 |
| 51 | C-54 | 97 | 133 | 188 | 264 | 395 | 564 | 650 | 409 | 334 |
| 52 | C-82 | - | - | - | - | - | - | - | 1 | 1 |
| 53 | C-87 | 122 | 133 | 112 | 132 | 100 | 70 | 56 | 22 | 8 |
| 54 | Other Hv & Med Transport | 69 | 53 | 67 | 198 | 189 | 162 | 146 | 84 | 83 |
| 55 | Light Transport | 588 | 787 | 845 | 850 | 854 | 834 | 756 | 672 | 653 |
| 56 | <u>Trainer - Total</u> | 164 | 238 | 247 | 323 | 348 | 383 | 323 | 356 | 352 |
| 57 | Advanced | 120 | 170 | 198 | 208 | 240 | 269 | 262 | 303 | 306 |
| 58 | Basic | 11 | 36 | 15 | 49 | 48 | 52 | 36 | 31 | 25 |
| 59 | Primary | 33 | 32 | 34 | 66 | 60 | 62 | 25 | 22 | 21 |
| 60 | <u>Communications - Total</u> | 867 | 930 | 1,644 | 2,051 | 2,187 | 2,187 | 2,376 | 2,560 | 2,380 |
| 61 | Liaison | 863 | 927 | 1,641 | 2,038 | 2,173 | 2,160 | 2,307 | 2,498 | 2,329 |
| 62 | Rotary Wing | 4 | 3 | 3 | 13 | 14 | 27 | 69 | 62 | 51 |

| 1946 | | | | | | | | | | | 1947 | | Line No. |
|--------|--------|--------|--------|--------|--------|--------|-------|-------|-------|-------|-------|-------|----------|
| Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | |
| 16,097 | 15,469 | 12,694 | 12,321 | 11,774 | 11,265 | 10,359 | 9,561 | 9,237 | 8,783 | 8,393 | 7,642 | 7,464 | 1 |
| 9,760 | 9,361 | 7,465 | 6,942 | 6,608 | 6,442 | 5,987 | 5,483 | 5,327 | 5,099 | 4,843 | 4,267 | 4,126 | 2 |
| 8,881 | 8,521 | 6,724 | 4,767 | 4,757 | 4,746 | 4,311 | 3,821 | 3,775 | 3,642 | 3,541 | 3,406 | 3,359 | 3 |
| 879 | 840 | 741 | 2,175 | 1,851 | 1,696 | 1,676 | 1,662 | 1,552 | 1,457 | 1,302 | 861 | 767 | 4 |
| 368 | 317 | 250 | 222 | 189 | 169 | 139 | 139 | 145 | 130 | 144 | 142 | 140 | 5 |
| 361 | 307 | 240 | 216 | 183 | 161 | 137 | 137 | 142 | 127 | 141 | 139 | 137 | 6 |
| 7 | 10 | 10 | 6 | 6 | 8 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 7 |
| 990 | 959 | 750 | 659 | 647 | 671 | 587 | 584 | 570 | 488 | 485 | 400 | 397 | 8 |
| 888 | 858 | 653 | 521 | 525 | 552 | 473 | 394 | 381 | 306 | 299 | 283 | 288 | 9 |
| 760 | 749 | 552 | 447 | 451 | 481 | 398 | 385 | 372 | 296 | 289 | 273 | 278 | 10 |
| 128 | 109 | 101 | 74 | 74 | 71 | 75 | 9 | 9 | 10 | 10 | 10 | 10 | 11 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | 12 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | 13 |
| 102 | 101 | 97 | 138 | 122 | 119 | 114 | 190 | 189 | 182 | 186 | 117 | 109 | 14 |
| 1,194 | 1,096 | 680 | 581 | 530 | 517 | 517 | 457 | 455 | 447 | 443 | 258 | 191 | 15 |
| 788 | 691 | 286 | 161 | 125 | 132 | 117 | 67 | 67 | 58 | 56 | 55 | 51 | 16 |
| 252 | 246 | 195 | 135 | 116 | 123 | 110 | 60 | 60 | 56 | 54 | 53 | 49 | 17 |
| 536 | 445 | 91 | 26 | 9 | 9 | 7 | 7 | 7 | 2 | 2 | 2 | 2 | 18 |
| 406 | 405 | 394 | 420 | 405 | 385 | 400 | 390 | 388 | 389 | 387 | 203 | 140 | 19 |
| 571 | 558 | 553 | 535 | 502 | 491 | 449 | 449 | 444 | 399 | 269 | 267 | 223 | 20 |
| 486 | 481 | 479 | 295 | 294 | 305 | 263 | 265 | 263 | 253 | 251 | 232 | 211 | 21 |
| 168 | 166 | 163 | 33 | 6 | 6 | 6 | 5 | 5 | 1 | 1 | 1 | 1 | 22 |
| 318 | 315 | 316 | 262 | 288 | 299 | 257 | 260 | 258 | 252 | 250 | 231 | 211 | 23 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | 24 |
| 85 | 77 | 74 | 240 | 208 | 186 | 186 | 184 | 181 | 146 | 18 | 35 | 32 | 25 |
| 5,699 | 5,509 | 4,435 | 4,213 | 4,027 | 3,990 | 3,770 | 3,448 | 3,352 | 3,293 | 3,145 | 2,862 | 2,815 | 26 |
| 5,441 | 5,283 | 4,295 | 3,072 | 3,157 | 3,230 | 3,003 | 2,677 | 2,652 | 2,644 | 2,526 | 2,435 | 2,411 | 27 |
| 910 | 818 | 809 | 347 | 322 | 311 | 252 | 156 | 163 | 116 | 109 | 60 | 49 | 28 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | 29 |
| 9 | 9 | 9 | 1 | - | - | - | - | - | - | - | - | - | 30 |
| 2,413 | 2,310 | 1,773 | 1,390 | 1,463 | 1,470 | 1,469 | 1,307 | 1,295 | 1,290 | 1,252 | 1,234 | 1,244 | 31 |
| 1,895 | 1,877 | 1,440 | 1,140 | 1,171 | 1,251 | 1,076 | 1,016 | 994 | 1,044 | 975 | 968 | 953 | 32 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | 33 |
| 204 | 203 | 200 | 130 | 137 | 134 | 143 | 134 | 134 | 128 | 124 | 107 | 103 | 34 |
| 2 | 2 | - | - | - | - | - | - | - | - | - | - | - | 35 |
| - | 64 | 64 | 64 | 64 | 64 | 63 | 64 | 66 | 66 | 66 | 65 | 61 | 36 |
| - | - | - | - | - | - | - | - | - | - | - | 1 | 1 | 37 |
| 8 | - | - | - | - | - | - | - | - | - | - | - | - | 38 |
| 258 | 226 | 140 | 1,141 | 870 | 760 | 767 | 771 | 700 | 649 | 619 | 427 | 404 | 39 |
| 938 | 922 | 797 | 732 | 713 | 604 | 525 | 406 | 361 | 342 | 357 | 338 | 340 | 40 |
| 917 | 901 | 771 | 502 | 473 | 366 | 318 | 281 | 270 | 254 | 268 | 262 | 261 | 41 |
| 357 | 353 | 305 | 103 | 75 | 68 | 58 | 34 | 30 | 17 | 12 | 8 | 12 | 42 |
| 309 | 299 | 250 | 194 | 186 | 116 | 103 | 103 | 99 | 95 | 93 | 87 | 87 | 43 |
| 26 | 26 | 26 | 32 | 32 | 31 | 23 | 24 | 24 | 29 | 27 | 29 | 29 | 44 |
| - | - | - | - | - | - | - | - | - | - | 20 | 20 | 20 | 45 |
| 225 | 223 | 190 | 173 | 180 | 151 | 134 | 120 | 117 | 113 | 116 | 118 | 113 | 46 |
| 21 | 21 | 26 | 230 | 240 | 238 | 207 | 125 | 91 | 88 | 89 | 76 | 79 | 47 |
| 3,710 | 3,524 | 3,028 | 2,511 | 2,769 | 2,714 | 2,444 | 2,304 | 2,219 | 2,165 | 2,110 | 1,997 | 1,990 | 48 |
| 998 | 987 | 717 | 708 | 705 | 706 | 501 | 501 | 500 | 495 | 492 | 487 | 465 | 49 |
| 1,752 | 1,666 | 1,541 | 1,412 | 1,319 | 1,288 | 1,221 | 1,107 | 1,077 | 1,043 | 1,018 | 951 | 945 | 50 |
| 259 | 246 | 234 | 235 | 208 | 186 | 198 | 190 | 155 | 149 | 139 | 116 | 147 | 51 |
| 1 | - | - | - | 1 | 1 | - | 1 | 1 | 1 | 1 | 1 | 1 | 52 |
| 5 | 5 | 5 | 5 | 5 | 5 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 53 |
| 72 | 15 | 12 | 15 | 10 | 10 | 12 | 9 | 9 | 9 | 9 | 9 | 6 | 54 |
| 623 | 605 | 519 | 536 | 521 | 518 | 509 | 493 | 474 | 465 | 448 | 431 | 424 | 55 |
| 344 | 342 | 301 | 280 | 272 | 267 | 254 | 255 | 265 | 283 | 316 | 340 | 380 | 56 |
| 308 | 308 | 281 | 267 | 261 | 257 | 247 | 248 | 253 | 276 | 310 | 327 | 366 | 57 |
| 21 | 19 | 13 | 6 | 6 | 5 | 2 | 2 | 2 | 1 | - | - | 1 | 58 |
| 15 | 15 | 7 | 7 | 5 | 5 | 5 | 5 | 10 | 6 | 6 | 13 | 13 | 59 |
| 2,283 | 2,242 | 1,900 | 2,188 | 2,125 | 1,842 | 1,674 | 1,519 | 1,426 | 1,236 | 1,124 | 1,038 | 968 | 60 |
| 2,233 | 2,191 | 1,845 | 2,132 | 2,070 | 1,786 | 1,625 | 1,473 | 1,379 | 1,189 | 1,077 | 993 | 925 | 61 |
| 50 | 51 | 55 | 56 | 55 | 56 | 49 | 46 | 47 | 47 | 47 | 45 | 43 | 62 |

Page 141 - Table 89 - (line 40) Airplanes on Hand Overseas
Total reconnaissance Jun 1946 should be 713 not 716

Table 89.-- AIRPLANES ON HAND OVERSEAS, BY TYPE AND PRINCIPAL MODEL: NOV 1941 TO DEC 1947 -- Continued

| Type and Model | 1947--Continued | | | | | | | | | |
|---|-----------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
| Total | 6,972 | 6,648 | 5,922 | 5,760 | 5,609 | 5,329 | 5,113 | 5,004 | 5,030 | 5,053 |
| <u>Combat Airplanes - Total a/</u> | 3,825 | 3,640 | 3,231 | 3,167 | 3,064 | 2,931 | 2,807 | 2,774 | 2,809 | 2,852 |
| 1st Line | 3,215 | 2,968 | 2,756 | 2,685 | 2,604 | 2,510 | 2,362 | 2,340 | 2,390 | 2,490 |
| 2nd Line | 610 | 672 | 475 | 482 | 460 | 421 | 445 | 434 | 419 | 362 |
| <u>Very Heavy Bomber - Total a/</u> | 124 | 75 | 70 | 69 | 70 | 81 | - | - | - | - |
| 1st Line | - | - | - | - | - | - | - | - | - | - |
| B-29 | 121 | 72 | 67 | 67 | 67 | 69 | - | - | - | - |
| 2nd Line & Misc. | 3 | 3 | 3 | 2 | 3 | 12 | - | - | - | - |
| <u>Heavy Bomber - Total a/</u> | 387 | 384 | 340 | 337 | 338 | 334 | - | - | - | - |
| 1st Line - Total | 294 | 286 | 275 | 268 | 258 | 252 | - | - | - | - |
| B-17 | 286 | 279 | 275 | 268 | 258 | 252 | - | - | - | - |
| B-24 | 8 | 7 | - | - | - | - | - | - | - | - |
| 2nd Line & Misc. | 93 | 98 | 65 | 69 | 80 | 82 | - | - | - | - |
| <u>Medium Bomber - Total a/</u> | 111 | 93 | 89 | 80 | 70 | 53 | 86 | 89 | 88 | 101 |
| 1st Line - Total | 42 | 23 | 24 | 23 | 23 | 19 | - | - | - | - |
| B-25 | 41 | 23 | 24 | 23 | 23 | 19 | - | - | - | - |
| B-26 | 1 | - | - | - | - | - | - | - | - | - |
| B-29 | - | - | - | - | - | - | 57 | 63 | 64 | 80 |
| 2nd Line & Misc. | 69 | 70 | 65 | 57 | 47 | 34 | 29 | 26 | 24 | 21 |
| <u>Light Bomber - Total a/</u> | 243 | 242 | 239 | 234 | 222 | 221 | 560 | 548 | 541 | 533 |
| 1st Line | 229 | 231 | 226 | 220 | 208 | 206 | 441 | 430 | 422 | 414 |
| A-26 | 229 | 231 | 226 | 220 | 208 | 206 | 198 | 199 | 197 | 197 |
| B-17 | - | - | - | - | - | - | 227 | 226 | 220 | 212 |
| B-25 | - | - | - | - | - | - | 16 | 5 | 5 | 5 |
| 2nd Line & Misc. | 14 | 11 | 13 | 14 | 14 | 15 | 119 | 118 | 119 | 119 |
| <u>Fighter - Total</u> | 2,636 | 2,525 | 2,255 | 2,201 | 2,117 | 2,015 | 1,928 | 1,916 | 1,970 | 1,990 |
| 1st Line - Total | 2,275 | 2,110 | 1,969 | 1,927 | 1,857 | 1,783 | 1,670 | 1,660 | 1,729 | 1,794 |
| P-38 | 39 | 38 | 1 | - | - | - | - | - | - | - |
| P-40 | - | - | - | - | - | - | - | - | - | - |
| P-47 | 1,163 | 968 | 955 | 907 | 877 | 860 | 617 | 794 | 798 | 834 |
| P-51 | 914 | 952 | 867 | 866 | 832 | 795 | 720 | 712 | 691 | 680 |
| P-61 | 59 | 93 | 90 | 99 | 94 | 90 | 87 | 85 | 86 | 87 |
| P-80 | 60 | 59 | 56 | 55 | 54 | 38 | 46 | 69 | 154 | 193 |
| P-82 | - | - | - | - | - | - | - | - | - | - |
| 2nd Line & Misc. | 361 | 415 | 286 | 274 | 260 | 232 | 258 | 256 | 241 | 196 |
| <u>Reconnaissance - Total</u> | 324 | 321 | 238 | 246 | 247 | 227 | 233 | 221 | 210 | 228 |
| 1st Line - Total | 254 | 246 | 195 | 180 | 191 | 181 | 194 | 187 | 175 | 202 |
| F-4, F-5 | 11 | 10 | 7 | 3 | 3 | - | - | - | - | - |
| F-6 | 83 | 84 | 40 | 46 | 60 | 61 | 57 | 49 | 39 | 41 |
| F-13 | 30 | 28 | 21 | 20 | 20 | 20 | 20 | 20 | 20 | 17 |
| FP-80 | 20 | 20 | 20 | 19 | 18 | 18 | 18 | 18 | 18 | 25 |
| Other | 110 | 104 | 107 | 92 | 90 | 82 | 99 | 100 | 98 | 119 |
| 2nd Line & Misc. | 70 | 75 | 43 | 66 | 56 | 46 | 39 | 34 | 35 | 26 |
| <u>Transport - Total</u> | 1,898 | 1,850 | 1,661 | 1,605 | 1,577 | 1,486 | 1,461 | 1,451 | 1,448 | 1,422 |
| C-46 | 456 | 440 | 290 | 274 | 258 | 249 | 247 | 246 | 245 | 244 |
| C-47, C-53 | 875 | 863 | 802 | 778 | 755 | 680 | 644 | 632 | 627 | 624 |
| C-54 | 161 | 159 | 180 | 180 | 206 | 204 | 220 | 228 | 236 | 222 |
| C-82 | - | 1 | 1 | 1 | 1 | - | - | - | - | - |
| C-87 | 2 | 2 | 2 | 1 | 1 | 1 | - | - | - | - |
| Other Hv & Med Transport | 5 | 4 | 4 | 4 | 4 | 3 | 3 | 5 | 6 | 6 |
| Light Transport | 399 | 381 | 382 | 367 | 352 | 349 | 347 | 340 | 334 | 326 |
| <u>Trainer - Total</u> | 370 | 345 | 346 | 342 | 337 | 316 | 311 | 293 | 287 | 286 |
| Advanced | 356 | 326 | 328 | 324 | 319 | 299 | 292 | 275 | 269 | 268 |
| Basic | 1 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Primary | 13 | 15 | 14 | 14 | 14 | 13 | 15 | 14 | 14 | 14 |
| <u>Communications - Total</u> | 879 | 813 | 684 | 646 | 631 | 596 | 534 | 486 | 486 | 493 |
| Liaison | 840 | 776 | 647 | 609 | 594 | 560 | 499 | 452 | 452 | 456 |
| Rotary Wing | 39 | 37 | 37 | 37 | 37 | 36 | 35 | 34 | 34 | 37 |

a/ See Table 71 p 109 for revision of classification and redesignation of bombardment types of aircraft, as of September 1947.

Table 90.-- AIRPLANES ON HAND IN EUROPEAN AREA, BY TYPE AND PRINCIPAL MODEL: JUN 1941 TO DEC 1947

(Figures are as of end of month.)

| Type and Model | 1942 | | | 1943 | | | 1944 | | | |
|---|------|-----|-------|-------|-------|-------|-------|--------|--------|--------|
| | Jun | Sep | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep |
| Total | 26 | 762 | 2,065 | 3,291 | 5,928 | 6,354 | 8,237 | 13,163 | 15,210 | 17,027 |
| <u>Combat Airplanes - Total</u> . . . | 26 | 638 | 1,780 | 2,918 | 5,212 | 5,537 | 7,238 | 11,341 | 12,429 | 13,949 |
| 1st Line | 17 | 613 | 1,744 | 2,888 | 5,107 | 5,371 | 7,003 | 10,910 | 11,522 | 12,692 |
| 2nd Line & Misc. | 9 | 25 | 36 | 30 | 105 | 166 | 235 | 431 | 907 | 1,257 |
| <u>Heavy Bomber - Total</u> | 17 | 242 | 369 | 558 | 1,308 | 1,489 | 2,263 | 3,587 | 4,492 | 5,379 |
| 1st Line - Total | 17 | 241 | 368 | 557 | 1,295 | 1,448 | 2,167 | 3,524 | 4,226 | 4,995 |
| B-17 | - | 155 | 246 | 396 | 1,052 | 1,148 | 1,591 | 1,884 | 1,786 | 2,334 |
| B-24 | 17 | 86 | 122 | 161 | 243 | 300 | 576 | 1,640 | 2,440 | 2,661 |
| 2nd Line & Misc. | - | 1 | 1 | 1 | 13 | 41 | 96 | 63 | 266 | 384 |
| <u>Medium Bomber - Total</u> | - | 56 | 179 | 317 | 1,051 | 1,122 | 1,084 | 1,591 | 1,749 | 1,772 |
| 1st Line - Total | - | 56 | 179 | 317 | 1,051 | 1,121 | 1,074 | 1,491 | 1,471 | 1,569 |
| B-25 | - | 55 | 104 | 232 | 438 | 360 | 378 | 361 | 395 | 463 |
| B-26 | - | 1 | 75 | 85 | 613 | 761 | 696 | 1,130 | 1,076 | 1,106 |
| 2nd Line & Misc. | - | - | - | - | - | 1 | 10 | 100 | 278 | 203 |
| <u>Light Bomber - Total</u> | 9 | 33 | 59 | 114 | 203 | 155 | 167 | 457 | 557 | 692 |
| 1st Line - Total | - | 9 | 40 | 101 | 166 | 126 | 134 | 410 | 501 | 617 |
| A-20 | - | 9 | 40 | 101 | 166 | 126 | 134 | 410 | 501 | 549 |
| A-26 | - | - | - | - | - | - | - | - | - | 68 |
| 2nd Line & Misc. | 9 | 24 | 19 | 13 | 37 | 29 | 33 | 47 | 56 | 75 |
| <u>Fighter - Total</u> | - | 294 | 1,058 | 1,797 | 2,413 | 2,459 | 3,456 | 5,345 | 5,102 | 5,416 |
| 1st Line - Total | - | 294 | 1,058 | 1,797 | 2,394 | 2,451 | 3,392 | 5,179 | 4,844 | 4,844 |
| P-38 | - | 133 | 302 | 472 | 516 | 389 | 596 | 1,048 | 905 | 678 |
| P-39 | - | - | 210 | 224 | 350 | 259 | 241 | 375 | 244 | - |
| P-40 | - | 59 | 259 | 649 | 717 | 579 | 432 | 298 | 139 | - |
| P-47 | - | - | 88 | 203 | 341 | 811 | 1,514 | 2,288 | 2,176 | 2,457 |
| P-51 | - | - | - | 51 | 290 | 221 | 399 | 989 | 1,284 | 1,616 |
| Other | - | 102 | 199 | 198 | 180 | 192 | 210 | 181 | 96 | 93 |
| 2nd Line & Misc. | - | - | - | - | 19 | 8 | 64 | 166 | 258 | 572 |
| <u>Reconnaissance - Total</u> | - | 13 | 115 | 132 | 237 | 312 | 268 | 361 | 529 | 690 |
| 1st Line - Total | - | 13 | 99 | 116 | 201 | 225 | 236 | 306 | 480 | 667 |
| F-4, F-5 | - | 13 | 36 | 53 | 48 | 72 | 127 | 160 | 218 | 288 |
| F-6 | - | - | - | 20 | 27 | 44 | 52 | 101 | 192 | 265 |
| Other | - | - | 63 | 43 | 126 | 109 | 57 | 45 | 70 | 114 |
| 2nd Line & Misc. | - | - | 16 | 16 | 36 | 87 | 32 | 55 | 49 | 23 |
| <u>Transport - Total</u> | - | 124 | 213 | 240 | 585 | 683 | 849 | 1,506 | 2,036 | 2,190 |
| C-47, C-53 | - | 122 | 211 | 235 | 487 | 520 | 681 | 1,268 | 1,645 | 1,776 |
| Other Hvy & Med Transport . . . | - | 1 | 1 | 1 | 1 | 2 | 5 | 11 | 25 | 9 |
| Other Light Transport | - | 1 | 1 | 4 | 97 | 161 | 163 | 227 | 366 | 405 |
| <u>Trainer - Total</u> | - | - | - | 15 | 16 | 19 | 9 | 17 | 83 | 92 |
| Advanced | - | - | - | 15 | 15 | 15 | 5 | 13 | 80 | 89 |
| Basic | - | - | - | - | 1 | 1 | 1 | 1 | - | - |
| Primary | - | - | - | - | - | 3 | 3 | 3 | 3 | 3 |
| <u>Communications</u> | - | - | - | - | - | - | - | - | - | - |
| Liaison | - | - | 72 | 118 | 115 | 115 | 141 | 299 | 662 | 796 |

Table 90.-- AIRPLANES ON HAND IN EUROPEAN AREA, BY TYPE

| Type and Model | 1944 | 1945 | | | | 1946 | | | | |
|---|--------|--------|--------|-------|-------|-------|-------|-------|-------|-------|
| | Dec | Mar | Jun | Sep | Dec | Jan | Feb | Mar | Apr | May |
| Total | 17,787 | 18,367 | 13,568 | 8,689 | 7,553 | 7,087 | 6,979 | 5,916 | 5,102 | 4,867 |
| Combat Airplanes - Total | 14,261 | 14,685 | 10,378 | 6,194 | 4,728 | 4,380 | 4,322 | 3,345 | 2,652 | 2,495 |
| 1st Line | 12,707 | 13,242 | 9,301 | 5,490 | 4,272 | 4,157 | 4,103 | 3,130 | 2,521 | 2,373 |
| 2nd Line | 1,554 | 1,443 | 1,077 | 704 | 456 | 223 | 219 | 215 | 131 | 122 |
| Very Heavy Bomber | - | - | - | 1 | 1 | 1 | 1 | 4 | 4 | 4 |
| 2nd Line & Misc. | - | - | - | - | - | - | - | - | - | - |
| Heavy Bomber - Total | 5,442 | 5,662 | 2,273 | 1,078 | 611 | 600 | 605 | 493 | 318 | 312 |
| 1st Line - Total | 4,811 | 5,072 | 1,854 | 1,042 | 600 | 591 | 595 | 480 | 306 | 300 |
| B-17 | 2,677 | 2,891 | 1,604 | 1,023 | 595 | 589 | 593 | 477 | 302 | 296 |
| B-24 | 2,134 | 2,181 | 250 | 19 | 5 | 2 | 2 | 3 | 4 | 4 |
| 2nd Line & Misc. | 631 | 590 | 419 | 36 | 11 | 9 | 10 | 13 | 12 | 12 |
| Medium Bomber - Total | 1,617 | 1,492 | 1,108 | 779 | 673 | 599 | 560 | 201 | 111 | 86 |
| 1st Line - Total | 1,395 | 1,297 | 951 | 678 | 605 | 539 | 500 | 141 | 48 | 25 |
| B-25 | 375 | 414 | 217 | - | - | - | - | - | - | - |
| B-26 | 1,020 | 883 | 734 | 678 | 605 | 539 | 500 | 141 | 48 | 25 |
| 2nd Line & Misc. | 222 | 195 | 157 | 101 | 68 | 60 | 60 | 60 | 63 | 61 |
| Light Bomber - Total | 845 | 963 | 879 | 142 | 199 | 200 | 203 | 199 | 193 | 188 |
| 1st Line - Total | 782 | 889 | 802 | 97 | 180 | 181 | 183 | 182 | 177 | 174 |
| A-20 | 459 | 395 | 308 | 13 | 10 | 10 | 10 | 9 | 6 | 5 |
| A-26 | 323 | 494 | 494 | 84 | 170 | 171 | 173 | 173 | 171 | 169 |
| 2nd Line & Misc. | 63 | 74 | 77 | 45 | 19 | 19 | 20 | 17 | 16 | 14 |
| Fighter - Total | 5,574 | 5,806 | 5,505 | 3,724 | 2,798 | 2,615 | 2,586 | 2,091 | 1,753 | 1,665 |
| 1st Line - Total | 4,955 | 5,268 | 5,099 | 3,293 | 2,528 | 2,488 | 2,465 | 1,977 | 1,723 | 1,637 |
| P-38 | 575 | 625 | 518 | 151 | 107 | 106 | 107 | 101 | 101 | 98 |
| P-39 | - | - | 2 | - | - | - | - | - | - | - |
| P-47 | 2,244 | 2,283 | 2,183 | 1,717 | 1,421 | 1,415 | 1,397 | 958 | 800 | 737 |
| P-51 | 2,039 | 2,228 | 2,279 | 1,345 | 923 | 891 | 893 | 849 | 725 | 711 |
| P-61 | - | - | - | - | 69 | 68 | 68 | 69 | 65 | 59 |
| P-80 | - | - | - | - | - | - | - | - | 32 | 32 |
| Other | 97 | 132 | 117 | 80 | 8 | 8 | - | - | - | - |
| 2nd Line & Misc. | 619 | 538 | 406 | 431 | 270 | 127 | 121 | 114 | 30 | 28 |
| Reconnaissance - Total | 783 | 762 | 613 | 470 | 446 | 365 | 367 | 357 | 273 | 240 |
| 1st Line - Total | 764 | 716 | 595 | 380 | 359 | 358 | 360 | 350 | 267 | 237 |
| F-4, F-5 | 352 | 330 | 285 | 130 | 116 | 116 | 116 | 108 | 86 | 36 |
| F-6 | 296 | 248 | 247 | 211 | 208 | 207 | 210 | 208 | 166 | 164 |
| Other | 116 | 138 | 63 | 39 | 35 | 35 | 34 | 34 | 15 | 37 |
| 2nd Line & Misc. | 19 | 46 | 18 | 90 | 87 | 7 | 7 | 7 | 6 | 3 |
| Transport - Total | 2,441 | 2,490 | 2,064 | 1,233 | 1,131 | 1,109 | 987 | 972 | 996 | 953 |
| C-46 | 1 | 138 | 218 | 10 | 1 | 1 | 1 | 1 | 1 | 1 |
| C-47, C-53 | 1,954 | 1,871 | 1,380 | 785 | 735 | 713 | 662 | 671 | 682 | 620 |
| C-54 | - | - | - | - | - | 2 | 2 | 4 | 1 | - |
| C-87 | - | - | - | - | - | 1 | - | - | - | - |
| Other Hq & Med Transport | 53 | 74 | 71 | 78 | 71 | 70 | 13 | 5 | 5 | 5 |
| Other Light Transport | 433 | 407 | 395 | 360 | 324 | 322 | 309 | 291 | 307 | 327 |
| Trainer - Total | 84 | 79 | 104 | 88 | 83 | 79 | 78 | 73 | 70 | 69 |
| Advanced | 81 | 76 | 101 | 86 | 83 | 79 | 78 | 73 | 70 | 69 |
| Basic | - | - | - | - | - | - | - | - | - | - |
| Primary | 3 | 3 | 3 | 2 | - | - | - | - | - | - |
| Communications Liaison | 1,001 | 1,113 | 1,022 | 1,174 | 1,611 | 1,519 | 1,592 | 1,526 | 1,384 | 1,350 |

AND PRINCIPAL MODEL: JUN 1941 TO DEC 1947 -- Continued

| Type and Model | 1946 | | | | | | | 1947 | | |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar |
| Total | 4,255 | 3,921 | 3,546 | 3,394 | 3,103 | 2,939 | 2,700 | 2,558 | 2,431 | 2,275 |
| Combat Airplanes - Total | 2,180 | 1,938 | 1,808 | 1,776 | 1,667 | 1,598 | 1,489 | 1,443 | 1,387 | 1,299 |
| 1st Line | 2,099 | 1,876 | 1,760 | 1,739 | 1,633 | 1,565 | 1,456 | 1,422 | 1,366 | 1,279 |
| 2nd Line & Misc | 81 | 62 | 48 | 37 | 34 | 33 | 33 | 21 | 21 | 20 |
| Very Heavy Bomber | | | | | | | | | | |
| 2nd Line & Misc | 4 | 4 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Heavy Bomber - Total | 337 | 297 | 243 | 231 | 174 | 156 | 152 | 151 | 149 | 149 |
| 1st-Line | 328 | 290 | 242 | 230 | 173 | 155 | 151 | 150 | 148 | 148 |
| B-17 | 327 | 289 | 242 | 230 | 173 | 155 | 151 | 150 | 148 | 148 |
| B-24 | 1 | 1 | - | - | - | - | - | - | - | - |
| 2nd Line & Misc | 9 | 7 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Medium Bomber - Total | 37 | 32 | 27 | 26 | 26 | 20 | 19 | 15 | 15 | 15 |
| 1st-Line | 8 | 8 | 6 | 6 | 6 | 1 | 1 | 1 | 1 | 1 |
| B-26 | 8 | 8 | 6 | 6 | 6 | 1 | 1 | 1 | 1 | 1 |
| 2nd Line & Misc | 29 | 24 | 21 | 20 | 20 | 19 | 18 | 14 | 14 | 14 |
| Light Bomber - Total | 179 | 166 | 133 | 132 | 129 | 121 | 121 | 120 | 99 | 99 |
| 1st Line - Total | 166 | 156 | 123 | 131 | 128 | 120 | 120 | - | - | - |
| A-20 | 5 | 5 | 5 | 5 | 5 | 1 | 1 | 1 | - | - |
| A-26 | 161 | 151 | 118 | 126 | 123 | 119 | 119 | 119 | 99 | 99 |
| 2nd Line & Misc | 13 | 10 | 10 | 1 | 1 | 1 | 1 | - | - | - |
| Fighter - Total | 1,495 | 1,339 | 1,309 | 1,293 | 1,259 | 1,229 | 1,126 | 1,086 | 1,053 | 967 |
| 1st Line - Total | 1,471 | 1,322 | 1,294 | 1,279 | 1,248 | 1,218 | 1,114 | 1,081 | 1,048 | 963 |
| P-38 | 98 | 16 | 11 | 11 | 5 | - | - | - | - | - |
| P-47 | 724 | 711 | 702 | 695 | 689 | 683 | 647 | 645 | 642 | 591 |
| P-51 | 558 | 503 | 490 | 485 | 469 | 451 | 384 | 356 | 335 | 303 |
| P-61 | 59 | 60 | 59 | 56 | 53 | 52 | 51 | 48 | 43 | 41 |
| P-80 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 28 | 28 |
| Other | - | - | - | - | - | - | - | - | - | - |
| 2nd Line & Misc | 24 | 17 | 15 | 14 | 11 | 11 | 12 | 5 | 5 | 4 |
| Reconnaissance - Total | 128 | 100 | 95 | 93 | 78 | 71 | 70 | 70 | 70 | 68 |
| 1st Line - Total | 126 | 100 | 95 | 93 | 78 | 71 | 70 | - | - | - |
| F-4, F-5 | 33 | 20 | 17 | 17 | 5 | - | - | - | - | - |
| F-6 | 92 | 79 | 77 | 75 | 72 | 69 | 68 | 68 | 68 | 66 |
| Other | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 |
| 2nd Line & Misc | 2 | - | - | - | - | - | - | - | - | - |
| Transport - Total | 944 | 937 | 866 | 846 | 822 | 794 | 763 | 714 | 701 | 669 |
| C-46 | 1 | 1 | 1 | 1 | 1 | - | - | - | - | - |
| C-47, C-53 | 583 | 564 | 518 | 497 | 483 | 470 | 446 | 407 | 401 | 384 |
| C-54 | - | - | - | - | 1 | 1 | 1 | 1 | 1 | 1 |
| Other Hq & Med Transport | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 |
| Other Light Transport | 355 | 367 | 342 | 343 | 332 | 318 | 311 | 301 | 297 | 282 |
| Trainer - Total | | | | | | | | | | |
| Advanced | 69 | 63 | 64 | 63 | 63 | 60 | 60 | 58 | 58 | 56 |
| Communications | | | | | | | | | | |
| Liaison | 1,062 | 983 | 808 | 709 | 551 | 487 | 388 | 343 | 285 | 252 |

Table 90.-- AIRPLANES ON HAND IN EUROPEAN AREA, BY TYPE AND PRINCIPAL MODEL: JUN 1947 TO DEC 1947--Continued

| Type and Model | 1947 (Continued) | | | | | | | | |
|--|------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
| Total | 2,160 | 2,070 | 2,020 | 1,992 | 1,997 | 1,924 | 1,903 | 1,896 | 1,887 |
| <u>Combat Airplanes - Total</u> a/ | 1,266 | 1,188 | 1,152 | 1,133 | 1,137 | 1,076 | 1,060 | 1,039 | 1,033 |
| 1st Line | 1,245 | 1,167 | 1,131 | 1,120 | 1,124 | 1,065 | 1,049 | 1,027 | 1,021 |
| 2nd Line & Misc | 21 | 21 | 21 | 13 | 13 | 11 | 11 | 12 | 12 |
| <u>Very Heavy Bomber</u> a/ | | | | | | | | | |
| 2nd Line & Misc | 1 | 1 | 1 | 1 | 1 | | | | |
| <u>Heavy Bomber - Total</u> a/ | 148 | 147 | 148 | 148 | 148 | | | | |
| 1st Line | 147 | 146 | 147 | 147 | 147 | | | | |
| B-17 | 147 | 146 | 147 | 147 | 147 | | | | |
| 2nd Line & Misc | 1 | 1 | 1 | 1 | 1 | | | | |
| <u>Medium Bomber - Total</u> a/ | 15 | 15 | 15 | 7 | 7 | 1 | 1 | 1 | 1 |
| 1st Line | | | | | | 1 | 1 | 1 | 1 |
| B-29 | | | | | | 1 | 1 | 1 | 1 |
| 2nd Line & Misc | 15 | 15 | 15 | 7 | 7 | - | - | - | - |
| <u>Light Bomber - Total</u> a/ | 99 | 99 | 99 | 99 | 99 | 251 | 251 | 251 | 249 |
| 1st Line - Total | 99 | 99 | 99 | 99 | 99 | 243 | 243 | 242 | 240 |
| A-26 | 99 | 99 | 99 | 99 | 99 | 96 | 96 | 95 | 95 |
| B-17 | | | | | | 147 | 147 | 147 | 145 |
| 2nd Line & Misc | - | - | - | - | - | 8 | 8 | 9 | 9 |
| <u>Fighter - Total</u> | 935 | 897 | 861 | 850 | 854 | 800 | 791 | 770 | 765 |
| 1st Line - Total | 931 | 893 | 857 | 846 | 850 | 797 | 788 | 767 | 762 |
| P-47 | 574 | 564 | 558 | 558 | 562 | 562 | 558 | 554 | 554 |
| P-51 | 294 | 285 | 281 | 270 | 270 | 217 | 212 | 195 | 190 |
| P-61 | 36 | 19 | 18 | 18 | 18 | 18 | 18 | 18 | 18 |
| P-80 | 27 | 25 | - | - | - | - | - | - | - |
| 2nd Line & Misc | 4 | 4 | 4 | 4 | 4 | 3 | 3 | 3 | 3 |
| <u>Reconnaissance - Total</u> | 68 | 29 | 28 | 28 | 28 | 24 | 17 | 17 | 18 |
| 1st Line - Total | 68 | 29 | 28 | 28 | 28 | 24 | 17 | 17 | 18 |
| F-6 | 66 | 27 | 26 | 26 | 26 | 22 | 14 | 14 | 14 |
| Other | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 4 |
| 2nd Line & Misc | - | - | - | - | - | - | - | - | - |
| <u>Transport - Total</u> | 644 | 639 | 634 | 625 | 628 | 620 | 613 | 612 | 597 |
| C-47, C-53 | 377 | 371 | 369 | 365 | 367 | 358 | 356 | 357 | 350 |
| C-54 | 1 | 1 | 1 | 2 | 2 | 3 | 3 | 3 | 3 |
| Other Hv & Med Transport | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Other Light Transport | 264 | 265 | 262 | 256 | 257 | 257 | 252 | 250 | 242 |
| <u>Trainer</u> | | | | | | | | | |
| Advanced | 54 | 53 | 49 | 49 | 47 | 45 | 45 | 45 | 45 |
| <u>Communications</u> | | | | | | | | | |
| Liaison | 196 | 190 | 185 | 185 | 185 | 183 | 185 | 200 | 212 |

a/ See Table 71 p109 for revision of classification and redesignation of bombardment types of aircraft, as of September 1947.

Table 91.-- AIRPLANES ON HAND IN CHINA AREA, BY TYPE AND PRINCIPAL MODEL: MAR 1942 TO DEC 1947

(Figures are as of end of month.)

| Type and Model | 1942 | | | | 1943 | | | | 1944 | | | | 1945 | |
|------------------------------------|------|-----|-----|-----|------|-----|-----|-----|-------|-------|-------|-------|-------|-------|
| | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec | Mar | Jun |
| Total | 23 | 136 | 226 | 271 | 473 | 453 | 722 | 933 | 1,544 | 2,037 | 2,792 | 3,076 | 3,192 | 3,175 |
| <u>Combat Airplanes - Total.</u> | 23 | 96 | 173 | 270 | 442 | 411 | 626 | 731 | 1,188 | 1,590 | 1,990 | 1,947 | 2,079 | 1,957 |
| 1st Line | 23 | 96 | 165 | 266 | 435 | 408 | 625 | 730 | 1,187 | 1,567 | 1,839 | 1,692 | 1,832 | 1,719 |
| 2nd Line | - | - | 8 | 4 | 7 | 3 | 1 | 1 | 1 | 23 | 151 | 255 | 247 | 238 |
| <u>Very Heavy Bomber . . .</u> | | | | | | | | | | | | | | |
| 1st Line | | | | | | | | | | | | | | |
| B-29 | - | - | - | - | - | - | - | - | - | 133 | 163 | 156 | 142 | 1 |
| <u>Heavy Bomber - Total. . .</u> | 10 | 24 | 12 | 32 | 84 | 98 | 112 | 167 | 134 | 118 | 141 | 149 | 170 | 202 |
| 1st Line | 10 | 24 | 12 | 32 | 84 | 98 | 112 | 167 | 134 | 115 | 129 | 115 | 135 | 173 |
| B-17 | 10 | 19 | 10 | 10 | 10 | 4 | 2 | - | - | - | - | - | - | - |
| B-24 | - | 5 | 2 | 22 | 74 | 94 | 110 | 167 | 134 | 115 | 129 | 115 | 135 | 173 |
| 2nd Line & Misc | - | - | - | - | - | - | - | - | - | 3 | 12 | 34 | 35 | 29 |
| <u>Medium Bomber - Total . .</u> | 5 | 17 | 24 | 43 | 56 | 115 | 92 | 84 | 237 | 256 | 340 | 339 | 332 | 276 |
| 1st Line | 5 | 17 | 24 | 43 | 56 | 115 | 92 | 84 | 237 | 256 | 312 | 259 | 244 | 186 |
| B-25 | 5 | 17 | 24 | 43 | 56 | 115 | 92 | 84 | 237 | 256 | 312 | 259 | 244 | 186 |
| 2nd Line & Misc | - | - | - | - | - | - | - | - | - | - | 28 | 80 | 88 | 90 |
| <u>Light Bomber</u> | | | | | | | | | | | | | | |
| 1st Line | | | | | | | | | | | | | | |
| A-26 | - | - | - | - | - | - | - | - | - | - | - | - | - | 8 |
| <u>Fighter - Total</u> | 8 | 55 | 137 | 184 | 290 | 178 | 394 | 422 | 737 | 969 | 1,202 | 1,117 | 1,200 | 1,236 |
| 1st Line - Total | 8 | 55 | 129 | 180 | 283 | 175 | 394 | 422 | 737 | 950 | 1,094 | 982 | 1,099 | 1,149 |
| P-38 | - | - | - | - | - | - | 21 | 42 | 64 | 58 | 80 | 94 | 200 | 290 |
| P-40 | 8 | 55 | 129 | 180 | 283 | 175 | 296 | 280 | 384 | 334 | 204 | 75 | 31 | 16 |
| P-47 | - | - | - | - | - | - | - | - | 100 | 354 | 458 | 397 | 367 | 317 |
| P-51 | - | - | - | - | - | - | 77 | 100 | 189 | 204 | 330 | 383 | 465 | 472 |
| Other | - | - | - | - | - | - | - | - | - | - | 22 | 33 | 36 | 54 |
| 2nd Line & Misc | - | - | 8 | 4 | 7 | 3 | - | - | - | 19 | 108 | 135 | 101 | 87 |
| <u>Reconnaissance - Total . .</u> | - | - | - | 11 | 12 | 20 | 28 | 58 | 80 | 114 | 144 | 186 | 235 | 234 |
| 1st Line - Total | - | - | - | 11 | 12 | 20 | 27 | 57 | 79 | 113 | 141 | 180 | 212 | 202 |
| F-4, F-5 | - | - | - | 11 | 12 | 20 | 24 | 14 | 24 | 41 | 71 | 93 | 94 | 104 |
| F-6 | - | - | - | - | - | - | - | - | - | 8 | 8 | 33 | 73 | 68 |
| F-13 | - | - | - | - | - | - | - | - | - | - | - | 6 | 5 | - |
| Other | - | - | - | - | - | - | 3 | 43 | 55 | 64 | 62 | 48 | 40 | 30 |
| 2nd Line & Misc | - | - | - | - | - | - | 1 | 1 | 1 | 1 | 3 | 6 | 23 | 32 |
| <u>Transport - Total</u> | - | 40 | 53 | 1 | 14 | 15 | 33 | 79 | 131 | 265 | 484 | 555 | 597 | 714 |
| C-46 | - | - | - | - | - | - | - | - | - | - | - | 92 | 139 | 284 |
| C-47, C-53 | - | 38 | 51 | - | 13 | 14 | 29 | 60 | 82 | 198 | 365 | 365 | 360 | 337 |
| Other Hv & Med Trans . . | - | 2 | 1 | - | 1 | 1 | 4 | 4 | 4 | 4 | 35 | 3 | 7 | 6 |
| Other Light Trans | - | - | 1 | 1 | - | - | 15 | 45 | 45 | 63 | 84 | 95 | 91 | 87 |
| <u>Trainer - Total</u> | - | - | - | - | 14 | 9 | 30 | 23 | 20 | 19 | 32 | 116 | 98 | 78 |
| Advanced | - | - | - | - | - | - | 4 | 3 | 1 | 1 | 11 | 35 | 29 | 28 |
| Basic | - | - | - | - | - | - | - | - | - | - | - | 30 | 29 | 27 |
| Primary | - | - | - | - | 14 | 9 | 26 | 20 | 19 | 18 | 21 | 51 | 40 | 23 |
| <u>Communications</u> | | | | | | | | | | | | | | |
| Liaison | - | - | - | - | 3 | 18 | 33 | 100 | 205 | 163 | 286 | 458 | 418 | 426 |

Table 91.-- AIRPLANES ON HAND IN CHINA AREA, BY TYPE AND PRINCIPAL MODEL: MAY 1942 TO DEC 1947 -- Continued

| Type and Model | 1945 | | 1946 | | | | | | | | |
|---|-------|-------|-------|-------|-------|-----|-----|-----|-----|-----|-----|
| | Sep | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep |
| Total | 3,056 | 1,861 | 1,609 | 1,390 | 1,276 | 238 | 232 | 73 | 74 | 75 | 73 |
| Combat Airplanes - Total | 1,799 | 562 | 525 | 509 | 477 | 11 | 11 | - | - | - | - |
| 1st Line | 1,577 | 535 | 505 | 491 | 462 | 7 | 7 | - | - | - | - |
| 2nd Line | 222 | 27 | 20 | 18 | 15 | 4 | 4 | - | - | - | - |
| Heavy Bomber - Total | 120 | 5 | 6 | 5 | 5 | - | - | - | - | - | - |
| 1st Line - Total | 48 | 5 | 6 | 5 | 5 | - | - | - | - | - | - |
| B-17 | - | - | 1 | - | - | - | - | - | - | - | - |
| B-24 | 48 | 5 | 5 | 5 | 5 | - | - | - | - | - | - |
| 2nd Line & Misc | 72 | - | - | - | - | - | - | - | - | - | - |
| Medium Bomber - Total | 213 | 73 | 62 | 61 | 59 | 11 | 11 | - | - | - | - |
| 1st Line - Total | 149 | 53 | 48 | 48 | 47 | 7 | 7 | - | - | - | - |
| B-25 | 149 | 53 | 47 | 47 | 47 | 7 | 7 | - | - | - | - |
| B-26 | - | - | 1 | 1 | - | - | - | - | - | - | - |
| 2nd Line & Misc | 64 | 20 | 14 | 13 | 12 | 4 | 4 | - | - | - | - |
| Light Bomber - Total | 95 | 1 | - | - | - | - | - | - | - | - | - |
| 1st Line | 94 | 1 | - | - | - | - | - | - | - | - | - |
| A-26 | 94 | 1 | - | - | - | - | - | - | - | - | - |
| 2nd Line & Misc | 1 | - | - | - | - | - | - | - | - | - | - |
| Fighter - Total | 1,194 | 402 | 387 | 379 | 362 | - | - | - | - | - | - |
| 1st Line - Total | 1,126 | 396 | 381 | 374 | 359 | - | - | - | - | - | - |
| P-38 | 213 | 3 | 3 | 3 | 2 | - | - | - | - | - | - |
| P-40 | 10 | - | - | - | - | - | - | - | - | - | - |
| P-47 | 252 | 108 | 105 | 100 | 100 | - | - | - | - | - | - |
| P-51 | 604 | 284 | 272 | 270 | 257 | - | - | - | - | - | - |
| P-61 | - | - | -1 | -1 | - | - | - | - | - | - | - |
| Other | 47 | 1 | - | - | - | - | - | - | - | - | - |
| 2nd Line & Misc | 68 | 6 | 6 | 5 | 3 | - | - | - | - | - | - |
| Reconnaissance - Total | 177 | 81 | 70 | 64 | 51 | - | - | - | - | - | - |
| 1st Line - Total | 160 | 80 | 70 | 64 | 51 | - | - | - | - | - | - |
| F-4, F-5 | 69 | 32 | 30 | 26 | 26 | - | - | - | - | - | - |
| F-6 | 59 | 33 | 31 | 30 | 25 | - | - | - | - | - | - |
| Other | 32 | 15 | 9 | 8 | - | - | - | - | - | - | - |
| 2nd Line & Misc | 17 | 1 | - | - | - | - | - | - | - | - | - |
| Transport - Total | 827 | 974 | 825 | 648 | 611 | 218 | 214 | 71 | 72 | 73 | 71 |
| C-46 | 357 | 629 | 507 | 376 | 365 | 95 | 96 | 4 | 4 | 4 | 4 |
| C-47, C-53 | 276 | 261 | 245 | 209 | 201 | 117 | 116 | 67 | 67 | 68 | 66 |
| C-54 | - | - | -1 | - | - | - | - | - | 1 | 1 | 1 |
| C-87 | - | - | 3 | 2 | 2 | 2 | 2 | - | - | - | - |
| Other Hq & Med Transport | 100 | 9 | 1 | - | - | - | - | - | - | - | - |
| Other Light Transport | 94 | 75 | 68 | 61 | 43 | 4 | - | - | - | - | - |
| Trainer - Total | 82 | 65 | 56 | 54 | 54 | 5 | 5 | - | - | - | - |
| Advanced | 49 | 40 | 39 | 38 | 38 | 2 | 2 | - | - | - | - |
| Basic | 19 | 11 | 8 | 7 | 7 | 3 | 3 | - | - | - | - |
| Primary | 14 | 14 | 9 | 9 | 9 | - | - | - | - | - | - |
| Communications | | | | | | | | | | | |
| Liaison | 348 | 260 | 203 | 179 | 134 | 4 | 2 | 2 | 2 | 2 | 2 |

| Type and Model | 1946 | | | 1947 | | | | | | | | | | | |
|------------------------------------|------|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
| Total | 75 | 81 | 80 | 87 | 87 | 78 | 77 | 77 | 76 | 73 | 38 | 33 | 33 | 34 | 33 |
| Transport - Total | 73 | 73 | 72 | 73 | 73 | 68 | 67 | 67 | 67 | 66 | 31 | 31 | 31 | 32 | 31 |
| C-46 | 4 | 4 | 4 | 4 | 4 | 3 | 3 | 3 | 3 | 3 | - | - | - | - | - |
| C-47, C-53 | 67 | 67 | 65 | 66 | 66 | 62 | 62 | 62 | 62 | 62 | 30 | 30 | 30 | 30 | 30 |
| C-54 | 2 | 2 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 2 | 1 |
| Communications | | | | | | | | | | | | | | | |
| Liaison | 2 | 8 | 8 | 14 | 14 | 10 | 10 | 10 | 9 | 7 | 7 | 2 | 2 | 2 | 2 |

Table 92.-- AIRPLANES ON HAND IN CARIBBEAN AREA, BY TYPE AND PRINCIPAL MODEL: DEC 1941 TO DEC 1947

(Figures are as of end of month.)

| Type and Model | 1941 | 1942 | | | | 1943 | | | | 1944 | | | |
|---|------|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|
| | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec |
| Total | 359 | 384 | 382 | 539 | 539 | 540 | 566 | 599 | 574 | 542 | 459 | 443 | 482 |
| Combat Airplanes - Total | 345 | 367 | 354 | 426 | 426 | 416 | 423 | 465 | 454 | 416 | 327 | 305 | 326 |
| 1st Line | 192 | 221 | 220 | 278 | 282 | 279 | 314 | 374 | 352 | 315 | 263 | 265 | 275 |
| 2nd Line & Misc. | 153 | 146 | 134 | 148 | 144 | 137 | 109 | 91 | 102 | 101 | 64 | 40 | 51 |
| Heavy Bomber - Total | 8 | 26 | 39 | 44 | 51 | 51 | 46 | 46 | 43 | 49 | 47 | 62 | 71 |
| 1st Line - Total | 8 | 16 | 23 | 29 | 38 | 38 | 35 | 38 | 34 | 40 | 46 | 60 | 69 |
| B-17 | 8 | 16 | 23 | 22 | 20 | 17 | 17 | 12 | 9 | 9 | 5 | - | - |
| B-24 | - | - | - | 7 | 18 | 21 | 18 | 26 | 25 | 31 | 41 | 60 | 69 |
| 2nd Line & Misc. | - | 10 | 16 | 15 | 13 | 13 | 11 | 8 | 9 | 9 | 1 | 2 | 2 |
| Medium Bomber - Total | 69 | 62 | 57 | 65 | 65 | 62 | 56 | 69 | 97 | 45 | 27 | 23 | 18 |
| 1st Line | - | - | - | - | - | - | - | 32 | 78 | 26 | 11 | 9 | 8 |
| B-25 | - | - | - | - | - | - | - | 32 | 78 | 26 | 11 | 9 | 8 |
| 2nd Line & Misc. | 69 | 62 | 57 | 65 | 65 | 62 | 56 | 37 | 19 | 19 | 16 | 14 | 10 |
| Light Bomber - Total | 15 | 13 | 12 | 12 | 12 | 9 | 6 | 6 | 5 | 5 | 5 | 4 | 4 |
| 1st Line | 12 | 10 | 9 | 9 | 9 | 6 | 6 | - | - | - | - | - | - |
| A-20 | 12 | 10 | 9 | 9 | 9 | 6 | 6 | - | - | - | - | - | - |
| 2nd Line & Misc. | 3 | 3 | 3 | 3 | 3 | 3 | - | 6 | 5 | 5 | 5 | 4 | 4 |
| Fighter - Total | 231 | 236 | 221 | 272 | 262 | 260 | 269 | 278 | 262 | 271 | 214 | 185 | 205 |
| 1st Line - Total | 172 | 195 | 188 | 240 | 235 | 235 | 261 | 270 | 220 | 230 | 195 | 184 | 186 |
| P-38 | - | - | - | - | - | - | - | - | - | - | - | - | 20 |
| P-39 | 44 | 84 | 101 | 153 | 149 | 159 | 193 | 185 | 167 | 183 | 151 | 142 | 130 |
| P-40 | 128 | 111 | 87 | 82 | 79 | 75 | 67 | 85 | 53 | 47 | 44 | 42 | 36 |
| Other | - | - | - | 5 | 7 | 1 | 1 | - | - | - | - | - | - |
| 2nd Line & Misc. | 59 | 41 | 33 | 32 | 27 | 25 | 8 | 8 | 42 | 41 | 19 | 1 | 19 |
| Reconnaissance - Total | 22 | 30 | 25 | 33 | 36 | 34 | 46 | 66 | 47 | 46 | 34 | 31 | 28 |
| 1st Line - | - | - | - | - | - | - | 12 | 34 | 20 | 19 | 11 | 12 | 12 |
| Other | - | - | - | - | - | - | 12 | 34 | 20 | 19 | 11 | 12 | 12 |
| 2nd Line & Misc. | 22 | 30 | 25 | 33 | 36 | 34 | 34 | 32 | 27 | 27 | 23 | 19 | 16 |
| Transport - Total | - | - | 10 | 34 | 38 | 46 | 59 | 60 | 56 | 60 | 74 | 80 | 85 |
| C-47, C-53 | - | - | 3 | 6 | 6 | 6 | 8 | 7 | 8 | 7 | 11 | 19 | 24 |
| Other Hvy & Med Transport | - | - | 7 | 18 | 18 | 19 | 17 | 15 | 16 | 15 | 15 | 8 | 7 |
| Other Light Transport | - | - | - | 10 | 14 | 21 | 34 | 38 | 32 | 38 | 48 | 53 | 54 |
| Trainer - Total | 8 | 6 | 8 | 6 | 6 | 6 | 18 | 16 | 14 | 18 | 15 | 17 | 35 |
| Advanced | 5 | 6 | 8 | 6 | 6 | 6 | 6 | 5 | 4 | 9 | 8 | 10 | 28 |
| Basis | 3 | - | - | - | - | - | 12 | 11 | 10 | 9 | 7 | 7 | 7 |
| Communications | | | | | | | | | | | | | |
| Liaison | 6 | 11 | 10 | 73 | 69 | 72 | 66 | 58 | 50 | 48 | 43 | 41 | 36 |

Table 92.-- AIRPLANES ON HAND IN CARIBBEAN AREA, BY TYPE

| Line No. | Type and Model | 1945 | | | | 1946 | | | | | |
|----------|--|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| | | Mar | Jun | Sep | Dec | Jan | Feb | Mar | Apr | May | Jun |
| 1 | <u>Total</u> | <u>451</u> | <u>514</u> | <u>478</u> | <u>427</u> | <u>425</u> | <u>237</u> | <u>259</u> | <u>267</u> | <u>260</u> | <u>282</u> |
| 2 | <u>Combat Airplanes-Total</u> a/ | <u>288</u> | <u>349</u> | <u>316</u> | <u>278</u> | <u>284</u> | <u>100</u> | <u>124</u> | <u>138</u> | <u>143</u> | <u>147</u> |
| 3 | 1st Line | 240 | 329 | 297 | 248 | 254 | 77 | 98 | 105 | 110 | 116 |
| 4 | 2nd Line & Misc | 48 | 20 | 19 | 30 | 30 | 23 | 26 | 33 | 33 | 31 |
| 5 | <u>Very Heavy Bomber</u> a/ | - | - | - | - | - | - | - | - | - | - |
| 6 | 2nd Line & Misc. | - | - | - | - | - | - | - | - | - | - |
| 7 | <u>Heavy Bomber-Total</u> a/ | <u>72</u> | <u>75</u> | <u>77</u> | <u>62</u> | <u>78</u> | <u>57</u> | <u>74</u> | <u>73</u> | <u>74</u> | <u>73</u> |
| 8 | 1st Line-Total | 68 | 70 | 72 | 42 | 62 | 49 | 63 | 60 | 63 | 63 |
| 9 | B-17 | - | - | - | 5 | 47 | 48 | 63 | 60 | 63 | 63 |
| 10 | B-24 | 68 | 70 | 72 | 37 | 15 | 1 | - | - | - | - |
| 11 | 2nd Line & Misc. | 4 | 5 | 5 | 20 | 16 | 8 | 11 | 13 | 11 | 10 |
| 12 | <u>Medium Bomber-Total</u> a/ | <u>17</u> | <u>7</u> | <u>7</u> | <u>7</u> | <u>17</u> | <u>16</u> | <u>16</u> | <u>16</u> | <u>17</u> | <u>17</u> |
| 13 | 1st Line | 7 | 7 | 6 | 6 | 6 | 4 | 4 | 4 | 4 | 4 |
| 14 | B-25 | 7 | 7 | 6 | 6 | 6 | 4 | 4 | 4 | 4 | 4 |
| 15 | 2nd Line & Misc. | 10 | - | 1 | 1 | 11 | 12 | 12 | 12 | 13 | 13 |
| 16 | <u>Light Bomber-Total</u> a/ | - | - | - | - | - | - | - | - | - | - |
| 17 | 1st Line | - | - | - | - | - | - | - | - | - | - |
| 18 | B-17 | - | - | - | - | - | - | - | - | - | - |
| 19 | Other | - | - | - | - | - | - | - | - | - | - |
| 20 | 2nd Line & Misc. | - | - | - | - | - | - | - | - | - | - |
| 21 | <u>Fighter-Total</u> | <u>172</u> | <u>231</u> | <u>159</u> | <u>192</u> | <u>175</u> | <u>13</u> | <u>20</u> | <u>30</u> | <u>33</u> | <u>40</u> |
| 22 | 1st Line-Total | 154 | 231 | 199 | 192 | 175 | 13 | 20 | 30 | 33 | 40 |
| 23 | P-38 | 34 | 199 | 194 | 192 | 173 | - | - | - | - | - |
| 24 | P-39 | 96 | 26 | 5 | - | - | - | - | - | - | - |
| 25 | P-40 | 24 | 6 | - | - | - | - | - | - | - | - |
| 26 | P-47 | - | - | - | - | 2 | 13 | 20 | 30 | 33 | 40 |
| 27 | P-61 | - | - | - | - | - | - | - | - | - | - |
| 28 | P-80 | - | - | - | - | - | - | - | - | - | - |
| 29 | 2nd Line & Misc. | 18 | - | - | - | - | - | - | - | - | - |
| 30 | <u>Reconnaissance-Total</u> | <u>27</u> | <u>36</u> | <u>33</u> | <u>17</u> | <u>14</u> | <u>14</u> | <u>14</u> | <u>19</u> | <u>19</u> | <u>17</u> |
| 31 | 1st Line-Total | 11 | 21 | 20 | 8 | 11 | 11 | 11 | 11 | 10 | 9 |
| 32 | F-4, F-5 | - | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 7 | 7 |
| 33 | Other | 11 | 13 | 12 | - | 3 | 3 | 3 | 3 | 3 | 2 |
| 34 | 2nd Line & Misc. | 16 | 15 | 13 | 9 | 3 | 3 | 3 | 8 | 9 | 8 |
| 35 | <u>Transport-Total</u> | <u>91</u> | <u>96</u> | <u>98</u> | <u>97</u> | <u>98</u> | <u>58</u> | <u>100</u> | <u>94</u> | <u>86</u> | <u>105</u> |
| 36 | C-46 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 3 | 3 | 3 |
| 37 | C-47, C-53 | 25 | 30 | 33 | 45 | 45 | 46 | 49 | 44 | 44 | 61 |
| 38 | C-54 | - | - | - | - | - | - | - | - | - | 3 |
| 39 | Other Hv & Med Transport | 7 | 5 | 6 | 2 | 3 | 2 | 2 | 2 | 2 | 2 |
| 40 | Other Light Transport | 55 | 57 | 55 | 46 | 46 | 46 | 45 | 45 | 37 | 36 |
| 41 | <u>Trainer-Total</u> | <u>35</u> | <u>46</u> | <u>45</u> | <u>41</u> | <u>32</u> | <u>29</u> | <u>26</u> | <u>26</u> | <u>23</u> | <u>23</u> |
| 42 | Advanced | 29 | 35 | 31 | 27 | 18 | 17 | 17 | 17 | 16 | 16 |
| 43 | Basic | 6 | 6 | 9 | 9 | 9 | 7 | 4 | 4 | 2 | 2 |
| 44 | Primary | - | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| 45 | <u>Communications-Total</u> | <u>37</u> | <u>23</u> | <u>19</u> | <u>11</u> | <u>11</u> | <u>10</u> | <u>9</u> | <u>9</u> | <u>8</u> | <u>7</u> |
| 46 | Liaison | 37 | 23 | 19 | 11 | 11 | 10 | 9 | 9 | 8 | 7 |
| 47 | Rotary Wing | - | - | - | - | - | - | - | - | - | - |

a/ See Table 71 p 109 for revision of classification and redesignation of bombardment types of aircraft,

AND PRINCIPAL MODEL: DEC 1941 TO DEC 1947 -- Continued

| 1946 (Contd) | | | | | | 1947 | | | | | | | | | | | Line No. | |
|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-----|
| Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | | Dec |
| <u>291</u> | <u>285</u> | <u>310</u> | <u>303</u> | <u>279</u> | <u>275</u> | <u>261</u> | <u>281</u> | <u>294</u> | <u>314</u> | <u>325</u> | <u>325</u> | <u>341</u> | <u>316</u> | <u>323</u> | <u>325</u> | <u>328</u> | <u>347</u> | 1 |
| <u>148</u> | <u>141</u> | <u>149</u> | <u>157</u> | <u>136</u> | <u>133</u> | <u>131</u> | <u>144</u> | <u>151</u> | <u>169</u> | <u>180</u> | <u>170</u> | <u>167</u> | <u>149</u> | <u>159</u> | <u>170</u> | <u>161</u> | <u>177</u> | 2 |
| 120 | 120 | 124 | 129 | 112 | 108 | 106 | 118 | 116 | 134 | 137 | 125 | 122 | 107 | 117 | 129 | 114 | 129 | 3 |
| 28 | 21 | 25 | 28 | 24 | 25 | 25 | 26 | 35 | 35 | 43 | 45 | 45 | 42 | 42 | 41 | 47 | 48 | 4 |
| $\frac{1}{1}$ | $\frac{1}{1}$ | $\frac{1}{1}$ | $\frac{1}{1}$ | $\frac{1}{1}$ | $\frac{1}{1}$ | $\frac{1}{1}$ | $\frac{1}{1}$ | $\frac{1}{1}$ | $\frac{1}{1}$ | $\frac{1}{1}$ | $\frac{1}{1}$ | $\frac{1}{1}$ | $\frac{1}{1}$ | $\frac{1}{1}$ | | | | 5 |
| | | | | | | | | | | | | | | | | | | 6 |
| <u>75</u> | <u>70</u> | <u>72</u> | <u>75</u> | <u>62</u> | <u>58</u> | <u>50</u> | <u>48</u> | <u>42</u> | <u>40</u> | <u>39</u> | <u>39</u> | <u>39</u> | <u>37</u> | | | | | 7 |
| 65 | 62 | 65 | 66 | 52 | 49 | 38 | 34 | 24 | 19 | 16 | 14 | 14 | 13 | | | | | 8 |
| 65 | 62 | 64 | 66 | 52 | 49 | 38 | 34 | 24 | 19 | 16 | 14 | 14 | 13 | | | | | 9 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | | 10 |
| 10 | 8 | 8 | 9 | 10 | 9 | 12 | 14 | 18 | 21 | 23 | 25 | 25 | 24 | | | | | 11 |
| <u>17</u> | <u>12</u> | <u>14</u> | <u>15</u> | <u>10</u> | <u>10</u> | <u>9</u> | <u>9</u> | <u>14</u> | <u>14</u> | <u>16</u> | <u>15</u> | <u>15</u> | <u>13</u> | $\frac{1}{-}$ | $\frac{1}{-}$ | $\frac{1}{-}$ | $\frac{1}{-}$ | 12 |
| 4 | 4 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | - | - | - | - | - | - | - | 13 |
| 4 | 4 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | - | - | - | - | - | - | - | 14 |
| 13 | 8 | 12 | 13 | 8 | 8 | 7 | 8 | 13 | 13 | 15 | 15 | 15 | 13 | 1 | 1 | 1 | 1 | 15 |
| - | - | - | 2 | 1 | - | - | - | - | - | 4 | 4 | 4 | 4 | 51 | 49 | 49 | 50 | 16 |
| - | - | - | 2 | 1 | - | - | - | - | - | - | - | - | - | 10 | 9 | 3 | 3 | 17 |
| - | - | - | 2 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | 18 |
| - | - | - | - | - | - | - | - | - | - | 4 | 4 | 4 | 4 | 41 | 40 | 46 | 47 | 19 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 20 |
| <u>41</u> | <u>44</u> | <u>48</u> | <u>49</u> | <u>47</u> | <u>47</u> | <u>46</u> | <u>58</u> | <u>65</u> | <u>87</u> | <u>87</u> | <u>71</u> | <u>58</u> | <u>48</u> | <u>61</u> | <u>75</u> | <u>74</u> | <u>92</u> | 21 |
| 41 | 44 | 48 | 49 | 47 | 47 | 46 | 58 | 65 | 87 | 87 | 71 | 58 | 48 | 61 | 75 | 74 | 92 | 22 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 23 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 24 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 25 |
| 41 | 44 | 48 | 49 | 47 | 47 | 46 | 58 | 65 | 74 | 74 | 58 | 45 | 35 | 31 | 26 | 5 | 2 | 26 |
| - | - | - | - | - | - | - | - | - | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 27 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | 17 | 36 | 56 | 77 | 28 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 29 |
| <u>14</u> | <u>14</u> | <u>14</u> | <u>15</u> | <u>15</u> | <u>17</u> | <u>25</u> | <u>28</u> | <u>29</u> | <u>27</u> | <u>33</u> | <u>40</u> | <u>50</u> | <u>46</u> | <u>46</u> | <u>45</u> | <u>37</u> | <u>34</u> | 30 |
| 9 | 9 | 9 | 9 | 9 | 9 | 20 | 25 | 26 | 27 | 33 | 40 | 50 | 46 | 46 | 45 | 37 | 34 | 31 |
| 7 | 7 | 7 | 7 | 7 | 7 | 3 | 7 | 7 | 7 | 7 | 3 | 3 | 3 | - | - | - | - | 32 |
| 2 | 2 | 2 | 2 | 2 | 2 | 17 | 18 | 19 | 20 | 26 | 37 | 47 | 46 | 46 | 45 | 37 | 34 | 33 |
| 5 | 5 | 5 | 6 | 6 | 8 | 5 | 3 | 3 | - | - | - | - | - | - | - | - | - | 34 |
| <u>114</u> | <u>114</u> | <u>128</u> | <u>118</u> | <u>116</u> | <u>115</u> | <u>104</u> | <u>112</u> | <u>111</u> | <u>109</u> | <u>115</u> | <u>126</u> | <u>135</u> | <u>129</u> | <u>126</u> | <u>127</u> | <u>129</u> | <u>128</u> | 35 |
| 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | - | - | - | - | - | 36 |
| 68 | 67 | 76 | 74 | 73 | 73 | 67 | 70 | 72 | 69 | 73 | 74 | 74 | 75 | 74 | 73 | 74 | 74 | 37 |
| 4 | 5 | 6 | 6 | 6 | 5 | 5 | 5 | 5 | 5 | 7 | 13 | 22 | 22 | 24 | 25 | 25 | 25 | 38 |
| 2 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | - | - | - | - | - | 39 |
| 37 | 37 | 41 | 33 | 32 | 32 | 28 | 32 | 30 | 31 | 31 | 35 | 35 | 32 | 30 | 30 | 30 | 29 | 40 |
| <u>21</u> | <u>22</u> | <u>24</u> | <u>20</u> | <u>19</u> | <u>19</u> | <u>18</u> | <u>18</u> | <u>19</u> | <u>21</u> | <u>26</u> | <u>25</u> | <u>25</u> | <u>22</u> | <u>22</u> | <u>22</u> | <u>22</u> | <u>22</u> | 41 |
| 15 | 16 | 18 | 18 | 18 | 18 | 17 | 17 | 17 | 16 | 21 | 20 | 20 | 18 | 18 | 18 | 18 | 18 | 42 |
| 1 | 1 | 1 | - | - | - | - | - | 1 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 43 |
| 5 | 5 | 5 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | - | - | - | - | - | 44 |
| 8 | 8 | 9 | 8 | 8 | 8 | 8 | 7 | 13 | 15 | 14 | 14 | 14 | 16 | 16 | 16 | 16 | 20 | 45 |
| 6 | 6 | 7 | 6 | 6 | 6 | 6 | 5 | 11 | 13 | 12 | 12 | 12 | 13 | 13 | 13 | 13 | 16 | 46 |
| 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 4 | 47 |

as of September 1947.

TYPE AND PRINCIPAL MODEL: NOV 1941 TO DEC 1947

end of month)

| 1944 (Contd) | | | 1945 | | | | 1946 | | | | | | | | | | Line No. |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----------|
| Jun | Sep | Dec | Mar | Jun | Sep | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | |
| 4,323 | 4,882 | 5,167 | 5,803 | 7,673 | 8,241 | 6,057 | 5,966 | 5,834 | 5,801 | 5,685 | 5,463 | 5,510 | 5,414 | 4,824 | 4,607 | 4,407 | 1 |
| 3,575 | 3,947 | 3,879 | 4,531 | 5,953 | 6,338 | 4,410 | 4,387 | 4,241 | 4,018 | 3,946 | 3,739 | 3,747 | 3,657 | 3,187 | 3,003 | 2,846 | 2 |
| 3,125 | 3,241 | 3,279 | 4,039 | 5,371 | 5,695 | 3,720 | 3,804 | 3,695 | 2,035 | 1,982 | 2,064 | 2,165 | 2,077 | 1,618 | 1,584 | 1,625 | 3 |
| 450 | 706 | 600 | 492 | 582 | 643 | 690 | 583 | 546 | 1,983 | 1,964 | 1,675 | 1,582 | 1,580 | 1,569 | 1,419 | 1,221 | 4 |
| - | - | 192 | 463 | 887 | 1,026 | 350 | 364 | 358 | 274 | 205 | 138 | 125 | 123 | 122 | 123 | 121 | 5 |
| - | - | 189 | 460 | 877 | 1,003 | 342 | 358 | 352 | 270 | 203 | 137 | 125 | 123 | 122 | 122 | 120 | 6 |
| - | - | 189 | 460 | 877 | 1,003 | 342 | 358 | 352 | 270 | 203 | 137 | 125 | 123 | 122 | 122 | 120 | 7 |
| - | - | 3 | 3 | 10 | 23 | 8 | 6 | 6 | 4 | 2 | 1 | - | - | - | 1 | 1 | 8 |
| 809 | 849 | 775 | 835 | 893 | 872 | 147 | 252 | 244 | 213 | 205 | 200 | 195 | 209 | 212 | 193 | 213 | 9 |
| 714 | 730 | 632 | 717 | 762 | 709 | 93 | 189 | 179 | 120 | 118 | 119 | 117 | 120 | 49 | 50 | 54 | 10 |
| - | - | - | - | - | - | - | 85 | 83 | 58 | 58 | 57 | 55 | 53 | 48 | 49 | 52 | 11 |
| 714 | 730 | 632 | 717 | 762 | 704 | 93 | 104 | 96 | 62 | 60 | 62 | 62 | 67 | 1 | 1 | 2 | 12 |
| - | - | - | - | - | 5 | - | - | - | - | - | - | - | - | - | - | - | 13 |
| 95 | 119 | 143 | 118 | 131 | 163 | 54 | 63 | 65 | 93 | 87 | 81 | 78 | 89 | 163 | 143 | 199 | 14 |
| 580 | 703 | 574 | 519 | 542 | 515 | 459 | 465 | 459 | 428 | 419 | 405 | 419 | 429 | 369 | 367 | 368 | 15 |
| 540 | 516 | 429 | 397 | 404 | 374 | 152 | 157 | 153 | 94 | 89 | 73 | 71 | 64 | 18 | 14 | 12 | 16 |
| 540 | 516 | 429 | 397 | 404 | 374 | 152 | 157 | 153 | 94 | 89 | 73 | 71 | 64 | 18 | 14 | 12 | 17 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 18 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 19 |
| 40 | 187 | 145 | 122 | 138 | 141 | 307 | 308 | 306 | 334 | 330 | 332 | 348 | 365 | 351 | 353 | 358 | 20 |
| 294 | 391 | 316 | 233 | 481 | 444 | 353 | 350 | 347 | 334 | 328 | 302 | 301 | 302 | 304 | 283 | 137 | 21 |
| 282 | 370 | 270 | 196 | 437 | 377 | 298 | 301 | 300 | 119 | 118 | 118 | 136 | 139 | 130 | 130 | 128 | 22 |
| 282 | 370 | 270 | 196 | 298 | 223 | 160 | 158 | 157 | 28 | 28 | 1 | 1 | 1 | - | - | - | 23 |
| - | - | - | - | 139 | 154 | 138 | 143 | 143 | 91 | 90 | 117 | 135 | 134 | 130 | 130 | 128 | 24 |
| 12 | 21 | 46 | 37 | 44 | 67 | 55 | 49 | 47 | 215 | 210 | 184 | 165 | 167 | 174 | 153 | 9 | 25 |
| 1,683 | 1,736 | 1,777 | 2,163 | 2,677 | 2,857 | 2,551 | 2,516 | 2,402 | 2,346 | 2,371 | 2,279 | 2,321 | 2,224 | 1,921 | 1,824 | 1,792 | 26 |
| 1,403 | 1,433 | 1,545 | 2,012 | 2,516 | 2,743 | 2,406 | 2,372 | 2,292 | 1,228 | 1,254 | 1,432 | 1,541 | 1,468 | 1,160 | 1,139 | 1,179 | 27 |
| 469 | 598 | 578 | 610 | 685 | 727 | 643 | 652 | 611 | 152 | 151 | 127 | 158 | 145 | 54 | 56 | 52 | 28 |
| 22 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 29 |
| 80 | 126 | 67 | 59 | 35 | 9 | 9 | 9 | 9 | 1 | - | - | - | - | - | - | - | 30 |
| 779 | 631 | 468 | 520 | 777 | 965 | 859 | 856 | 831 | 581 | 582 | 653 | 631 | 666 | 507 | 500 | 500 | 31 |
| - | - | 298 | 684 | 844 | 866 | 752 | 722 | 709 | 424 | 421 | 553 | 645 | 545 | 491 | 477 | 524 | 32 |
| - | - | - | - | - | - | - | 133 | 132 | 70 | 68 | 76 | 75 | 81 | 76 | 74 | 71 | 33 |
| - | - | - | - | - | - | - | - | - | - | 32 | 32 | 32 | 31 | 32 | 32 | 32 | 34 |
| 53 | 78 | 134 | 139 | 175 | 176 | 143 | - | - | - | - | - | - | - | - | - | - | 35 |
| 280 | 303 | 232 | 151 | 161 | 114 | 145 | 144 | 110 | 1,118 | 1,117 | 847 | 780 | 756 | 761 | 685 | 613 | 36 |
| 209 | 268 | 245 | 318 | 473 | 624 | 550 | 440 | 431 | 423 | 418 | 415 | 386 | 370 | 299 | 213 | 215 | 37 |
| 186 | 192 | 214 | 257 | 375 | 489 | 429 | 427 | 419 | 204 | 200 | 185 | 175 | 167 | 139 | 129 | 132 | 38 |
| 80 | 106 | 96 | 101 | 195 | 175 | 157 | 202 | 201 | 60 | 59 | 35 | 34 | 34 | 10 | 5 | 5 | 39 |
| - | 6 | 22 | 44 | 48 | 72 | 68 | 68 | 61 | 30 | 30 | 27 | 27 | 26 | 24 | 24 | 40 | 40 |
| - | - | 11 | 25 | 26 | 51 | 41 | 26 | 26 | 24 | 24 | 24 | 23 | 23 | 23 | 23 | 22 | 41 |
| 106 | 80 | 85 | 87 | 106 | 191 | 163 | 131 | 131 | 90 | 87 | 99 | 91 | 84 | 80 | 77 | 81 | 42 |
| 23 | 76 | 31 | 61 | 98 | 135 | 121 | 13 | 12 | 219 | 218 | 230 | 211 | 203 | 120 | 84 | 83 | 43 |
| 646 | 742 | 882 | 958 | 1,113 | 1,176 | 1,067 | 1,025 | 1,010 | 916 | 881 | 882 | 899 | 896 | 825 | 813 | 791 | 44 |
| - | 4 | 145 | 265 | 433 | 539 | 502 | 498 | 497 | 493 | 491 | 491 | 496 | 489 | 489 | 485 | 479 | 45 |
| 561 | 638 | 631 | 584 | 547 | 504 | 430 | 409 | 389 | 315 | 290 | 292 | 297 | 297 | 232 | 227 | 215 | 46 |
| - | - | - | - | - | - | - | 7 | 14 | 16 | 14 | 22 | 21 | 25 | 31 | 29 | 26 | 47 |
| - | - | - | - | - | - | - | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 48 |
| 2 | 10 | 17 | 22 | 27 | 30 | 25 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 49 |
| 83 | 90 | 89 | 87 | 106 | 103 | 110 | 108 | 107 | 87 | 83 | 73 | 80 | 80 | 70 | 69 | 68 | 50 |
| 14 | 15 | 28 | 25 | 63 | 71 | 100 | 118 | 133 | 129 | 129 | 125 | 126 | 121 | 122 | 120 | 116 | 51 |
| 14 | 15 | 17 | 15 | 54 | 65 | 94 | 113 | 128 | 128 | 128 | 124 | 125 | 120 | 121 | 119 | 116 | 52 |
| - | - | 11 | 10 | 9 | 6 | 6 | 5 | 5 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | - | 53 |
| 88 | 178 | 378 | 289 | 344 | 656 | 480 | 436 | 450 | 738 | 729 | 717 | 738 | 740 | 690 | 671 | 654 | 54 |
| 88 | 178 | 378 | 289 | 344 | 656 | 480 | 436 | 450 | 738 | 729 | 717 | 738 | 740 | 690 | 671 | 654 | 55 |
| - | - | - | - | - | - | - | 38 | 38 | 35 | 31 | 31 | 34 | 34 | 31 | 32 | 32 | 56 |

Table 93.-- AIRPLANES ON HAND IN PACIFIC AREA, BY TYPE AND PRINCIPAL MODEL: NOV 1941 TO DEC 1947 -- Continued

| Type and Model | 1946 Contd | | 1947 | | | | | | | | | | | |
|---|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
| Total | 3787 | 3308 | 3521 | 3455 | 3386 | 2927 | 2656 | 2599 | 2473 | 2316 | 2227 | 2149 | 2123 | 2118 |
| <u>Combat Airplanes-Total</u> | 2295 | 1961 | 2096 | 2033 | 1964 | 1761 | 1575 | 1557 | 1489 | 1400 | 1359 | 1344 | 1340 | 1356 |
| 1st Line | 1502 | 1317 | 1479 | 1472 | 1281 | 1283 | 1177 | 1170 | 1122 | 1064 | 993 | 989 | 1000 | 1072 |
| 2nd Line & Misc. | 793 | 644 | 617 | 561 | 683 | 478 | 398 | 387 | 367 | 336 | 366 | 355 | 340 | 284 |
| <u>Very Heavy Bomber-Totals</u> a/ | 110 | 96 | 97 | 95 | 84 | 66 | 60 | 59 | 58 | 62 | | | | |
| 1st Line | 109 | 95 | 96 | 94 | 83 | 65 | 59 | 59 | 58 | 53 | | | | |
| B-29 | 109 | 95 | 96 | 94 | 83 | 65 | 59 | 59 | 58 | 53 | | | | |
| 2nd Line & Misc | 1 | 1 | 1 | 1 | 1 | 1 | 1 | - | - | 9 | | | | |
| <u>heavy Bomber-Total a/</u> | 142 | 113 | 117 | 114 | 113 | 109 | 71 | 71 | 69 | 75 | | | | |
| 1st Line-Total | 52 | 57 | 51 | 51 | 50 | 49 | 45 | 47 | 41 | 41 | | | | |
| B-17 | 50 | 55 | 50 | 50 | 49 | 49 | 45 | 47 | 41 | 41 | | | | |
| B-24 | 2 | 2 | 1 | 1 | 1 | - | - | - | - | - | | | | |
| 2nd Line & Misc | 90 | 56 | 66 | 63 | 63 | 60 | 26 | 24 | 28 | 34 | | | | |
| <u>Medium Bomber-Total a/</u> | 189 | 112 | 75 | 42 | 35 | 35 | 25 | 25 | 23 | 12 | 62 | 58 | 45 | 44 |
| 1st Line-Total | 12 | 9 | 7 | 5 | - | - | 1 | 1 | 1 | 1 | 36 | 36 | 25 | 25 |
| B-25 | 12 | 9 | 7 | 5 | - | - | 1 | 1 | 1 | 1 | | | | |
| B-29 | - | - | - | - | - | - | - | - | - | - | 36 | 36 | 25 | 25 |
| 2nd Line & Misc | 177 | 103 | 68 | 37 | 35 | 35 | 24 | 24 | 22 | 11 | 26 | 22 | 20 | 19 |
| <u>Light Bomber-Total a/</u> | 136 | 132 | 134 | 132 | 131 | 125 | 121 | 120 | 110 | 109 | 192 | 193 | 193 | 183 |
| 1st Line-Total | 107 | 111 | 108 | 123 | 125 | 119 | 114 | 113 | 103 | 101 | 146 | 147 | 146 | 137 |
| A-20 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| A-26 | 107 | 111 | 108 | 123 | 125 | 119 | 114 | 113 | 103 | 101 | 98 | 99 | 98 | 98 |
| B-17 | - | - | - | - | - | - | - | - | - | - | 48 | 48 | 48 | 39 |
| 2nd Line & Misc | 29 | 21 | 26 | 9 | 6 | 6 | 7 | 7 | 7 | 8 | 46 | 46 | 47 | 46 |
| <u>Fighter-Total</u> | 1533 | 1329 | 1457 | 1438 | 1391 | 1226 | 1136 | 1126 | 1068 | 994 | 964 | 956 | 966 | 986 |
| 1st Line-Total | 1108 | 938 | 1071 | 1056 | 891 | 930 | 866 | 857 | 813 | 766 | 709 | 703 | 728 | 793 |
| P-38 | 5 | 4 | 1 | 1 | 1 | 1 | - | - | - | - | - | - | - | - |
| P-40 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| P-47 | 486 | 414 | 462 | 455 | 309 | 299 | 273 | 270 | 252 | 245 | 210 | 208 | 237 | 276 |
| P-51 | 528 | 456 | 519 | 512 | 493 | 541 | 507 | 505 | 482 | 446 | 427 | 425 | 421 | 414 |
| P-61 | 59 | 34 | 59 | 58 | 58 | 59 | 57 | 53 | 51 | 48 | 46 | 44 | 44 | 46 |
| P-80 | 30 | 30 | 30 | 30 | 30 | 30 | 29 | 29 | 28 | 27 | 26 | 26 | 26 | 57 |
| Other | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 2nd Line & Misc | 425 | 391 | 386 | 382 | 500 | 296 | 270 | 269 | 255 | 228 | 255 | 253 | 238 | 193 |
| <u>Reconnaissance-Total</u> | 185 | 179 | 216 | 212 | 210 | 200 | 162 | 156 | 161 | 148 | 141 | 137 | 136 | 143 |
| 1st Line-Total | 114 | 107 | 146 | 143 | 132 | 120 | 92 | 93 | 106 | 102 | 102 | 103 | 101 | 117 |
| F-4, F-5 | 5 | 4 | 4 | 4 | 4 | 7 | 7 | 10 | 14 | 15 | 15 | 15 | 15 | 23 |
| F-6 | 19 | 19 | 18 | 17 | 8 | 7 | 7 | 10 | 14 | 15 | 15 | 15 | 15 | 23 |
| F-13 | 22 | 22 | 22 | 22 | 22 | 17 | 11 | 12 | 12 | 11 | 11 | 11 | 11 | 9 |
| Other | 68 | 62 | 102 | 100 | 98 | 96 | 74 | 71 | 80 | 76 | 76 | 77 | 75 | 85 |
| 2nd Line & Misc | 71 | 72 | 70 | 69 | 78 | 80 | 70 | 63 | 55 | 46 | 39 | 34 | 35 | 26 |
| <u>Transport-Total</u> | 759 | 680 | 702 | 689 | 665 | 477 | 471 | 454 | 417 | 386 | 386 | 377 | 374 | 373 |
| C-46 | 474 | 424 | 446 | 445 | 428 | 263 | 274 | 262 | 245 | 242 | 241 | 239 | 238 | 237 |
| C-47, C-53 | 195 | 179 | 172 | 165 | 153 | 102 | 93 | 91 | 80 | 45 | 43 | 40 | 41 | 41 |
| C-54 | 24 | 23 | 31 | 29 | 35 | 43 | 55 | 57 | 58 | 67 | 68 | 67 | 66 | 65 |
| C-87 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | - | - | - | - | - | - | - |
| Other hv & med Transp | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 |
| Other Light Transport | 64 | 52 | 51 | 48 | 47 | 47 | 47 | 42 | 33 | 31 | 33 | 30 | 28 | 29 |
| <u>Trainer-Total</u> | 115 | 109 | 158 | 171 | 206 | 196 | 194 | 194 | 187 | 183 | 181 | 181 | 179 | 176 |
| Advanced | 115 | 109 | 158 | 171 | 206 | 196 | 194 | 194 | 187 | 183 | 181 | 181 | 179 | 176 |
| Basic | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| <u>Communication-Total</u> | 618 | 558 | 565 | 562 | 551 | 493 | 416 | 394 | 380 | 347 | 301 | 247 | 230 | 213 |
| Liaison | 588 | 530 | 532 | 532 | 523 | 467 | 390 | 368 | 354 | 322 | 277 | 223 | 207 | 190 |
| Rotary Wing | 30 | 28 | 33 | 30 | 28 | 26 | 26 | 26 | 26 | 25 | 24 | 24 | 23 | 23 |

a/ See Table 71 p109 for revision of classification and redesignation of bombardment types of aircraft, as of September 1947.

Table 95.-- AIRPLANES ON HAND IN THE USAF, DEC 1946 AND GAINS AND LOSSES, BY TYPE AND PRINCIPAL MODEL OF AIRPLANE, DURING CALENDAR YEAR 1947

| Type and Model | Airplanes On Hand 31 Dec 46 | Gains | | | | | | | Losses | | | | | | | Airplanes On Hand 31 Dec 47 |
|---|-----------------------------------|-------|------------|------------------------|--------------------------|--------------|--------------------------|--------------------------|--------|------------------------|--------------------------|------------|--------------------------|--------------|--------------------------|-----------------------------------|
| | | Total | Production | Oper- ational a/ | Army Ground Forces | Class O1Z | Air National Guard | Miscel- laneous b/ | Total | Oper- ational a/ | Air National Guard | WAA FLC | Army Ground Forces | Class O1Z | Miscel- laneous b/ | |
| Total | 30,035 | 1,554 | 556 | 270 | 291 | 28 | 81 | 328 | 7,775 | 3,406 | 1,870 | 1,551 | 152 | 144 | 652 | 23,814 |
| Bomber-Total | 7,681 | 56 | 7 | 16 | - | 9 | 10 | 14 | 1,213 | 727 | 324 | 120 | 2 | 17 | 23 | 6,404 |
| B-29 | 3,005 | 6 | - | 1 | - | 2 | - | 3 | 40 | 28 | - | -1 | - | 5 | 6 | 2,969 |
| B-25 | 1,870 | 13 | - | 6 | - | 4 | - | 3 | 508 | 412 | - | 86 | 1 | 6 | 1,375 | |
| A-26 | 1,933 | 15 | - | 3 | - | 2 | 10 | - | 433 | 95 | 324 | 11 | - | 2 | 1,463 | |
| Other | 873 | 22 | 7 | 6 | - | 1 | - | 8 | 232 | 192 | - | 22 | 1 | 4 | 597 | |
| Fighter-Total | 8,765 | 454 | 292 | 90 | - | 6 | 51 | 15 | 3,164 | 1,351 | 1,209 | 275 | - | 36 | 293 | 6,053 |
| P-47 | 3,809 | 94 | - | 53 | - | 1 | 36 | 4 | 1,472 | 657 | 485 | 103 | - | 4 | 223 | 2,431 |
| P-51 | 3,634 | 50 | - | 26 | - | 4 | 15 | 5 | 1,324 | 367 | 724 | 151 | - | 18 | 64 | 2,359 |
| P-61 | 328 | 2 | - | - | - | 1 | - | 1 | 116 | 108 | - | 6 | - | 1 | 1 | 214 |
| P-80 | 475 | 220 | 209 | 7 | - | - | - | 4 | 59 | 33 | - | 11 | - | 13 | 2 | 635 |
| P-84 | 2 | 79 | 77 | 2 | - | - | - | - | 6 | 6 | - | - | - | - | - | 75 |
| Other | 517 | 9 | 6 | 2 | - | - | - | 1 | 187 | 180 | - | 4 | - | - | 3 | 339 |
| Reconnaissance-Total | 740 | 102 | 66 | 26 | - | - | - | 10 | 304 | 230 | - | 64 | - | - | 10 | 661 |
| RP-80 | 102 | 54 | 49 | 5 | - | - | - | - | 17 | 17 | - | - | - | - | - | 140 |
| Other | 638 | 48 | 17 | 21 | - | - | - | 10 | 287 | 213 | - | 64 | - | - | 10 | 521 |
| Transport-Total | 4,538 | 288 | 95 | 91 | 3 | 1 | 6 | 92 | 1,289 | 635 | 116 | 435 | 3 | 3 | 97 | 3,536 |
| C-45,CQ-3 | 774 | 39 | - | 12 | - | 1 | - | 26 | 129 | 80 | 1 | 24 | - | 1 | 23 | 683 |
| C-47,C-53 | 2,308 | 73 | - | 29 | - | - | 4 | 40 | 666 | 256 | 110 | 237 | - | - | 63 | 1,715 |
| C-54 | 489 | 12 | - | 3 | - | - | - | 9 | 24 | 16 | - | 5 | - | 1 | 2 | 477 |
| Other | 967 | 164 | 95 | 47 | 3 | - | 2 | 17 | 470 | 283 | 5 | 169 | 3 | 1 | 9 | 661 |
| Trainer & Communications-Total | 8,311 | 654 | 96 | 47 | 288 | 12 | 14 | 197 | 1,805 | 463 | 221 | 657 | 147 | 88 | 229 | 7,160 |
| AT-6 | 3,735 | 20 | - | 5 | - | 5 | 6 | 4 | 345 | 143 | 132 | 65 | - | 2 | 3 | 3,410 |
| AT-7, AT-11 | 1,371 | 5 | - | 3 | - | - | 1 | 1 | 158 | 25 | 33 | 100 | - | - | - | 1,218 |
| PT-13 | 817 | 6 | - | - | - | 5 | - | 1 | 6 | - | - | 2 | - | 4 | - | 817 |
| L-4 | 831 | 183 | - | 11 | 166 | - | - | 6 | 465 | 88 | - | 361 | 7 | 5 | 4 | 549 |
| L-5 | 1,002 | 139 | - | 15 | 106 | - | 7 | 11 | 443 | 143 | 56 | 86 | 110 | - | 48 | 698 |
| Other | 555 | 301 | 96 | 13 | 16 | 2 | - | 174 | 388 | 64 | - | 43 | 30 | 77 | 174 | 468 |

a/ Includes salvage

b/ Includes gains or losses from or to other non-USAF agencies and various other inventory adjustments.

Table 96.-- AIRPLANES ON HAND IN USAF DURING 1947: ACTIVE AND INACTIVE

Note.-- "Active" airplanes, as reflected in this table, are defined as all airplanes other than storage and excess airplanes.

| End of Month | Total USAF | | | | CONTINENTAL US | | | | OVERSEAS | | | |
|--------------|------------|--------|----------|--------|----------------|--------|----------|--------|----------|--------|----------|--------|
| | Total | Active | Inactive | | Total | Active | Inactive | | Total | Active | Inactive | |
| | | | Storage | Excess | | | Storage | Excess | | | Storage | Excess |
| <u>1947</u> | | | | | | | | | | | | |
| Jan. . . | 29,002 | 13,025 | 14,854 | 1,123 | 21,360 | 9,216 | 11,693 | 451 | 7,642 | 3,809 | 3,161 | 672 |
| Feb. . . | 28,307 | 12,782 | 14,290 | 1,235 | 20,843 | 8,958 | 11,187 | 698 | 7,464 | 3,824 | 3,103 | 537 |
| Mar. . . | 27,417 | 12,228 | 13,958 | 1,231 | 20,445 | 8,633 | 11,086 | 726 | 6,972 | 3,595 | 2,872 | 505 |
| Apr. . . | 26,616 | 11,433 | 14,120 | 1,063 | 19,968 | 8,194 | 11,217 | 557 | 6,648 | 3,239 | 2,903 | 506 |
| May. . . | 25,458 | 10,867 | 13,833 | 798 | 19,576 | 7,812 | 11,405 | 359 | 5,922 | 3,055 | 2,428 | 439 |
| Jun. . . | 25,088 | 10,911 | 13,405 | 772 | 19,328 | 7,951 | 11,065 | 312 | 5,760 | 2,560 | 2,340 | 460 |
| Jul. . . | 24,734 | 10,532 | 13,458 | 744 | 19,125 | 7,571 | 11,325 | 229 | 5,609 | 2,961 | 2,133 | 515 |
| Aug. . . | 24,409 | 10,634 | 13,286 | 489 | 19,080 | 7,792 | 11,108 | 180 | 5,329 | 2,842 | 2,178 | 309 |
| Sep. . . | 24,073 | 10,832 | 12,844 | 397 | 18,960 | 7,961 | 10,800 | 199 | 5,113 | 2,871 | 2,044 | 198 |
| Oct. . . | 23,871 | 10,949 | 12,597 | 325 | 18,867 | 8,114 | 10,610 | 143 | 5,004 | 2,835 | 1,987 | 182 |
| Nov. . . | 23,793 | 11,028 | 12,481 | 284 | 18,763 | 8,103 | 10,555 | 105 | 5,030 | 2,925 | 1,926 | 179 |
| Dec. . . | 23,814 | 11,385 | 12,184 | 245 | 18,761 | 8,326 | 10,364 | 71 | 5,053 | 3,059 | 1,820 | 174 |

Table 97.-- SELECTED AIRCRAFT ENGINES ON HAND IN CONTINENTAL US, BY TYPE AND SERIES -- NUMBER INSTALLED AND STATUS OF SPARE ENGINES: MAR 1944 TO DEC 1947

(Figures are as of end of month. Spare engines include serviceable and repairable engines.)

| Type and Series | 1944 | | | | 1945 | | | | 1946 | | | | 1947 | | | |
|-----------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| | Mar a/ | Jun a/ | Sep b/ | Dec b/ | Mar c/ | Jun | Sep | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec |
| R-3350 - Total | 1,159 | 1,433 | 3,299 | 3,884 | 5,295 | 14,947 | 18,745 | 22,467 | 24,810 | 25,068 | 24,956 | 25,883 | 25,791 | 24,206 | 24,038 | 24,183 |
| Installed | 972 | 1,188 | 1,932 | 2,280 | 3,372 | 5,612 | 7,624 | 10,880 | 11,152 | 11,836 | 11,900 | 11,776 | 11,808 | 11,992 | 11,908 | 11,796 |
| Serviceable | 137 | 46 | 824 | 745 | 1,486 | 5,779 | 6,547 | 7,478 | 9,492 | 7,290 | 7,637 | 7,841 | 7,854 | 7,419 | 6,513 | 5,870 |
| Reparable | 50 | 199 | 543 | 859 | 437 | 3,556 | 4,574 | 4,109 | 4,166 | 5,942 | 5,419 | 6,266 | 6,129 | 4,795 | 5,617 | 6,517 |
| R-2800 - Total | 6,506 | 6,585 | 9,214 | 9,619 | 9,553 | 22,571 | 26,606 | 27,397 | 24,639 | 22,257 | 14,171 | 13,870 | 14,562 | 15,068 | 14,889 | 15,513 |
| Installed | 4,753 | 3,514 | 4,505 | 4,303 | 3,761 | 7,608 | 8,575 | 8,382 | 4,714 | 6,452 | 6,392 | 6,416 | 6,005 | 5,178 | 4,920 | 4,872 |
| Serviceable | 1,118 | 1,853 | 2,151 | 1,627 | 2,826 | 9,396 | 9,231 | 11,379 | 12,143 | 11,688 | 7,012 | 6,538 | 7,542 | 8,064 | 7,249 | 7,071 |
| Reparable | 635 | 1,218 | 2,558 | 3,689 | 2,966 | 5,567 | 8,800 | 7,636 | 7,782 | 4,117 | 767 | 916 | 1,015 | 1,826 | 2,720 | 3,370 |
| R-2600 - Total | 6,809 | 9,160 | 11,860 | 12,966 | 16,685 | 11,951 | 12,489 | 11,597 | 10,982 | 9,799 | 5,858 | 6,572 | 6,419 | 6,064 | 6,181 | 6,323 |
| Installed | 4,776 | 5,082 | 5,805 | 5,797 | 6,242 | 5,528 | 5,536 | 4,266 | 4,032 | 3,066 | 2,932 | 2,886 | 2,826 | 2,790 | 2,750 | 2,864 |
| Serviceable | 1,348 | 2,820 | 3,938 | 4,724 | 5,561 | 3,359 | 2,339 | 3,110 | 2,820 | 2,683 | 2,313 | 2,036 | 1,565 | 975 | 718 | 641 |
| Reparable | 685 | 1,258 | 2,117 | 2,445 | 4,882 | 3,064 | 4,614 | 4,221 | 4,130 | 4,050 | 613 | 1,650 | 2,028 | 2,299 | 2,713 | 2,998 |
| R-2000 - Total | 528 | 877 | 1,389 | 1,386 | 1,244 | 3,578 | 3,252 | 3,982 | 4,130 | 3,650 | 3,475 | 3,573 | 3,585 | 3,137 | 3,078 | 2,882 |
| Installed | 28 | 244 | 680 | 348 | 300 | 424 | 596 | 984 | 1,360 | 1,328 | 1,252 | 1,408 | 1,296 | 1,208 | 1,040 | 1,020 |
| Serviceable | 352 | 260 | 420 | 710 | 349 | 2,350 | 1,318 | 1,769 | 1,715 | 1,540 | 1,184 | 1,401 | 1,209 | 733 | 640 | 708 |
| Reparable | 148 | 373 | 289 | 328 | 595 | 804 | 1,338 | 1,229 | 1,055 | 782 | 1,039 | 764 | 1,080 | 1,196 | 1,398 | 1,154 |
| R-1830 - Total | 19,306 | 25,223 | 25,642 | 25,940 | 28,705 | 36,524 | 29,209 | 29,188 | 23,666 | 18,355 | 11,583 | 11,393 | 11,586 | 11,348 | 11,117 | 11,021 |
| Installed | 13,772 | 15,392 | 13,448 | 12,544 | 11,614 | 13,678 | 10,726 | 7,914 | 4,836 | 3,355 | 2,893 | 2,795 | 2,559 | 2,459 | 2,388 | 2,298 |
| Serviceable | 2,605 | 5,784 | 4,246 | 5,242 | 8,896 | 9,782 | 8,858 | 10,973 | 11,957 | 11,230 | 7,891 | 7,673 | 7,646 | 7,039 | 6,305 | 5,890 |
| Reparable | 2,929 | 4,047 | 7,948 | 8,154 | 8,195 | 13,064 | 9,625 | 10,301 | 6,873 | 3,770 | 799 | 925 | 1,381 | 1,850 | 2,424 | 2,833 |
| R-1820 - Total | 16,734 | 20,082 | 20,783 | 22,630 | 22,076 | 26,683 | 29,214 | 17,462 | 10,132 | 6,124 | 3,936 | 3,860 | 5,216 | 5,145 | 5,002 | 4,334 |
| Installed | 11,333 | 12,147 | 11,692 | 10,330 | 9,640 | 13,100 | 12,992 | 3,612 | 2,064 | 1,539 | 1,391 | 1,399 | 1,379 | 1,291 | 1,261 | 667 |
| Serviceable | 3,217 | 3,930 | 3,766 | 6,114 | 6,435 | 9,878 | 10,811 | 11,266 | 7,511 | 4,383 | 2,387 | 2,249 | 3,476 | 3,359 | 3,065 | 2,863 |
| Reparable | 2,184 | 4,005 | 3,325 | 6,186 | 6,001 | 3,705 | 5,411 | 2,584 | 557 | 202 | 158 | 212 | 361 | 495 | 656 | 804 |
| R-1340 - Total | 5,473 | 5,895 | 6,233 | 6,845 | 8,144 | 8,029 | 7,575 | 6,720 | 3,079 | 6,449 | 6,215 | 5,990 | 5,734 | 5,748 | 5,680 | 5,680 |
| Installed | 3,843 | 3,994 | 4,605 | 5,031 | 5,193 | 5,269 | 4,926 | 4,000 | 2,083 | 3,711 | 3,679 | 3,476 | 3,373 | 3,303 | 3,187 | 3,161 |
| Serviceable | 1,054 | 695 | 1,042 | 970 | 2,273 | 1,638 | 1,698 | 1,609 | 827 | 1,245 | 1,163 | 830 | 1,037 | 1,211 | 1,265 | 989 |
| Reparable | 576 | 1,206 | 586 | 844 | 678 | 1,122 | 951 | 1,111 | 169 | 1,493 | 1,373 | 1,684 | 1,324 | 1,234 | 1,228 | 1,530 |
| R-985 - Total | 14,420 | 15,822 | 14,976 | 13,201 | 12,604 | 12,772 | 10,620 | 10,201 | 7,338 | 7,603 | 6,760 | 6,600 | 6,419 | 6,258 | 6,286 | 6,391 |
| Installed | 10,995 | 11,316 | 10,474 | 8,753 | 6,905 | 6,857 | 5,334 | 4,952 | 3,264 | 4,069 | 3,883 | 3,796 | 3,679 | 3,569 | 3,519 | 3,513 |
| Serviceable | 2,427 | 2,112 | 1,807 | 1,793 | 3,506 | 3,624 | 3,278 | 3,037 | 2,541 | 1,922 | 1,465 | 1,114 | 898 | 1,128 | 1,180 | 897 |
| Reparable | 998 | 2,394 | 2,695 | 2,655 | 2,193 | 2,291 | 2,008 | 2,212 | 1,533 | 1,612 | 1,412 | 1,690 | 1,842 | 1,561 | 1,587 | 1,981 |

a/ Excludes spare engines on hand in Air Materiel Command.
 b/ Excludes spare engines on hand at factories and Government Furnished Equipment Warehouses.
 c/ Excludes R-2800-75 and R-2000-11 engines.

Table 97.-- SELECTED AIRCRAFT ENGINES ON HAND IN CONTINENTAL US, BY TYPE AND SERIES -- NUMBER INSTALLED AND STATUS OF SPARE ENGINES: MAR 1944 TO DEC 1947 -- Continued

| Type and Series | 1944 | | | | 1945 | | | | 1946 | | | | 1947 | | | |
|---------------------------------|--------|--------|--------|--------|--------|--------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | Mar a/ | Jun a/ | Sep b/ | Dec b/ | Mar a/ | Jun | Sep | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec |
| R-680 - Total | 8,073 | 8,663 | 8,682 | 7,203 | 5,420 | 3,492 | 3,228 | 2,059 | 1,306 | 1,287 | 1,236 | 1,236 | 1,222 | 1,236 | 1,237 | 1,209 |
| Installed | 5,601 | 5,931 | 5,672 | 4,412 | 2,367 | 1,093 | 860 | 848 | 845 | 842 | 824 | 818 | 818 | 819 | 818 | 817 |
| Serviceable | 1,704 | 921 | 1,257 | 1,912 | 2,010 | 1,712 | 1,728 | 700 | 342 | 295 | 219 | 211 | 306 | 316 | 274 | 274 |
| Reparable | 768 | 1,811 | 1,753 | 879 | 1,043 | 687 | 640 | 511 | 119 | 150 | 193 | 207 | 98 | 101 | 145 | 118 |
| R-670 - Total | 6,005 | 6,107 | 5,145 | 3,370 | 3,697 | 492 | 1,837 | 1,743 | 946 | 850 | 805 | 738 | 728 | 724 | 684 | 647 |
| Installed | 3,720 | 3,690 | 2,676 | 1,528 | 1,497 | 85 | 375 | 208 | 204 | 151 | 144 | 137 | 130 | 129 | 85 | 48 |
| Serviceable | 1,914 | 1,649 | 1,010 | 770 | 1,036 | 405 | 657 | 679 | 670 | 662 | 646 | 585 | 581 | 564 | 556 | 556 |
| Reparable | 371 | 768 | 1,459 | 1,072 | 1,164 | 2 | 805 | 856 | 72 | 37 | 15 | 16 | 17 | 31 | 43 | 43 |
| V-1710 - Total | 8,121 | 10,544 | 12,188 | 12,795 | 13,703 | 13,607 | 12,601 | 9,290 | 6,918 | 5,096 | 1,095 | 977 | 878 | 1,044 | 1,276 | 1,370 |
| Installed | 4,085 | 4,053 | 4,149 | 3,878 | 3,279 | 3,522 | 2,804 | 1,257 | 760 | 478 | 423 | 413 | 316 | 314 | 313 | 311 |
| Serviceable | 2,794 | 4,149 | 4,745 | 5,031 | 5,286 | 6,666 | 6,171 | 6,748 | 5,552 | 4,314 | 514 | 522 | 531 | 651 | 946 | 1,035 |
| Reparable | 1,242 | 2,342 | 3,294 | 3,886 | 5,138 | 3,419 | 3,626 | 1,285 | 606 | 304 | 158 | 42 | 31 | 79 | 17 | 24 |
| V-1650 - Total | 1,461 | 1,864 | 2,355 | 2,523 | 3,585 | 4,777 | 7,391 | 9,028 | 8,534 | 7,249 | 6,847 | 6,766 | 6,126 | 5,998 | 5,896 | 6,370 |
| Installed | 633 | 696 | 764 | 770 | 1,017 | 1,415 | 2,503 | 2,898 | 2,855 | 2,765 | 2,693 | 2,598 | 2,216 | 1,944 | 1,854 | 1,811 |
| Serviceable | 341 | 662 | 1,035 | 1,102 | 1,599 | 2,463 | 3,018 | 4,438 | 4,460 | 4,196 | 3,665 | 3,443 | 2,872 | 2,361 | 2,083 | 2,011 |
| Reparable | 487 | 506 | 556 | 651 | 969 | 899 | 1,870 | 1,692 | 1,219 | 288 | 489 | 725 | 1,038 | 1,693 | 1,959 | 2,548 |
| O-435 - Total | 943 | 1,198 | 1,026 | 1,033 | 1,086 | 1,255 | 1,640 | 1,658 | 1,409 | 1,319 | 952 | 886 | 658 | 747 | 1,218 | 1,198 |
| Installed | 750 | 671 | 591 | 594 | 547 | 470 | 423 | 606 | 545 | 509 | 481 | 427 | 352 | 315 | 299 | 316 |
| Serviceable | 133 | 396 | 203 | 266 | 298 | 390 | 384 | 554 | 612 | 480 | 405 | 323 | 188 | 179 | 268 | 308 |
| Reparable | 60 | 131 | 232 | 173 | 251 | 395 | 833 | 498 | 252 | 330 | 66 | 136 | 118 | 253 | 651 | 574 |
| O-170 - Total | 3,942 | 4,021 | 2,894 | 2,450 | 2,489 | 2,469 | 2,685 | 2,849 | 2,779 | 2,618 | 1,887 | 2,018 | 1,976 | 2,019 | 2,138 | 2,158 |
| Installed | 2,245 | 2,341 | 1,184 | 449 | 380 | 344 | 200 | 277 | 241 | 235 | 219 | 341 | 333 | 320 | 404 | 479 |
| Serviceable | 1,568 | 1,504 | 721 | 976 | 891 | 1,192 | 1,128 | 1,298 | 1,367 | 1,269 | 1,201 | 1,152 | 1,084 | 1,020 | 1,010 | 948 |
| Reparable | 129 | 176 | 989 | 1,025 | 1,218 | 933 | 1,357 | 1,274 | 1,171 | 1,114 | 467 | 525 | 559 | 679 | 724 | 731 |
| J-33 - Total | | | | | | | | | | | | | 1,328 | 1,659 | 1,857 | 1,589 |
| Installed | | | | | | | | | | | | | 534 | 675 | 556 | 556 |
| Serviceable | | | | | | | | | | | | | 600 | 885 | 871 | 685 |
| Reparable | | | | | | | | | | | | | 194 | 240 | 311 | 348 |

a/ Excludes spare engines on hand in Air Materiel Command.
 b/ Excludes spare engines on hand at factories and Government Furnished Equipment Warehouses.
 c/ Excludes R-2800-75 and R-2000-11 engines.

Table 98.-- SELECTED AIRCRAFT ENGINES ON HAND IN EUROPEAN AREA, BY TYPE AND SERIES -- NUMBER INSTALLED AND STATUS OF SPARE ENGINES: MAR 1944 TO DEC 1947

(Figures are as of end of month. Spare engines include serviceable and reparable engines.)

| Type and Series | 1944 | | | | 1945 | | | | 1946 | | | | 1947 | | | |
|---------------------------------|--------|--------|--------|--------|--------|--------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-----|
| | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec |
| R-3350 - Total | - | - | - | - | - | - | - | 4 | 4 | 4 | 4 | 4 | 4 | 6 | 19 | 19 |
| Installed | - | - | - | - | - | - | - | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 8 |
| Serviceable | - | - | - | - | - | - | - | - | - | - | - | - | - | 2 | 15 | 7 |
| Reparable | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 4 |
| R-2800 - Total | 6,299 | 7,729 | 8,690 | 10,352 | 11,265 | 8,956 | 6,213 | 4,952 | 3,507 | 2,756 | 1,737 | 1,302 | 1,116 | 1,030 | 974 | 873 |
| Installed | 4,515 | 4,615 | 5,326 | 5,599 | 5,775 | 5,554 | 3,697 | 3,248 | 1,679 | 1,223 | 1,086 | 998 | 871 | 793 | 791 | 785 |
| Serviceable | 1,150 | 2,067 | 2,361 | 3,770 | 3,128 | 2,052 | 1,427 | 1,303 | 1,140 | 753 | 390 | 249 | 176 | 207 | 151 | 67 |
| Reparable | 634 | 1,047 | 1,003 | 983 | 2,362 | 1,350 | 1,089 | 401 | 688 | 780 | 261 | 55 | 69 | 30 | 32 | 21 |
| R-2600 - Total | 2,348 | 3,197 | 3,731 | 3,842 | 3,782 | 2,520 | 846 | 401 | 368 | 209 | 144 | 43 | 39 | 36 | 17 | 16 |
| Installed | 1,678 | 2,200 | 2,466 | 2,181 | 2,126 | 1,508 | 279 | 195 | 174 | 58 | 50 | 36 | 28 | 28 | 12 | 12 |
| Serviceable | 575 | 902 | 1,025 | 1,428 | 1,099 | 631 | 274 | 141 | 114 | 88 | 78 | 2 | 2 | 3 | 5 | 2 |
| Reparable | 95 | 95 | 240 | 233 | 557 | 381 | 293 | 65 | 80 | 63 | 16 | 5 | 9 | 5 | - | 2 |
| R-2000 - Total | 2 | - | 13 | 58 | 41 | 41 | 69 | 78 | 77 | 48 | 88 | 34 | 37 | 21 | 50 | 39 |
| Installed | - | - | - | - | - | 2 | 4 | - | 4 | - | 4 | 4 | 4 | 4 | 16 | 12 |
| Serviceable | 2 | - | 11 | 47 | 36 | 20 | 43 | 56 | 53 | 2 | 35 | 20 | 22 | 10 | 27 | 15 |
| Reparable | - | - | 2 | 11 | 5 | 19 | 22 | 22 | 20 | 46 | 49 | 10 | 11 | 7 | 7 | 12 |
| R-1830 - Total | 12,243 | 21,175 | 20,539 | 23,198 | 22,675 | 12,548 | 5,026 | 2,767 | 2,255 | 2,005 | 1,853 | 1,131 | 1,029 | 1,311 | 1,605 | 766 |
| Installed | 9,080 | 14,742 | 14,291 | 14,187 | 14,180 | 5,138 | 1,940 | 1,744 | 1,258 | 1,176 | 988 | 882 | 754 | 724 | 702 | 700 |
| Serviceable | 2,553 | 4,413 | 4,167 | 5,806 | 4,303 | 3,756 | 812 | 756 | 619 | 211 | 267 | 122 | 164 | 121 | 856 | 44 |
| Reparable | 610 | 2,020 | 2,081 | 3,205 | 4,192 | 3,654 | 2,274 | 267 | 378 | 618 | 598 | 127 | 111 | 466 | 47 | 22 |
| R-1820 - Total | 10,750 | 13,261 | 13,866 | 18,960 | 20,565 | 14,269 | 11,285 | 4,664 | 3,777 | 2,159 | 1,653 | 1,002 | 973 | 1,104 | 816 | 815 |
| Installed | 7,420 | 8,348 | 8,930 | 12,093 | 13,158 | 5,392 | 4,200 | 2,244 | 2,596 | 1,364 | 924 | 616 | 600 | 592 | 600 | 604 |
| Serviceable | 2,112 | 2,900 | 2,802 | 2,811 | 3,107 | 6,556 | 2,717 | 1,942 | 931 | 696 | 668 | 377 | 364 | 503 | 207 | 187 |
| Reparable | 1,218 | 2,013 | 2,134 | 4,056 | 4,300 | 2,321 | 4,368 | 478 | 250 | 99 | 61 | 9 | 9 | 9 | 9 | 24 |
| R-1340 - Total | 14 | 202 | 294 | 434 | 409 | 483 | 428 | 311 | 267 | 240 | 235 | 211 | 183 | 174 | 183 | 143 |
| Installed | 6 | 175 | 201 | 224 | 246 | 337 | 305 | 288 | 252 | 162 | 150 | 129 | 105 | 100 | 95 | 95 |
| Serviceable | 7 | 25 | 86 | 181 | 133 | 114 | 53 | 18 | 8 | 32 | 37 | 58 | 52 | 54 | 54 | 31 |
| Reparable | 1 | 2 | 7 | 29 | 30 | 32 | 70 | 5 | 7 | 46 | 48 | 24 | 26 | 20 | 34 | 17 |
| R-985 - Total | 2 | 2 | 60 | 78 | 139 | 183 | 157 | 166 | 191 | 417 | 462 | 465 | 483 | 475 | 457 | 461 |
| Installed | 2 | - | 47 | 50 | 88 | 116 | 100 | 124 | 126 | 342 | 412 | 404 | 400 | 392 | 385 | 374 |
| Serviceable | - | 2 | 13 | 22 | 43 | 50 | 35 | 34 | 38 | 47 | 38 | 49 | 52 | 40 | 32 | 60 |
| Reparable | - | - | - | 6 | 8 | 17 | 22 | 8 | 27 | 28 | 12 | 12 | 31 | 43 | 40 | 27 |

a/ Estimated.

Table 98.-- SELECTED AIRCRAFT ENGINES ON HAND IN EUROPEAN AREA, BY TYPE AND SERIES -- NUMBER INSTALLED AND STATUS OF SPARE ENGINES: MAR 1944 TO DEC 1947 -- Continued

123

| Type and Series | 1944 | | | | 1945 | | | | 1946 | | | | 1947 | | | |
|---------------------------------|-------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-----|------|-----|-----|-----|
| | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec |
| <u>R-680 - Total</u> | - | - | 10 | 57 | 45 | 49 | 37 | 21 | 30 | 15 | 12 | - | - | 1 | 3 | - |
| Installed | - | - | - | 44 | 23 | 20 | 14 | 19 | 14 | - | - | - | - | - | - | - |
| Serviceable | - | - | 10 | 10 | 12 | 15 | 9 | - | 12 | 10 | 10 | - | - | 1 | 3 | - |
| Reparable | - | - | - | 3 | 10 | 14 | 14 | 2 | 4 | 5 | 2 | - | - | - | - | - |
| <u>R-670 - Total</u> | 3 | - | - | 10 | 7 | 10 | 9 | 7 | - | - | - | - | - | - | - | - |
| Installed | 3 | - | - | 3 | 3 | 3 | 2 | 2 | - | - | - | - | - | - | - | - |
| Serviceable | - | - | - | 7 | 4 | 7 | 6 | - | - | - | - | - | - | - | - | - |
| Reparable | - | - | - | - | - | - | 1 | 5 | - | - | - | - | - | - | - | - |
| <u>V-1710 - Total</u> | 4,520 | 5,758 | 5,171 | 4,157 | 4,385 | 3,701 | 1,761 | 1,434 | 1,088 | 721 | 182 | 8 | 6 | 5 | 23 | 2 |
| Installed | 2,869 | 2,865 | 2,651 | 2,091 | 2,044 | 1,675 | 807 | 829 | 425 | 278 | 58 | 2 | - | - | - | - |
| Serviceable | 1,323 | 2,491 | 2,324 | 1,633 | 1,738 | 1,515 | 358 | 326 | 349 | 266 | 119 | 3 | 3 | 5 | 15 | - |
| Reparable | 328 | 402 | 196 | 433 | 603 | 511 | 596 | 279 | 314 | 177 | 5 | 3 | 3 | - | 8 | 2 |
| <u>V-1650 - Total</u> | 1,723 | 2,519 | 3,450 | 3,977 | 4,408 | 4,814 | 3,191 | 1,637 | 1,672 | 1,028 | 910 | 741 | 690 | 493 | 409 | 217 |
| Installed | 1,173 | 1,462 | 2,022 | 2,490 | 2,615 | 2,652 | 1,730 | 1,149 | 1,089 | 655 | 561 | 456 | 373 | 308 | 241 | 206 |
| Serviceable | 398 | 831 | 1,140 | 1,094 | 821 | 1,776 | 206 | 237 | 357 | 307 | 256 | 204 | 203 | 137 | 144 | 3 |
| Reparable | 152 | 326 | 288 | 393 | 972 | 386 | 1,255 | 251 | 226 | 66 | 93 | 81 | 114 | 48 | 24 | 8 |
| <u>Q-435 - Total</u> | 139 | 215 | 492 | 641 | 740 | 862 | 724 | 634 | 648 | 379 | 389 | 284 | 293 | 441 | 417 | 405 |
| Installed | 129 | a/ 190 | 422 | 430 | 494 | 635 | 459 | 403 | 383 | 292 | 244 | 225 | 213 | 340 | 324 | 360 |
| Serviceable | 8 | 12 | 49 | 136 | 177 | 105 | 159 | 152 | 196 | 35 | 18 | 10 | 50 | 34 | 37 | 24 |
| Reparable | 2 | 13 | 21 | 75 | 69 | 122 | 106 | 79 | 69 | 52 | 127 | 49 | 30 | 67 | 56 | 21 |
| <u>Q-170 - Total</u> | 144 | 600 | 1,344 | 1,994 | 2,035 | 2,523 | 1,396 | 1,633 | 1,451 | 1,077 | 626 | 198 | 97 | 121 | 24 | 8 |
| Installed | 126 | 306 | 747 | 1,418 | 1,177 | 1,689 | 809 | 1,178 | 1,113 | 763 | 460 | 162 | 60 | 6 | 5 | 2 |
| Serviceable | 4 | 280 | 546 | 349 | 615 | 461 | 282 | 256 | 147 | 119 | 98 | 11 | 11 | 88 | 11 | 1 |
| Reparable | 14 | 14 | 51 | 227 | 243 | 373 | 305 | 199 | 191 | 195 | 68 | 25 | 26 | 27 | 8 | 5 |
| <u>V-33 - Total</u> | - | - | - | - | - | - | - | - | - | - | - | - | 8 | - | - | - |
| Installed | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Serviceable | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Reparable | - | - | - | - | - | - | - | - | - | - | - | - | 8 | - | - | - |

a/ Estimated.

Table 99.-- SELECTED AIRCRAFT ENGINES IN CARIBBEAN AREA, BY TYPE AND SERIES -- NUMBER INSTALLED AND STATUS OF SPARE ENGINES: MAR 1944 TO DEC 1947

(Figures are as of end of month. Spare engines include serviceable and reparable engines.)

| Type and Series | 1944 | | | | 1945 | | | | 1946 | | | | 1947 | | | |
|---------------------------------|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|
| | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec |
| <u>R-3350 - Total</u> | - | - | - | 1 | 47 | 40 | 9 | 3 | 7 | 7 | 8 | 6 | 6 | 6 | 4 | 10 |
| Installed | - | - | - | - | - | - | - | - | 4 | 4 | 5 | 4 | 4 | 4 | 4 | |
| Serviceable | - | - | - | 1 | 32 | 40 | 9 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | |
| Reparable | - | - | - | - | 15 | - | - | 1 | 1 | 1 | 1 | - | - | - | 3 | |
| <u>R-2800 - Total</u> | 16 | 9 | 16 | 60 | 69 | 71 | 66 | 80 | 109 | 120 | 100 | 164 | 121 | 152 | 158 | 129 |
| Installed | 1 | - | 4 | 42 | 48 | 48 | 38 | 38 | 64 | 77 | 58 | 101 | 91 | 119 | 93 | 38 |
| Serviceable | 10 | 8 | 10 | 17 | 17 | 17 | 17 | 24 | 29 | 31 | 36 | 53 | 30 | 33 | 64 | 73 |
| Reparable | 5 | 1 | 2 | 1 | 4 | 6 | 11 | 18 | 16 | 12 | 6 | 10 | - | - | 1 | 18 |
| <u>R-2600 - Total</u> | 123 | 78 | 59 | 78 | 69 | 60 | 58 | 39 | 24 | 22 | 31 | 62 | 35 | 83 | 84 | 53 |
| Installed | 48 | 29 | 26 | 42 | 34 | 14 | 18 | 18 | 14 | 16 | 12 | 38 | 20 | 61 | 58 | 25 |
| Serviceable | 54 | 39 | 25 | 32 | 29 | 14 | 8 | 6 | 5 | 6 | 5 | 19 | 13 | 16 | 22 | 22 |
| Reparable | 21 | 10 | 8 | 4 | 6 | 32 | 32 | 15 | 5 | - | 14 | 5 | 2 | 6 | 4 | 6 |
| <u>R-2000 - Total</u> | - | 1 | 1 | 2 | 2 | 1 | 5 | 8 | 6 | 46 | 58 | 67 | 54 | 97 | 132 | 175 |
| Installed | - | - | - | - | - | - | - | - | - | 24 | 28 | 20 | 20 | 43 | 92 | 100 |
| Serviceable | - | 1 | 1 | 2 | 2 | 1 | 5 | 6 | 3 | 21 | 29 | 46 | 32 | 52 | 39 | 75 |
| Reparable | - | - | - | - | - | - | - | 2 | 3 | 1 | 1 | 2 | 2 | 1 | - | - |
| <u>R-1830 - Total</u> | 304 | 286 | 421 | 452 | 533 | 631 | 644 | 516 | 211 | 201 | 203 | 269 | 239 | 251 | 326 | 393 |
| Installed | 171 | 182 | 283 | 334 | 334 | 356 | 376 | 336 | 134 | 146 | 133 | 166 | 124 | 196 | 191 | 176 |
| Serviceable | 95 | 86 | 115 | 106 | 169 | 235 | 181 | 88 | 52 | 32 | 37 | 62 | 69 | 46 | 123 | 107 |
| Reparable | 38 | 18 | 23 | 12 | 30 | 40 | 87 | 92 | 25 | 23 | 33 | 41 | 46 | 9 | 12 | 110 |
| <u>R-1820 - Total</u> | 193 | 152 | 102 | 101 | 137 | 80 | 94 | 114 | 363 | 388 | 387 | 319 | 276 | 253 | 217 | 315 |
| Installed | 81 | 65 | 58 | 52 | 57 | 33 | 29 | 50 | 293 | 308 | 300 | 248 | 222 | 251 | 168 | 148 |
| Serviceable | 96 | 65 | 36 | 44 | 70 | 40 | 52 | 36 | 56 | 58 | 63 | 55 | 40 | 1 | 34 | 100 |
| Reparable | 16 | 22 | 8 | 5 | 10 | 7 | 13 | 28 | 14 | 22 | 24 | 16 | 14 | 1 | 15 | 67 |
| <u>R-1340 - Total</u> | 21 | 31 | 33 | 21 | 21 | 37 | 38 | 37 | 26 | 23 | 19 | 46 | 27 | 40 | 20 | 31 |
| Installed | 9 | 13 | 16 | 12 | 12 | 22 | 21 | 21 | 15 | 15 | 14 | 34 | 21 | 26 | 10 | 18 |
| Serviceable | 10 | 18 | 16 | 9 | 6 | 10 | 10 | 12 | 11 | 8 | 5 | 12 | 6 | 13 | 9 | 13 |
| Reparable | 2 | - | 1 | - | 3 | 5 | 7 | 4 | - | - | - | - | - | 1 | 1 | - |
| <u>R-985 - Total</u> | 36 | 81 | 99 | 108 | 120 | 126 | 156 | 157 | 114 | 70 | 69 | 162 | 110 | 130 | 131 | 136 |
| Installed | 13 | 54 | 59 | 79 | 77 | 84 | 98 | 92 | 83 | 54 | 55 | 118 | 84 | 93 | 88 | 86 |
| Serviceable | 19 | 22 | 34 | 29 | 32 | 37 | 51 | 46 | 25 | 14 | 12 | 39 | 24 | 27 | 35 | 37 |
| Reparable | 4 | 5 | 6 | - | 11 | 5 | 7 | 19 | 6 | 2 | 2 | 5 | 2 | 10 | 8 | 13 |
| <u>R-680 - Total</u> | 16 | 19 | 20 | 21 | 19 | 17 | 16 | 14 | 13 | 10 | 9 | 16 | 7 | 4 | 4 | 3 |
| Installed | 8 | 11 | 12 | 9 | 8 | 7 | 6 | 6 | 4 | 7 | 6 | 3 | 4 | 1 | - | - |
| Serviceable | 6 | 6 | 8 | 12 | 10 | 10 | 8 | 6 | 6 | 5 | 2 | 9 | 3 | - | 3 | 3 |
| Reparable | 2 | 2 | - | - | 1 | - | 1 | 2 | 1 | 1 | - | 1 | 1 | - | - | - |
| <u>R-670 - Total</u> | 1 | - | - | - | - | - | - | - | - | - | - | - | 2 | 5 | 15 | 13 |
| Installed | - | - | - | - | - | - | - | - | - | - | - | - | - | 3 | 13 | 13 |
| Serviceable | 1 | - | - | - | - | - | - | - | - | - | - | - | 2 | 2 | 2 | - |
| Reparable | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| <u>V-1710 - Total</u> | 408 | 357 | 331 | 273 | 319 | 644 | 671 | 630 | 34 | 18 | 13 | 10 | 10 | 4 | 7 | 7 |
| Installed | 268 | 199 | 202 | 203 | 202 | 461 | 424 | 414 | 18 | 14 | 10 | 6 | 6 | - | 3 | 3 |
| Serviceable | 66 | 116 | 102 | 61 | 78 | 141 | 210 | 199 | - | 4 | 3 | 4 | 4 | 4 | 4 | 4 |
| Reparable | 74 | 42 | 27 | 9 | 39 | 42 | 37 | 17 | 16 | - | - | - | - | - | - | - |
| <u>V-1650 - Total</u> | - | 2 | - | - | - | - | - | - | - | - | - | 10 | 10 | 17 | 30 | 13 |
| Installed | - | 2 | - | - | - | - | - | - | - | - | - | - | - | 5 | 20 | 4 |
| Serviceable | - | - | - | - | - | - | - | - | - | - | - | 10 | 10 | 12 | 10 | 9 |
| Reparable | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| <u>O-435 - Total</u> | - | - | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 1 | 2 | 11 | 7 | 13 | 15 | 24 |
| Installed | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | - | 1 | 5 | 3 | 13 | 12 | 17 |
| Serviceable | - | - | - | - | - | - | 1 | 1 | 1 | 1 | 1 | 6 | 4 | - | 3 | 6 |
| Reparable | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 |
| <u>O-170 - Total</u> | 43 | 52 | 58 | 53 | 51 | 27 | 17 | 12 | 5 | 2 | 3 | 6 | 3 | 2 | - | - |
| Installed | 20 | 27 | 31 | 29 | 30 | 22 | 13 | 6 | 4 | 1 | 1 | 3 | 1 | - | - | - |
| Serviceable | 17 | 18 | 25 | 24 | 21 | 5 | 4 | 5 | - | - | 1 | 2 | 2 | 2 | - | - |
| Reparable | 6 | 7 | 2 | - | - | - | - | 1 | 1 | 1 | 1 | 1 | - | - | - | - |
| <u>J-33 - Total</u> | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 129 |
| Installed | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 77 |
| Serviceable | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 52 |
| Reparable | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

a/ Estimated.

Table 100.-- SELECTED AIRCRAFT ENGINES ON HAND IN PACIFIC AREA, BY TYPE AND SERIES -- NUMBER INSTALLED AND STATUS OF SPARE ENGINES; MAR 1944 TO DEC 1947

(Figures are as of end of month. Spare engines include serviceable and reparable engines.)

| Type and Series | 1944 | | | | 1945 | | | | 1946 | | | | 1947 | | | |
|---------------------------------|-------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | Mar | Jun a/ | Sep | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec |
| R-3350 - Total | - | - | - | 1,378 | 3,856 | 6,179 | 6,692 | 3,543 | 3,144 | 1,343 | 1,352 | 1,037 | 1,037 | 676 | 721 | 635 |
| Installed | - | - | - | 792 | 1,944 | 3,664 | 4,206 | 1,577 | 1,584 | 668 | 587 | 474 | 443 | 261 | 231 | 201 |
| Serviceable | - | - | - | 577 | 1,755 | 1,565 | 1,452 | 1,475 | 1,340 | 506 | 413 | 400 | 467 | 351 | 368 | 364 |
| Reparable | - | - | - | 9 | 157 | 950 | 1,034 | 491 | 220 | 169 | 352 | 163 | 127 | 64 | 122 | 70 |
| R-2800 - Total | 1,017 | 1,619 | 1,819 | 2,338 | 2,359 | 3,459 | 4,122 | 3,429 | 3,978 | 4,023 | 3,412 | 3,249 | 3,397 | 3,129 | 2,975 | 2,858 |
| Installed | 706 | 959 | 986 | 1,200 | 1,322 | 2,308 | 2,284 | 2,346 | 2,282 | 2,359 | 2,294 | 2,113 | 2,199 | 1,801 | 1,667 | 1,552 |
| Serviceable | 86 | 299 | 538 | 786 | 686 | 836 | 1,595 | 892 | 1,292 | 1,264 | 851 | 990 | 1,002 | 1,225 | 1,177 | 1,143 |
| Reparable | 225 | 361 | 295 | 352 | 351 | 315 | 243 | 191 | 404 | 400 | 267 | 146 | 196 | 103 | 131 | 163 |
| R-2600 - Total | 2,582 | 3,098 | 3,934 | 3,474 | 2,634 | 2,163 | 2,030 | 1,515 | 1,731 | 1,707 | 1,374 | 581 | 248 | 178 | 78 | 58 |
| Installed | 1,518 | 1,708 | 2,257 | 1,830 | 1,522 | 1,474 | 1,151 | 1,259 | 1,192 | 1,152 | 1,033 | 249 | 71 | 72 | 31 | 20 |
| Serviceable | 687 | 920 | 1,200 | 1,004 | 400 | 414 | 710 | 132 | 391 | 304 | 229 | 226 | 132 | 104 | 39 | 35 |
| Reparable | 377 | 470 | 477 | 640 | 712 | 275 | 169 | 124 | 148 | 251 | 112 | 106 | 45 | 2 | 8 | 3 |
| R-2000 - Total | 3 | 35 | 43 | 46 | 33 | 173 | 101 | 81 | 167 | 536 | 545 | 539 | 668 | 715 | 653 | 527 |
| Installed | - | 4 | 4 | - | - | 32 | 32 | 12 | 96 | 68 | 88 | 107 | 202 | 210 | 231 | 227 |
| Serviceable | 3 | 25 | 32 | 38 | 17 | 125 | 39 | 27 | 53 | 386 | 281 | 366 | 384 | 449 | 311 | 221 |
| Reparable | - | 6 | 7 | 8 | 16 | 16 | 30 | 42 | 18 | 82 | 176 | 66 | 82 | 56 | 111 | 79 |
| R-1830 - Total | 5,361 | 7,687 | 9,026 | 8,747 | 7,910 | 6,929 | 5,783 | 3,454 | 3,404 | 3,351 | 2,264 | 1,558 | 1,257 | 496 | 454 | 353 |
| Installed | 3,261 | 4,506 | 4,990 | 4,617 | 4,853 | 4,961 | 3,358 | 1,748 | 1,353 | 1,341 | 1,150 | 809 | 707 | 271 | 168 | 132 |
| Serviceable | 1,044 | 1,618 | 2,168 | 1,799 | 1,407 | 793 | 1,651 | 1,079 | 1,352 | 1,208 | 807 | 627 | 483 | 210 | 222 | 181 |
| Reparable | 1,056 | 1,563 | 1,868 | 2,331 | 1,650 | 1,175 | 774 | 627 | 699 | 802 | 307 | 122 | 67 | 15 | 64 | 40 |
| R-1820 - Total | 459 | 353 | 271 | 337 | 205 | 403 | 579 | 572 | 593 | 608 | 547 | 503 | 581 | 593 | 664 | 596 |
| Installed | 158 | 143 | 116 | 126 | 119 | 242 | 363 | 411 | 408 | 379 | 384 | 356 | 355 | 306 | 364 | 349 |
| Serviceable | 208 | 144 | 120 | 92 | 39 | 98 | 200 | 144 | 136 | 180 | 139 | 85 | 154 | 232 | 268 | 219 |
| Reparable | 93 | 66 | 35 | 119 | 47 | 63 | 16 | 17 | 49 | 49 | 24 | 62 | 72 | 55 | 32 | 28 |
| R-1340 - Total | 19 | 30 | 38 | 32 | 40 | 112 | 110 | 124 | 178 | 192 | 184 | 221 | 319 | 332 | 303 | 286 |
| Installed | 10 | 18 | 21 | 15 | 18 | 75 | 67 | 85 | 130 | 127 | 130 | 128 | 196 | 191 | 167 | 156 |
| Serviceable | 8 | 9 | 13 | 7 | 18 | 30 | 42 | 32 | 42 | 37 | 43 | 82 | 108 | 120 | 114 | 103 |
| Reparable | 1 | 3 | 4 | 10 | 4 | 7 | 1 | 7 | 6 | 28 | 11 | 11 | 15 | 21 | 22 | 27 |
| R-985 - Total | 27 | 69 | 130 | 212 | 188 | 155 | 137 | 174 | 154 | 170 | 169 | 203 | 224 | 259 | 237 | 238 |
| Installed | 20 | 52 | 83 | 109 | 87 | 91 | 86 | 141 | 107 | 106 | 121 | 124 | 125 | 71 | 65 | 73 |
| Serviceable | 6 | 15 | 42 | 98 | 98 | 56 | 30 | 27 | 41 | 47 | 36 | 65 | 73 | 166 | 163 | 156 |
| Reparable | 1 | 2 | 5 | 5 | 3 | 8 | 21 | 6 | 6 | 17 | 12 | 14 | 26 | 22 | 9 | 9 |

a/ Includes May figures for Thirteenth Air Force. June data not available.

Table 100.-- SELECTED AIRCRAFT ENGINES ON HAND IN PACIFIC AREA, BY TYPE AND SERIES -- NUMBER INSTALLED AND STATUS OF SPARE ENGINES: MAR 1944 TO DEC 1947 -- Continued

| Type and Series | 1944 | | | | 1945 | | | | 1946 | | | | 1947 | | | |
|---------------------------------|-------|-------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|------|-----|-----|-----|
| | Mar | Jun ^{a/} | Sep | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec |
| <u>R-680 - Total</u> | 13 | 15 | 2 | 11 | 4 | 4 | 2 | 21 | 2 | 2 | 3 | - | - | - | - | - |
| Installed | 6 | 6 | 1 | 2 | 1 | - | - | 20 | - | - | - | - | - | - | - | - |
| Serviceable | 6 | 8 | 1 | 5 | 2 | 3 | 2 | 1 | 2 | 2 | 2 | - | - | - | - | - |
| Reparable | 1 | 1 | - | 4 | 1 | 1 | - | - | - | - | 1 | - | - | - | - | - |
| <u>R-670 - Total</u> | - | - | - | - | - | - | 16 | 18 | 16 | 18 | 17 | 15 | 18 | 6 | 3 | 10 |
| Installed | - | - | - | - | - | - | - | - | - | 2 | 1 | 1 | - | - | - | - |
| Serviceable | - | - | - | - | - | - | 16 | 18 | 16 | 16 | 16 | 14 | 17 | 6 | 3 | 10 |
| Reparable | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - |
| <u>V-1710 - Total</u> | 2,572 | 3,027 | 3,302 | 3,743 | 2,732 | 3,279 | 3,104 | 2,006 | 2,400 | 2,301 | 824 | 521 | 70 | - | - | - |
| Installed | 1,188 | 1,413 | 1,770 | 1,638 | 1,417 | 1,883 | 1,794 | 1,641 | 1,692 | 1,421 | 228 | 91 | 2 | - | - | - |
| Serviceable | 790 | 1,040 | 1,198 | 1,304 | 1,030 | 1,095 | 1,183 | 330 | 626 | 719 | 537 | 384 | 28 | - | - | - |
| Reparable | 594 | 574 | 334 | 801 | 285 | 301 | 127 | 35 | 82 | 161 | 59 | 46 | 40 | - | - | - |
| <u>V-1650 - Total</u> | 8 | 1 | 14 | 371 | 972 | 1,854 | 1,667 | 944 | 1,000 | 1,213 | 1,018 | 997 | 895 | 926 | 766 | 678 |
| Installed | 1 | - | 6 | 305 | 613 | 925 | 851 | 727 | 679 | 784 | 665 | 679 | 583 | 586 | 443 | 427 |
| Serviceable | 6 | 1 | 8 | 63 | 314 | 814 | 729 | 180 | 204 | 167 | 145 | 118 | 114 | 302 | 252 | 208 |
| Reparable | 1 | - | - | 3 | 45 | 115 | 87 | 37 | 117 | 262 | 208 | 200 | 198 | 38 | 71 | 43 |
| <u>Q-435 - Total</u> | 47 | 70 | 156 | 249 | 326 | 391 | 376 | 310 | 461 | 514 | 548 | 452 | 451 | 322 | 265 | 243 |
| Installed | 47 | 38 | 99 | 185 | 183 | 259 | 288 | 255 | 319 | 373 | 392 | 322 | 313 | 180 | 130 | 117 |
| Serviceable | - | 10 | 44 | 52 | 95 | 88 | 33 | 26 | 81 | 86 | 98 | 97 | 113 | 119 | 115 | 114 |
| Reparable | - | 22 | 13 | 12 | 48 | 44 | 55 | 27 | 61 | 55 | 58 | 33 | 25 | 23 | 20 | 12 |
| <u>Q-170 - Total</u> | 99 | 289 | 437 | 379 | 415 | 395 | 73 | 13 | - | 583 | 466 | 402 | 376 | 190 | 174 | 167 |
| Installed | 27 | 175 | 297 | 238 | 223 | 268 | 33 | 13 | - | 394 | 322 | 273 | 269 | 156 | 151 | 105 |
| Serviceable | 61 | 84 | 140 | 115 | 177 | 75 | 35 | - | - | 130 | 101 | 98 | 92 | 31 | 21 | 59 |
| Reparable | 11 | 30 | 20 | 26 | 15 | 52 | 5 | - | - | 59 | 43 | 31 | 15 | 3 | 2 | 3 |
| <u>J-33 - Total</u> | | | | | | | | | | | | | 105 | 104 | 94 | 243 |
| Installed | | | | | | | | | | | | | 35 | 38 | 30 | 74 |
| Serviceable | | | | | | | | | | | | | 63 | 53 | 46 | 140 |
| Reparable | | | | | | | | | | | | | 7 | 13 | 18 | 29 |

a/ Includes lay figures for Thirteenth Air Force. June data not available for that Air Force.

Table 101.-- SELECTED AIRCRAFT ENGINES IN CHINA AREA, BY TYPE AND SERIES -- NUMBER INSTALLED AND STATUS OF SPARE ENGINES: MAR 1944 TO DEC 1947

(Figures are as of end of month. Spare engines include serviceable and repairable engines.)

| Type and Series | 1944 | | | | 1945 | | | | 1946 | | | | 1947 | | | |
|---------------------|-------|--------|-------|-------|-------|-------|-------|-------|-------|-----|-----|-----|------|-----|-----|-----|
| | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec |
| <u>R-3350-Total</u> | - | 1,004 | 907 | 1,011 | 1,028 | 8 | 4 | - | - | - | - | - | - | - | - | - |
| Installed | - | 536 | 648 | 648 | 582 | - | - | - | - | - | - | - | - | - | - | - |
| Serviceable | - | 345 | 51 | 140 | 328 | 8 | 4 | - | - | - | - | - | - | - | - | - |
| Reparable | - | 123 | 208 | 223 | 118 | - | - | - | - | - | - | - | - | - | - | - |
| <u>R-2800-Total</u> | 292 | 1,288 | 1,333 | 1,704 | 2,264 | 3,510 | 2,780 | 1,236 | 1,001 | 19 | 13 | 17 | 21 | 6 | - | - |
| Installed | 2 | 797 | 607 | 758 | 691 | 1,033 | 1,264 | 767 | 702 | 7 | 8 | 8 | 6 | 6 | - | - |
| Serviceable | 39 | 270 | 256 | 449 | 818 | 1,484 | 1,444 | 305 | 267 | 2 | 1 | 7 | 10 | - | - | - |
| Reparable | 251 | 221 | 470 | 497 | 755 | 993 | 72 | 164 | 32 | 10 | 4 | 2 | 5 | - | - | - |
| <u>R-2600-Total</u> | 737 | 1,306 | 1,237 | 1,429 | 1,492 | 1,367 | 994 | 229 | 125 | - | - | - | - | - | - | - |
| Installed | 533 | 881 | 896 | 766 | 772 | 690 | 550 | 122 | 118 | - | - | - | - | - | - | - |
| Serviceable | 128 | 307 | 205 | 384 | 538 | 457 | 398 | 59 | 2 | - | - | - | - | - | - | - |
| Reparable | 76 | 118 | 136 | 279 | 182 | 220 | 46 | 48 | 5 | - | - | - | - | - | - | - |
| <u>R-2000-Total</u> | 7 | 23 | 34 | 105 | 97 | 383 | 128 | 34 | 17 | - | - | 20 | 24 | 13 | 21 | 20 |
| Installed | - | 4 | - | - | - | - | - | 8 | - | - | - | 12 | 12 | 7 | 4 | 4 |
| Serviceable | 5 | 14 | 23 | 100 | 51 | 226 | 124 | 4 | - | - | - | 8 | 8 | 5 | 17 | 16 |
| Reparable | 2 | 5 | 11 | 5 | 46 | 157 | 4 | 22 | 17 | - | - | - | 4 | 1 | - | - |
| <u>R-1830-Total</u> | 2,213 | 3,238 | 3,421 | 3,497 | 4,269 | 5,321 | 3,426 | 833 | 389 | 216 | 211 | 205 | 209 | 193 | 129 | 133 |
| Installed | 776 | 1,600 | 1,658 | 1,756 | 1,507 | 1,451 | 1,492 | 346 | 256 | 131 | 134 | 130 | 124 | 124 | 60 | 60 |
| Serviceable | 1,032 | 926 | 854 | 523 | 1,216 | 2,046 | 1,809 | 259 | 83 | 76 | 54 | 54 | 38 | 58 | 59 | 53 |
| Reparable | 405 | 712 | 909 | 1,218 | 1,546 | 1,824 | 125 | 228 | 50 | 9 | 23 | 21 | 47 | 11 | 10 | 20 |
| <u>R-1820-Total</u> | 30 | 52 | 80 | 38 | 65 | 115 | 74 | 14 | 10 | - | - | - | - | - | - | 1 |
| Installed | 8 | 31 | 26 | 15 | 33 | 53 | 22 | 5 | 1 | - | - | - | - | - | - | - |
| Serviceable | 12 | 8 | 33 | 18 | 22 | 58 | 52 | 9 | 5 | - | - | - | - | - | - | - |
| Reparable | 10 | 13 | 21 | 5 | 10 | 4 | - | - | 4 | - | - | - | - | - | 1 | - |
| <u>R-1340-Total</u> | 57 | 87 | 103 | 150 | 148 | 154 | 139 | 8 | 2 | - | - | - | - | - | - | - |
| Installed | 41 | a/ 54 | 52 | 89 | 84 | 84 | 94 | 2 | 2 | - | - | - | - | - | - | - |
| Serviceable | 13 | 26 | 24 | 46 | 42 | 35 | 43 | 3 | - | - | - | - | - | - | - | - |
| Reparable | 3 | 7 | 27 | 15 | 22 | 35 | 2 | 3 | - | - | - | - | - | - | - | - |
| <u>R-985-Total</u> | 12 | 26 | 70 | 91 | 126 | 119 | 145 | 31 | 11 | - | - | - | - | - | - | - |
| Installed | 2 | a/ 15 | 39 | 76 | 73 | 65 | 104 | 25 | 11 | - | - | - | - | - | - | - |
| Serviceable | 10 | 9 | 21 | 12 | 48 | 47 | 37 | 4 | - | - | - | - | - | - | - | - |
| Reparable | - | 2 | 10 | 3 | 5 | 7 | 4 | 2 | - | - | - | - | - | - | - | - |
| <u>R-680-Total</u> | 88 | 67 | 62 | 51 | 30 | 30 | 22 | - | - | - | - | - | - | - | - | - |
| Installed | 58 | a/ 24 | 20 | 18 | 7 | 7 | 2 | - | - | - | - | - | - | - | - | - |
| Serviceable | 30 | 32 | 31 | 24 | 21 | 16 | 20 | - | - | - | - | - | - | - | - | - |
| Reparable | - | 11 | 11 | 9 | 2 | 7 | - | - | - | - | - | - | - | - | - | - |
| <u>R-670-Total</u> | 53 | 63 | 57 | 39 | 25 | 29 | 16 | 5 | - | - | - | - | - | - | - | - |
| Installed | 14 | a/ 27 | 15 | 12 | 10 | 6 | 6 | - | - | - | - | - | - | - | - | - |
| Serviceable | 37 | 34 | 28 | 13 | 9 | 18 | 9 | 3 | - | - | - | - | - | - | - | - |
| Reparable | 2 | 2 | 14 | 14 | 6 | 5 | 1 | 2 | - | - | - | - | - | - | - | - |
| <u>V-1710-Total</u> | 1,433 | 2,043 | 1,561 | 1,685 | 1,696 | 1,705 | 985 | 229 | 56 | - | - | - | - | - | - | - |
| Installed | 932 | 1,099 | 748 | 660 | 767 | 852 | 636 | 69 | 56 | - | - | - | - | - | - | - |
| Serviceable | 341 | 668 | 387 | 605 | 685 | 688 | 318 | 126 | - | - | - | - | - | - | - | - |
| Reparable | 160 | 276 | 426 | 420 | 244 | 165 | 31 | 34 | - | - | - | - | - | - | - | - |
| <u>V-1650-Total</u> | 13 | 238 | 398 | 763 | 1,166 | 1,306 | 1,163 | 479 | 311 | - | - | - | - | - | - | - |
| Installed | 2 | 154 | 307 | 400 | 550 | 641 | 773 | 301 | 282 | - | - | - | - | - | - | - |
| Serviceable | 10 | 74 | 34 | 247 | 550 | 455 | 334 | 125 | 20 | - | - | - | - | - | - | - |
| Reparable | 1 | 10 | 57 | 116 | 66 | 210 | 56 | 53 | 9 | - | - | - | - | - | - | - |
| <u>O-435-Total</u> | 177 | 319 | 352 | 447 | 560 | 661 | 515 | 41 | 10 | 4 | 4 | 10 | 6 | 5 | 4 | 4 |
| Installed | 138 | a/ 222 | 240 | 341 | 376 | 372 | 325 | 20 | 5 | 2 | 2 | 8 | 4 | 3 | 2 | 2 |
| Serviceable | 28 | 52 | 33 | 18 | 106 | 157 | 177 | 9 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Reparable | 11 | 45 | 79 | 88 | 78 | 132 | 13 | 12 | 3 | - | - | - | - | - | - | - |
| <u>O-170-Total</u> | 42 | 45 | 27 | 48 | 74 | 65 | 45 | 1 | - | - | - | - | - | - | - | - |
| Installed | 11 | a/ 9 | 4 | 31 | 34 | 21 | 15 | - | - | - | - | - | - | - | - | - |
| Serviceable | 31 | 22 | 18 | 3 | 25 | 33 | 30 | 1 | - | - | - | - | - | - | - | - |
| Reparable | - | 14 | 5 | 14 | 15 | 11 | - | - | - | - | - | - | - | - | - | - |

a/ Estimated.

Table 102.-- SELECTED AIRCRAFT ENGINES ON HAND IN ALASKA, BY TYPE AND SERIES -- NUMBER INSTALLED AND STATUS OF SPARE ENGINES: MAR 1944 TO DEC 1947

(Figures are as of end of month. Spare engines include serviceable and reparable engines.)

| Type and Series | 1944 | | | | 1945 | | | | 1946 | | | | 1947 | | | |
|-----------------------|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|
| | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec | Mar | Jun | Sep | Dec |
| <u>R-3350 - Total</u> | - | - | - | - | 6 | 2 | 10 | 29 | 22 | 21 | 171 | 254 | 290 | 138 | 129 | 241 |
| Installed | - | - | - | - | 4 | - | 4 | 16 | 13 | 9 | 64 | 161 | 197 | 77 | 56 | 117 |
| Serviceable | - | - | - | - | 2 | 2 | 6 | 12 | 7 | 12 | 104 | 91 | 87 | 77 | 73 | 121 |
| Reparable | - | - | - | - | - | - | - | 1 | 2 | - | 3 | 2 | 6 | 4 | - | 3 |
| <u>R-2800 - Total</u> | 44 | 35 | 41 | 43 | 73 | 64 | 57 | 68 | 81 | 21 | 17 | 32 | 25 | 74 | 110 | 146 |
| Installed | 26 | 26 | 26 | 26 | 44 | 32 | 22 | 31 | 18 | 12 | 11 | 20 | 11 | 40 | 37 | 71 |
| Serviceable | 17 | 9 | 14 | 16 | 27 | 28 | 26 | 28 | 40 | 6 | 6 | 12 | 14 | 31 | 71 | 72 |
| Reparable | 1 | - | 1 | 1 | 2 | 4 | 9 | 9 | 23 | 3 | - | - | - | 3 | 2 | 3 |
| <u>R-2600 - Total</u> | 107 | 101 | 148 | 126 | 137 | 92 | 102 | 35 | 50 | 5 | 7 | 7 | 3 | 8 | 6 | 6 |
| Installed | 54 | 58 | 98 | 90 | 86 | 59 | 50 | 10 | 6 | 4 | 6 | 6 | 2 | 4 | 4 | 4 |
| Serviceable | 53 | 42 | 48 | 35 | 46 | 27 | 41 | 16 | 16 | 1 | 1 | 1 | 1 | 3 | 2 | 1 |
| Reparable | - | 1 | 2 | 1 | 5 | 6 | 11 | 9 | 28 | - | - | - | - | 1 | - | 1 |
| <u>R-2000 - Total</u> | - | - | - | - | 6 | - | 4 | 6 | 16 | 23 | 31 | 30 | 26 | 44 | 60 | 69 |
| Installed | - | - | - | - | 4 | - | - | 4 | 8 | 16 | 16 | 16 | 16 | 28 | 20 | 52 |
| Serviceable | - | - | - | - | 2 | - | 2 | 2 | 8 | 6 | 14 | 8 | 9 | 13 | 39 | 17 |
| Reparable | - | - | - | - | - | - | 2 | - | - | 1 | 1 | 6 | 1 | 3 | 1 | - |
| <u>R-1830 - Total</u> | 200 | 208 | 195 | 166 | 219 | 258 | 278 | 332 | 334 | 251 | 208 | 202 | 206 | 148 | 177 | 197 |
| Installed | 86 | 142 | 136 | 128 | 150 | 105 | 126 | 154 | 163 | 145 | 130 | 134 | 130 | 102 | 102 | 102 |
| Serviceable | 105 | 65 | 58 | 34 | 56 | 126 | 87 | 132 | 118 | 89 | 71 | 55 | 70 | 35 | 61 | 80 |
| Reparable | 9 | 1 | 1 | 4 | 13 | 27 | 65 | 46 | 53 | 17 | 7 | 13 | 6 | 11 | 14 | 15 |
| <u>R-1820 - Total</u> | 23 | 16 | 12 | 10 | 24 | 23 | 29 | 40 | 41 | 31 | 30 | 31 | 27 | 43 | 59 | 72 |
| Installed | 8 | 6 | 4 | 4 | 16 | 14 | 16 | 24 | 24 | 19 | 22 | 24 | 20 | 32 | 36 | 40 |
| Serviceable | 15 | 10 | 8 | 4 | 8 | 9 | 13 | 16 | 17 | 8 | 7 | 5 | 6 | 19 | 28 | 4 |
| Reparable | - | - | - | 2 | - | - | - | - | - | 4 | 1 | - | 2 | 5 | 4 | - |
| <u>R-1340 - Total</u> | 43 | 40 | 34 | 34 | 34 | 30 | 29 | 34 | 33 | 24 | 20 | 21 | 20 | 25 | 27 | 28 |
| Installed | 23 | 24 | 22 | 23 | 18 | 14 | 13 | 22 | 20 | 12 | 11 | 10 | 10 | 14 | 14 | 16 |
| Serviceable | 20 | 16 | 12 | 11 | 15 | 13 | 14 | 7 | 6 | 7 | 9 | 11 | 10 | 9 | 13 | 12 |
| Reparable | - | - | - | - | 1 | 3 | 2 | 5 | 7 | 5 | - | - | - | 2 | - | - |
| <u>R-985 - Total</u> | 10 | 15 | 17 | 23 | 49 | 53 | 58 | 59 | 59 | 66 | 51 | 52 | 62 | 85 | 84 | 93 |
| Installed | 8 | 10 | 12 | 18 | 36 | 28 | 30 | 36 | 34 | 39 | 33 | 36 | 32 | 45 | 47 | 40 |
| Serviceable | 2 | 5 | 5 | 5 | 13 | 23 | 26 | 21 | 22 | 19 | 14 | 15 | 27 | 35 | 36 | 53 |
| Reparable | - | - | - | - | - | 2 | 2 | 2 | 3 | 8 | 4 | 1 | 3 | 5 | 1 | - |
| <u>R-680 - Total</u> | 9 | 10 | 8 | 7 | 8 | 7 | 7 | 11 | 13 | 7 | 7 | - | - | - | - | - |
| Installed | 3 | 4 | 4 | 4 | 5 | 5 | 5 | 7 | 8 | 4 | 4 | - | - | - | - | - |
| Serviceable | 6 | 6 | 4 | 3 | 3 | 2 | 1 | 3 | 3 | 3 | 3 | - | - | - | - | - |
| Reparable | - | - | - | - | - | - | 1 | 1 | 2 | - | - | - | - | - | - | - |
| <u>R-670 - Total</u> | - | - | - | - | - | - | - | 4 | 4 | 1 | - | - | - | - | - | - |
| Installed | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - |
| Serviceable | - | - | - | - | - | - | - | 4 | 4 | - | - | - | - | - | - | - |
| Reparable | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| <u>V-1710 - Total</u> | 417 | 264 | 277 | 282 | 446 | 566 | 601 | 516 | 357 | 329 | 296 | 244 | 224 | 10 | 8 | 5 |
| Installed | 189 | 184 | 167 | 147 | 261 | 278 | 227 | 198 | 196 | 194 | 180 | 128 | 108 | 2 | - | - |
| Serviceable | 216 | 74 | 104 | 118 | 158 | 234 | 253 | 192 | 154 | 135 | 116 | 116 | 116 | 8 | 8 | 5 |
| Reparable | 12 | 6 | 6 | 17 | 27 | 54 | 121 | 126 | 7 | - | - | - | - | - | - | - |
| <u>V-1650 - Total</u> | - | - | - | - | 7 | 2 | 2 | 7 | 6 | 12 | 84 | 84 | 144 | 121 | 111 | 141 |
| Installed | - | - | - | - | 3 | 1 | 1 | 4 | 2 | 2 | 39 | 38 | 96 | 78 | 75 | 75 |
| Serviceable | - | - | - | - | 3 | 1 | 1 | 3 | 4 | 10 | 45 | 45 | 46 | 43 | 35 | 65 |
| Reparable | - | - | - | - | 1 | - | - | - | - | - | - | - | 1 | 2 | 1 | 1 |
| <u>O-435 - Total</u> | - | - | - | - | 5 | 1 | 1 | 4 | 6 | 23 | 25 | 28 | 25 | 21 | 24 | 21 |
| Installed | - | - | - | - | 1 | 1 | 1 | 3 | 4 | 13 | 16 | 19 | 15 | 14 | 14 | 15 |
| Serviceable | - | - | - | - | 2 | - | - | 1 | 1 | 9 | 9 | 9 | 9 | 5 | 10 | 6 |
| Reparable | - | - | - | - | 2 | - | - | - | 1 | 1 | - | - | 1 | 2 | - | - |
| <u>O-170 - Total</u> | 9 | 8 | 7 | 7 | 8 | 3 | - | 6 | 1 | 2 | - | - | - | - | - | - |
| Installed | 4 | 3 | 2 | 2 | 2 | 2 | - | - | - | - | - | - | - | - | - | - |
| Serviceable | 5 | 5 | 5 | 5 | 6 | 1 | - | 6 | 1 | - | - | - | - | - | - | - |
| Reparable | - | - | - | - | - | - | - | - | - | 2 | - | - | - | - | - | - |
| <u>J-31 - Total</u> | - | - | - | - | - | - | - | - | - | - | - | - | 6 | 10 | 41 | 78 |
| Installed | - | - | - | - | - | - | - | - | - | - | - | - | 2 | 2 | 1 | 32 |
| Serviceable | - | - | - | - | - | - | - | - | - | - | - | - | 3 | 5 | 39 | 44 |
| Reparable | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 3 | 1 | 2 |

Table 103.-- AIRCRAFT IN STORAGE AT AIR MATERIEL COMMAND INSTALLATIONS, IN CONTINENTAL US, BY TYPE OF AIRPLANE: SEP 1944 TO DEC 1947

(The number shown below represents about 90 percent of all aircraft in storage in Continental US.)

| End of Month | Total | Very Heavy Bomber a/ | Heavy Bomber a/ | Medium & Light Bomber a/ | Fighter | Transport | Trainer | Other b/ |
|-------------------|--------|-------------------------|--------------------|-----------------------------|---------|-----------|---------|-------------|
| 1944 Sep. | 1,780 | - | c/ | c/ | c/ | c/ | c/ | c/ |
| Dec. | 2,508 | - | c/ | c/ | c/ | c/ | c/ | c/ |
| 1945 Mar. | 5,370 | - | 987 | 772 | 410 | 91 | 2,946 | 164 |
| Jun. | 10,844 | - | 4,303 | 1,017 | 455 | 75 | 2,636 | 2,358 |
| Sep. | 13,913 | 81 | 4,389 | 1,916 | 2,752 | 802 | 679 | 3,294 |
| Dec. | 15,688 | 2,062 | 1,159 | 2,012 | 4,071 | 656 | 2,365 | 3,363 |
| 1946 Jan. | 16,659 | 2,179 | 702 | 2,066 | 4,309 | 521 | 3,529 | 3,353 |
| Feb. | 16,951 | 2,226 | 481 | 2,108 | 4,577 | 636 | 3,776 | 3,147 |
| Mar. | 17,163 | 2,345 | 395 | 2,101 | 4,720 | 704 | 3,737 | 3,161 |
| Apr. | 16,550 | 2,434 | 288 | 1,959 | 4,677 | 743 | 3,658 | 2,791 |
| May. | 16,116 | 2,444 | 202 | 1,837 | 4,459 | 681 | 3,796 | 2,697 |
| Jun. | 16,038 | 2,467 | 151 | 1,797 | 4,649 | 625 | 3,733 | 2,616 |
| Jul. | 15,629 | 2,400 | 150 | 1,790 | 4,656 | 589 | 3,510 | 2,534 |
| Aug. | 13,595 | 2,378 | 135 | 1,791 | 4,606 | 545 | 3,060 | 1,080 |
| Sep. | 13,190 | 2,387 | 146 | 1,796 | 4,426 | 534 | 2,656 | 1,245 |
| Oct. | 12,813 | 2,375 | 141 | 1,794 | 4,213 | 541 | 2,496 | 1,253 |
| Nov. | 12,811 | 2,385 | 144 | 1,823 | 4,088 | 534 | 2,456 | 1,381 |
| Dec. | 12,682 | 2,417 | 137 | 1,851 | 3,930 | 512 | 2,467 | 1,368 |
| 1947 Jan. | 12,078 | 2,435 | 135 | 1,781 | 3,321 | 480 | 2,577 | 1,349 |
| Feb. | 11,707 | 2,451 | 140 | 1,716 | 3,112 | 436 | 2,570 | 1,282 |
| Mar. | 11,638 | 2,460 | 142 | 1,674 | 3,165 | 401 | 2,595 | 1,201 |
| Apr. | 11,789 | 2,504 | 134 | 1,645 | 3,256 | 362 | 2,682 | 1,206 |
| May. | 11,747 | 2,518 | 127 | 1,579 | 3,242 | 389 | 2,696 | 1,196 |
| Jun. | 11,445 | 2,524 | 128 | 1,424 | 3,104 | 378 | 2,692 | 1,195 |
| Jul. | 11,383 | 2,509 | 128 | 1,371 | 3,096 | 414 | 2,682 | 1,183 |
| Aug. | 11,208 | 2,464 | 128 | 1,452 | 2,972 | 413 | 2,687 | 1,092 |
| Sep. | 10,900 | | | 3,985 | 2,809 | 406 | 2,682 | 1,018 |
| Oct. | 10,698 | | | 3,940 | 2,667 | 400 | 2,676 | 1,015 |
| Nov. | 10,557 | | | 3,871 | 2,634 | 391 | 2,677 | 984 |
| Dec. | 10,379 | | | 3,875 | 2,485 | 348 | 2,618 | 1,053 |

a/ See Table 71 p109 for revision of classification and redesignation of bombardment types of aircraft, as of September 1947.

b/ Includes reconnaissance and communications airplanes, gliders and antiaircraft targets.

c/ Not available.

Source: Analysis Office, Comptroller's Department, Hq AMC

Table 104.—STORAGE SPACE AT AIR MATERIEL COMMAND AIR AND SPECIALIZED DEPOTS IN CONTINENTAL US:
MAR 1944 TO DEC 1946 AND IN CONTINENTAL US AND OVERSEAS 1947

Note.-- In thousands of square feet. Gross covered space is computed from all inside dimensions of warehouses and sheds and the total perimeter dimensions of open hardstands. Net space is computed to exclude offices, rest rooms, aisles and shipping and packing areas. Occupied space is space actually occupied for storage purposes. For the year 1947, these data are broken down to show utilization of depot storage space and status of overseas storage space.

| End of Month | | Gross Covered | Net Covered | Open Hard Surfaced | Open Unsurfaced |
|--------------|--------------|---------------|-------------|--------------------|-----------------|
| 1944 | Mar. | a/ | 34,529 | - | - |
| | Jun. | a/ | 34,308 | - | - |
| | Sep. | a/ | b/ 34,672 | - | - |
| | Dec. | 60,178 | 35,032 | - | - |
| 1945 | Mar. | 59,849 | 36,131 | - | - |
| | Jun. | 59,072 | 35,647 | - | - |
| | Sep. | 57,620 | 35,202 | 10,943 | - |
| | Dec. | 57,119 | 35,983 | 12,932 | - |
| 1946 | Mar. | 50,692 | 32,360 | 16,587 | - |
| | Jun. | 47,325 | 30,693 | 15,613 | 8,663 |
| | Sep. | 43,936 | 28,738 | 12,862 | 8,499 |
| | Dec. | 42,160 | 27,602 | 12,366 | 8,321 |

| End of month | COVERED | | | | | | OPEN | | | Unsurfaced Occupied |
|---------------------------------|-----------|--------|----------|-------|-------|----------|------------|--------|----------|---------------------|
| | WAREHOUSE | | | SHED | | | HARDSTANDS | | | |
| | Gross | Net | Occupied | Gross | Net | Occupied | Gross | Net | Occupied | |
| 1947 | | | | | | | | | | |
| Total USAF | | | | | | | | | | |
| Mar. | 44,757 | 24,779 | 19,323 | 1,293 | 1,072 | 893 | 25,524 | 18,908 | 11,811 | 11,692 |
| Jun. | 44,629 | 25,362 | 18,184 | 1,279 | 1,053 | 842 | 24,556 | 18,023 | 10,034 | 8,155 |
| Sep. | 40,246 | 22,911 | 17,301 | 1,224 | 1,026 | 734 | 22,408 | 16,371 | 8,901 | 4,478 |
| Dec. | 37,111 | 21,329 | 16,864 | 1,119 | 934 | 667 | 19,403 | 13,986 | 8,141 | 4,089 |
| Control Air Depots | | | | | | | | | | |
| Mar. | 27,509 | 14,730 | 11,886 | 684 | 590 | 491 | 19,405 | 14,208 | 9,924 | 7,144 |
| Jun. | 27,379 | 14,596 | 11,270 | 670 | 571 | 452 | 18,595 | 13,469 | 9,171 | 5,657 |
| Sep. | 25,175 | 13,515 | 11,217 | 612 | 541 | 396 | 16,883 | 12,022 | 8,118 | 4,373 |
| Dec. | 25,453 | 13,905 | 11,569 | 610 | 541 | 368 | 15,587 | 11,012 | 7,701 | 4,012 |
| Specialized Depots | | | | | | | | | | |
| Mar. | 14,792 | 8,882 | 6,551 | 532 | 417 | 337 | 4,410 | 3,325 | 1,023 | 262 |
| Jun. | 14,877 | 9,497 | 6,588 | 532 | 417 | 365 | 4,252 | 3,179 | 837 | 270 |
| Sep. | 13,232 | 8,247 | 5,874 | 535 | 420 | 334 | 3,816 | 2,974 | 657 | 105 |
| Dec. | 11,658 | 7,424 | 5,295 | 509 | 393 | 299 | 3,816 | 2,974 | 440 | 77 |
| Overseas Shipping Depots | | | | | | | | | | |
| Mar. | 2,456 | 1,167 | 886 | 77 | 65 | 65 | 1,709 | 1,375 | 864 | 4,286 |
| Jun. | 2,373 | 1,269 | 326 | 77 | 65 | 25 | 1,709 | 1,375 | 126 | 2,228 |
| Sep. | 1,839 | 1,149 | 210 | 77 | 65 | 4 | 1,709 | 1,375 | 126 | 0 |
| Dec. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

a/ Not available
b/ Estimated

Source: Air Installations Division, DCS/M

Table 105.-- AVERAGE OPERATING HOURS OF AIRPLANE ENGINES SINCE MANUFACTURE OR BETWEEN MAJOR OVERHAUL IN CONTINENTAL US, BY TYPE OF ENGINE: QUARTERLY, 1945 TO 1947

(Based on engines disassembled at overhaul activities)

| Year and Quarter | Type and Number of Engine and Average Operating Hours | | | | | | | | | | | |
|------------------------|---|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|
| | O-435 | | R-985 | | R-1340 | | V-1650 | | V-1710 | | R-1820 | |
| | No. Eng. | Oper. Hrs. | No. Eng. | Oper. Hrs. | No. Eng. | Oper. Hrs. | No. Eng. | Oper. Hrs. | No. Eng. | Oper. Hrs. | No. Eng. | Oper. Hrs. |
| 1945 | | | | | | | | | | | | |
| 1st Qtr | a/ | a/ | 1,743 | 973 | 1,108 | 848 | 167 | 273 | 188 | 363 | 3,497 | 592 |
| 2nd Qtr | a/ | a/ | 1,109 | 909 | 728 | 782 | 151 | 223 | 245 | 381 | 3,257 | 603 |
| 3rd Qtr | a/ | a/ | 636 | 863 | 619 | 772 | 150 | 412 | 110 | 425 | 979 | 627 |
| 4th Qtr | a/ | a/ | a/ | a/ | 238 | 852 | a/ | a/ | a/ | a/ | a/ | a/ |
| 1946 | | | | | | | | | | | | |
| 1st Qtr | a/ | a/ | a/ | a/ | 50 | 827 | a/ | a/ | a/ | a/ | a/ | a/ |
| 2nd Qtr | a/ | a/ | a/ | a/ | 23 | 240 | a/ | a/ | a/ | a/ | a/ | a/ |
| 3rd Qtr | a/ | a/ | a/ | a/ | 565 | 877 | a/ | a/ | a/ | a/ | a/ | a/ |
| 4th Qtr | a/ | a/ | a/ | a/ | 151 | 796 | a/ | a/ | a/ | a/ | a/ | a/ |
| 1947 | | | | | | | | | | | | |
| 1st Qtr | 86 | 275 | 125 | 973 | 331 | 751 | a/ | a/ | a/ | a/ | a/ | a/ |
| 2nd Qtr | 28 | 275 | 605 | 903 | 259 | 671 | a/ | a/ | a/ | a/ | a/ | a/ |
| 3rd Qtr | 65 | 355 | 194 | 895 | 170 | 797 | a/ | a/ | a/ | a/ | a/ | a/ |
| 4th Qtr | 46 | 466 | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ |

| Year and Quarter | Type and Number of Engine and Average Operating Hours--Continued | | | | | | | | | | | |
|------------------------|--|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|
| | R-1830 | | R-2000 | | R-2600 | | R-2800 | | R-3350 | | J-33 b/ | |
| | No. Eng. | Oper. Hrs. | No. Eng. | Oper. Hrs. | No. Eng. | Oper. Hrs. | No. Eng. | Oper. Hrs. | No. Eng. | Oper. Hrs. | No. Eng. | Oper. Hrs. |
| 1945 | | | | | | | | | | | | |
| 1st Qtr | 4,354 | 582 | 556 | 719 | 631 | 505 | 911 | 474 | 857 | 183 | a/ | a/ |
| 2nd Qtr | 3,411 | 559 | 1,023 | 750 | 155 | 537 | 868 | 501 | 979 | 246 | a/ | a/ |
| 3rd Qtr | 1,742 | 581 | 763 | 759 | a/ | a/ | 245 | 462 | 2,176 | 243 | a/ | a/ |
| 4th Qtr | 307 | 663 | 373 | 777 | 325 | 649 | 30 | 544 | 925 | 246 | a/ | a/ |
| 1946 | | | | | | | | | | | | |
| 1st Qtr | 169 | 664 | 589 | 802 | 146 | 633 | 15 | 627 | 599 | 238 | 13 | 17 |
| 2nd Qtr | a/ | a/ | 512 | 667 | 86 | 556 | a/ | a/ | 81 | 180 | 128 | 14 |
| 3rd Qtr | a/ | a/ | 121 | 577 | a/ | a/ | a/ | a/ | 178 | 216 | 130 | 22 |
| 4th Qtr | a/ | a/ | 331 | 663 | a/ | a/ | a/ | a/ | 228 | 170 | 108 | 28 |
| 1947 | | | | | | | | | | | | |
| 1st Qtr | a/ | a/ | 213 | 639 | a/ | a/ | a/ | a/ | 132 | 150 | 241 | 35 |
| 2nd Qtr | a/ | a/ | 198 | 647 | a/ | a/ | a/ | a/ | a/ | a/ | 324 | 47 |
| 3rd Qtr | a/ | a/ | 242 | 667 | 38 | 595 | a/ | a/ | a/ | a/ | 318 | 47 |
| 4th Qtr | a/ | a/ | 439 | 610 | 250 | 559 | a/ | a/ | 234 | 258 | 186 | 50 |

a/ No overhauls or insufficient engines disassembled to provide a reliable average.

b/ Data not available for other jet type engines; nor for R-4360 type engine.

Source: Analysis Office, Comptroller's Department, Hq. Air Materiel Command.

Table 106.-- AVERAGE MAN-HOURS EXPENDED PER MAJOR AIRPLANE ENGINE OVERHAUL AT AIR MATERIEL COMMAND AIR DEPOTS IN CONTINENTAL US, BY TYPE OF ENGINE: QUARTERLY, 3RD QUARTER 1943 TO 1947

Note.--Major engine overhaul includes disassembly, cleaning, inspection, repair, sub-assembly, final assembly, block testing (subsequent to December 1946) and preparation for storage.

| Year and Quarter | Type and Number of Engines and Average Man-hours | | | | | | | | | | | | | | | | | | | |
|-------------------|--|-------------|----------|-------------|----------|-------------|----------|-------------|----------|-------------|----------|-------------|----------|-------------|----------|-------------|----------|-------------|--------------------|-------------|
| | R-1340 | | V-1650 | | V-1710 | | R-1820 | | R-1830 | | R-2000 | | R-2600 | | R-2800 | | R-3350 | | J-33 ^{a/} | |
| | No. Eng. | Avg. h-Hrs. | No. Eng. | Avg. h-Hrs. | No. Eng. | Avg. h-Hrs. | No. Eng. | Avg. h-Hrs. | No. Eng. | Avg. h-Hrs. | No. Eng. | Avg. h-Hrs. | No. Eng. | Avg. h-Hrs. | No. Eng. | Avg. h-Hrs. | No. Eng. | Avg. h-Hrs. | No. Eng. | Avg. h-Hrs. |
| 1943 | | | | | | | | | | | | | | | | | | | | |
| 3rd Qtr | 1,224 | 179 | 287 | 484 | 1,286 | 341 | 3,947 | 232 | 1,592 | 326 | b/ | b/ | 1,120 | 473 | 736 | 554 | b/ | b/ | b/ | b/ |
| 4th Qtr | 1,118 | 147 | 390 | 449 | 1,885 | 269 | 4,527 | 178 | 3,352 | 245 | b/ | b/ | 2,400 | 322 | 953 | 481 | 13 | 515 | b/ | b/ |
| 1944 | | | | | | | | | | | | | | | | | | | | |
| 1st Qtr | 696 | 108 | 562 | 381 | 2,341 | 204 | 3,965 | 125 | 3,589 | 184 | b/ | b/ | 2,607 | 242 | 2,836 | 361 | 190 | 367 | b/ | b/ |
| 2nd Qtr | 795 | 102 | 754 | 279 | 2,254 | 172 | 4,358 | 121 | 5,880 | 163 | b/ | b/ | 2,055 | 199 | 2,063 | 299 | 214 | 303 | b/ | b/ |
| 3rd Qtr | 1,800 | 86 | 280 | 243 | 2,165 | 156 | 5,404 | 103 | 6,389 | 158 | 767 | 175 | 2,073 | 204 | 1,986 | 263 | 1,164 | 260 | b/ | b/ |
| 4th Qtr | 875 | 88 | 252 | 230 | 1,732 | 131 | 5,137 | 113 | 10,008 | 150 | 439 | 411 | 2,187 | 192 | 2,027 | 250 | 1,601 | 252 | b/ | b/ |
| 1945 | | | | | | | | | | | | | | | | | | | | |
| 1st Qtr | 1,194 | 64 | 453 | 249 | 1,608 | 134 | 5,839 | 104 | 10,599 | 147 | 681 | 210 | 1,867 | 206 | 3,614 | 242 | 2,062 | 253 | 21 | 248 |
| 2nd Qtr | 886 | 66 | 456 | 253 | 929 | 156 | 5,834 | 93 | 10,030 | 141 | 1,250 | 217 | 859 | 204 | 2,923 | 241 | 2,416 | 249 | 72 | 361 |
| 3rd Qtr | 797 | 78 | 496 | 273 | 522 | 134 | 1,940 | 81 | 4,402 | 136 | 1,249 | 252 | 705 | 155 | 1,594 | 240 | 5,219 | 245 | 57 | 733 |
| 4th Qtr | 181 | 86 | b/ | b/ | b/ | b/ | b/ | b/ | 764 | 137 | 1,541 | 250 | 584 | 155 | 625 | 193 | 1,654 | 207 | 71 | 512 |
| 1946 | | | | | | | | | | | | | | | | | | | | |
| 1st Qtr | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | 885 | 164 | 1,035 | 200 | 517 | 181 | 227 | 276 | 897 | 285 | 51 | 302 |
| 2nd Qtr | 111 | 136 | b/ | b/ | b/ | b/ | b/ | b/ | 100 | 256 | 1,108 | 221 | 234 | 298 | 25 | 112 | 337 | 322 | 70 | 329 |
| 3rd Qtr | 285 | 221 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | 101 | 319 | b/ | b/ | b/ | b/ | 77 | 406 | 97 | 333 |
| 4th Qtr | 568 | 232 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | 523 | 332 | b/ | b/ | b/ | b/ | 319 | 424 | 84 | 413 |
| 1947 | | | | | | | | | | | | | | | | | | | | |
| 1st Qtr | 370 | 147 | 7 | 1,029 | b/ | b/ | b/ | b/ | b/ | b/ | 802 | 279 | b/ | b/ | b/ | b/ | 387 | 437 | 371 | 330 |
| 2nd Qtr | 341 | 173 | 8 | 970 | b/ | b/ | b/ | b/ | b/ | b/ | 214 | 336 | b/ | b/ | 2 | 300 | 295 | 380 | 149 | 334 |
| 3rd Qtr | 197 | 158 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | 282 | 322 | b/ | b/ | b/ | b/ | 73 | 417 | 308 | 455 |
| 4th Qtr | 126 | 178 | 1 | 1,042 | 2 | 294 | b/ | b/ | b/ | b/ | 350 | 240 | b/ | b/ | b/ | b/ | b/ | b/ | 179 | 317 |

^{a/} Data not available for other Jet engines; nor for R-4360 Type engine
^{b/} No overhauls during period
^{c/} Not available

Source: Analysis Office, Comptroller's Department, Hq. Air Materiel Command

Table 107.-- AIRPLANE LOSSES IN CONTINENTAL US AND OVERSEAS, BY TYPE

(Figures in parentheses indicate the

| Year and Quarter, or month | Total US Army Air Force | | | | | |
|----------------------------|-------------------------|-------------------------|--------------------|-----------------------------|---------|--------|
| | Total | Very Heavy Bomber a/ | Heavy Bomber a/ | Medium & Light Bomber a/ | Fighter | Other |
| Total | 82,288 | 834 | 15,469 | 11,554 | 34,224 | 20,207 |
| Annually | | | | | | |
| 1941 (Dec) | 445 | - | 31 | 53 | 318 | 43 |
| 1942 | 5,415 | - | 412 | 949 | 2,149 | 1,905 |
| 1943 | 15,032 | 3 | 2,607 | 2,298 | 5,609 | 4,515 |
| 1944 | 28,300 | 203 | 7,871 | 3,161 | 11,995 | 5,070 |
| 1945 | 21,950 | 584 | 3,727 | 2,968 | 9,726 | 4,945 |
| 1946 | 7,894 | 22 | 664 | 1,585 | 3,136 | 2,487 |
| 1947 (Jan-Aug) | 2,848 | 22 | 156 | 486 | 1,166 | 1,018 |
| 1947 (Sep-Dec) | 404 | - | 1 | 54 | 125 | 224 |
| Quarterly | | | | | | |
| 1942 | | | | | | |
| 1st Qtr. | 765 | - | 65 | 108 | 390 | 202 |
| 2nd Qtr. | 1,074 | - | 62 | 196 | 459 | 357 |
| 3rd Qtr. | 1,611 | - | 118 | 285 | 527 | 681 |
| 4th Qtr. | 1,965 | - | 167 | 360 | 773 | 665 |
| 1943 | | | | | | |
| 1st Qtr. | 2,747 | 1 | 315 | 564 | 1,103 | 764 |
| 2nd Qtr. | 3,299 | - | 471 | 552 | 1,352 | 924 |
| 3rd Qtr. | 4,374 | - | 822 | 636 | 1,647 | 1,269 |
| 4th Qtr. | 4,612 | 2 | 999 | 546 | 1,507 | 1,558 |
| 1944 | | | | | | |
| 1st Qtr. | 5,317 | 1 | 1,583 | 660 | 1,863 | 1,210 |
| 2nd Qtr. | 7,976 | 35 | 2,303 | 763 | 3,490 | 1,385 |
| 3rd Qtr. | 8,008 | 57 | 2,235 | 807 | 3,492 | 1,417 |
| 4th Qtr. | 6,999 | 110 | 1,750 | 931 | 3,150 | 1,058 |
| 1945 | | | | | | |
| 1st Qtr. | 6,918 | 140 | 1,721 | 857 | 2,953 | 1,247 |
| 2nd Qtr. | 5,846 | 266 | 1,101 | 760 | 2,398 | 1,321 |
| 3rd Qtr. | 4,784 | 174 | 584 | 837 | 2,062 | 1,127 |
| 4th Qtr. | 4,402 | 4 | 321 | 514 | 2,313 | 1,250 |
| Monthly | | | | | | |
| 1946 | | | | | | |
| Jan. | 627 | 5 | 14 | 133 | 203 | 272 |
| Feb. | 759 | 1 | 39 | 68 | 338 | 313 |
| Mar. | 1,469 | (2) | 130 | 435 | 592 | 314 |
| Apr. | 1,023 | 7 | 174 | 137 | 404 | 301 |
| May. | 391 | (25) | (13) | 79 | 194 | 156 |
| Jun. | 426 | 3 | 24 | 60 | 117 | 222 |
| Jul. | 493 | 6 | 77 | 15 | 270 | 125 |
| Aug. | 840 | 2 | 59 | 116 | 364 | 299 |
| Sep. | 402 | 1 | 9 | 44 | 150 | 198 |
| Oct. | 388 | 11 | 58 | 157 | 44 | 118 |
| Nov. | 754 | 6 | 90 | 253 | 315 | 90 |
| Dec. | 322 | 7 | 3 | 88 | 145 | 79 |
| 1947 | | | | | | |
| Jan. | 712 | - | 74 | 195 | 317 | 126 |
| Feb. | 223 | 3 | 9 | 96 | 59 | 56 |
| Mar. | 413 | 7 | 4 | 91 | 189 | 122 |
| Apr. | 201 | 2 | 4 | 22 | 87 | 86 |
| May. | 712 | 4 | 44 | 14 | 320 | 330 |
| Jun. | 167 | 2 | 13 | 20 | 56 | 76 |
| Jul. | 223 | 3 | 4 | 22 | 77 | 117 |
| Aug. | 197 | 1 | 4 | 26 | 61 | 105 |
| Sep. | 112 | - | 1 | 25 | 35 | 51 |
| Oct. | 126 | - | - | 2 | 38 | 86 |
| Nov. | 87 | - | - | 6 | 27 | 54 |
| Dec. | 79 | - | - | 21 | 25 | 33 |

a/ See Table 71 p 109 for revision of classification and redesignation of bombardment types of aircraft as of September 1947.

OF AIRPLANE: DEC 1941; QUARTERLY, 1942 TO 1945; MONTHLY, 1946 AND 1947

excess of gains from salvage over losses.)

| Continental US | | | | | | Overseas ^{b/} | | | | | | Year and Quarter or Month |
|------------------|---------------------------------|----------------------------|-------------------------------------|---------|--------|------------------------|---------------------------------|----------------------------|-------------------------------------|---------|-------|---------------------------|
| Total | Very Heavy Bomber ^{a/} | Heavy Bomber ^{a/} | Medium & Light Bomber ^{a/} | Fighter | Other | Total | Very Heavy Bomber ^{a/} | Heavy Bomber ^{a/} | Medium & Light Bomber ^{a/} | Fighter | Other | |
| 23,691 | 270 | 2,095 | 3,620 | 7,400 | 10,306 | 58,597 | 564 | 13,374 | 7,934 | 26,824 | 9,901 | Total |
| <u>Annually</u> | | | | | | | | | | | | |
| 33 | - | 1 | 11 | 8 | 13 | 412 | - | 30 | 42 | 310 | 30 | 1941(Dec) |
| 3,525 | - | 114 | 656 | 997 | 1,758 | 1,890 | - | 298 | 293 | 1,152 | 147 | 1942 |
| 7,759 | 3 | 624 | 1,239 | 2,139 | 3,754 | 7,273 | - | 1,983 | 1,059 | 3,470 | 761 | 1943 |
| 7,314 | 45 | 865 | 920 | 2,579 | 2,905 | 20,986 | 158 | 7,006 | 2,241 | 9,416 | 2,165 | 1944 |
| 3,443 | 207 | 410 | 495 | 1,242 | 1,089 | 18,507 | 377 | 3,317 | 2,473 | 8,484 | 3,856 | 1945 |
| 1,021 | 4 | 70 | 222 | 248 | 477 | 6,873 | 18 | 594 | 1,363 | 2,888 | 2,010 | 1946 |
| 417 | 11 | 10 | 46 | 125 | 225 | 2,431 | 11 | 146 | 440 | 1,041 | 793 | 1947(Jan-Aug) |
| 179 | - | 1 | 31 | 62 | 85 | 225 | - | - | 23 | 63 | 139 | 1947(Sep-Dec) |
| <u>Quarterly</u> | | | | | | | | | | | | |
| 1942 | | | | | | | | | | | | |
| 451 | - | 15 | 84 | 159 | 193 | 314 | - | 50 | 24 | 231 | 9 | 1st Qtr |
| 681 | - | 25 | 116 | 204 | 336 | 393 | - | 37 | 80 | 255 | 21 | 2nd Qtr |
| 1,177 | - | 33 | 202 | 298 | 644 | 434 | - | 85 | 83 | 229 | 37 | 3rd Qtr |
| 1,216 | - | 41 | 254 | 336 | 585 | 749 | - | 126 | 106 | 437 | 80 | 4th Qtr |
| 1943 | | | | | | | | | | | | |
| 1,577 | 1 | 114 | 360 | 434 | 668 | 1,170 | - | 201 | 204 | 669 | 96 | 1st Qtr |
| 1,755 | - | 122 | 304 | 544 | 785 | 1,544 | - | 349 | 248 | 808 | 139 | 2nd Qtr |
| 2,083 | - | 193 | 288 | 564 | 1,038 | 2,291 | - | 629 | 348 | 1,083 | 231 | 3rd Qtr |
| 2,344 | 2 | 195 | 287 | 597 | 1,263 | 2,268 | - | 804 | 259 | 910 | 295 | 4th Qtr |
| 1944 | | | | | | | | | | | | |
| 2,003 | 1 | 224 | 251 | 562 | 965 | 3,314 | - | 1,359 | 409 | 1,301 | 245 | 1st Qtr |
| 2,194 | 6 | 193 | 222 | 842 | 931 | 5,782 | 29 | 2,110 | 541 | 2,648 | 454 | 2nd Qtr |
| 2,011 | 18 | 228 | 233 | 789 | 743 | 5,997 | 39 | 2,007 | 574 | 2,703 | 674 | 3rd Qtr |
| 1,106 | 20 | 220 | 214 | 386 | 266 | 5,893 | 90 | 1,530 | 717 | 2,764 | 792 | 4th Qtr |
| 1945 | | | | | | | | | | | | |
| 943 | 33 | 139 | 150 | 337 | 284 | 5,975 | 107 | 1,582 | 707 | 2,616 | 963 | 1st Qtr |
| 1,187 | 63 | 145 | 172 | 431 | 376 | 4,659 | 203 | 956 | 588 | 1,967 | 945 | 2nd Qtr |
| 988 | 119 | 105 | 135 | 356 | 273 | 3,796 | 55 | 479 | 702 | 1,706 | 854 | 3rd Qtr |
| 325 | (8) | 21 | 38 | 118 | 156 | 4,077 | 12 | 300 | 476 | 2,195 | 1,094 | 4th Qtr |
| <u>Monthly</u> | | | | | | | | | | | | |
| 1946 | | | | | | | | | | | | |
| 113 | 3 | 1 | 34 | 25 | 50 | 514 | 2 | 13 | 99 | 178 | 222 | Jan |
| 131 | (1) | 35 | 13 | 20 | 64 | 628 | 2 | 4 | 55 | 318 | 249 | Feb |
| 88 | (3) | 7 | 19 | 30 | 35 | 1,381 | 1 | 123 | 416 | 562 | 279 | Mar |
| 125 | 6 | (2) | 19 | 25 | 77 | 898 | 1 | 176 | 118 | 379 | 224 | Apr |
| 31 | (26) | 1 | 10 | 21 | 65 | 360 | 1 | (14) | 69 | 173 | 131 | May |
| 57 | 3 | 9 | 13 | 17 | 15 | 369 | - | 15 | 47 | 100 | 207 | Jun |
| 58 | - | 3 | 7 | 18 | 30 | 435 | 6 | 74 | 8 | 252 | 95 | Jul |
| 155 | 1 | 11 | 20 | 28 | 95 | 685 | 1 | 48 | 96 | 336 | 204 | Aug |
| 73 | 2 | 2 | 16 | 28 | 25 | 329 | (1) | 7 | 28 | 122 | 173 | Sep |
| 57 | 9 | 2 | 5 | 21 | 20 | 331 | 2 | 56 | 152 | 23 | 98 | Oct |
| 94 | 5 | 1 | 57 | 9 | 22 | 660 | 1 | 89 | 196 | 306 | 68 | Nov |
| 39 | 5 | - | 9 | 6 | 19 | 283 | 2 | 3 | 79 | 139 | 60 | Dec |
| 1947 | | | | | | | | | | | | |
| 38 | 1 | 1 | 7 | 13 | 16 | 674 | (1) | 73 | 188 | 304 | 110 | Jan |
| 49 | 1 | 3 | 3 | 7 | 35 | 174 | 2 | 6 | 93 | 52 | 21 | Feb |
| 54 | 1 | - | 6 | 20 | 27 | 359 | 6 | 4 | 85 | 169 | 95 | Mar |
| 65 | 1 | - | 10 | 24 | 30 | 136 | 1 | 4 | 12 | 63 | 56 | Apr |
| 71 | 3 | 2 | 3 | 38 | 25 | 641 | 1 | 42 | 11 | 282 | 305 | May |
| 38 | 2 | 3 | 5 | 3 | 25 | 129 | - | 10 | 15 | 53 | 51 | Jun |
| 69 | 1 | 1 | 3 | 11 | 53 | 154 | 2 | 3 | 19 | 66 | 64 | Jul |
| 33 | 1 | - | 9 | 9 | 14 | 164 | - | 4 | 17 | 52 | 91 | Aug |
| 27 | - | 1 | 9 | 5 | 12 | 85 | - | - | 16 | 30 | 39 | Sep |
| 35 | - | - | 2 | 20 | 13 | 91 | - | - | - | 18 | 73 | Oct |
| 76 | - | - | 5 | 30 | 41 | 11 | - | - | 1 | (3) | 13 | Nov |
| 41 | - | - | 15 | 7 | 19 | 38 | - | - | 6 | 18 | 14 | Dec |

^{b/} Includes losses suffered enroute to and from overseas as well as losses in theaters, ATC foreign divisions and other overseas commands.

Table 108.-- LOSSES OF COMBAT TYPE AIRPLANES OVERSEAS BY AREA, BY TYPE OF AIRPLANE AND BY TYPE OF LOSS: MONTHLY 1946 AND 1947

Note--Excludes losses enroute to and from overseas. Figures in parentheses indicate the excess of gains from salvage over losses. For years prior to 1946 see Army Air Forces Statistical Digest 1946.

| Area, Type of Airplane and Type of Loss | 1946 | 1947 | 1946 | | | | | | | | | | | | 1947 | | | | | | | | | | | |
|---|-------|-------|------|-----|-------|-----|------|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|
| | | | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
| All Areas | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total Losses | 5,462 | 1,886 | 296 | 381 | 1,151 | 780 | 289 | 289 | 385 | 599 | 197 | 249 | 620 | 226 | 574 | 147 | 284 | 98 | 411 | 82 | 98 | 88 | 54 | 27 | (1) | 24 |
| Very Heavy Bomber | 16 | 12 | 2 | 2 | 1 | - | 1 | - | 6 | 1 | (1) | 2 | - | 2 | - | 2 | 6 | 1 | 1 | - | 2 | - | - | - | - | - |
| Heavy Bomber | 581 | 142 | 11 | 3 | 121 | 173 | (14) | 15 | 73 | 48 | 6 | 56 | 86 | 3 | 72 | 3 | 4 | 4 | 44 | 8 | 3 | 4 | - | - | - | - |
| Medium & Light Bomber | 1,349 | 461 | 95 | 51 | 418 | 116 | 68 | 47 | 7 | 96 | 25 | 151 | 196 | 79 | 187 | 92 | 86 | 11 | 12 | 15 | 19 | 17 | 16 | - | 1 | 5 |
| Fighter | 2,909 | 1,089 | 179 | 316 | 571 | 378 | 173 | 119 | 252 | 332 | 122 | 22 | 306 | 139 | 288 | 52 | 171 | 71 | 275 | 51 | 66 | 52 | 30 | 18 | (3) | 18 |
| Reconnaissance | 607 | 182 | 9 | 9 | 40 | 113 | 61 | 108 | 47 | 122 | 45 | 18 | 32 | 3 | 27 | (2) | 17 | 11 | 79 | 8 | 8 | 15 | 8 | 9 | 1 | 1 |
| 1st Line Losses | 3,818 | 834 | 183 | 321 | 1,066 | 678 | 204 | 285 | 244 | 304 | 79 | 121 | 174 | 119 | 112 | 55 | 141 | 85 | 196 | 38 | 74 | 32 | 39 | 23 | 10 | 23 |
| 2nd Line Losses | 1,644 | 1,052 | 113 | 60 | 45 | 102 | 85 | 4 | 141 | 295 | 118 | 128 | 446 | 107 | 462 | 92 | 143 | 13 | 215 | 44 | 24 | 56 | 15 | 4 | (11) | 1 |
| European Area | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Heavy Bomber-Total | 475 | 5 | 10 | (4) | 103 | 168 | (20) | 6 | 87 | 48 | 3 | 56 | 16 | 2 | - | - | - | 1 | 1 | 3 | - | - | - | - | - | - |
| 1st Line Losses | 466 | 5 | 8 | (5) | 103 | 167 | (22) | 5 | 87 | 47 | 2 | 56 | 16 | 2 | - | - | - | 1 | 1 | 3 | - | - | - | - | - | - |
| 2nd Line Losses | 9 | - | 2 | 1 | - | 1 | 2 | 1 | - | 1 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Medium & Light Bomber-Total | 731 | 40 | 73 | 37 | 367 | 99 | 29 | 59 | 17 | 33 | - | 3 | 13 | 1 | 5 | 20 | 1 | - | 3 | - | 8 | - | 3 | - | - | - |
| 1st Line Losses | 671 | 26 | 66 | 37 | 361 | 97 | 25 | 59 | 10 | 33 | 1 | 3 | 13 | 1 | 5 | 20 | 1 | - | 3 | - | 8 | - | 3 | - | - | - |
| 2nd Line Losses | 60 | 14 | 7 | - | 6 | 2 | 4 | 34 | 7 | - | (1) | - | - | 1 | 5 | - | 1 | - | 1 | - | - | - | - | - | (1) | - |
| Fighter-Total | 1,604 | 214 | 134 | 26 | 495 | 370 | 89 | 169 | 155 | 26 | 19 | 28 | 14 | 77 | 28 | 11 | 67 | 27 | 38 | 11 | 12 | (4) | 4 | 2 | 6 | 5 |
| 1st Line Losses | 1,393 | 206 | 40 | 23 | 488 | 285 | 86 | 166 | 148 | 24 | 18 | 28 | 14 | 76 | 21 | 11 | 66 | 27 | 38 | 11 | 12 | (4) | 4 | 9 | 6 | 6 |
| 2nd Line Losses | 211 | 8 | 94 | 5 | 7 | 85 | 3 | 3 | 7 | 2 | 1 | 3 | - | 1 | 7 | - | 1 | - | - | - | - | - | - | - | - | - |
| Reconnaissance-Total | 282 | 54 | 1 | (3) | 10 | 82 | 58 | 76 | 27 | 4 | - | 16 | 9 | 1 | - | 2 | - | 39 | 1 | - | - | 4 | 8 | - | - | - |
| 1st Line Losses | 275 | 54 | 1 | (3) | 10 | 82 | 55 | 75 | 25 | 4 | - | 16 | 9 | 1 | - | 2 | - | 39 | 1 | - | - | 4 | 8 | - | - | - |
| 2nd Line Losses | 7 | - | - | - | - | 1 | 3 | 1 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Caribbean Area | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Heavy Bomber-Total | 14 | 1 | - | 7 | - | - | 1 | 4 | - | 2 | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - |
| 1st Line Losses | 2 | - | - | 7 | - | - | 1 | 4 | - | 2 | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - |
| 2nd Line Losses | 12 | 1 | - | 7 | - | - | 1 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Medium & Light Bomber-Total | 12 | 5 | - | 2 | - | - | - | - | - | 5 | - | - | 4 | 1 | 1 | - | (1) | - | (1) | - | 1 | 2 | 1 | - | 1 | - |
| 1st Line Losses | 2 | (1) | - | 2 | - | - | - | - | - | 5 | - | - | 4 | 1 | 1 | - | (1) | - | (1) | - | 1 | 2 | 1 | - | 1 | - |
| 2nd Line Losses | 10 | 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Fighter-Total | 192 | 14 | 15 | 167 | 2 | - | - | 2 | - | 2 | - | 2 | 1 | 1 | - | - | - | - | 1 | - | 2 | 5 | 5 | - | 1 | - |
| 1st Line Losses | 192 | 14 | 15 | 167 | 2 | - | - | 2 | - | 2 | - | 2 | 1 | 1 | - | - | - | - | 1 | - | 2 | 5 | 5 | - | 1 | - |
| 2nd Line Losses | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Reconnaissance-Total | 6 | - | 2 | - | - | - | - | 2 | 1 | (1) | - | - | - | - | 4 | (4) | - | - | - | - | - | - | - | - | - | - |
| 1st Line Losses | 1 | - | - | - | - | - | - | 1 | 1 | - | - | - | - | - | 4 | (4) | - | - | - | - | - | - | - | - | - | - |
| 2nd Line Losses | 5 | - | 2 | - | - | - | - | 1 | 3 | (1) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

Table 109.--LOSSES OF NON-COMBAT TYPES OF AIRPLANES OVERSEAS, BY AREA AND BY TYPE OF AIRPLANE: DEC 1941; QUARTERLY, 1941 TO 1945; MONTHLY, 1946 AND 1947

Note--Excludes losses enroute to and from overseas. Figures in parentheses indicate the excess of gains from salvage over losses. For years prior to 1946 see Army Air Forces Statistical Digest 1946.

| Year and Month | Transport Airplane Losses | | | | | | | Communications and Trainer Airplane Losses | | | | | | |
|-----------------|---------------------------|---------------|----------------|--------------|------------|--------|----------------|--|---------------|----------------|--------------|------------|--------|----------------|
| | All Areas | European Area | Caribbean Area | Pacific Area | China Area | Alaska | Other Overseas | All Areas | European Area | Caribbean Area | Pacific Area | China Area | Alaska | Other Overseas |
| Total | 1,240 | 397 | 9 | 544 | 275 | 11 | 4 | 659 | 379 | 6 | 221 | 43 | 9 | 1 |
| <u>Annually</u> | | | | | | | | | | | | | | |
| 1946 | 790 | 314 | 2 | 197 | 269 | 8 | - | 415 | 311 | 1 | 61 | 35 | 7 | - |
| 1947 | 450 | 83 | 7 | 347 | 6 | 3 | 4 | 244 | 68 | 5 | 160 | 8 | 2 | 1 |
| <u>Monthly</u> | | | | | | | | | | | | | | |
| <u>1946</u> | | | | | | | | | | | | | | |
| Jan. | 152 | 6 | - | 23 | 123 | - | - | 44 | 19 | - | 6 | 19 | - | - |
| Feb. | 225 | 74 | - | 14 | 137 | - | - | 11 | 1 | 2 | 2 | 6 | - | - |
| Mar. | 116 | 28 | - | 89 | - | (1) | - | 119 | 73 | 1 | 43 | 2 | - | - |
| Apr. | 35 | 17 | 1 | 14 | 2 | 1 | - | 64 | 46 | - | 9 | 8 | 1 | - |
| May. | 56 | 56 | 4 | (6) | 1 | 1 | - | 9 | 20 | - | (12) | - | 1 | - |
| Jun. | 25 | 40 | 2 | (17) | - | - | - | 72 | 79 | - | (8) | - | 1 | - |
| Jul. | 11 | 10 | 1 | 1 | - | (1) | - | 30 | 27 | - | 3 | - | - | - |
| Aug. | 89 | 43 | - | 45 | - | 1 | - | (6) | (16) | - | 9 | - | 1 | - |
| Sep. | 6 | 7 | (8) | 2 | 2 | 3 | - | 17 | 18 | (3) | 1 | - | 1 | - |
| Oct. | 34 | 18 | - | 13 | 1 | 2 | - | 15 | 13 | - | 1 | - | 1 | - |
| Nov. | 12 | 4 | 1 | 6 | 1 | - | - | 14 | 10 | 1 | 2 | - | 1 | - |
| Dec. | 29 | 11 | 1 | 13 | 2 | 2 | - | 26 | 21 | - | 5 | - | - | - |
| <u>1947</u> | | | | | | | | | | | | | | |
| Jan. | 50 | 39 | 3 | 7 | 1 | - | - | 15 | 11 | 1 | 3 | - | - | - |
| Feb. | 7 | 2 | (1) | 7 | - | - | (1) | 8 | 3 | - | 3 | 2 | - | - |
| Mar. | 43 | 12 | 1 | 25 | 5 | (1) | 1 | 38 | 23 | - | 14 | - | 1 | - |
| Apr. | 26 | 9 | - | 16 | - | 1 | - | 24 | 16 | - | 7 | 1 | - | - |
| May. | 201 | (1) | - | 198 | - | - | 4 | 22 | - | 1 | 20 | - | 1 | - |
| Jun. | 14 | 1 | - | 12 | - | 1 | - | 20 | 6 | 1 | 12 | 1 | - | - |
| Jul. | 34 | 7 | - | 27 | - | - | - | 20 | - | 1 | 19 | (1) | - | 1 |
| Aug. | 42 | 1 | - | 41 | - | - | - | 25 | 2 | 1 | 22 | - | - | - |
| Sep. | 11 | 2 | 2 | 7 | - | - | - | 13 | 4 | - | 7 | 1 | 1 | - |
| Oct. | 8 | 5 | - | 3 | - | - | - | 52 | - | - | 50 | 2 | - | - |
| Nov. | 7 | 2 | - | 3 | - | 2 | - | 5 | 3 | - | 1 | 1 | - | - |
| Dec. | 7 | 4 | 2 | 1 | - | - | - | 2 | - | - | 2 | 1 | (1) | - |

Table 110.-- LOSSES OF COMBAT AND NON-COMBAT TYPES OF AIRPLANES OVERSEAS, BY OVERSEAS AREA: 1941 TO 1947

(Excludes Air Transport Command overseas losses and all other losses enroute to and from overseas.)

| Area and Type of Airplane | Total | 1941 Dec | 1942 | 1943 | 1944 | 1945 | 1946 | 1947 |
|-----------------------------------|--------|-------------|-------|-------|--------|--------|-------|-------|
| All Areas | | | | | | | | |
| Total Losses. | 56,045 | 411 | 1,727 | 6,620 | 20,391 | 17,649 | 6,667 | 2,580 |
| Combat Type Airplane. | 50,189 | 407 | 1,621 | 6,289 | 19,243 | 15,281 | 5,462 | 1,886 |
| Non-Combat Type Airplane. | 5,856 | 4 | 106 | 331 | 1,148 | 2,368 | 1,205 | 694 |
| European Area | | | | | | | | |
| Total Losses. | 34,337 | - | 357 | 4,422 | 15,675 | 9,702 | 3,717 | 464 |
| Combat Type Airplane. | 31,899 | - | 337 | 4,303 | 15,066 | 8,788 | 3,092 | 313 |
| Non-Combat Type Airplane. | 2,438 | - | 20 | 119 | 609 | 914 | 625 | 151 |
| Caribbean Area | | | | | | | | |
| Total Losses. | 1,034 | - | 174 | 179 | 131 | 291 | 227 | 32 |
| Combat Type Airplane. | 887 | - | 152 | 137 | 96 | 258 | 224 | 20 |
| Non-Combat Type Airplane. | 147 | - | 22 | 42 | 35 | 33 | 3 | 12 |
| Pacific Area | | | | | | | | |
| Total Losses. | 14,674 | 408 | 955 | 1,439 | 3,001 | 4,661 | 2,245 | 1,965 |
| Combat Type Airplane. | 12,843 | 404 | 914 | 1,313 | 2,799 | 3,968 | 1,987 | 1,458 |
| Non-Combat Type Airplane. | 1,831 | 4 | 41 | 126 | 202 | 693 | 258 | 507 |
| China Area | | | | | | | | |
| Total Losses. | 5,194 | - | 106 | 403 | 1,468 | 2,791 | 419 | 7 |
| Combat Type Airplane. | 3,858 | - | 91 | 376 | 1,189 | 2,087 | 115 | - |
| Non-Combat Type Airplane. | 1,336 | - | 15 | 27 | 279 | 704 | 304 | 7 |
| Alaska Area | | | | | | | | |
| Total Losses. | 685 | 3 | 118 | 145 | 99 | 162 | 59 | 99 |
| Combat Type Airplane. | 603 | 3 | 110 | 135 | 80 | 143 | 44 | 88 |
| Non-Combat Type Airplane. | 82 | - | 8 | 10 | 19 | 19 | 15 | 11 |
| Other Overseas | | | | | | | | |
| Total Losses. | 121 | - | 17 | 32 | 17 | 42 | - | 13 |
| Combat Type Airplane. | 99 | - | 17 | 25 | 13 | 37 | - | 7 |
| Non-Combat Type Airplane. | 22 | - | - | 7 | 4 | 5 | - | 6 |

Table III.-- AIRPLANE ARRIVALS OVERSEAS, BY OVERSEAS AREA AND BY TYPE OF AIRPLANE: 1941 TO 1947

| Area and Type of Airplane | Total | 1941 (Dec) | 1942 | 1943 | 1944 | 1945 | 1946 | 1947 a/ | |
|---|--------|---------------|-------|--------|--------|--------|------|---------------|---------------|
| | | | | | | | | (Jan- Aug) | (Sep- Dec) |
| All Areas - Total | 77,537 | 212 | 5,374 | 16,149 | 37,018 | 17,651 | 417 | 519 | 197 |
| Very Heavy Bomber a/ | 1,828 | - | - | - | 539 | 1,239 | 6 | 44 | - |
| Heavy Bomber a/ | 18,892 | 18 | 955 | 4,289 | 10,740 | 2,795 | 81 | 14 | - |
| Medium & Light Bomber a/ | 9,031 | - | 749 | 2,492 | 4,247 | 1,503 | 8 | 23 | 9 |
| Fighter | 31,697 | 190 | 2,812 | 6,729 | 14,113 | 7,435 | 159 | 119 | 140 |
| Reconnaissance | 3,283 | - | 168 | 729 | 1,311 | 959 | 18 | 82 | 16 |
| Transport | 7,173 | 4 | 474 | 1,453 | 3,464 | 1,570 | 91 | 96 | 21 |
| Trainer & Communications | 5,633 | - | 216 | 457 | 2,604 | 2,150 | 54 | 141 | 11 |
| European Area - Total | 47,705 | - | 2,032 | 10,797 | 27,151 | 7,673 | 48 | 2 | 2 |
| Very Heavy Bomber a/ | 4 | - | - | - | - | 1 | 3 | - | - |
| Heavy Bomber a/ | 15,502 | - | 449 | 3,402 | 9,681 | 1,962 | 7 | 1 | - |
| Medium & Light Bomber a/ | 5,468 | - | 293 | 1,605 | 2,884 | 684 | 2 | - | - |
| Fighter | 19,092 | - | 901 | 4,417 | 10,221 | 3,521 | 32 | - | - |
| Reconnaissance | 1,414 | - | 82 | 402 | 714 | 214 | - | - | 2 |
| Transport | 3,563 | - | 235 | 812 | 2,055 | 456 | 4 | 1 | - |
| Trainer & Communications | 2,662 | - | 72 | 159 | 1,596 | 835 | - | - | - |
| Caribbean Area - Total | 1,661 | - | 397 | 414 | 204 | 264 | 174 | 107 | 101 |
| Very Heavy Bomber a/ | 1 | - | - | - | - | - | 1 | - | - |
| Heavy Bomber a/ | 205 | - | 55 | 13 | 46 | 22 | 68 | 1 | - |
| Medium & Light Bomber a/ | 124 | - | 23 | 77 | 7 | 1 | 4 | 10 | 2 |
| Fighter | 770 | - | 170 | 202 | 84 | 138 | 57 | 42 | 77 |
| Reconnaissance | 137 | - | 27 | 62 | 1 | 14 | 3 | 17 | 13 |
| Transport | 226 | - | 46 | 39 | 39 | 40 | 39 | 18 | 5 |
| Trainer & Communications | 198 | - | 76 | 21 | 27 | 49 | 2 | 19 | 4 |
| Pacific Area - Total | 19,309 | 212 | 2,070 | 3,443 | 5,776 | 7,440 | 114 | 213 | 41 |
| Very Heavy Bomber a/ | 1,395 | - | - | - | 228 | 1,160 | 2 | 5 | - |
| Heavy Bomber a/ | 2,474 | 18 | 338 | 611 | 822 | 671 | 6 | 8 | - |
| Medium & Light Bomber a/ | 2,532 | - | 292 | 653 | 951 | 618 | 2 | 10 | 6 |
| Fighter | 8,049 | 190 | 1,268 | 1,463 | 2,374 | 2,690 | 32 | - | 32 |
| Reconnaissance | 1,147 | - | 36 | 142 | 322 | 585 | 12 | 50 | - |
| Transport | 1,879 | 4 | 85 | 457 | 630 | 630 | 27 | 43 | 3 |
| Trainer & Communications | 1,833 | - | 51 | 117 | 449 | 1,086 | 33 | 97 | - |
| China Area - Total | 7,371 | - | 375 | 1,147 | 3,725 | 2,119 | 4 | - | 1 |
| Very Heavy Bomber a/ | 389 | - | - | - | 311 | 78 | - | - | - |
| Heavy Bomber a/ | 596 | - | 54 | 237 | 175 | 130 | - | - | - |
| Medium & Light Bomber a/ | 729 | - | 55 | 105 | 370 | 199 | - | - | - |
| Fighter | 3,054 | - | 190 | 517 | 1,378 | 969 | - | - | - |
| Reconnaissance | 475 | - | 13 | 60 | 264 | 138 | - | - | - |
| Transport | 1,308 | - | 63 | 94 | 719 | 427 | 4 | - | 1 |
| Trainer & Communications | 820 | - | - | 134 | 508 | 178 | - | - | - |
| Alaska - Total | 1,081 | - | 447 | 222 | 106 | 147 | 77 | 61 | 21 |
| Heavy Bomber a/ | 104 | - | 54 | 24 | 13 | 10 | - | 3 | - |
| Medium & Light Bomber a/ | 154 | - | 77 | 43 | 32 | - | - | 1 | 1 |
| Fighter | 580 | - | 249 | 111 | 18 | 117 | 38 | 44 | 3 |
| Reconnaissance | 32 | - | 9 | 4 | 5 | 6 | 3 | 4 | 1 |
| Transport | 143 | - | 43 | 35 | 19 | 14 | 17 | 4 | 11 |
| Trainer & Communications | 68 | - | 15 | 5 | 19 | - | 19 | 5 | 5 |
| Other Overseas - Total | 410 | - | 53 | 126 | 56 | 8 | - | 136 | 31 |
| Very Heavy Bomber a/ | 39 | - | - | - | - | - | - | 39 | - |
| Heavy Bomber a/ | 11 | - | 5 | 2 | 3 | - | - | 1 | - |
| Medium & Light Bomber a/ | 24 | - | 9 | 9 | 3 | 1 | - | 2 | - |
| Fighter | 152 | - | 34 | 19 | 38 | - | - | 33 | 28 |
| Reconnaissance | 78 | - | 1 | 59 | 5 | 2 | - | 11 | - |
| Transport | 54 | - | 2 | 16 | 2 | 3 | - | 30 | 1 |
| Trainer & Communications | 52 | - | 2 | 21 | 5 | 2 | - | 20 | 2 |

a/ See Table 71 p 109 for revision of classification and redesignation of bombardment types of aircraft, as of September 1947.

Table 112.-- DISPOSITION OF AIRPLANES EXCESS TO MILITARY REQUIREMENTS IN CONTINENTAL US AND OVERSEAS, BY TYPE OF AIRPLANE AND BY TYPE OF DISPOSITION: PRIOR TO 1945 AND JAN 1945 TO DEC 1947

Note.--Figures in parentheses represent net gains to inventory from those airplanes previously disposed of as excess. Transfers are airplanes transferred principally to War Assets Administration in Continental US - and to Foreign Liquidation Commission overseas. Transfers to other Government agencies are also included in this category. Under Scrap and Other are included those airplanes scrapped directly by the USAF or transferred to USAF activities for ground instructional purposes.

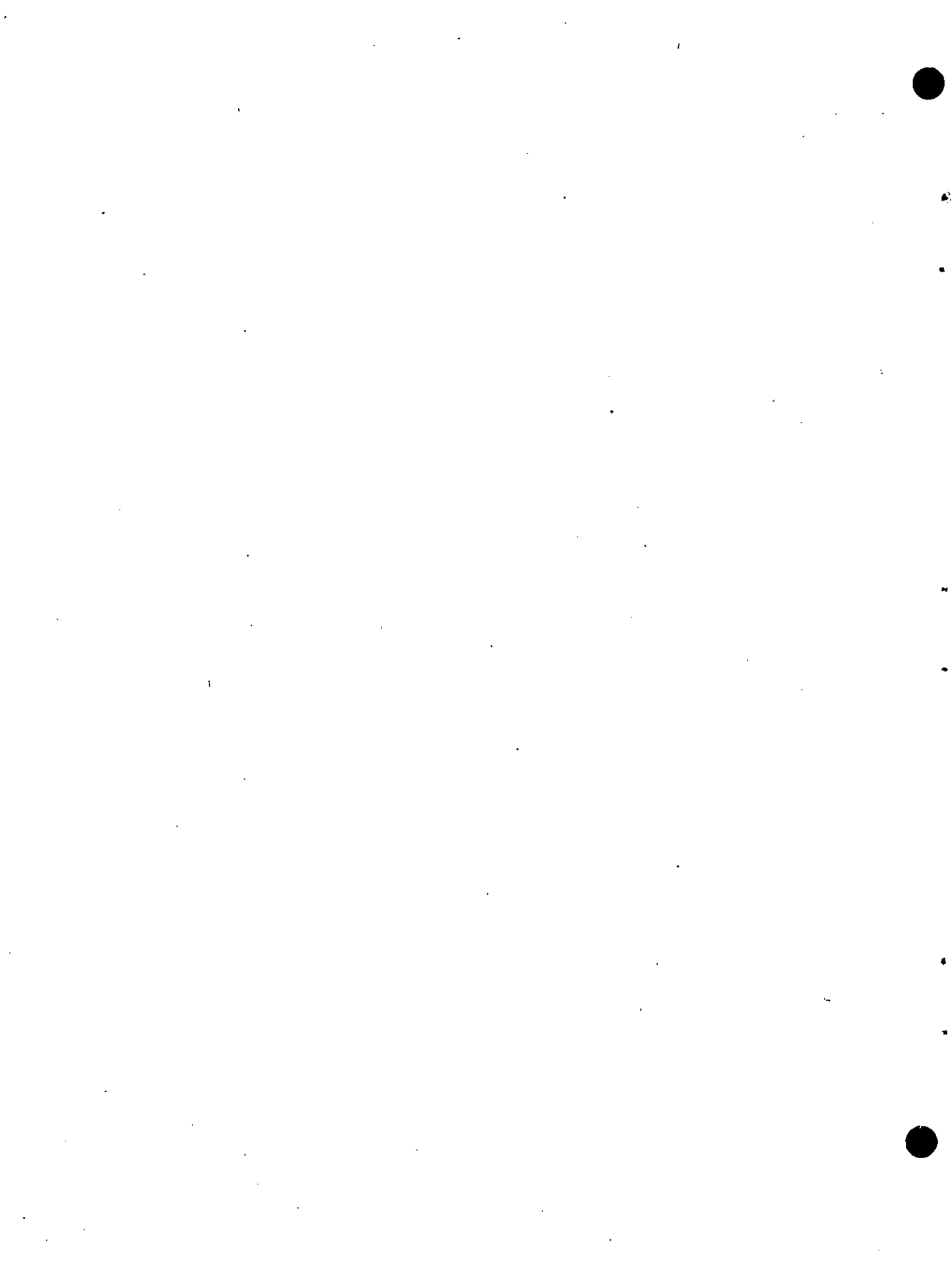
| Type of Airplane and Type of Disposition | Total | Prior to 1945 a/ | 1945 | 1946 | 1947 b/ | | 1945 | | | |
|---|---------------|---------------------------|---------------|--------------|---------------|---------------|--------------|--------------|--------------|---------------|
| | | | | | (Jan- Aug) | (Sep- Dec) | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr |
| Total USAF | 59,531 | 14,993 | 34,118 | 8,853 | 1,221 | 346 | 6,201 | 5,078 | 8,843 | 13,996 |
| Transfers | 51,027 | 14,667 | 29,789 | 5,308 | 934 | 329 | 5,919 | 4,068 | 8,845 | 11,257 |
| Scrap and Other | 8,504 | 326 | 4,329 | 3,545 | 287 | 17 | 282 | 1,010 | 298 | 2,739 |
| Continental US - Total | <u>50,716</u> | <u>14,993</u> | <u>31,420</u> | <u>3,804</u> | <u>378</u> | <u>121</u> | <u>6,201</u> | <u>5,066</u> | <u>8,759</u> | <u>11,394</u> |
| Transfers | 47,330 | 14,667 | 29,386 | 3,077 | 96 | 104 | 5,919 | 4,056 | 8,461 | 10,950 |
| Scrap and Other | 3,386 | 326 | 2,034 | 727 | 282 | 17 | 282 | 1,010 | 298 | 444 |
| Very Heavy Bomber - Total b/ | - | - | 2 | (2) | - | - | - | - | - | 2 |
| Transfers | - | - | - | - | - | - | - | - | - | - |
| Scrap and Other | - | - | 2 | (2) | - | - | - | - | - | 2 |
| Heavy Bomber - Total b/ | <u>10,808</u> | <u>41</u> | <u>9,218</u> | <u>1,533</u> | <u>16</u> | - | <u>24</u> | <u>740</u> | <u>2,382</u> | <u>6,072</u> |
| Transfers | 10,312 | 39 | 8,845 | 1,418 | 10 | - | 6 | 568 | 2,293 | 5,978 |
| Scrap and Other | 496 | 2 | 373 | 115 | 6 | - | 18 | 172 | 89 | 94 |
| Medium/Light Bomber - Total b/ | <u>3,915</u> | <u>651</u> | <u>2,878</u> | <u>285</u> | <u>71</u> | <u>30</u> | <u>588</u> | <u>571</u> | <u>783</u> | <u>936</u> |
| Transfers | 3,258 | 554 | 2,470 | 186 | 18 | 30 | 558 | 312 | 737 | 863 |
| Scrap and Other | 657 | 97 | 408 | 99 | 53 | - | 30 | 259 | 46 | 73 |
| Fighter - Total | <u>5,411</u> | <u>133</u> | <u>4,823</u> | <u>385</u> | <u>62</u> | <u>8</u> | <u>564</u> | <u>1,223</u> | <u>1,512</u> | <u>1,524</u> |
| Transfers | 4,267 | 84 | 3,929 | 224 | 22 | 8 | 381 | 802 | 1,398 | 1,348 |
| Scrap and Other | 1,344 | 49 | 894 | 161 | 40 | - | 183 | 421 | 114 | 176 |
| Reconnaissance - Total | <u>582</u> | <u>108</u> | <u>246</u> | <u>210</u> | <u>17</u> | <u>1</u> | <u>27</u> | <u>18</u> | <u>35</u> | <u>166</u> |
| Transfers | 479 | 85 | 210 | 183 | 1 | - | 26 | 13 | 32 | 139 |
| Scrap and Other | 103 | 23 | 36 | 27 | 16 | 1 | 1 | 5 | 3 | 27 |
| Transport - Total | <u>5,616</u> | <u>942</u> | <u>3,775</u> | <u>804</u> | <u>78</u> | <u>17</u> | <u>1,252</u> | <u>898</u> | <u>263</u> | <u>1,362</u> |
| Transfers | 5,425 | 928 | 3,714 | 728 | 40 | 15 | 1,243 | 874 | 255 | 1,342 |
| Scrap and Other | 191 | 14 | 61 | 76 | 38 | 2 | 9 | 24 | 8 | 20 |
| Trainer - Total | <u>20,991</u> | <u>10,935</u> | <u>9,487</u> | <u>433</u> | <u>75</u> | <u>61</u> | <u>3,308</u> | <u>1,453</u> | <u>3,514</u> | <u>1,212</u> |
| Transfers | 20,441 | 10,863 | 9,266 | 262 | 3 | 47 | 3,261 | 1,366 | 3,479 | 1,160 |
| Scrap and Other | 550 | 72 | 221 | 171 | 72 | 14 | 47 | 87 | 35 | 52 |
| Communications - Total | <u>3,393</u> | <u>2,183</u> | <u>991</u> | <u>156</u> | <u>59</u> | <u>4</u> | <u>438</u> | <u>163</u> | <u>270</u> | <u>120</u> |
| Transfers | 3,148 | 2,114 | 952 | 76 | 2 | 4 | 444 | 121 | 267 | 120 |
| Scrap and Other | 245 | 69 | 39 | 80 | 57 | - | (6) | 42 | 3 | - |
| Overseas - Total | <u>8,815</u> | - | <u>2,698</u> | <u>5,049</u> | <u>843</u> | <u>225</u> | - | <u>12</u> | <u>84</u> | <u>2,602</u> |
| Transfers | 3,697 | - | 403 | 2,231 | 838 | 225 | - | - | 84 | 307 |
| Scrap and Other | 5,118 | - | 2,295 | 2,818 | 5 | - | - | - | - | 2,295 |
| Heavy Bomber - Total b/ | <u>433</u> | - | <u>172</u> | <u>260</u> | <u>1</u> | - | - | - | - | <u>172</u> |
| Transfers | 8 | - | 1 | 6 | 1 | - | - | - | - | 1 |
| Scrap and Other | 425 | - | 171 | 254 | - | - | - | - | - | 171 |
| Medium/Light Bomber - Total b/ | <u>1,293</u> | - | <u>538</u> | <u>726</u> | <u>12</u> | <u>17</u> | - | - | <u>2</u> | <u>536</u> |
| Transfers | 117 | - | 32 | 56 | 12 | 17 | - | - | 2 | 30 |
| Scrap and Other | 1,176 | - | 506 | 670 | - | - | - | - | - | 506 |
| Fighter - Total | <u>3,056</u> | - | <u>1,546</u> | <u>1,313</u> | <u>120</u> | <u>77</u> | - | - | <u>36</u> | <u>1,510</u> |
| Transfers | 309 | - | 55 | 59 | 118 | 77 | - | - | 36 | 19 |
| Scrap and Other | 2,747 | - | 1,491 | 1,254 | 2 | - | - | - | - | 1,491 |
| Reconnaissance - Total | <u>410</u> | - | <u>97</u> | <u>275</u> | <u>28</u> | <u>10</u> | - | - | <u>1</u> | <u>26</u> |
| Transfers | 57 | - | 9 | 10 | 28 | 10 | - | - | 1 | 8 |
| Scrap and Other | 353 | - | 88 | 265 | - | - | - | - | - | 88 |
| Transport - Total | <u>1,667</u> | - | <u>200</u> | <u>1,151</u> | <u>282</u> | <u>34</u> | - | <u>1</u> | <u>9</u> | <u>190</u> |
| Transfers | 1,290 | - | 167 | 810 | 279 | 34 | - | 1 | 9 | 157 |
| Scrap and Other | 377 | - | 33 | 341 | 3 | - | - | - | - | 33 |
| Trainer - Total | <u>176</u> | - | <u>39</u> | <u>77</u> | <u>39</u> | <u>21</u> | - | <u>7</u> | <u>26</u> | <u>6</u> |
| Transfers | 163 | - | 35 | 68 | 39 | 21 | - | 7 | 26 | 2 |
| Scrap and Other | 13 | - | 4 | 9 | - | - | - | - | - | 4 |
| Communications - Total | <u>1,780</u> | - | <u>106</u> | <u>1,247</u> | <u>361</u> | <u>66</u> | - | <u>4</u> | <u>10</u> | <u>92</u> |
| Transfers | 1,753 | - | 104 | 1,222 | 361 | 66 | - | 4 | 10 | 90 |
| Scrap and Other | 27 | - | 2 | 25 | - | - | - | - | - | 2 |

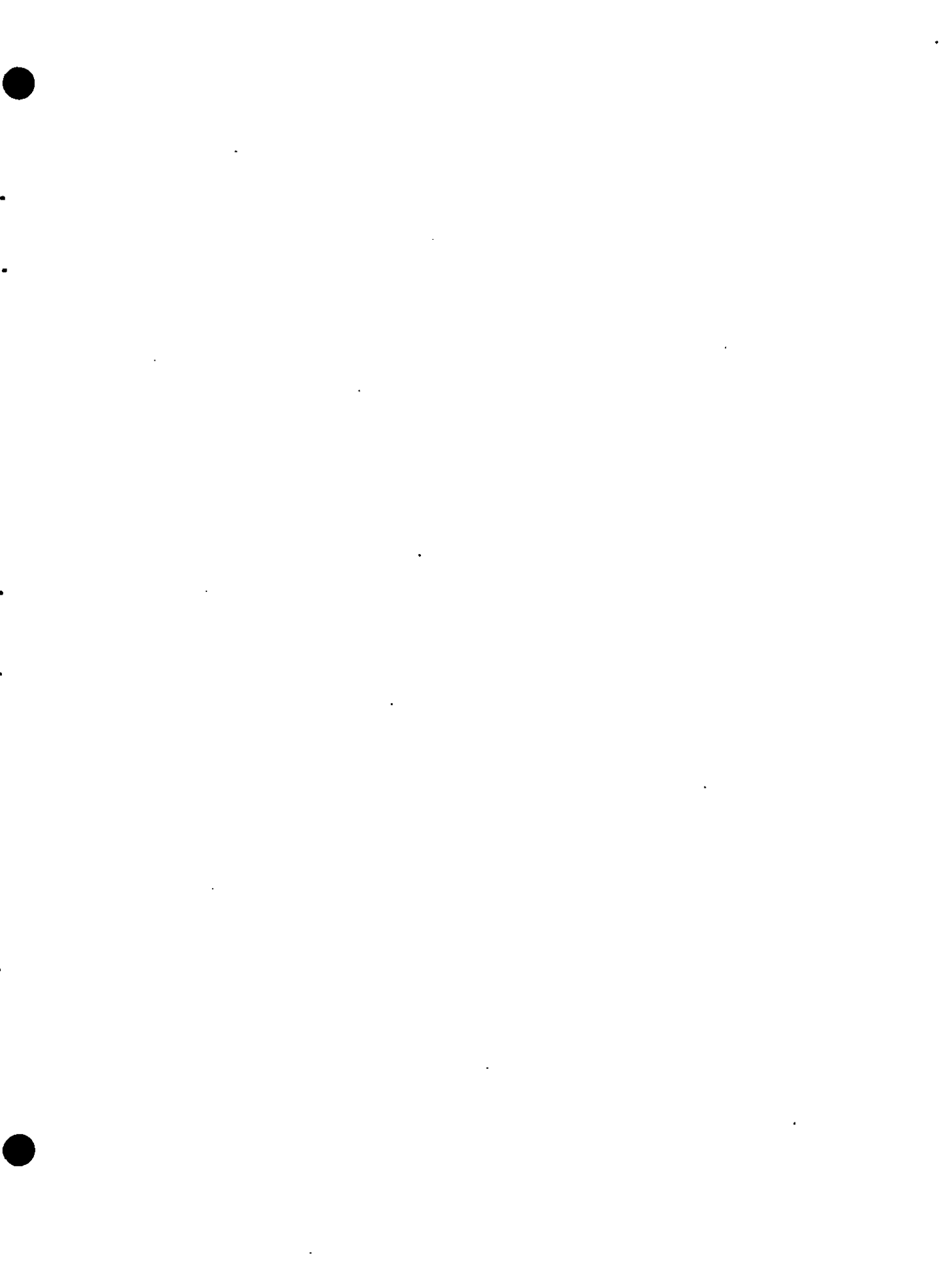
a/ May through December 1944

b/ See Table 71 p 109 for revision of classification and redesignation of bombardment types of aircraft, as of September 1947.

Table 112.-- DISPOSITION OF AIRPLANES EXCESS TO MILITARY REQUIREMENTS IN CONTINENTAL US AND OVERSEAS, BY TYPE OF AIRPLANE AND BY TYPE OF DISPOSITION: PRIOR TO 1945 AND JAN 1945 TO DEC 1947 -- Continued

| Type of Airplane and Type of Disposition | 1946 | | | | | | | | | | | |
|--|-------|-----|-----|-------|-----|-----|-----|-----|------|------|-----|-----|
| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
| Total AAF | 1,631 | 909 | 734 | 2,081 | 734 | 904 | 634 | 829 | 183 | 227 | 297 | 245 |
| Transfers | 1,293 | 503 | 393 | 906 | 328 | 736 | 388 | 558 | 141 | 167 | 243 | 202 |
| Scrap and Other | 338 | 406 | 341 | 1,175 | 406 | 168 | 246 | 271 | 42 | 60 | 54 | 38 |
| Continental US - Total | 1,283 | 606 | 423 | 471 | 251 | 156 | 185 | 151 | 56 | 89 | 72 | 61 |
| Transfers | 1,212 | 489 | 333 | 411 | 197 | 99 | 144 | 78 | 28 | 40 | 23 | 23 |
| Scrap and Other | 71 | 117 | 90 | 60 | 54 | 57 | 41 | 73 | 28 | 49 | 49 | 38 |
| Very Heavy Bomber - Total | (2) | - | - | - | - | - | - | - | - | - | - | - |
| Transfers | - | - | - | - | - | - | - | - | - | - | - | - |
| Scrap and Other | (2) | - | - | - | - | - | - | - | - | - | - | - |
| Heavy Bomber - Total | 737 | 236 | 108 | 178 | 97 | 46 | 50 | 41 | 6 | 19 | 4 | 11 |
| Transfers | 732 | 199 | 95 | 167 | 84 | 35 | 43 | 29 | 4 | 20 | 2 | 3 |
| Scrap and Other | 5 | 37 | 13 | 11 | 13 | 11 | 7 | 12 | 2 | (1) | 2 | 8 |
| Medium/Light Bomber - Total | 88 | 27 | 42 | 65 | 21 | 15 | 7 | 3 | 2 | 3 | 3 | 2 |
| Transfers | 72 | 15 | 21 | 49 | 21 | 6 | 2 | (2) | 4 | 1 | - | (3) |
| Scrap and Other | 16 | 12 | 21 | 16 | 9 | 9 | 5 | 5 | 2 | 2 | 3 | 5 |
| Fighter - Total | 125 | 43 | 44 | 37 | 15 | 16 | 15 | 11 | 16 | 34 | 19 | 10 |
| Transfers | 100 | 22 | 19 | 27 | 10 | 5 | 4 | 10 | 5 | 13 | 13 | 7 |
| Scrap and Other | 25 | 21 | 25 | 10 | 5 | 11 | 11 | 10 | 11 | 19 | 6 | 3 |
| Reconnaissance - Total | 79 | 42 | 6 | 5 | 37 | 7 | 6 | 10 | - | 6 | 11 | 1 |
| Transfers | 78 | 42 | 5 | 4 | 37 | 3 | 4 | 9 | - | (17) | 1 | 1 |
| Scrap and Other | 1 | - | 1 | 1 | 4 | 4 | 2 | 1 | - | 7 | 10 | - |
| Transports - Total | 198 | 147 | 182 | 75 | 10 | 37 | 70 | 46 | 10 | 5 | 6 | 18 |
| Transfers | 189 | 127 | 175 | 68 | 4 | 34 | 66 | 40 | 8 | 3 | 1 | 13 |
| Scrap and Other | 9 | 20 | 7 | 7 | 6 | 3 | 4 | 6 | 2 | 2 | 5 | 5 |
| Trainer - Total | 56 | 76 | 32 | 106 | 44 | 29 | 15 | 21 | 10 | 18 | 16 | 10 |
| Transfers | 42 | 55 | 14 | 94 | 19 | 20 | 7 | (1) | 6 | 2 | 4 | - |
| Scrap and Other | 14 | 21 | 18 | 12 | 25 | 9 | 8 | 22 | 4 | 16 | 12 | 10 |
| Communications - Total | 2 | 36 | 9 | 5 | 27 | 6 | 22 | 19 | 5 | 4 | 13 | 9 |
| Transfers | (1) | 29 | 4 | 2 | 22 | (4) | 18 | 2 | 1 | - | 2 | 1 |
| Scrap and Other | 3 | 6 | 5 | 3 | 5 | 10 | 4 | 17 | 4 | 4 | 11 | 8 |
| Overseas - Total | 348 | 303 | 311 | 1,610 | 483 | 748 | 449 | 678 | 127 | 138 | 225 | 179 |
| Transfers | 81 | 14 | 60 | 495 | 131 | 637 | 224 | 480 | 113 | 127 | 220 | 179 |
| Scrap and Other | 267 | 289 | 251 | 1,115 | 352 | 111 | 225 | 198 | 14 | 11 | 5 | - |
| Heavy Bomber - Total | 3 | 2 | 11 | 119 | 45 | (1) | 1 | 60 | 9 | 9 | - | 2 |
| Transfers | - | - | 1 | - | - | - | - | 3 | - | - | - | 2 |
| Scrap and Other | 3 | 2 | 10 | 119 | 45 | (1) | 1 | 57 | 9 | 9 | - | - |
| Medium/Light Bomber - Total | 99 | 28 | 100 | 318 | 99 | 6 | 24 | 52 | (1) | 2 | (1) | - |
| Transfers | 45 | - | - | - | - | (1) | 17 | 17 | (2) | 1 | (1) | - |
| Scrap and Other | 54 | 28 | 100 | 318 | 99 | 7 | 24 | 38 | 1 | 1 | - | - |
| Fighter - Total | 119 | 11 | 92 | 610 | 129 | 98 | 110 | 100 | 1 | 1 | 11 | 31 |
| Transfers | 18 | - | 2 | - | - | - | - | 4 | (2) | 3 | 6 | 31 |
| Scrap and Other | 101 | 11 | 90 | 610 | 129 | 98 | 110 | 96 | 3 | 1 | 5 | - |
| Reconnaissance - Total | 84 | - | - | 47 | 53 | 6 | 70 | 12 | 2 | - | 1 | - |
| Transfers | 1 | - | - | 1 | 1 | - | - | 3 | 1 | - | 1 | - |
| Scrap and Other | 83 | - | - | 46 | 52 | 6 | 70 | 7 | 1 | - | - | - |
| Transport - Total | 37 | 249 | 74 | 249 | 73 | 68 | 47 | 305 | (33) | 23 | 22 | 37 |
| Transfers | 17 | 12 | 25 | 241 | 46 | 68 | 47 | 303 | (33) | 23 | 22 | 37 |
| Scrap and Other | 20 | 237 | 49 | 8 | 27 | - | - | - | - | - | - | - |
| Trainer - Total | - | 8 | 4 | 50 | 4 | (1) | 2 | 5 | - | - | 5 | - |
| Transfers | - | 2 | 2 | 49 | 4 | (1) | 2 | 3 | - | - | 5 | - |
| Scrap and Other | - | 6 | 2 | 1 | - | - | - | - | - | - | - | - |
| Communications - Total | 6 | 5 | 30 | 217 | 80 | 22 | 195 | 144 | 149 | 103 | 187 | 109 |
| Transfers | - | - | 30 | 204 | 80 | 21 | 195 | 144 | 149 | 103 | 187 | 109 |
| Scrap and Other | 6 | 5 | - | 13 | - | 1 | - | - | - | - | - | - |







PART V

FLIGHT OPERATIONS

As in preceding tables, the change in classification of USAF bombardment aircraft, which was effective 1 September 1947, has affected all the tables in this section presenting data on bombardment types of aircraft - principally - data on the flight and fuel consumption series. As noted this change is set forth in the table of changeover on page 109 and the affected tables are annotated for reference to this table.

With the conversion of the USAF to a peace-time organization and statistical reporting of basic data becoming more standardized, new topics have become available for publication. In this section, new tables are presented on flying time of airplanes in Continental US, by command and issuance of aircraft fuel by octane rating, by command. In addition a number of tables have been included as representative of special information used for control purposes within the Air Transport Command. These include number and type of weather stations, by geographical area; number of individual radio facilities maintained by Airways and Air Communications Service, by geographical area; number of ground approach landings, by command and number of instrument landings system operations performed by Airways and Air Communications Service, units, by Geographical area.

In order to include many models, the activities of which have declined since 1945 and also to include new models adopted since the war years, present tables on the flight and fuel consumption series show the years 1946 and 1947 in actual flying hours and actual gallons of aviation fuel consumed, respectively, instead of rounded to thousands, as in earlier issues.

Data on aircraft accidents have been revised to include the number of flying hours, in one hundred thousands, on which the rates are based, for the annual series, December 1941 through December 1947. The 1946 and 1947 monthly breakdown are presented on the basis of actual flying hours. During the preparation of this issue information has become available on the number of aircraft accidents overseas during 1947; the data therefore, have been expanded to include this information and thereby reflect the worldwide aircraft accident rate in the postwar period. The sources of these data are the Office of Inspector-General, Flying Safety Division and the Office of Comptroller, Materiel Statistics Division. Tabulations from the latter source include flying hours for foreign students, while the former does not; hence the number of flying hours tabulated in the aircraft accident tables may not agree with flying hours tabulated in other tables in this publication.

In this section, as in all other sections of the present issue, back series have been reaudited and where errors were discovered corrections have been made.

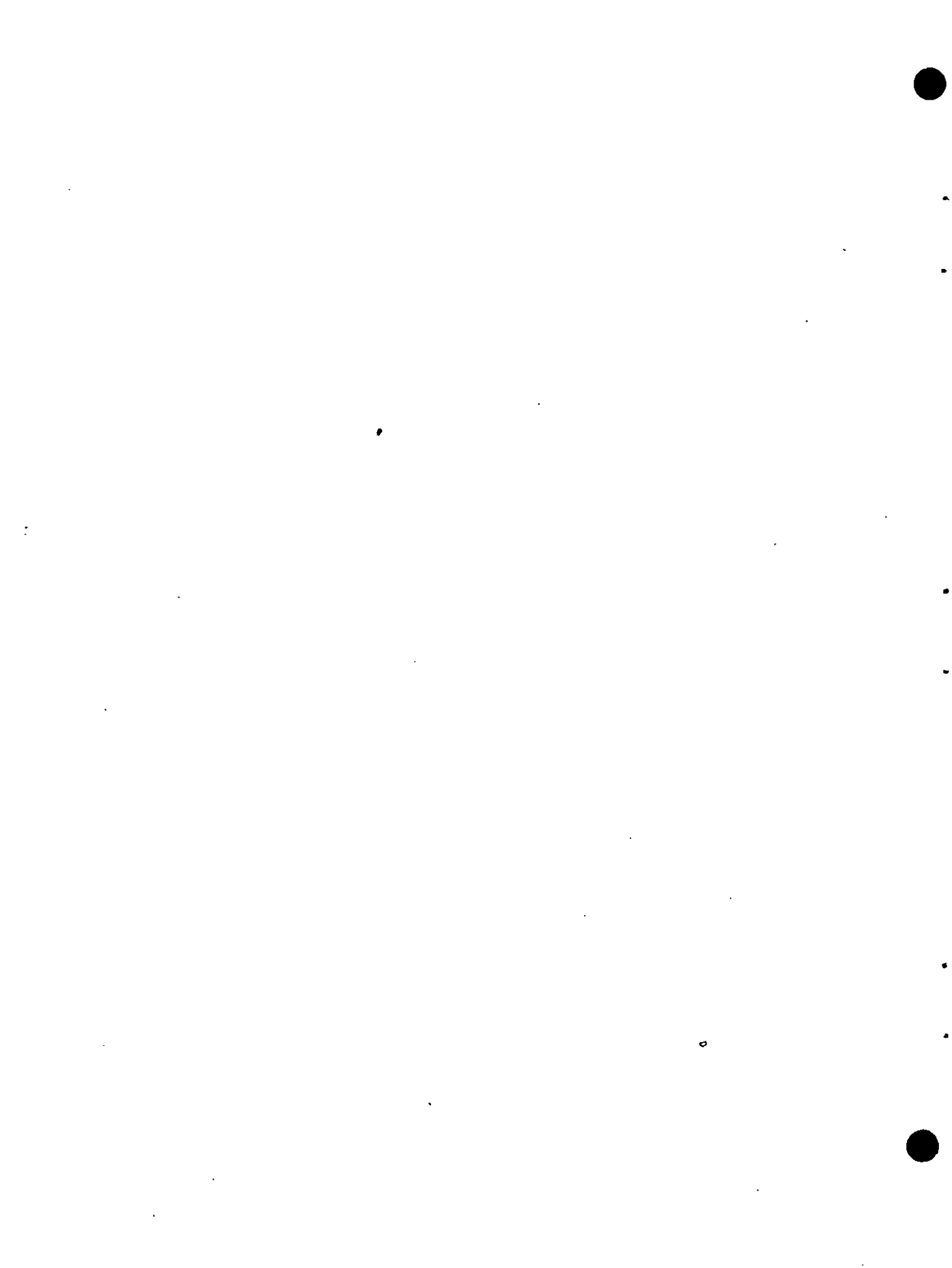


Table 113.-- USAF AIRFIELDS IN CONTINENTAL US, BY AIR FORCE OR COMMAND AND BY TYPE OF AIRFIELD: 1941 TO 1947

(Figures are as of end of month.)

| Air Force or Command and Type of Airfield | 1941 | | 1942 | 1943 | 1944 | 1945 | | | 1946 | 1947 |
|---|------|-----|------|------|------|------|-----|-----|------|-------------------|
| | Nov | Dec | Dec | Dec | Dec | Apr | Aug | Dec | Dec | Dec |
| Total | 114 | 151 | 614 | 783 | 723 | 703 | 670 | 430 | 225 | 177 ^{g/} |
| Main Base | 114 | 151 | 345 | 345 | 377 | 356 | 344 | 258 | 148 | 115 |
| Sub-Base | - | - | 71 | 116 | 37 | 56 | 57 | 22 | 17 | 18 |
| Auxiliary Field | - | - | 198 | 322 | 309 | 291 | 269 | 150 | 60 | 44 |
| Continental Air Forces b/ - Total | e/ | e/ | 211 | 240 | 188 | 177 | 195 | 121 | - | - |
| Main Base | e/ | e/ | 186 | 107 | 125 | 112 | 121 | 80 | - | - |
| Sub-Base | e/ | e/ | 68 | 105 | 26 | 23 | 22 | 11 | - | - |
| Auxiliary Field | e/ | e/ | 7 | 28 | 37 | 42 | 52 | 30 | - | - |
| Strategic Air Command-Total | - | - | - | - | - | - | - | - | 29 | 23 |
| Main Base | - | - | - | - | - | - | - | - | 23 | 19 |
| Sub-Base | - | - | - | - | - | - | - | - | 5 | 4 |
| Auxiliary Field | - | - | - | - | - | - | - | - | 1 | 0 |
| Tactical Air Command-Total | - | - | - | - | - | - | - | - | 26 | 24 |
| Main Base | - | - | - | - | - | - | - | - | 20 | 18 |
| Sub-Base | - | - | - | - | - | - | - | - | 2 | 2 |
| Auxiliary Field | - | - | - | - | - | - | - | - | 4 | 4 |
| Air Defense Command-Total | - | - | - | - | - | - | - | - | 25 | 25 |
| Main Base | - | - | - | - | - | - | - | - | 25 | 25 |
| Sub-Base | - | - | - | - | - | - | - | - | - | - |
| Auxiliary Field | - | - | - | - | - | - | - | - | - | - |
| Air Training Command-Total | e/ | e/ | 295 | 430 | 373 | 278 | 258 | 159 | 76 | 45 |
| Main Base | e/ | e/ | 104 | 125 | 108 | 78 | 74 | 59 | 27 | 14 |
| Sub-Base | e/ | e/ | - | 11 | 9 | 12 | 14 | 6 | 4 | 7 |
| Auxiliary Field | e/ | e/ | 191 | 294 | 256 | 188 | 170 | 94 | 45 | 24 |
| Air Materiel Command-Total | e/ | e/ | 59 | 59 | 96 | 163 | 140 | 79 | 40 | 38 |
| Main Base | e/ | e/ | 59 | 59 | 89 | 109 | 98 | 73 | 36 | 27 |
| Sub-Base | e/ | e/ | - | - | 1 | 18 | 18 | 2 | 4 | 4 |
| Auxiliary Field | e/ | e/ | - | - | 6 | 36 | 24 | 4 | - | 7 |
| Air Transport Command-Total | e/ | e/ | 23 | 33 | 43 | 54 | 49 | 37 | 12 | 6 |
| Main Base | e/ | e/ | 23 | 33 | 41 | 41 | 38 | 33 | 12 | 6 |
| Sub-Base | e/ | e/ | - | - | 1 | 2 | 2 | - | - | - |
| Auxiliary Field | e/ | e/ | - | - | 1 | 11 | 9 | 4 | - | - |
| Air Proving Ground Command-Total | e/ | e/ | d/ | d/ | d/ | d/ | d/ | d/ | 11 | 11 |
| Main Base | e/ | e/ | d/ | d/ | d/ | d/ | d/ | d/ | 2 | 2 |
| Sub-Base | e/ | e/ | d/ | d/ | d/ | d/ | d/ | d/ | - | - |
| Auxiliary Field | e/ | e/ | d/ | d/ | d/ | d/ | d/ | d/ | 9 | 9 |
| Air University-Total | - | - | - | - | - | - | - | - | 4 | 4 |
| Main Base | - | - | - | - | - | - | - | - | 2 | 3 |
| Sub-Base | - | - | - | - | - | - | - | - | 2 | 1 |
| Auxiliary Field | - | - | - | - | - | - | - | - | - | - |
| Personnel Distribution Command-Total | - | - | - | - | 3 | 11 | 9 | 4 | - | - |
| Main Base | - | - | - | - | 3 | 6 | 4 | 4 | - | - |
| Sub-Base | - | - | - | - | - | - | - | - | - | - |
| Auxiliary Field | - | - | - | - | - | 5 | 5 | - | - | - |
| Other e/ - Total | e/ | e/ | 26 | 21 | 20 | 20 | 19 | 30 | 2 | 1 |
| Main Base | e/ | e/ | 23 | 21 | 11 | 10 | 9 | 9 | 1 | 1 |
| Sub-Base | e/ | e/ | 3 | - | - | 1 | 1 | 3 | - | - |
| Auxiliary Field | e/ | e/ | - | - | 9 | 9 | 9 | 18 | 1 | - |

g/ Total for December 1947 includes eighteen (18) Municipal Airports upon which there are Reserve Base Units and ten (10) inert installations which were withdrawn from surplus and are being retained as Strategic Reserve. Stewart Field and Phillips Field (both Class II Installations) are also included. Surplus installations still under jurisdiction of USAF are included.

b/ Includes First, Second, Third and Fourth Air Forces and I Troop Carrier Command.

e/ Not available.

d/ Included in "Other".

g/ Includes Bolling Field Command.

Source: Air Installations Division, DCS/M

Table 114.-- MAJOR INSTALLATIONS IN CONTINENTAL US, BY TYPE OF INSTALLATION: 1944 THROUGH 1947

(Figures as of 31 December)

| Type of Installation | 1944 | | 1945 | | 1946 | | 1947 | |
|--|----------------------------------|--|----------------------------------|--|----------------------------------|--|----------------------------------|--|
| | Number of Separate Installations | Additional Activities of Installations | Number of Separate Installations | Additional Activities of Installations | Number of Separate Installations | Additional Activities of Installations | Number of Separate Installations | Additional Activities of Installations |
| Total | 1,440 | 651 | 990 | 564 | 491 | 242 | 289^{a/} | 172 |
| Airfield | 723 | - | 430 | - | 225 | - | 177 | - |
| Assembly Plant (Government Owned) | - | 8 | - | 6 | - | 2 | - | 1 |
| Air Transport Command Freight Terminal | - | 68 | - | 45 | - | 25 | - | 16 |
| Basic Training Center | - | 4 | - | 2 | - | 2 | 1 | - |
| Bombing and Gunnery Range | 480 | - | 407 | - | 157 | - | 162 | - |
| Crash Boat Station | 32 | 8 | 15 | 1 | 7 | - | 7 | - |
| Depot - Total | 79 | 252 | 42 | 233 | 10 | 121 | 7 | 24 |
| Air Depot | - | 12 | - | 12 | - | 11 | - | 10 |
| Government Furnished Equipment Depot | 2 | 1 | 1 | - | - | - | - | - |
| Intransit Depot | 7 | - | 4 | - | - | 2 | - | - |
| Overseas Replacement Depot | 2 | - | 3 | - | 1 | 1 | 1 | 1 |
| Personnel Replacement Depot | 1 | 2 | - | 2 | - | - | - | - |
| Specialized Depot | 67 | 1 | 34 | 1 | 9 | - | 6 | - |
| Sub-Depot (3rd Echelon Repair Shop) | - | 236 | - | 218 | - | 107 | - | 83 |
| Hospital - Total | 6 | 266 | 6 | 256 | - | 80 | - | 51 |
| Convalescent Hospital | 6 | 3 | 6 | 1 | - | - | - | - |
| Debarcation Hospital | - | 8 | - | 8 | - | - | - | - |
| Regional Hospital | - | 30 | - | 31 | - | - | - | - |
| Station Hospital | - | 225 | - | 216 | - | 80 | - | 51 |
| Rented Office Space | 79 | - | 86 | - | 52 | - | 34 | - |
| Modification Center | - | 12 | - | - | - | - | - | - |
| Port of Aerial Embarkation | - | 17 | - | 15 | - | 7 | - | 5 |
| Redistribution Station | 4 | - | 4 | - | - | - | - | 5 |
| School - Total | 27 | 16 | - | 6 | - | 5 | 1 | 5 |
| Technical Training School | - | 16 | - | 6 | - | 5 | 1 | 5 |
| Civilian and Factor Technical | - | - | - | - | - | - | - | - |
| Training School | 21 | - | - | - | - | - | - | - |
| College Training Detachment | 2 | - | - | - | - | - | - | - |
| Contract Pilot School | 14 | - | - | - | - | - | - | - |

^{a/} Includes 18 municipal airports upon which there are Reserve Base Units and 10 inert installations which were withdrawn from surplus and are being retained as Strategic Reserve. Two Class II installations are also included. Surplus installations still under jurisdiction of USAF are not included.

Table 115.-- STATUS OF AIR BASES AND AIR FIELDS OUTSIDE CONTINENTAL US: AUG 1941 THROUGH DEC 1947

Notes:--1. Total number of airfields used by USAF should not be construed as reflecting the total number used at any one time as the maximum number of airfields in the various theaters was attained on different dates due to combat operations.

2. The reduction in the total number of airfields in U.S. Possessions between 2 Sep 45 and 31 Dec 46 is due to the change in status of the Philippines from a U.S. Possession to Republic of the Philippines.

| Areas | Aug 1941 | | | VE-Day (8 May 1945) | | | | VJ-Day (2 Sep 1945) | | | | 31 Dec 1946 | | | | 31 Dec 1947 | | | |
|----------------------------|-----------|-----------|---------------|---------------------|------------|------------------------|------------|---------------------|------------|------------------------|------------|--------------|------------|------------------------|--------------|--------------|------------|------------------------|--------------|
| | Total | Active | Under Constr. | Total | Active | Inactive ^{a/} | Released | Total | Active | Inactive ^{a/} | Released | Total | Active | Inactive ^{a/} | Released | Total | Active | Inactive ^{a/} | Released |
| Total | 27 | 22 | 5 | 1,623 | 822 | 335 | 462 | 1,624 | 562 | 548 | 524 | 1,748 | 154 | 157 | 1,397 | 1,778 | 163 | 26 | 1,589 |
| Africa | - | - | - | 225 | 29 | 21 | 175 | 225 | 21 | 22 | 182 | 222 | 3 | 3 | 216 | 222 | 3 | 1 | 218 |
| Asia | - | - | - | 211 | 135 | 68 | 8 | 211 | 108 | 92 | 11 | 242 | 15 | 13 | 214 | 243 | 18 | 1 | 224 |
| Atlantic Islands | 6 | 1 | 5 | 24 | 20 | 3 | 1 | 24 | 20 | 3 | 1 | 24 | 9 | 5 | 10 | 24 | 7 | 4 | 13 |
| Australia | - | - | - | 116 | 7 | 0 | 109 | 116 | 3 | 0 | 113 | 120 | 0 | 36 | 84 | 120 | 0 | 0 | 120 |
| Europe | - | - | - | 629 | 401 | 163 | 65 | 629 | 190 | 332 | 107 | 642 | 38 | 13 | 591 | 643 | 25 | 1 | 617 |
| North America | 2 | 2 | 0 | 78 | 46 | 29 | 3 | 78 | 43 | 30 | 5 | 82 | 29 | 1 | 52 | 83 | 22 | 0 | 61 |
| Pacific Islands | 5 | 5 | 0 | 177 | 60 | 20 | 97 | 188 | 55 | 32 | 101 | 288 | 67 | 42 | 179 | 310 | 54 | 4 | 252 |
| South America | 1 | 1 | 0 | 27 | 25 | 2 | 0 | 27 | 25 | 2 | 0 | 28 | 10 | 8 | 10 | 32 | 6 | 4 | 22 |
| US Possessions | 13 | 13 | 0 | 136 | 99 | 33 | 4 | 136 | 97 | 35 | 4 | 100 | 23 | 36 | 41 | 101 | 28 | 11 | 62 |

^{a/} Excess and surplus airfields are included in column "Inactive" pending final disposition.

Source: DC/S, Materiel, Program Analysis Division, USAF.

Table 116.-- AIR TRANSPORT COMMAND AIR-WEATHER SERVICE AVERAGE NUMBER OF FORECASTING AND OBSERVING OPERATIONS, BY TYPE OF OPERATION: ANNUALLY, 1943 TO 1947

| Year and Month | TYPE A - COMPLETE FORECASTING AND OBSERVING | | | | | | | TYPE B - COMPLETE FORECASTING | | | | | | | | |
|-----------------|---|----------------|------------------------|-----------------|-------------------------|----------|----------------|----------------------------------|-------|----------------|------------------------|-----------------|-------------------------|----------|----------------|---------|
| | Total | Continental US | Africa & Mediterranean | Canada & Alaska | Caribbean & S. Atlantic | European | North Atlantic | Pacific | Total | Continental US | Africa & Mediterranean | Canada & Alaska | Caribbean & S. Atlantic | European | North Atlantic | Pacific |
| Annually | | | | | | | | | | | | | | | | |
| 1943 | 359 | 220 | 48 | 14 | 27 | 11 | 10 | 29 | 86 | 48 | - | 7 | - | 28 | - | 3 |
| 1944 | 402 | 236 | 37 | 18 | 15 | 21 | 11 | 64 | 116 | 67 | 18 | 6 | 2 | 10 | 1 | 12 |
| 1945 | 372 | 194 | 35 | 22 | 15 | 28 | 9 | 69 | 231 | 94 | 28 | 3 | 6 | 62 | 1 | 37 |
| 1946 | 121 | 76 | - | 8 | 11 | 6 | 5 | 15 | 65 | 45 | 1 | 2 | 2 | 2 | 1 | 12 |
| 1947 | 109 | 65 | - | 7 | 8 | 7 | 7 | 15 | 36 | 16 | 1 | 2 | 4 | 6 | 2 | 5 |
| Monthly | | | | | | | | | | | | | | | | |
| 1947 | | | | | | | | | | | | | | | | |
| Jan | 108 | 63 | - | 8 | 8 | 8 | 6 | 15 | 41 | 18 | 3 | 1 | 4 | 7 | 1 | 7 |
| Feb | 107 | 63 | - | 8 | 8 | 8 | 6 | 15 | 39 | 20 | 3 | 1 | 3 | 7 | 1 | 4 |
| Mar | 108 | 65 | - | 8 | 8 | 6 | 7 | 14 | 41 | 18 | 1 | 1 | 4 | 8 | 3 | 6 |
| Apr | 106 | 65 | - | 7 | 9 | 5 | 7 | 13 | 38 | 18 | 1 | 3 | 3 | 7 | 2 | 4 |
| May | 107 | 65 | - | 8 | 8 | 5 | 7 | 14 | 35 | 17 | 1 | 1 | 4 | 4 | 2 | 6 |
| Jun | 107 | 65 | - | 8 | 8 | 5 | 7 | 14 | 34 | 17 | - | 1 | 4 | 5 | 2 | 5 |
| Jul | 103 | 61 | - | 8 | 8 | 5 | 7 | 14 | 30 | 13 | - | 1 | 4 | 5 | 2 | 5 |
| Aug | 109 | 63 | - | 7 | 8 | 8 | 7 | 16 | 32 | 14 | - | 2 | 4 | 7 | 1 | 4 |
| Sep | 110 | 66 | - | 7 | 8 | 8 | 7 | 14 | 32 | 16 | - | 3 | 3 | 7 | 1 | 2 |
| Oct | 114 | 67 | - | 6 | 9 | 11 | 7 | 14 | 32 | 15 | - | 4 | 3 | 4 | 1 | 5 |
| Nov | 115 | 70 | - | 7 | 8 | 7 | 7 | 16 | 28 | 11 | - | 5 | 3 | 5 | 1 | 3 |
| Dec | 115 | 70 | - | 7 | 8 | 7 | 7 | 16 | 27 | 10 | - | 4 | 3 | 5 | 2 | 3 |
| | TYPE C - LIMITED FORECASTING AND COMPLETE OBSERVING | | | | | | | TYPE D - COMPLETE OBSERVING ONLY | | | | | | | | |
| Annually | | | | | | | | | | | | | | | | |
| 1943 | 61 | 17 | 10 | 2 | 9 | 7 | 1 | 15 | 158 | 39 | 1 | 49 | 22 | - | 11 | 36 |
| 1944 | 147 | 29 | 11 | 6 | 8 | 48 | 5 | 50 | 199 | 28 | 23 | 56 | 27 | 2 | 27 | 26 |
| 1945 | 170 | 33 | 8 | 6 | 8 | 73 | 2 | 40 | 186 | 18 | 16 | 56 | 33 | 3 | 23 | 37 |
| 1946 | 51 | 12 | 6 | 3 | 1 | 20 | 1 | 8 | 40 | 2 | - | 2 | 21 | 1 | 9 | 5 |
| 1947 | 31 | 8 | - | 3 | 1 | 12 | 2 | 5 | 24 | 1 | - | 3 | 7 | 3 | 8 | 2 |
| Monthly | | | | | | | | | | | | | | | | |
| 1947 | | | | | | | | | | | | | | | | |
| Jan | 36 | 7 | - | 3 | 1 | 18 | 1 | 6 | 26 | 1 | - | 1 | 9 | 4 | 9 | 2 |
| Feb | 35 | 8 | - | 3 | 1 | 15 | 1 | 7 | 23 | - | - | 1 | 8 | 3 | 9 | 2 |
| Mar | 33 | 6 | - | 4 | 1 | 15 | 1 | 6 | 22 | - | - | 1 | 8 | 3 | 8 | 2 |
| Apr | 34 | 6 | - | 4 | 1 | 14 | 2 | 7 | 20 | - | - | 2 | 5 | 3 | 8 | 2 |
| May | 33 | 7 | - | 4 | 2 | 14 | 2 | 4 | 26 | 1 | - | 2 | 7 | 5 | 8 | 2 |
| Jun | 32 | 7 | - | 4 | 2 | 14 | 2 | 3 | 23 | 1 | - | 2 | 7 | 3 | 8 | 2 |
| Jul | 29 | 10 | - | 2 | 1 | 10 | 2 | 4 | 27 | 1 | - | 4 | 8 | 4 | 7 | 2 |
| Aug | 24 | 8 | - | 2 | 1 | 8 | 2 | 3 | 23 | 1 | - | 4 | 6 | 2 | 8 | 2 |
| Sep | 26 | 9 | - | 1 | 1 | 8 | 2 | 5 | 28 | 1 | - | 6 | 5 | 3 | 8 | 2 |
| Oct | 27 | 9 | - | 2 | - | 9 | 3 | 4 | 25 | 1 | - | 6 | 5 | 3 | 8 | 2 |
| Nov | 20 | 5 | - | 2 | - | 7 | 2 | 4 | 27 | 5 | - | 6 | 5 | - | 9 | 2 |
| Dec | 25 | 9 | - | 3 | - | 7 | 2 | 4 | 21 | 1 | - | 4 | 5 | - | 0 | 2 |

Table 117.-- FACILITIES MAINTAINED BY AIRWAYS AND AIR COMMUNICATIONS SERVICE UNITS, INCLUDING AVERAGE NUMBER OF PAGING BEACON CONTROL TOWER; GROUND TO AIR COMMUNICATIONS AND RADIO RANGE FACILITIES, BY GEOGRAPHICAL AREA: MONTHLY, 1947

| Year and month | NUMBER OF PAGING BEACON FACILITIES | | | | | | | NUMBER OF CONTROL TOWER FACILITIES | | | | | | |
|-------------------|------------------------------------|----------------|----------|----------|---------------------|------------------------------|------------|------------------------------------|----------------|----------|----------|---------------------|------------------------------|------------|
| | Total | 1st Wing | 5th Wing | 7th Wing | 59th Group | 66th Group | 73rd Group | Total | 1st Wing | 5th Wing | 7th Wing | 59th Group | 66th Group | 73rd Group |
| | | Continental US | Europe | Far East | W. Alaska Aleutians | E. Alaska Canada N. Atlantic | Caribbean | | Continental US | Europe | Far East | W. Alaska Aleutians | E. Alaska Canada N. Atlantic | Caribbean |
| Average | 4 | 16 | 23 | 3 | 7 | 5 | 58 | 82 | 24 | 26 | 11 | 8 | 10 | 161 |
| 1947 | | | | | | | | | | | | | | |
| Jan | 5 | 23 | 32 | 2 | 5 | 7 | 74 | 83 | 29 | 35 | 11 | 8 | 11 | 177 |
| Feb | 4 | 23 | 28 | 2 | 5 | 7 | 69 | 83 | 30 | 32 | 11 | 8 | 12 | 176 |
| Mar | 5 | 24 | 26 | 2 | 5 | 7 | 69 | 85 | 32 | 32 | 11 | 8 | 12 | 180 |
| Apr | 4 | 17 | 23 | 3 | 7 | 7 | 61 | 83 | 31 | 25 | 11 | 8 | 11 | 169 |
| May | 4 | 15 | 22 | 3 | 7 | 7 | 56 | 83 | 27 | 25 | 11 | 7 | 10 | 163 |
| Jun | 4 | 15 | 20 | 3 | 7 | 5 | 54 | 83 | 25 | 22 | 11 | 7 | 10 | 158 |
| Jul | 3 | 14 | 20 | 3 | 8 | 5 | 53 | 84 | 23 | 22 | 11 | 7 | 10 | 157 |
| Aug | 3 | 13 | 23 | 4 | 8 | 5 | 56 | 83 | 21 | 22 | 11 | 7 | 10 | 154 |
| Sep | 4 | 14 | 18 | 4 | 8 | 4 | 52 | 79 | 20 | 22 | 11 | 7 | 10 | 149 |
| Oct | 4 | 12 | 18 | 4 | 10 | 4 | 52 | 80 | 18 | 23 | 12 | 8 | 10 | 151 |
| Nov | 4 | 11 | 20 | 5 | 9 | 5 | 54 | 78 | 17 | 27 | 12 | 7 | 10 | 151 |
| Dec | 4 | 13 | 22 | 5 | 2 | 4 | 50 | 79 | 16 | 27 | 12 | 7 | 9 | 150 |

| Year and month | NUMBER OF GROUND TO AIR COMMUNICATIONS FACILITIES | | | | | | | NUMBER OF RADIO RANGE FACILITIES | | | | | | | |
|----------------|---|----------------|----------|----------|---------------------|------------------------------|------------|----------------------------------|----------------|----------|----------|---------------------|------------------------------|------------|-----------------|
| | Total | 1st Wing | 5th Wing | 7th Wing | 59th Group | 66th Group | 73rd Group | Total | 1st Wing | 5th Wing | 7th Wing | 59th Group | 66th Group | 73rd Group | 122nd L.L. Unit |
| | | Continental US | Europe | Far East | W. Alaska Aleutians | E. Alaska Canada N. Atlantic | Caribbean | | Continental US | Europe | Far East | W. Alaska Aleutians | E. Alaska Canada N. Atlantic | Caribbean | Canada Alaska |
| Average | 63 | 19 | 19 | 10 | 14 | 16 | 141 | 35 | 17 | 16 | 7 | 12 | 15 | - | 102 |
| 1947 | | | | | | | | | | | | | | | |
| Jan | 50 | 27 | 25 | 13 | 13 | 16 | 144 | 36 | 30 | 26 | 8 | 12 | 16 | - | 128 |
| Feb | 57 | 26 | 23 | 12 | 13 | 16 | 147 | 37 | 28 | 25 | 7 | 12 | 16 | - | 125 |
| Mar | 56 | 26 | 24 | 12 | 13 | 17 | 148 | 38 | 26 | 23 | 7 | 12 | 18 | - | 124 |
| Apr | 64 | 23 | 20 | 12 | 12 | 19 | 150 | 35 | 19 | 18 | 7 | 12 | 19 | - | 110 |
| May | 65 | 17 | 18 | 9 | 13 | 19 | 141 | 35 | 15 | 16 | 7 | 11 | 16 | - | 96 |
| Jun | 66 | 16 | 17 | 9 | 13 | 17 | 138 | 35 | 14 | 14 | 7 | 11 | 15 | - | 96 |
| Jul | 65 | 17 | 17 | 9 | 14 | 17 | 139 | 34 | 13 | 12 | 7 | 12 | 15 | - | 93 |
| Aug | 65 | 15 | 17 | 9 | 15 | 16 | 137 | 34 | 14 | 11 | 7 | 12 | 14 | - | 92 |
| Sep | 65 | 16 | 16 | 9 | 15 | 15 | 135 | 34 | 12 | 11 | 8 | 12 | 14 | - | 91 |
| Oct | 65 | 14 | 16 | 10 | 16 | 15 | 136 | 33 | 12 | 11 | 7 | 12 | 14 | 1 | 90 |
| Nov | 67 | 13 | 17 | 10 | 16 | 15 | 138 | 32 | 11 | 11 | 7 | 12 | 14 | 1 | 88 |
| Dec | 66 | 12 | 18 | 10 | 16 | 14 | 136 | 32 | 11 | 12 | 7 | 13 | 13 | 1 | 89 |

Source: Air Transport Command

Table 118.-- NUMBER OF GROUND CONTROL APPROACH OPERATIONS PERFORMED BY AIRWAYS AND AIR COMMUNICATIONS SERVICE UNITS, BY GEOGRAPHICAL AREA: MONTHLY, 1947

| Year and month | Total | 1st Wing | 5th Wing | 7th Wing | 59th Group | 66th Group | 73rd Group |
|----------------|--------|----------------|----------|----------|---------------------|------------------------------|------------|
| | | Continental US | Europe | Far East | W. Alaska Aleutians | Canada N. Atlantic E. Alaska | Caribbean |
| Total | 53,878 | 6,316 | 18,167 | 7,881 | 2,146 | - | 88,388 |
| 1947 | | | | | | | |
| Jan | 463 | 147 | 1,048 | 360 | 161 | - | 2,179 |
| Feb | 1,162 | 279 | 1,241 | 450 | 52 | - | 3,164 |
| Mar | 1,268 | - | 1,280 | 655 | 96 | - | 3,299 |
| Apr | 1,411 | 396 | 1,087 | 588 | 106 | - | 3,588 |
| May | 2,300 | 183 | 757 | 483 | 17 | - | 3,740 |
| Jun | 2,355 | 408 | 494 | 480 | - | - | 3,737 |
| Jul | 2,976 | 553 | 1,379 | 463 | 87 | - | 5,458 |
| Aug | 4,498 | - | 2,097 | 706 | 257 | - | 7,558 |
| Sep | 7,798 | 1,075 | 1,926 | 1,476 | 219 | - | 12,454 |
| Oct | 11,258 | 1,271 | 2,426 | 811 | 473 | - | 16,239 |
| Nov | 9,454 | 1,050 | 1,754 | 658 | 428 | - | 13,344 |
| Dec | 8,935 | 954 | 2,678 | 751 | 250 | - | 13,568 |

Table 119.-- NUMBER OF INSTRUMENT LANDINGS SYSTEM OPERATIONS PERFORMED BY AIRWAYS AND AIR COMMUNICATIONS SERVICE UNITS, BY GEOGRAPHICAL AREA: MONTHLY, 1947

| Year and month | Total | 1st Wing | 5th Wing | 7th Wing | 59th Group | 66th Group | 73rd Group |
|----------------|-------|----------------|----------|----------|---------------------|------------------------------|------------|
| | | Continental US | Europe | Far East | W. Alaska Aleutians | Canada N. Atlantic E. Alaska | Caribbean |
| Total | 7,920 | 674 | 153 | 1,150 | 1,216 | 425 | 11,538 |
| 1947 | | | | | | | |
| Jan | 727 | 176 | - | 52 | 110 | - | 1,065 |
| Feb | 674 | 206 | - | 49 | 101 | - | 1,030 |
| Mar | 754 | - | - | 67 | 21 | - | 842 |
| Apr | 487 | - | - | 183 | 107 | 138 | 915 |
| May | 550 | - | - | 101 | 125 | 142 | 918 |
| Jun | 991 | - | - | 84 | - | 132 | 1,207 |
| Jul | 521 | 5 | - | 87 | 115 | - | 728 |
| Aug | 865 | - | 7 | 90 | 111 | - | 1,073 |
| Sep | 1,081 | 170 | 120 | 131 | 141 | 13 | 1,656 |
| Oct | 456 | 115 | - | 127 | 26 | - | 724 |
| Nov | 416 | 2 | 26 | 119 | 182 | - | 745 |
| Dec | 398 | - | - | 60 | 177 | - | 635 |

Source of above tables: Air Transport Command.

Table 120.-- FLYING TIME OF AIRPLANES IN CONTINENTAL US, 9Y

(In actual

| Line No. | Type and Model | Total | 1946 | 1947 | 1946 | 1946 (March) | | |
|----------|---------------------------------------|------------------|----------------|----------------|-----------------------|-----------------------------|----------------------------|---------------|
| | | | | | All Commands a/ | Strategic Air Command | Tactical Air Command | Air Defense |
| | | | | | | | | ADC |
| 1 | Total | 4,849,610 | 2,483,717 | 2,365,893 | 395,454 | 272,983 | 279,175 | 63,782 |
| 2 | <u>Bomber-Total</u> | <u>1,020,345</u> | <u>513,204</u> | <u>507,141</u> | <u>76,993</u> | <u>92,621</u> | <u>68,114</u> | <u>11,903</u> |
| 3 | B-29 | 168,340 | 49,204 | 119,136 | 3,650 | 30,724 | 251 | 27 |
| 4 | B-17 | 120,544 | 67,543 | 53,001 | 14,708 | 13,993 | 2,293 | 547 |
| 5 | B-24 | 9,753 | 9,355 | 398 | 4,675 | - | 18 | 17 |
| 6 | B-32 | 39 | 39 | - | 31 | - | - | - |
| 7 | B-25 | 565,818 | 310,149 | 255,669 | 44,505 | 46,670 | 25,278 | 8,479 |
| 8 | B-26 | 1,193 | 1,193 | - | 741 | - | 88 | - |
| 9 | A-20 | 748 | 735 | 13 | 86 | - | 85 | 3 |
| 10 | A-26 | 153,373 | 74,543 | 78,830 | 8,500 | 1,234 | 40,101 | 2,830 |
| 11 | Other | 537 | 443 | 94 | 97 | - | - | - |
| 12 | <u>Fighter-Total</u> | <u>326,626</u> | <u>163,926</u> | <u>162,700</u> | <u>29,936</u> | <u>20,016</u> | <u>34,219</u> | <u>2,371</u> |
| 13 | P-36 | 3,495 | 3,301 | 194 | 1,218 | - | - | - |
| 14 | P-47 | 64,597 | 42,033 | 22,564 | 11,339 | 10,483 | 4,487 | 1,159 |
| 15 | P-51 | 171,776 | 88,672 | 83,104 | 13,629 | 8,868 | 17,548 | 1,112 |
| 16 | P-59 | 637 | 637 | - | 87 | - | 8 | - |
| 17 | P-61 | 10,613 | 6,260 | 4,353 | 1,353 | 112 | 1,768 | 100 |
| 18 | P-63 | 2,114 | 1,940 | 174 | 748 | 503 | - | - |
| 19 | P-80 (Jet) | 67,773 | 20,116 | 49,857 | 1,463 | 50 | 10,408 | - |
| 20 | P-82 | 1,940 | 659 | 1,281 | 52 | - | - | - |
| 21 | F-84 (Jet) | 1,022 | - | 1,022 | - | - | - | - |
| 22 | Other | 459 | 308 | 151 | 47 | - | - | - |
| 23 | <u>Reconnaissance-Total</u> | <u>65,743</u> | <u>29,830</u> | <u>35,913</u> | <u>5,551</u> | <u>10,697</u> | <u>6,458</u> | - |
| 24 | F-2 | 14,743 | 8,559 | 6,184 | 1,830 | 6,495 | - | - |
| 25 | F-5 | 2,441 | 2,441 | - | 1,328 | 927 | - | - |
| 26 | F-6 | 9,896 | 7,132 | 2,764 | 753 | - | 6,059 | - |
| 27 | F-9 | 7,522 | 1,779 | 5,723 | 140 | 1,365 | - | - |
| 28 | F-10 | 3,830 | 3,095 | 735 | 329 | - | - | - |
| 29 | F-13 | 4,497 | 1,691 | 2,806 | 92 | 1,476 | - | - |
| 30 | F-15 | 533 | 207 | 533 | 26 | - | - | - |
| 31 | FP-80 (Jet) | 14,278 | 476 | 13,802 | - | - | 399 | - |
| 32 | OA-10 | 7,555 | 4,189 | 3,366 | 877 | 371 | - | - |
| 33 | Other | 448 | 261 | - | 176 | 63 | - | - |
| 34 | <u>Transport-Total</u> | <u>1,525,441</u> | <u>802,124</u> | <u>723,317</u> | <u>152,702</u> | <u>110,920</u> | <u>100,275</u> | <u>26,637</u> |
| 35 | C-45, CQ-3 | 372,899 | 193,360 | 179,539 | 26,057 | 52,844 | 15,476 | 12,657 |
| 36 | C-46 | 57,951 | 50,930 | 7,021 | 5,369 | 98 | 42,128 | - |
| 37 | C-47, C-53 | 894,348 | 468,416 | 425,932 | 100,652 | 49,813 | 37,799 | 13,972 |
| 38 | C-54 | 145,840 | 75,702 | 70,138 | 19,727 | 5,186 | - | 3 |
| 39 | C-64 | 1,225 | 1,165 | 60 | 239 | 53 | - | 5 |
| 40 | C-74 | 3,284 | 219 | 3,065 | 5 | - | - | - |
| 41 | C-82 | 36,781 | 6,530 | 30,251 | 231 | - | 4,872 | - |
| 42 | C-97 | 886 | - | 886 | - | - | - | - |
| 43 | C-117 | 11,626 | 5,510 | 6,116 | 335 | 2,926 | - | - |
| 44 | Other | 601 | 292 | 309 | 87 | - | - | - |
| 45 | <u>Trainer-Total</u> | <u>1,770,530</u> | <u>891,908</u> | <u>878,622</u> | <u>119,762</u> | <u>32,932</u> | <u>44,501</u> | <u>22,061</u> |
| 46 | AT-6 | 1,344,285 | 657,856 | 686,429 | 80,100 | 30,677 | 42,872 | 17,137 |
| 47 | AT-7/AT-11 | 255,469 | 124,422 | 131,047 | 18,209 | 2,252 | 1,564 | 4,922 |
| 48 | PT-13 | 165,482 | 104,602 | 60,880 | 20,480 | 1 | 65 | - |
| 49 | Other | 5,294 | 5,028 | 266 | 973 | 2 | - | 2 |
| 50 | <u>Communications-Total</u> | <u>140,925</u> | <u>82,725</u> | <u>58,200</u> | <u>10,510</u> | <u>5,797</u> | <u>25,608</u> | <u>810</u> |
| 51 | L-4 | 46,981 | 20,017 | 26,964 | 303 | - | - | - |
| 52 | L-5 | 80,997 | 58,835 | 22,162 | 9,797 | 5,768 | 25,422 | 810 |
| 53 | K-5 | 6,049 | 2,055 | 3,994 | 312 | 25 | 186 | - |
| 54 | K-6 | 4,304 | 1,477 | 2,827 | 71 | - | - | - |
| 55 | Other | 2,594 | 341 | 2,253 | 27 | 4 | - | - |

COMMAND, AND BY TYPE AND PRINCIPAL MODEL OF AIRPLANE: 1946 AND 1947

flying hours)

| through December) | | | | | | | | Line No. |
|-------------------|----------------------|----------------------|-----------------------|------------------------|----------------|-----------------------|-----------------------------------|----------|
| Command Reserve | Air Training Command | Air Materiel Command | Air Transport Command | Proving Ground Command | Air University | Commanding General b/ | Personnel Distribution Command c/ | |
| 122,466 | 681,660 | 266,777 | 305,453 | 40,833 | 51,445 | 411 | 3,278 | 1 |
| - | <u>160,531</u> | <u>36,021</u> | <u>38,563</u> | <u>20,249</u> | <u>8,004</u> | <u>48</u> | <u>157</u> | 2 |
| - | 859 | 3,814 | 7,364 | 2,499 | 1 | 15 | - | 3 |
| - | 8,346 | 12,916 | 10,333 | 4,407 | - | - | - | 4 |
| - | 1,276 | 1,078 | 2,264 | 11 | - | 16 | - | 5 |
| - | - | - | 8 | - | - | - | - | 6 |
| - | 139,164 | 14,055 | 14,222 | 10,031 | 7,571 | 17 | 157 | 7 |
| - | 345 | 3 | 15 | 1 | - | - | - | 8 |
| - | - | - | 561 | - | - | - | - | 9 |
| - | 10,541 | 3,826 | 3,779 | 3,300 | 432 | - | - | 10 |
| - | - | 329 | 17 | - | - | - | - | 11 |
| 4,293 | <u>38,543</u> | <u>12,787</u> | <u>8,626</u> | 6,982 | <u>1,049</u> | 104 | - | 12 |
| - | 90 | 746 | 1,214 | 32 | - | 1 | - | 13 |
| - | 7,197 | 3,480 | 1,667 | 2,204 | - | 17 | - | 14 |
| 9,293 | 26,586 | 4,339 | 3,913 | 2,278 | 1,049 | 57 | - | 15 |
| - | 2 | 210 | 330 | - | - | - | - | 16 |
| - | 4 | 1,083 | 469 | 1,365 | - | 6 | - | 17 |
| - | 8 | 226 | 435 | 13 | - | 7 | - | 18 |
| - | 4,656 | 2,071 | 475 | 977 | - | 16 | - | 19 |
| - | - | 549 | 2 | 56 | - | - | - | 20 |
| - | - | - | - | - | - | - | - | 21 |
| - | - | 83 | 121 | 57 | - | - | - | 22 |
| - | <u>3,086</u> | <u>811</u> | <u>3,030</u> | <u>196</u> | - | <u>1</u> | - | 23 |
| - | 1 | 206 | 27 | - | - | - | - | 24 |
| - | - | 73 | 106 | 7 | - | - | - | 25 |
| - | - | 167 | 98 | 55 | - | - | - | 26 |
| - | 259 | - | 15 | - | - | - | - | 27 |
| - | 2,766 | - | - | - | - | - | - | 28 |
| - | - | 18 | 73 | 32 | - | - | - | 29 |
| - | - | 181 | - | - | - | - | - | 30 |
| - | - | 77 | - | - | - | - | - | 31 |
| - | 60 | 85 | 2,698 | 98 | - | - | - | 32 |
| - | - | 4 | 13 | 4 | - | 1 | - | 33 |
| - | <u>65,926</u> | <u>103,329</u> | <u>215,392</u> | <u>8,114</u> | <u>16,750</u> | <u>160</u> | <u>1,919</u> | 34 |
| - | 9,753 | 38,408 | 19,816 | 3,781 | 13,577 | 46 | 945 | 35 |
| - | 286 | 1,556 | 1,007 | - | 405 | 81 | - | 36 |
| - | 55,605 | 59,372 | 143,098 | 4,330 | 2,768 | 33 | 974 | 37 |
| - | 240 | 2,102 | 48,441 | 3 | - | - | - | 38 |
| - | - | 196 | 672 | - | - | - | - | 39 |
| - | - | 81 | 133 | - | - | - | - | 40 |
| - | 42 | 928 | 457 | - | - | - | - | 41 |
| - | - | - | - | - | - | - | - | 42 |
| - | - | 515 | 1,734 | - | - | - | - | 43 |
| - | - | 171 | 34 | - | - | - | - | 44 |
| <u>113,173</u> | <u>391,182</u> | <u>106,073</u> | <u>31,112</u> | <u>4,750</u> | <u>25,421</u> | <u>95</u> | <u>846</u> | 45 |
| 95,357 | 278,941 | 66,835 | 17,419 | 4,682 | 23,116 | 82 | 638 | 46 |
| 17,816 | 30,177 | 37,713 | 9,450 | 1 | 2,305 | 13 | - | 47 |
| - | 82,064 | - | 1,927 | 65 | - | - | - | 48 |
| - | - | 1,525 | 2,316 | 2 | - | - | 208 | 49 |
| - | <u>22,392</u> | <u>7,756</u> | <u>8,730</u> | <u>542</u> | <u>221</u> | <u>3</u> | <u>356</u> | 50 |
| - | 19,521 | 9 | 184 | - | - | - | - | 51 |
| - | 1,223 | 7,141 | 7,716 | 381 | 221 | - | 356 | 52 |
| - | 254 | 344 | 784 | 150 | - | - | - | 53 |
| - | 1,359 | 32 | 4 | 11 | - | - | - | 54 |
| - | 35 | 230 | 42 | - | - | 3 | - | 55 |

Table 120.-- FLYING TIME OF AIRPLANES IN CONTINENTAL US, BY COMMAND, AND BY TYPE AND PRINCIPAL MODEL OF AIRPLANE: 1946 AND 1947 -- Continued

| Type and Model | 1947 | | | | | | | | | | |
|-----------------------------|-----------------------|----------------------|---------------------|----------------|-----------------------|----------------------|----------------------|-----------------------|----------------|------------------------|----------------|
| | Strategic Air Command | Tactical Air Command | Air Defense Command | | Air Transport Command | Air Training Command | Air Materiel Command | Bolling Field Command | Air University | Proving Ground Command | Chief of Staff |
| | | | ADC | Reserve | | | | | | | |
| Total | 250,285 | 254,676 | 135,353 | 492,340 | 209,200 | 533,142 | 219,255 | 118,335 | 104,886 | 41,013 | 7,408 |
| Bomber-Total | 130,683 | 65,204 | 21,183 | - | 23,676 | 143,948 | 48,552 | 26,502 | 18,697 | 24,991 | 3,095 |
| B-29 . . . | 99,784 | 141 | 44 | - | 8,814 | 1,024 | 5,911 | - | - | 3,418 | - |
| B-17 . . . | 6,322 | 392 | 717 | - | 6,666 | 16,205 | 12,603 | 2,389 | 226 | 7,481 | - |
| B-24 . . . | - | - | - | - | - | 158 | 240 | - | - | - | - |
| B-25 . . . | 23,177 | 22,313 | 13,836 | - | 8,191 | 119,373 | 21,954 | 24,113 | 11,695 | 8,375 | 2,642 |
| A-26 . . . | 1,410 | 42,958 | 6,586 | - | 5 | 7,188 | 7,737 | - | 6,776 | 5,717 | 453 |
| Other . . . | - | - | - | - | - | - | 107 | - | - | - | - |
| Fighter-Total | 28,637 | 44,737 | 10,204 | 4,984 | 6 | 43,015 | 15,475 | 4,648 | 6,626 | 4,271 | 97 |
| P-38 . . . | - | - | - | - | - | - | 28 | - | - | 166 | - |
| P-47 . . . | 457 | 4,837 | 7,097 | - | - | 6,530 | 3,199 | - | - | 429 | 15 |
| P-51 . . . | 16,019 | 19,131 | 2,041 | 4,984 | 5 | 23,144 | 5,063 | 4,648 | 6,626 | 1,361 | 82 |
| P-61 . . . | 1 | 804 | 1,013 | - | 1 | - | 2,457 | - | - | 77 | - |
| P-63 . . . | 147 | - | - | - | - | - | 27 | - | - | - | - |
| P-80 (Jet) | 11,986 | 19,965 | - | - | - | 13,341 | 3,162 | - | - | 1,403 | - |
| P-82 . . . | 27 | - | - | - | - | - | 602 | - | - | 652 | - |
| P-84 (Jet) | - | - | 53 | - | - | - | 897 | - | - | 72 | - |
| Other . . . | - | - | - | - | - | - | 40 | - | - | 111 | - |
| Reconnaissance-Total | 13,991 | 15,534 | 1 | - | 2,605 | 775 | 2,023 | - | - | 984 | - |
| F-2 . . . | 5,903 | - | - | - | - | 12 | 269 | - | - | - | - |
| F-6 . . . | - | 2,495 | 1 | - | - | - | 237 | - | - | 31 | - |
| F-9 . . . | 5,689 | - | - | - | - | 28 | 6 | - | - | - | - |
| F-10 . . . | - | - | - | - | - | 735 | - | - | - | - | - |
| F-13 . . . | 1,787 | - | - | - | - | - | 356 | - | - | 663 | - |
| F-15 . . . | - | - | - | - | - | - | 533 | - | - | - | - |
| FP-80(Jet) | - | 13,039 | - | - | - | - | 473 | - | - | 290 | - |
| OA-10 . . . | 612 | - | - | - | 2,605 | - | 149 | - | - | - | - |
| Other . . . | - | - | - | - | - | - | - | - | - | - | - |
| Transport-Total | 63,820 | 84,149 | 68,428 | 18 | 175,490 | 78,199 | 114,613 | 75,843 | 49,844 | 8,891 | 4,022 |
| C-45, CQ-3 | 5,807 | 4,768 | 33,036 | 12 | 14,888 | 2,177 | 34,231 | 37,776 | 42,154 | 2,561 | 2,129 |
| C-46 . . . | - | 5,411 | - | - | 170 | - | 1,410 | - | 30 | - | - |
| C-47, C-53 | 51,161 | 45,205 | 35,392 | 6 | 97,637 | 75,171 | 73,424 | 32,366 | 7,660 | 6,017 | 1,893 |
| C-54 . . . | 6,852 | 149 | - | - | 58,491 | 491 | 3,787 | 88 | - | 280 | - |
| C-64 . . . | - | - | - | - | 48 | - | 12 | - | - | - | - |
| C-74 . . . | - | - | - | - | 2,954 | - | 111 | - | - | - | - |
| C-82 . . . | - | 28,616 | - | - | 616 | 190 | 796 | - | - | 33 | - |
| C-97 . . . | - | - | - | - | 548 | - | 338 | - | - | - | - |
| C-117 . . . | - | - | - | - | 49 | - | 454 | 5,613 | - | - | - |
| Other . . . | - | - | - | - | 259 | - | 50 | - | - | - | - |
| Trainer-Total | 12,904 | 31,204 | 26,911 | 487,338 | 212 | 242,825 | 34,890 | 11,183 | 29,617 | 1,344 | 194 |
| AT-6 . . . | 12,855 | 31,201 | 23,352 | 381,611 | 195 | 180,744 | 25,788 | 10,866 | 18,279 | 1,344 | 194 |
| AT-7, AT-11 | 49 | 1 | 3,539 | 105,727 | 17 | 1,203 | 8,856 | 317 | 11,338 | - | - |
| PT-13 . . . | - | 2 | - | - | - | 60,878 | - | - | - | - | - |
| Other . . . | - | - | 20 | - | - | - | 246 | - | - | - | - |
| Communications-Total | 240 | 13,248 | 8,626 | - | 7,211 | 24,380 | 3,702 | 159 | 102 | 532 | - |
| L-4 . . . | - | - | 8,500 | - | - | 18,333 | 131 | - | - | - | - |
| L-5 . . . | 237 | 11,731 | 126 | - | 6,368 | 1,182 | 2,018 | 159 | 102 | 239 | - |
| R-5 . . . | 3 | 272 | - | - | 843 | 2,216 | 369 | - | - | 291 | - |
| R-6 . . . | - | 65 | - | - | - | 2,649 | 113 | - | - | - | - |
| Other . . . | - | 1,180 | - | - | - | - | 1,071 | - | - | 2 | - |

a/ No breakdown by Command available until March 1946.

b/ Flying time for Commanding General included in other Commands May through December.

c/ Personnel Distribution Command inactivated 30 June 1946.

Table 121.-- FLYING TIME OF AIRPLANES IN CONTINENTAL US, BY TYPE AND PRINCIPAL MODEL OF AIRPLANE:
QUARTERLY, 1943 TO 1945; MONTHLY, 1946 AND 1947

Note:-- In thousands of hours, except for the years 1946 and 1947, which reflect actual flying hours. For the years previous to 1946, due to the rounding of figures to the nearest 1,000 hours, the totals of monthly flying time - by type and model of airplane - may not necessarily equal annual flying time by type and model. Similarly, flying time by model may not equal figures shown by type; total flying time in any period may not equal flying time by type.

| Type and Model | In thousands of hours | | | In actual hours | | | In thousands of hours | |
|---|-----------------------|---------------|---------------|------------------|------------------|----------------|-----------------------|--------------|
| | 1943 | 1944 | 1945 | 1946 | 1947 a/ | | 1943 | |
| | | | | | Jan-Aug | Sep-Dec | 1st Qtr | 2nd Qtr |
| Total | 32,100 | 35,757 | 15,287 | 2,483,717 | 1,575,135 | 790,758 | 6,111 | 7,315 |
| Very Heavy Bomber - Total a/ | 7 | 149 | 584 | 49,242 | 73,193 | - | - | - |
| B-29 | 7 | 149 | 584 | 49,204 | 73,191 | - | - | - |
| Other | - | - | - | 138 | 2 | - | - | - |
| Heavy Bomber - Total a/ | 2,541 | 4,921 | 2,558 | 76,937 | 34,108 | - | 298 | 461 |
| B-17 | 1,387 | 2,520 | 1,237 | 67,543 | 33,777 | - | 196 | 275 |
| B-24 | 1,153 | 2,389 | 1,301 | 9,355 | - | - | 102 | 186 |
| B-32 | - | - | 14 | 39 | - | - | - | - |
| Other | 1 | 12 | 6 | - | 331 | - | - | - |
| Medium Bomber - Total a/ | 1,280 | 1,599 | 1,445 | 311,342 | 174,356 | 45,955 | 235 | 338 |
| B-25 | 635 | 998 | 1,182 | 310,149 | 174,339 | - | 110 | 174 |
| B-26 | 463 | 530 | 258 | 1,193 | - | - | 72 | 107 |
| B-29 | - | - | - | - | - | 45,945 | - | - |
| B-50 | - | - | - | - | - | 10 | - | - |
| Other | 182 | 71 | 4 | - | 17 | - | 53 | 57 |
| Light Bomber - Total a/ | 492 | 503 | 364 | 75,583 | 50,629 | 128,900 | 111 | 132 |
| A-20 | 181 | 234 | 37 | 735 | - | - | 26 | 34 |
| A-26 | - | 52 | 314 | 74,543 | 50,610 | 28,220 | - | - |
| A-26 | 69 | 9 | - | - | - | - | 25 | 27 |
| B-17 | - | - | - | - | - | 19,224 | - | - |
| B-25 | - | - | - | - | - | 81,330 | - | - |
| Other | 242 | 208 | 13 | 305 | 19 | 126 | 60 | 71 |
| Fighter - Total | 1,771 | 3,156 | 2,013 | 163,926 | 106,086 | 56,614 | 208 | 406 |
| P-38 | 308 | 364 | 252 | 3,301 | - | - | 42 | 75 |
| P-39 | 373 | 259 | 17 | 3 | - | - | 37 | 81 |
| P-40 | 367 | 1,014 | 370 | 47 | - | - | 73 | 83 |
| P-47 | 604 | 1,065 | 769 | 42,033 | 16,780 | 5,784 | 47 | 142 |
| P-51 | 83 | 286 | 464 | 88,672 | 53,513 | 29,591 | 1 | 19 |
| P-59 | - | 2 | 4 | 637 | - | - | - | - |
| P-61 | 1 | 12 | 41 | 6,260 | 2,917 | 1,436 | - | - |
| P-63 | - | 106 | 92 | 1,940 | - | - | - | - |
| P-80 | - | - | 1 | 20,116 | 31,354 | 18,503 | - | - |
| Other | 35 | 48 | 3 | 917 | 1,522 | 1,300 | 8 | 6 |
| Reconnaissance - Total | 119 | 117 | 161 | 29,830 | 23,457 | 12,456 | 40 | 41 |
| F-2 | - | - | - | 8,559 | 4,970 | 1,214 | - | - |
| F-4, F-5 | 21 | 52 | 68 | 2,442 | - | - | 8 | 5 |
| F-6 | - | 4 | 22 | 7,132 | 1,705 | 1,059 | - | - |
| F-9 | - | - | - | 1,779 | 2,380 | 3,343 | - | - |
| F-13 | - | 1 | 11 | 1,691 | 1,659 | 1,147 | - | - |
| FP-80 | - | - | - | 476 | 9,691 | 4,111 | - | - |
| OA-10 | - | - | - | 4,189 | - | - | - | - |
| Other | 98 | 60 | 60 | 3,562 | 3,052 | 1,582 | 32 | 36 |
| Transport - Total | 1,989 | 3,953 | 2,109 | 802,124 | 476,748 | 246,569 | 196 | 399 |
| C-45, CQ-3 b/ | - | - | - | 193,360 | 119,382 | 60,157 | - | - |
| C-46 | 35 | 145 | 366 | 50,930 | 6,549 | 472 | - | 6 |
| C-47 | 685 | 1,339 | 1,110 | 468,416 | 277,621 | 148,311 | 133 | 151 |
| C-54 | 3 | 32 | 112 | 75,702 | 49,100 | 21,038 | - | 1 |
| C-82 | - | - | - | 6,530 | 17,226 | 13,025 | - | - |
| C-87 | 4 | 15 | 23 | 3 | - | - | - | 1 |
| C-117 | - | - | - | 5,510 | 4,005 | 2,111 | - | - |
| Other Hq & Med Transport | 148 | 160 | 24 | 438 | 2,865 | 1,455 | 16 | 32 |
| Other Light Transport | 1,114 | 2,262 | 474 | 1,235 | - | - | 47 | 208 |
| Trainer - Total | 22,977 | 20,870 | 5,829 | 891,908 | 597,454 | 281,168 | 4,818 | 5,339 |
| Advanced | 7,893 | 9,407 | 4,664 | 782,297 | 546,683 | 270,793 | 1,739 | 1,962 |
| Basic | 7,387 | 6,501 | 390 | 2,157 | 142 | 20 | 1,609 | 1,632 |
| Primary | 7,697 | 4,962 | 776 | 107,454 | 50,629 | 10,355 | 1,470 | 1,745 |
| Communications - Total | 924 | 489 | 224 | 82,725 | 39,104 | 19,096 | 205 | 199 |
| Liaison | 924 | 486 | 217 | 78,886 | 33,926 | 16,963 | 205 | 199 |
| Notary King | - | 3 | 7 | 3,839 | 5,178 | 2,133 | - | - |

a/ See Table 71 p109 for revision of classification and redesignation of bombardment types of aircraft, as of September 1947.

b/ Included in Other prior to 1946.

Table 121.-- FLYING TIME OF AIRPLANES IN CONTINENTAL US, BY TYPE AND PRINCIPAL

| Line No. | Type and Model | in thousands of hours | | | | | | | | | | |
|----------|----------------------------------|-----------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | | 1943 | | 1944 | | | | 1945 | | | | 1946 |
| | | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | Jan |
| 1 | Total | 9,116 | 9,558 | 10,079 | 10,196 | 8,853 | 6,629 | 5,686 | 5,099 | 3,427 | 1,075 | 229,406 |
| 2 | <u>Very Heavy Bomber - Total</u> | 1 | 6 | 6 | 21 | 59 | 63 | 119 | 227 | 211 | 28 | 2,248 |
| 3 | B-29 | 1 | 6 | 6 | 21 | 59 | 63 | 119 | 227 | 211 | 28 | 2,248 |
| 3a | Other | - | - | - | - | - | - | - | - | - | - | 1 |
| 4 | <u>Heavy Bomber - Total</u> | 871 | 911 | 1,023 | 1,372 | 1,325 | 1,201 | 1,124 | 898 | 439 | 96 | 11,123 |
| 5 | B-17 | 481 | 435 | 515 | 712 | 674 | 619 | 559 | 415 | 203 | 60 | 7,755 |
| 6 | B-24 | 390 | 475 | 506 | 656 | 648 | 579 | 560 | 476 | 229 | 36 | 3,351 |
| 7 | B-32 | - | - | - | - | - | - | - | - | 6 | - | 17 |
| 8 | Other | - | 1 | 2 | 4 | 3 | 3 | 3 | 7 | 1 | - | - |
| 9 | <u>Medium Bomber - Total</u> | 393 | 314 | 315 | 359 | 422 | 503 | 527 | 453 | 349 | 117 | 27,797 |
| 10 | B-25 | 193 | 158 | 171 | 215 | 274 | 338 | 419 | 359 | 292 | 112 | 27,239 |
| 11 | B-26 | 156 | 128 | 121 | 121 | 131 | 157 | 105 | 93 | 55 | 5 | 558 |
| 12 | Other | 44 | 28 | 23 | 23 | 17 | 8 | 3 | 1 | - | - | - |
| 13 | <u>Light Bomber - Total</u> | 122 | 127 | 116 | 153 | 133 | 101 | 111 | 136 | 89 | 30 | 5,445 |
| 14 | A-20 | 60 | 61 | 54 | 78 | 65 | 37 | 22 | 13 | 2 | 1 | 80 |
| 15 | A-26 | - | - | - | 8 | 12 | 32 | 79 | 120 | 86 | 27 | 5,345 |
| 16 | A-36 | 11 | 6 | 5 | 2 | 1 | 1 | - | - | - | - | - |
| 17 | Other | 51 | 60 | 57 | 65 | 55 | 31 | 10 | 2 | - | - | 20 |
| 18 | <u>Fighter - Total</u> | 568 | 589 | 625 | 845 | 907 | 779 | 760 | 723 | 440 | 89 | 18,450 |
| 19 | P-38 | 105 | 86 | 89 | 71 | 98 | 106 | 102 | 92 | 52 | 6 | 941 |
| 20 | P-39 | 131 | 124 | 96 | 90 | 56 | 17 | 14 | 3 | - | - | 1 |
| 21 | P-40 | 110 | 101 | 125 | 280 | 329 | 280 | 230 | 114 | 26 | 1 | 7 |
| 22 | P-47 | 187 | 228 | 255 | 286 | 274 | 250 | 266 | 291 | 177 | 34 | 7,169 |
| 23 | P-51 | 25 | 38 | 47 | 73 | 83 | 83 | 108 | 167 | 150 | 40 | 8,595 |
| 24 | P-59 | - | - | - | - | 1 | 1 | - | - | 1 | - | 36 |
| 25 | P-61 | - | 1 | 1 | 2 | 4 | 5 | 12 | 13 | 11 | 4 | 637 |
| 26 | P-63 | - | - | 5 | 28 | 47 | 26 | 26 | 38 | 23 | 4 | 376 |
| 27 | P-80 | - | - | - | - | - | - | - | - | - | - | 649 |
| 28 | Other | 10 | 11 | 7 | 15 | 15 | 11 | 3 | - | - | - | 39 |
| 29 | <u>Reconnaissance - Total</u> | 25 | 13 | 19 | 26 | 37 | 35 | 46 | 61 | 44 | 10 | 2,401 |
| 30 | F-2 | - | - | - | - | - | - | - | - | - | - | 678 |
| 31 | F-4, F-5 | 2 | 6 | 7 | 9 | 19 | 17 | 19 | 27 | 19 | 2 | 702 |
| 32 | F-6 | - | - | - | - | 1 | 3 | 6 | 8 | 6 | 1 | 363 |
| 33 | F-9 | - | - | - | - | - | - | - | - | - | - | 36 |
| 34 | F-13 | - | - | - | - | - | 1 | 3 | 5 | 3 | - | 28 |
| 35 | OA-10 | - | - | - | - | - | - | - | - | - | - | 267 |
| 36 | Other | 23 | 7 | 12 | 17 | 17 | 14 | 18 | 21 | 15 | 5 | 327 |
| 36a | FP-80 | - | - | - | - | - | - | - | - | - | - | - |
| 37 | <u>Transport - Total</u> | 644 | 750 | 964 | 1,132 | 1,065 | 792 | 662 | 571 | 562 | 313 | 88,394 |
| 38 | C-45, C4-3 b/ | - | - | - | - | - | - | - | - | - | - | 13,642 |
| 39 | C-46 | 15 | 14 | 11 | 24 | 48 | 62 | 89 | 135 | 117 | 27 | 4,188 |
| 40 | C-47, C-53 | 213 | 188 | 228 | 351 | 417 | 343 | 292 | 288 | 311 | 220 | 61,929 |
| 41 | C-54 | 1 | 1 | 3 | 5 | 9 | 15 | 18 | 32 | 46 | 18 | 8,189 |
| 42 | C-82 | - | - | - | - | - | - | - | - | - | - | 72 |
| 43 | C-87 | 1 | 2 | 4 | 4 | 4 | 3 | 6 | 5 | 12 | - | - |
| 44 | C-117 | - | - | - | - | - | - | - | - | - | - | 154 |
| 45 | Other Hvy & Med Transport | 49 | 51 | 52 | 53 | 30 | 25 | 16 | 5 | 3 | - | 22 |
| 46 | Other Light Transport | 365 | 494 | 666 | 695 | 557 | 344 | 244 | 107 | 75 | 48 | 198 |
| 47 | <u>Trainer - Total</u> | 6,224 | 6,596 | 6,825 | 6,148 | 4,794 | 3,103 | 2,284 | 1,954 | 1,229 | 361 | 67,549 |
| 48 | Advanced | 2,096 | 2,096 | 2,498 | 2,777 | 2,337 | 1,795 | 1,691 | 1,569 | 1,082 | 323 | 55,352 |
| 49 | Basic | 2,002 | 2,144 | 2,349 | 1,981 | 1,362 | 809 | 259 | 82 | 40 | 8 | 306 |
| 50 | Primary | 2,126 | 2,356 | 1,978 | 1,390 | 1,095 | 499 | 334 | 302 | 109 | 31 | 11,891 |
| 51 | <u>Communications - Total</u> | 268 | 252 | 186 | 140 | 111 | 52 | 52 | 75 | 65 | 32 | 5,999 |
| 52 | Liaison | 268 | 252 | 186 | 139 | 110 | 51 | 50 | 73 | 63 | 31 | 5,794 |
| 53 | Rotary Wing | - | - | - | 1 | 1 | 1 | 2 | 3 | 2 | 1 | 205 |

b/ Included in Other prior to 1946.

MODEL OF AIRPLANE: QUARTERLY, 1943 TO 1945: MONTHLY, 1946 AND 1947 -- Continued

| In actual hours | | | | | | | | | | | Line No. |
|------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|----------|
| 1946 (Continued) | | | | | | | | | | | |
| Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | |
| 166,048 | 185,591 | 227,732 | 215,825 | 239,325 | 215,479 | 220,986 | 214,373 | 229,088 | 175,599 | 164,265 | 1 |
| 1,458 | 1,661 | 3,652 | 4,441 | 4,834 | 5,015 | 5,318 | 5,140 | 5,489 | 4,603 | 5,483 | 2 |
| 1,403 | 1,660 | 3,602 | 4,424 | 4,832 | 5,011 | 5,318 | 5,140 | 5,484 | 4,600 | 5,483 | 3 |
| 55 | 1 | 50 | 17 | 2 | 4 | - | - | 5 | 3 | - | 3a |
| 8,291 | 8,985 | 8,186 | 6,717 | 8,036 | 5,574 | 4,564 | 4,565 | 4,781 | 2,974 | 3,141 | 4 |
| 6,953 | 8,127 | 7,327 | 5,941 | 6,936 | 5,317 | 4,261 | 4,377 | 4,610 | 2,873 | 3,066 | 5 |
| 1,324 | 858 | 851 | 776 | 1,100 | 257 | 303 | 188 | 171 | 101 | 75 | 6 |
| 14 | - | 8 | - | - | - | - | - | - | - | - | 7 |
| - | - | - | - | - | - | - | - | - | - | - | 8 |
| 17,449 | 21,396 | 26,137 | 28,163 | 30,280 | 28,996 | 30,409 | 29,807 | 29,863 | 22,507 | 18,538 | 9 |
| 17,266 | 21,362 | 26,107 | 28,131 | 30,089 | 28,899 | 30,346 | 29,804 | 29,862 | 22,506 | 18,538 | 10 |
| 183 | 34 | 30 | 32 | 191 | 97 | 63 | 3 | 1 | 1 | - | 11 |
| - | - | - | - | - | - | - | - | - | - | - | 12 |
| 3,182 | 5,196 | 9,126 | 6,683 | 7,950 | 7,616 | 7,638 | 6,567 | 6,301 | 5,760 | 4,119 | 13 |
| 6 | - | 543 | 54 | 51 | 1 | - | - | - | - | - | 14 |
| 3,155 | 5,140 | 8,526 | 6,616 | 7,896 | 7,600 | 7,614 | 6,524 | 6,258 | 5,752 | 4,117 | 15 |
| - | - | - | - | - | - | - | - | - | - | - | 16 |
| 21 | 56 | 57 | 13 | 3 | 15 | 24 | 43 | 43 | 8 | 2 | 17 |
| 11,486 | 10,544 | 14,401 | 12,666 | 14,820 | 13,033 | 16,376 | 15,655 | 16,024 | 11,126 | 9,345 | 18 |
| 277 | 145 | 867 | 578 | 209 | 155 | 29 | 50 | 20 | 11 | 19 | 19 |
| 2 | - | - | - | - | - | - | - | - | - | - | 20 |
| 5 | 13 | 11 | 4 | 7 | - | - | - | - | - | - | 21 |
| 4,170 | 2,871 | 5,314 | 3,928 | 4,222 | 3,280 | 3,446 | 2,447 | 2,298 | 1,790 | 1,098 | 22 |
| 5,034 | 6,139 | 6,065 | 6,045 | 7,719 | 7,025 | 9,697 | 9,983 | 10,186 | 6,046 | 6,138 | 23 |
| 51 | 61 | 227 | 133 | 67 | 31 | 17 | 10 | 2 | - | 2 | 24 |
| 716 | 468 | 540 | 291 | 545 | 579 | 627 | 448 | 435 | 465 | 509 | 25 |
| 372 | 157 | 287 | 158 | 81 | 95 | 258 | 112 | 7 | 15 | 22 | 26 |
| 814 | 588 | 1,058 | 1,369 | 1,915 | 1,750 | 2,180 | 2,529 | 2,993 | 2,763 | 1,508 | 27 |
| 45 | 102 | 32 | 160 | 55 | 118 | 122 | 76 | 83 | 36 | 49 | 28 |
| 3,150 | 3,258 | 3,187 | 2,046 | 2,644 | 3,028 | 2,201 | 2,921 | 1,713 | 1,343 | 1,938 | 29 |
| 1,152 | 1,161 | 723 | 1,063 | 432 | 908 | 521 | 758 | 195 | 481 | 487 | 30 |
| 627 | 503 | 472 | 32 | 55 | 51 | - | - | - | - | - | 31 |
| 390 | 685 | 976 | 228 | 984 | 873 | 677 | 771 | 699 | 230 | 256 | 32 |
| 104 | 101 | 129 | 98 | 88 | 41 | 59 | 508 | 273 | 173 | 169 | 33 |
| 64 | 306 | 203 | 162 | 209 | 254 | 129 | 119 | 57 | 43 | 117 | 34 |
| 610 | 302 | 302 | 119 | 465 | 462 | 442 | 481 | 273 | 241 | 225 | 35 |
| 203 | 200 | 382 | 344 | 411 | 439 | 373 | 284 | 216 | 175 | 208 | 36 |
| - | - | - | - | - | - | - | - | - | - | 476 | 36a |
| 64,308 | 61,503 | 70,650 | 68,514 | 73,931 | 69,074 | 69,046 | 64,018 | 68,750 | 52,219 | 51,717 | 37 |
| 12,415 | 15,472 | 18,192 | 18,746 | 17,973 | 17,514 | 16,359 | 16,443 | 17,801 | 13,518 | 15,285 | 38 |
| 1,181 | 4,256 | 4,688 | 6,252 | 7,746 | 5,322 | 4,091 | 3,304 | 3,677 | 2,271 | 3,954 | 39 |
| 38,723 | 33,956 | 42,389 | 37,532 | 42,830 | 40,131 | 40,234 | 37,581 | 37,638 | 29,215 | 26,258 | 40 |
| 11,538 | 7,028 | 4,477 | 4,964 | 4,128 | 5,013 | 6,967 | 5,570 | 8,015 | 5,351 | 4,462 | 41 |
| 159 | 219 | 235 | 278 | 574 | 137 | 766 | 634 | 1,037 | 1,093 | 1,326 | 42 |
| - | - | 3 | - | - | - | - | - | - | - | - | 43 |
| 181 | 432 | 493 | 612 | 574 | 768 | 436 | 403 | 483 | 647 | 327 | 44 |
| 29 | 25 | 17 | 35 | 43 | 51 | 19 | 46 | 39 | 63 | 49 | 45 |
| 82 | 115 | 156 | 95 | 63 | 138 | 174 | 37 | 60 | 61 | 56 | 46 |
| 52,213 | 61,991 | 81,672 | 77,476 | 87,071 | 75,086 | 79,691 | 81,056 | 90,919 | 70,719 | 66,465 | 47 |
| 42,976 | 51,387 | 69,622 | 67,592 | 76,325 | 66,062 | 73,209 | 77,096 | 84,055 | 60,828 | 57,793 | 48 |
| 365 | 15 | 654 | 195 | 77 | 65 | 78 | 48 | 167 | 117 | 70 | 49 |
| 8,872 | 10,589 | 11,396 | 9,689 | 10,669 | 8,959 | 6,404 | 3,912 | 6,697 | 9,774 | 8,602 | 50 |
| 4,511 | 11,057 | 10,721 | 9,119 | 9,759 | 8,057 | 5,743 | 4,644 | 5,248 | 4,348 | 3,519 | 51 |
| 4,306 | 10,721 | 10,167 | 8,780 | 9,112 | 7,556 | 5,562 | 4,495 | 5,137 | 4,009 | 3,247 | 52 |
| 205 | 336 | 554 | 339 | 647 | 501 | 181 | 149 | 111 | 339 | 272 | 53 |

Table 121.-- FLYING TIME OF AIRPLANES IN CONTINENTAL US, BY TYPE AND PRINCIPAL MODEL OF AIRPLANE: QUARTERLY, 1943 TO 1945; MONTHLY, 1946 AND 1947 -- Continued

| Type and model | In actual hours | | | | | | | | | | | |
|---|-----------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | 1947 | | | | | | | | | | | |
| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
| Total a/ | 166,213 | 160,596 | 183,525 | 197,530 | 219,890 | 221,783 | 217,492 | 208,106 | 216,071 | 216,224 | 182,975 | 175,488 |
| Very Heavy Bomber - Total a/ | 6,628 | 6,457 | 8,548 | 10,383 | 10,399 | 9,028 | 10,662 | 11,088 | | | | |
| B-29 | 6,628 | 6,457 | 8,548 | 10,383 | 10,399 | 9,028 | 10,662 | 11,088 | | | | |
| Other | - | - | - | - | - | - | - | - | | | | |
| Heavy Bomber - Total a/ | 3,734 | 3,401 | 3,966 | 4,504 | 4,744 | 5,011 | 4,600 | 4,148 | | | | |
| B-17 | 3,659 | 3,336 | 3,876 | 4,467 | 4,734 | 4,998 | 4,583 | 4,124 | | | | |
| Other | 75 | 65 | 90 | 37 | 10 | 13 | 17 | 24 | | | | |
| Medium Bomber - Total a/ | 19,914 | 20,180 | 21,829 | 23,255 | 25,073 | 22,321 | 22,100 | 19,684 | 10,025 | 10,028 | 13,223 | 12,679 |
| B-29 | 19,907 | 20,180 | 21,829 | 23,255 | 25,073 | 22,313 | 22,100 | 19,682 | | | | |
| B-29 | - | - | - | - | - | - | - | - | 10,025 | 10,028 | 13,218 | 12,674 |
| B-29 | - | - | - | - | - | - | - | - | - | - | 5 | 5 |
| Other | 7 | - | - | - | - | - | - | - | - | - | - | - |
| Light Bomber - Total a/ | 4,478 | 4,357 | 7,027 | 6,912 | 7,541 | 7,362 | 6,920 | 6,030 | 33,882 | 35,862 | 29,214 | 29,942 |
| A-26 | 4,472 | 4,357 | 7,025 | 6,910 | 7,537 | 7,362 | 6,917 | 6,030 | 6,688 | 8,029 | 6,293 | 7,210 |
| B-17 | - | - | - | - | - | - | - | - | 5,090 | 4,879 | 4,431 | 4,824 |
| B-29 | - | - | - | - | - | - | - | - | 22,054 | 22,923 | 18,469 | 17,884 |
| Other | 6 | - | 2 | 2 | 4 | 2 | 3 | - | 50 | 31 | 21 | 24 |
| Fighter - Total | 12,801 | 14,793 | 12,445 | 12,394 | 12,311 | 12,875 | 13,115 | 15,352 | 15,939 | 15,771 | 11,701 | 13,203 |
| P-47 | 2,045 | 2,559 | 2,031 | 2,031 | 2,226 | 2,121 | 1,600 | 1,649 | 1,639 | 1,700 | 1,094 | 1,351 |
| P-51 | 8,100 | 8,239 | 6,288 | 5,949 | 5,074 | 5,402 | 6,440 | 8,021 | 7,964 | 7,282 | 6,704 | 7,641 |
| P-61 | 546 | 577 | 340 | 341 | 242 | 276 | 258 | 316 | 258 | 339 | 243 | 596 |
| P-80 | 1,960 | 3,171 | 3,104 | 3,857 | 4,565 | 4,927 | 4,630 | 5,140 | 5,694 | 6,057 | 3,322 | 3,430 |
| Other | 150 | 247 | 164 | 216 | 204 | 149 | 166 | 226 | 384 | 393 | 338 | 185 |
| Reconnaissance - Total | 2,737 | 2,361 | 3,620 | 2,945 | 3,475 | 2,861 | 2,660 | 2,798 | 3,360 | 3,939 | 2,622 | 2,535 |
| F-2 | 819 | 644 | 924 | 687 | 812 | 399 | 323 | 362 | 400 | 338 | 197 | 279 |
| F-6 | 479 | 221 | 199 | 214 | 178 | 123 | 116 | 175 | 129 | 270 | 358 | 302 |
| F-9 | 253 | 313 | 497 | 223 | 154 | 106 | 194 | 64.0 | 1,079 | 650 | 1,079 | 394 |
| F-13 | 117 | 189 | 178 | 171 | 459 | 24.0 | 119 | 186 | 134 | 415 | 385 | 213 |
| FP-80 | 651 | 681 | 1,342 | 1,317 | 1,470 | 1,516 | 1,492 | 1,222 | 1,139 | 1,127 | 780 | 1,065 |
| Other | 418 | 313 | 480 | 333 | 402 | 477 | 416 | 213 | 338 | 710 | 252 | 282 |
| Transport - Total | 45,948 | 50,879 | 59,029 | 62,180 | 68,539 | 66,806 | 64,138 | 59,229 | 61,249 | 68,588 | 59,564 | 57,168 |
| C-45, CQ-3 | 12,127 | 13,362 | 16,071 | 16,710 | 16,017 | 16,729 | 15,457 | 12,909 | 15,102 | 16,173 | 14,587 | 14,295 |
| C-46 | 1,246 | 1,630 | 1,597 | 1,363 | 283 | 131 | 232 | 67 | 68 | 114 | 143 | 147 |
| C-47 | 25,487 | 27,350 | 33,056 | 35,949 | 40,907 | 40,856 | 39,137 | 34,879 | 37,367 | 41,740 | 35,626 | 33,578 |
| C-54 | 5,591 | 6,465 | 5,482 | 4,736 | 7,671 | 5,437 | 6,226 | 7,492 | 4,974 | 5,610 | 5,518 | 4,936 |
| C-82 | 898 | 1,567 | 2,083 | 2,347 | 2,696 | 2,755 | 2,161 | 2,719 | 2,774 | 3,834 | 2,962 | 3,455 |
| C-117 | 426 | 386 | 455 | 659 | 608 | 573 | 449 | 449 | 481 | 651 | 501 | 478 |
| Other | 173 | 119 | 285 | 416 | 357 | 325 | 476 | 714 | 483 | 466 | 227 | 279 |
| Trainer - Total | 65,815 | 53,044 | 62,492 | 69,884 | 82,706 | 90,628 | 87,956 | 84,929 | 86,316 | 76,369 | 62,477 | 56,006 |
| Advanced | 58,435 | 48,776 | 56,848 | 62,642 | 73,302 | 84,100 | 83,423 | 79,157 | 78,290 | 74,035 | 62,473 | 55,995 |
| Basic | 41 | - | 2 | 41 | 51 | 6 | - | 20 | - | - | - | - |
| Primary | 7,339 | 4,268 | 5,642 | 7,201 | 9,353 | 6,522 | 4,533 | 5,771 | 8,006 | 2,334 | 4 | 11 |
| Communications - Total | 4,158 | 5,124 | 4,569 | 5,073 | 5,102 | 4,889 | 5,341 | 4,848 | 5,300 | 5,667 | 4,174 | 3,955 |
| Liaison | 3,638 | 4,508 | 3,939 | 4,308 | 4,474 | 4,168 | 4,676 | 4,215 | 4,698 | 5,105 | 3,681 | 3,479 |
| Rotary Wing | 520 | 616 | 630 | 765 | 628 | 721 | 665 | 633 | 602 | 562 | 493 | 476 |

a/ See Table 71 p 109 for revision of classification and redesignation of bombardment types of aircraft as of September 1947.

Table 122.-- FLYING TIME OF AIRPLANES OVERSEAS, BY TYPE AND PRINCIPAL MODEL OF AIRPLANE: DEC 1941; QUARTERLY, 1942 TO 1945; MONTHLY 1946 AND 1947

Note--In thousands of hours, except for the years 1946 and 1947, which reflect actual flying hours. The data below do not equal the sum of those for individual overseas areas published elsewhere in this volume. Flying time of airplanes assigned to Air Transport Command and such projects as cold weather testing at Ladd Field, Alaska, Operations Crossroads, etc. are included here but not in any individual area. Prior to September 1945, flying time is that for only first line bombers and fighters with combat units. See also headnote to Table 121.

| Type and Model | In thousands of hours | | | | | In actual hours | | |
|-------------------------------|-----------------------|-------|---------|---------|------------|-----------------|---------------|---------------|
| | 1941 (Dec) | 1942 | 1943 | 1944 | 1945 b/ | 1946 b/ | 1947 a/ | |
| | | | | | | | (Jan- Aug) | (Sep- Dec) |
| Total | 1.2 | 128.9 | 1,865.3 | 6,957.1 | 6,187.0 | 1,158,953 | 745,154 | 308,500 |
| <u>Very Heavy Bomber a/</u> | | | | | | | | |
| B-29 | - | - | - | 75.3 | 550.2 | 21,974 | 13,714 | - |
| <u>Heavy Bomber-Total a/</u> | 0.5 | 51.8 | 669.4 | 3,209.1 | 2,049.1 | 59,303 | 50,722 | - |
| B-17 | 0.5 | 34.2 | 392.5 | 1,482.7 | 1,054.0 | 54,900 | 50,669 | - |
| B-24 | - | 17.6 | 277.0 | 1,726.4 | 994.3 | 4,403 | 53 | - |
| B-32 | - | - | - | - | 0.8 | - | - | - |
| <u>Medium Bomber-Total a/</u> | - | 17.2 | 308.0 | 757.6 | 481.1 | 15,692 | 6,580 | 6,657 |
| B-25 | - | 12.0 | 194.4 | 392.8 | 275.7 | 15,303 | 6,580 | - |
| B-26 | - | 5.2 | 113.6 | 364.8 | 205.5 | 389 | - | - |
| B-29 | - | - | - | - | - | - | - | 6,657 |
| <u>Light Bomber-Total a/</u> | - | 4.4 | 23.6 | 192.5 | 199.8 | 31,150 | 33,874 | 40,727 |
| A-20 | - | 4.4 | 23.6 | 185.7 | 92.7 | 139 | - | - |
| A-26 | - | - | - | 6.8 | 107.1 | 30,981 | 33,874 | 15,441 |
| B-17 | - | - | - | - | - | - | - | 23,086 |
| B-25 | - | - | - | - | - | - | - | 2,200 |
| Other | - | - | - | - | - | 30 | - | - |
| <u>Fighter-Total</u> | 0.7 | 55.5 | 864.3 | 2,722.6 | 1,851.4 | 157,235 | 133,671 | 51,891 |
| F-38 | - | 6.7 | 227.7 | 555.5 | 329.2 | 10,168 | - | - |
| F-39 | - | 10.0 | 139.3 | 95.0 | - | - | - | - |
| P-40 | 0.4 | 31.7 | 254.1 | 175.4 | 14.4 | - | - | - |
| F-47 | - | - | 133.6 | 1,099.4 | 723.7 | 57,809 | 53,149 | 19,867 |
| F-51 | - | - | 6.2 | 708.5 | 642.8 | 80,393 | 68,855 | 24,483 |
| F-61 | - | - | 3.5 | 29.0 | 52.0 | 7,807 | 9,485 | 3,576 |
| F-80 | - | - | - | - | - | 1,035 | 2,113 | 3,965 |
| Other | 0.3 | 7.1 | 99.2 | 59.8 | 89.3 | 23 | 69 | - |
| <u>Reconnaissance-Total</u> | e/ | e/ | e/ | e/ | 6.2 | 28,834 | 20,666 | 10,453 |
| F-2 d/ | e/ | e/ | e/ | e/ | - | 2,659 | 5,040 | 1,410 |
| F-6 | e/ | e/ | e/ | e/ | 0.7 | 8,820 | 6,112 | 2,264 |
| F-7 | e/ | e/ | e/ | e/ | 0.4 | 4,002 | - | - |
| F-9 | e/ | e/ | e/ | e/ | - | 927 | 1,437 | 791 |
| F-13 | e/ | e/ | e/ | e/ | 0.7 | 4,881 | 3,192 | 1,970 |
| FP-80 | e/ | e/ | e/ | e/ | - | - | 1,430 | 1,929 |
| OA-10 | e/ | e/ | e/ | e/ | 1.4 | 5,952 | 2,851 | 607 |
| Other | e/ | e/ | e/ | e/ | 3.0 | 1,593 | 604 | 1,482 |
| <u>Transport-Total</u> | e/ | e/ | e/ | e/ | 958.2 | 678,419 | 363,414 | 159,489 |
| C-45, C-43 d/ | e/ | e/ | e/ | e/ | - | 42,522 | 35,360 | 11,551 |
| C-46 | e/ | e/ | e/ | e/ | 200.4 | 62,858 | 42,239 | 15,522 |
| C-47, C-53 | e/ | e/ | e/ | e/ | 347.8 | 290,530 | 147,161 | 61,620 |
| C-54 | e/ | e/ | e/ | e/ | 368.1 | 278,164 | 136,187 | 69,277 |
| Other | e/ | e/ | e/ | e/ | 41.9 | 4,345 | 2,467 | 1,519 |
| <u>Trainer-Total</u> | e/ | e/ | e/ | e/ | 6.8 | 53,118 | 85,908 | 32,041 |
| advanced | e/ | e/ | e/ | e/ | 6.6 | 53,096 | 85,718 | 31,907 |
| Other | e/ | e/ | e/ | e/ | 0.2 | 22 | 190 | 134 |
| <u>Communications-Total</u> | e/ | e/ | e/ | e/ | 37.6 | 95,359 | 36,605 | 7,242 |
| Liaison | e/ | e/ | e/ | e/ | 37.4 | 94,451 | 35,837 | 6,699 |
| Rotary wing | e/ | e/ | e/ | e/ | 0.2 | 908 | 768 | 543 |
| <u>Transient b/</u> | - | - | - | - | 46.6 | 17,869 | - | - |

a/ See Table 71 p 109 for revision of classification and redesignation of bombardment types of aircraft, as of September 1947.

b/ Includes flying time of transient airplanes for which no type or model breakdown was reported. Of the 17,869 hours of flying time of transient airplanes, ATC reported 16,278 hours; Pacific Area reported 1,591 hours during March 1946.

c/ Not available.

d/ Included in Other in 1945.

Table 122.-- FLYING TIME OF AIRPLANES OVERSEAS, BY TYPE AND PRINCIPAL MODEL OF

| Line No. | Type and Model | In thousands of hours | | | | | | | | | | | |
|----------|--------------------------------|-----------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | | 1942 | | | | 1943 | | | | 1944 | | | |
| | | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr |
| 1 | Total | 9.5 | 22.0 | 25.9 | 71.5 | 161.5 | 359.9 | 663.2 | 680.7 | 982.6 | 1952.6 | 2141.4 | 1880.5 |
| 2 | <u>Very Heavy Bomber</u> . . | - | - | - | - | - | - | - | - | - | 9.6 | 23.5 | 42.2 |
| 3 | B-29 | - | - | - | - | - | - | - | - | - | - | - | - |
| 4 | <u>Heavy Bomber-Total</u> . . | 1.9 | 8.8 | 10.2 | 30.9 | 60.4 | 127.5 | 222.6 | 258.9 | 416.5 | 870.3 | 1018.9 | 903.4 |
| 5 | B-17 | 1.9 | 5.8 | 7.5 | 19.0 | 31.9 | 80.1 | 142.1 | 138.4 | 217.1 | 366.6 | 464.3 | 434.7 |
| 6 | B-24 | - | 3.0 | 2.7 | 11.9 | 28.5 | 47.5 | 80.5 | 120.5 | 199.4 | 503.7 | 554.6 | 468.7 |
| 7 | B-32 | - | - | - | - | - | - | - | - | - | - | - | - |
| 8 | <u>Medium Bomber-Total</u> . . | 0.2 | 3.3 | 5.0 | 8.7 | 17.6 | 48.1 | 127.4 | 114.9 | 133.6 | 220.0 | 220.9 | 183.1 |
| 9 | B-25 | 0.1 | 1.4 | 3.1 | 7.4 | 13.4 | 32.9 | 77.1 | 71.0 | 70.8 | 101.5 | 106.6 | 113.9 |
| 10 | B-26 | 0.1 | 1.9 | 1.9 | 1.3 | 4.2 | 15.2 | 50.3 | 43.9 | 62.8 | 118.5 | 114.3 | 69.2 |
| 11 | <u>Light Bomber-Total</u> . . | - | 0.9 | 1.3 | 2.2 | 4.1 | 5.4 | 6.3 | 7.8 | 18.0 | 66.1 | 64.5 | 43.9 |
| 12 | A-20 | - | 0.9 | 1.3 | 2.2 | 4.1 | 5.4 | 6.3 | 7.8 | 18.0 | 66.1 | 64.2 | 37.4 |
| 13 | A-26 | - | - | - | - | - | - | - | - | - | - | 0.3 | 6.5 |
| 13a | Other | - | - | - | - | - | - | - | - | - | - | - | - |
| 14 | <u>Fighter-Total</u> | 7.4 | 9.0 | 9.4 | 29.7 | 79.4 | 178.9 | 306.9 | 299.1 | 414.5 | 786.6 | 813.6 | 707.9 |
| 15 | P-38 | - | - | 0.4 | 6.3 | 22.1 | 54.4 | 82.0 | 69.2 | 75.1 | 182.0 | 159.7 | 138.7 |
| 16 | P-39 | 0.9 | 3.5 | 2.6 | 3.0 | 12.8 | 21.3 | 56.9 | 48.3 | 42.1 | 43.4 | 9.5 | - |
| 17 | P-40 | 4.6 | 4.3 | 5.1 | 17.7 | 35.5 | 66.6 | 80.4 | 71.6 | 67.4 | 53.5 | 34.5 | 20.0 |
| 18 | P-47 | - | - | - | - | 0.1 | 15.6 | 44.1 | 73.8 | 163.0 | 324.2 | 323.2 | 289.0 |
| 19 | P-51 | - | - | - | - | - | 0.1 | 0.1 | 6.0 | 30.7 | 163.4 | 270.3 | 244.1 |
| 20 | P-61 | - | - | - | - | - | 0.1 | - | 3.4 | 3.1 | 4.3 | 9.6 | 12.0 |
| 21 | P-80 | - | - | - | - | - | - | - | - | - | - | - | - |
| 22 | Other | 1.9 | 1.2 | 1.3 | 2.7 | 8.9 | 20.1 | 43.4 | 26.8 | 33.1 | 15.8 | 6.8 | 4.1 |
| 23 | <u>Reconnaissance-Total</u> e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ |
| 24 | F-2 d/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ |
| 25 | F-6 | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ |
| 26 | F-7 | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ |
| 27 | F-9 | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ |
| 28 | F-13 | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ |
| 29 | OA-10 | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ |
| 30 | Other | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ |
| 31 | <u>Transport-Total</u> | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ |
| 32 | C-45, CQ-3 d/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ |
| 33 | C-46 | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ |
| 34 | C-47, C-53 | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ |
| 35 | C-54 | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ |
| 36 | Other | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ |
| 37 | <u>Trainer-Total</u> | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ |
| 38 | Advanced | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ |
| 39 | Other | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ |
| 40 | <u>Communications-Total</u> . | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ |
| 41 | Liaison | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ |
| 42 | Rotary Wing | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ |
| 43 | <u>Transient</u> | - | - | - | - | - | - | - | - | - | - | - | - |

e/ Not available

d/ Included in Other in 1945

Table 122.-- FLYING TIME OF AIRPLANES OVERSEAS, BY TYPE AND PRINCIPAL MODEL OF AIRPLANE: DEC 1941; QUARTERLY, 1942 TO 1945; MONTHLY 1945 AND 1947 -- Continued

| Type and Model | In actual hours | | | | | | | |
|---------------------------------------|------------------|---------|--------|--------|--------|--------|--------|---------|
| | 1946 - Continued | | | | 1947 | | | |
| | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr |
| Total | 104,708 | 108,216 | 87,912 | 77,740 | 78,117 | 76,629 | 91,634 | 102,385 |
| Very Heavy Bomber | | | | | | | | |
| B-29 | 1,111 | 1,785 | 1,895 | 1,321 | 1,464 | 1,833 | 1,902 | 1,574 |
| Heavy Bomber-Total | 5,547 | 5,296 | 4,392 | 4,834 | 4,711 | 5,154 | 6,066 | 6,585 |
| B-17 | 5,316 | 5,100 | 4,254 | 4,685 | 4,671 | 5,145 | 6,064 | 6,583 |
| B-24 | 231 | 196 | 138 | 149 | 40 | 9 | 2 | 2 |
| Medium Bomber | | | | | | | | |
| B-25 | 967 | 1,088 | 709 | 694 | 774 | 687 | 904 | 958 |
| Light Bomber-Total | 4,154 | 3,735 | 3,077 | 2,319 | 2,694 | 2,584 | 4,169 | 4,726 |
| A-26 | 4,154 | 3,735 | 3,077 | 2,319 | 2,694 | 2,584 | 4,169 | 4,726 |
| Other | - | - | - | - | - | - | - | - |
| Fighter-Total | 16,653 | 18,564 | 15,565 | 11,474 | 12,343 | 14,386 | 20,365 | 21,516 |
| P-38 | 884 | 482 | 323 | - | - | - | - | - |
| P-47 | 6,369 | 6,746 | 5,576 | 4,611 | 4,259 | 5,878 | 9,580 | 8,865 |
| P-51 | 8,536 | 10,394 | 8,821 | 6,093 | 7,016 | 7,482 | 9,078 | 11,137 |
| P-61 | 696 | 762 | 623 | 691 | 870 | 822 | 1,416 | 1,405 |
| P-80 | 168 | 180 | 222 | 56 | 185 | 188 | 286 | 102 |
| Other | - | - | - | 23 | 13 | 16 | 5 | 7 |
| Reconnaissance-Total | 2,845 | 3,035 | 3,127 | 2,601 | 2,594 | 2,093 | 2,438 | 2,782 |
| P-2 d/ | 401 | 396 | 566 | 677 | 874 | 676 | 608 | 764 |
| F-6 | 1,114 | 730 | 612 | 438 | 531 | 347 | 762 | 929 |
| F-7 | 360 | 630 | 581 | 288 | - | - | - | - |
| F-9 | 38 | 104 | 239 | 336 | 395 | 275 | 406 | 100 |
| F-13 | 302 | 368 | 733 | 478 | 320 | 308 | 191 | 408 |
| FP-80 | - | - | - | - | - | 2 | 67 | 107 |
| OA-10 | 586 | 793 | 372 | 318 | 306 | 427 | 403 | 474 |
| Other | 44 | 14 | 24 | 66 | 168 | 58 | 1 | - |
| Transport-Total | 58,993 | 60,741 | 46,313 | 42,638 | 39,827 | 39,106 | 41,811 | 45,205 |
| C-45, C4-3 d/ | 5,058 | 4,440 | 3,877 | 3,414 | 2,966 | 2,754 | 4,485 | 5,139 |
| C-46 | 6,016 | 7,063 | 7,437 | 6,346 | 5,462 | 5,299 | 5,646 | 5,409 |
| C-47, C-53 | 25,785 | 24,505 | 16,744 | 15,573 | 14,656 | 15,387 | 18,545 | 18,266 |
| C-54 | 21,935 | 24,562 | 18,125 | 17,150 | 16,024 | 15,441 | 12,925 | 16,224 |
| Other | 199 | 171 | 130 | 155 | 719 | 225 | 210 | 167 |
| Trainer-Total | 5,470 | 6,043 | 6,372 | 6,549 | 7,083 | 6,129 | 8,096 | 13,378 |
| Advanced | 5,469 | 6,043 | 6,372 | 6,549 | 7,083 | 6,129 | 8,096 | 13,357 |
| Other | 1 | - | - | - | - | - | - | 21 |
| Communications-Total | 8,968 | 7,929 | 6,462 | 5,310 | 6,657 | 4,657 | 5,883 | 5,661 |
| Liaison | 8,942 | 7,866 | 6,401 | 5,245 | 6,593 | 4,559 | 5,804 | 5,558 |
| Rotary Wing | 26 | 63 | 61 | 65 | 64 | 98 | 79 | 103 |

d/ Included in Other in 1945.

Table 122.-- FLYING TIME OF AIRPLANES OVERSEAS, BY TYPE AND PRINCIPAL MODEL OF AIRPLANE: DEC 1941; QUARTERLY, 1942 TO 1946; MONTHLY 1946 AND 1947 -- Continued

| Type and Model | In actual hours | | | | | | | |
|---|------------------|--------|--------|--------|--------|--------|--------|--------|
| | 1947 - Continued | | | | | | | |
| | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
| Total | 114,483 | 91,287 | 93,923 | 96,666 | 87,268 | 85,821 | 68,577 | 66,834 |
| Very Heavy Bomber a/ | | | | | | | | |
| B-29 | 1,365 | 1,734 | 1,288 | 2,554 | | | | |
| Heavy Bomber a/ | | | | | | | | |
| B-17 | 8,320 | 6,327 | 7,079 | 6,480 | | | | |
| Medium Bomber - Total a/ | 1,015 | 837 | 674 | 731 | 2,189 | 2,044 | 1,493 | 931 |
| B-25 | 1,015 | 837 | 674 | 731 | | | | |
| B-29 | | | | | 2,189 | 2,044 | 1,493 | 931 |
| Light Bomber - Total a/ | 4,509 | 4,065 | 5,151 | 5,976 | 11,562 | 11,358 | 9,160 | 8,647 |
| A-26 | 4,509 | 4,065 | 5,151 | 5,976 | 4,627 | 4,103 | 3,643 | 3,068 |
| B-17 | | | | | 6,330 | 6,599 | 5,054 | 5,103 |
| B-25 | | | | | 605 | 656 | 463 | 476 |
| Fighter - Total | 19,044 | 13,456 | 13,915 | 18,646 | 14,877 | 14,870 | 11,039 | 11,105 |
| F-47 | 7,261 | 5,192 | 4,712 | 7,402 | 6,155 | 5,303 | 4,441 | 3,968 |
| F-51 | 10,209 | 6,808 | 7,787 | 9,338 | 7,022 | 7,814 | 4,679 | 4,968 |
| F-61 | 1,294 | 1,121 | 1,159 | 1,398 | 1,113 | 998 | 767 | 698 |
| F-80 | 277 | 320 | 247 | 508 | 587 | 755 | 1,152 | 1,471 |
| Other | 3 | 15 | 10 | - | - | - | - | - |
| Reconnaissance - Total | 2,608 | 2,203 | 2,645 | 3,303 | 2,679 | 2,768 | 2,591 | 2,415 |
| F-2 | 805 | 317 | 573 | 423 | 529 | 437 | 256 | 188 |
| F-6 | 746 | 937 | 880 | 980 | 810 | 676 | 476 | 302 |
| F-9 | 62 | 73 | 22 | 104 | 55 | 22 | 364 | 350 |
| F-13 | 459 | 384 | 509 | 613 | 496 | 437 | 441 | 596 |
| FP-80 | 186 | 351 | 215 | 502 | 355 | 537 | 487 | 550 |
| OA-10 | 350 | 128 | 358 | 405 | 179 | 188 | 114 | 126 |
| Other | - | 13 | 88 | 276 | 255 | 471 | 453 | 303 |
| Transport - Total | 54,637 | 48,814 | 48,410 | 45,604 | 43,459 | 43,579 | 36,500 | 35,951 |
| C-45, C-43 d/ | 6,333 | 5,408 | 4,074 | 4,201 | 3,776 | 3,519 | 2,178 | 2,078 |
| C-46 | 5,900 | 4,808 | 4,631 | 5,084 | 5,138 | 4,131 | 3,334 | 2,919 |
| C-47, C-53 | 22,525 | 19,980 | 18,589 | 19,213 | 17,806 | 17,042 | 13,147 | 13,625 |
| C-54 | 19,655 | 18,368 | 20,828 | 16,722 | 16,425 | 18,479 | 17,440 | 16,933 |
| Other | 224 | 250 | 288 | 384 | 314 | 408 | 401 | 396 |
| Trainer - Total | 18,435 | 10,751 | 11,141 | 10,895 | 10,161 | 9,181 | 6,376 | 6,323 |
| Advanced | 18,396 | 10,693 | 11,107 | 10,857 | 10,122 | 9,152 | 6,350 | 6,283 |
| Other | 39 | 58 | 34 | 38 | 39 | 29 | 26 | 40 |
| Communications - Total | 4,550 | 3,100 | 3,620 | 2,477 | 2,341 | 2,021 | 1,418 | 1,462 |
| Liaison | 4,449 | 3,025 | 3,529 | 2,320 | 2,191 | 1,815 | 1,337 | 1,356 |
| Rotary Wing | 101 | 75 | 91 | 157 | 150 | 206 | 81 | 106 |

a/ See Table 71 p109 for revision of classification and redesignation of bombardment types of aircraft, as of September 1947.

d/ Included in Other in 1945.

| Hours Flown Operations Crossroads (Included in the above breakdown by type and model) | | | | | |
|--|-------|-------|-------|-------|--|
| Type and Model | 1946 | | | | |
| | Total | May | Jun | Jul | |
| Total | 6,315 | 2,392 | 1,967 | 1,956 | |
| B-29 | 1,613 | 535 | 600 | 478 | |
| B-17 | 1,980 | 718 | 626 | 636 | |
| F-13 | 1,052 | 426 | 203 | 423 | |
| C-54 | 1,670 | 713 | 538 | 419 | |

Table 123.-- FLYING TIME OF AIRPLANES IN EUROPEAN AREA, BY TYPE AND PRINCIPAL MODEL OF AIRPLANE: QUARTERLY, 2ND QUARTER 1942 TO 1945; MONTHLY, 1946 AND 1947

(In thousands of hours, except for the years 1946 and 1947, which reflect actual flying hours. See also headnotes to Tables 121 and 122.)

| Type and Model | in thousands of hours | | | | in actual hours | | in thousands of hours | | | | | | | | | | | | |
|---|-----------------------|---------|---------|---------|-----------------|---------------|-----------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|---|
| | 1942 (Apr- Dec) | 1943 | 1944 | 1945 | 1946 | 1947 a/ | | 1942 | | | 1943 | | | | 1944 | | | | |
| | | | | | | (Jan- Aug) | (Sep- Dec) | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | |
| Total | 33.6 | 1,139.0 | 5,349.2 | 3,251.3 | 300,326 | 156,520 | 44,944 | 0.1 | 5.3 | 28.2 | 78.0 | 231.4 | 446.5 | 383.1 | 668.8 | 1,573.5 | 1,729.2 | 1,377.7 | |
| Very Heavy Bomber a/ | | | | | | | | | | | | | | | | | | | |
| B-29 | - | - | - | - | 99 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Heavy Bomber - Total a/ | 20.2 | 473.7 | 2,740.5 | 1,629.7 | 22,009 | 6,720 | - | 0.1 | 3.7 | 16.4 | 35.3 | 92.2 | 171.1 | 175.1 | 330.2 | 763.3 | 887.2 | 759.8 | |
| B-17 | 16.1 | 367.2 | 1,482.7 | 1,050.3 | 22,009 | 6,720 | - | - | 3.0 | 13.1 | 22.6 | 71.3 | 135.6 | 137.7 | 217.1 | 366.6 | 464.3 | 434.7 | |
| B-24 | 4.1 | 106.5 | 1,257.8 | 579.4 | - | - | - | 0.1 | 0.7 | 3.3 | 12.7 | 20.9 | 35.5 | 37.4 | 113.1 | 396.7 | 422.9 | 325.1 | |
| Medium Bomber - Total a/ | 3.3 | 197.3 | 496.9 | 283.1 | 2,313 | - | - | - | 0.6 | 2.7 | 9.6 | 31.1 | 93.2 | 63.4 | 82.2 | 151.6 | 156.3 | 106.8 | |
| B-25 | 2.7 | 87.6 | 132.3 | 78.7 | 1,985 | - | - | - | 0.6 | 2.1 | 5.9 | 17.0 | 43.8 | 20.9 | 19.6 | 33.1 | 42.0 | 37.6 | |
| B-26 | 0.6 | 109.7 | 364.6 | 204.4 | 328 | - | - | - | - | 0.6 | 3.7 | 14.1 | 49.4 | 42.5 | 62.6 | 118.5 | 114.3 | 69.2 | |
| Light Bomber - Total a/ | 1.1 | 15.8 | 113.6 | 127.4 | 13,639 | 9,857 | 5,804 | - | - | 1.1 | 2.0 | 4.5 | 5.2 | 4.1 | 5.7 | 37.9 | 44.6 | 25.4 | |
| A-20 | 1.1 | 15.8 | 106.8 | 31.1 | 49 | 9,782 | 2,836 | - | - | 1.1 | 2.0 | 4.5 | 5.2 | 4.1 | 5.7 | 37.9 | 44.3 | 18.9 | |
| A-26 | - | - | 6.8 | 96.3 | 13,590 | 9,782 | 2,968 | - | - | - | - | - | - | - | - | - | 0.3 | 6.5 | |
| B-17 | - | - | - | - | - | 75 | 2,968 | - | - | - | - | - | - | - | - | - | - | - | |
| Other | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Fighter - Total | 9.0 | 452.2 | 1,998.2 | 1,139.5 | 59,588 | 32,211 | 5,486 | - | 1.0 | 8.0 | 31.1 | 103.6 | 177.0 | 140.5 | 250.7 | 620.7 | 641.1 | 485.7 | |
| P-38 | 4.9 | 142.0 | 349.1 | 112.9 | 78 | - | - | - | - | 4.9 | 14.9 | 37.2 | 53.7 | 36.2 | 42.0 | 138.1 | 105.8 | 63.2 | |
| P-39 | - | 31.0 | 41.0 | - | - | - | - | - | - | - | 1.7 | 3.2 | 14.4 | 11.7 | 17.2 | 5.6 | - | - | |
| P-40 | 0.8 | 92.1 | 46.4 | - | - | - | - | 0.1 | 0.7 | 7.3 | 30.7 | 37.5 | 16.6 | 22.4 | 21.0 | 3.0 | - | - | |
| P-47 | - | 96.0 | 836.8 | 487.7 | 31,927 | 17,043 | 5,355 | - | - | - | 0.1 | 15.6 | 30.9 | 49.4 | 113.5 | 275.8 | 257.7 | 189.8 | |
| P-51 | - | 3.3 | 662.8 | 437.4 | 24,601 | 13,698 | 131 | - | - | - | - | 0.1 | 0.1 | 3.1 | 25.3 | 154.0 | 258.0 | 225.5 | |
| P-61 | - | - | 7.8 | 12.4 | 2,357 | - | - | - | - | - | - | - | - | - | - | - | 4.7 | 3.1 | |
| P-80 | - | - | - | - | 625 | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Other | 3.3 | 87.8 | 54.3 | 89.1 | - | 1,470 | - | - | 0.9 | 2.4 | 7.1 | 16.8 | 40.4 | 23.5 | 29.3 | 14.6 | 6.3 | 4.1 | |
| Reconnaissance - Total | b/ | b/ | b/ | 1.2 | 3,957 | 3,761 | 887 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | |
| F-6 | b/ | b/ | b/ | 0.5 | 3,957 | 3,214 | 810 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | |
| F-9 c/ | b/ | b/ | b/ | - | - | 547 | 77 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | |
| Other | b/ | b/ | b/ | 0.7 | - | - | - | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | |
| Transport - Total | b/ | b/ | b/ | 43.5 | 137,896 | 81,343 | 30,427 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | |
| C-45, CQ-3 | b/ | b/ | b/ | 1.3 | 19,346 | 19,045 | 4,818 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | |
| C-47, C-53 | b/ | b/ | b/ | 34.1 | 116,145 | 61,222 | 24,715 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | |
| Other | b/ | b/ | b/ | 8.1 | 4,405 | 1,076 | 894 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | |
| Trainer | | | | | | | | | | | | | | | | | | | |
| Advanced | b/ | b/ | b/ | 3.3 | 14,201 | 10,461 | 1,586 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | |
| Communications | | | | | | | | | | | | | | | | | | | |
| Liaison | b/ | b/ | b/ | 24.5 | 46,624 | 12,167 | 754 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | |

a/ See Table 71 p109 for revision of classification and redesignation of bombardment types of aircraft, as of September 1947.
 b/ Not available.
 c/ Included in Other in 1945 and 1946.
 d/ Includes 4 hours on Primary Trainer.

Table 123.-- FLYING TIME OF AIRPLANES IN EUROPEAN AREA, BY TYPE AND PRINCIPAL MODEL OF AIRPLANE: QUARTERLY, 2ND QUARTER 1942 TO 1944; MONTHLY, 1945 AND 1947--Continued

| Type and Model | In thousands of hours | | | | In actual hours | | | | | | | | | | | | | |
|---|-----------------------|---------|---------|---------|-----------------|--------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| | 1945 | | | | 1946 | | | | | | | | | | | | 1947 | |
| | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb |
| Total | 1709.5 | 1212.0 | 268.6 | 62.1 | 17,507 | 18,228 | 26,199 | 31,451 | 30,120 | 23,218 | 31,982 | 29,955 | 32,038 | 27,306 | 19,779 | 12,543 | 13,134 | 12,639 |
| Very Heavy Bomber | | | | | | | | | | | | | | | | | | |
| B-29 | - | - | - | - | - | 2 | 3 | - | 5 | 3 | 10 | 13 | 14 | 25 | 22 | 2 | - | - |
| Heavy Bomber - Total | 935.3 | 586.4 | 97.7 | 10.3 | 1,716 | 2,334 | 1,864 | 2,826 | 2,808 | 2,229 | 3,084 | 584 | 1,999 | 1,525 | 591 | 449 | 567 | 590 |
| B-17 | 561.8 | 381.4 | 96.8 | 10.3 | 1,716 | 2,334 | 1,864 | 2,826 | 2,808 | 2,229 | 3,084 | 584 | 1,999 | 1,525 | 591 | 449 | 567 | 590 |
| B-24 | 373.5 | 205.0 | 0.9 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Medium Bomber - Total | 137.1 | 108.6 | 34.9 | 2.5 | 352 | 429 | 272 | 224 | 226 | 201 | 159 | 90 | 122 | 175 | 51 | 12 | - | - |
| B-25 | 44.7 | 30.7 | 2.7 | 0.6 | 177 | 280 | 268 | 224 | 226 | 201 | 159 | 90 | 122 | 175 | 51 | 12 | - | - |
| B-26 | 92.4 | 77.9 | 32.2 | 1.9 | 175 | 149 | 4 | - | - | - | - | - | - | - | - | - | - | - |
| Light Bomber - Total | 51.6 | 72.7 | 1.8 | 1.3 | 459 | 423 | 690 | 1,719 | 1,230 | 992 | 1,176 | 1,314 | 2,087 | 1,748 | 1,218 | 583 | 819 | 769 |
| A-20 | 21.6 | 8.7 | 0.7 | 0.1 | 1 | 4 | 36 | 7 | 1 | - | - | - | - | - | - | - | - | - |
| A-26 | 30.0 | 64.0 | 1.1 | 1.2 | 458 | 419 | 654 | 1,712 | 1,229 | 992 | 1,176 | 1,314 | 2,087 | 1,748 | 1,218 | 583 | 769 | 744 |
| Other | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 50 | 25 |
| Fighter - Total | 585.5 | 444.3 | 100.0 | 9.7 | 3,083 | 2,672 | 4,469 | 5,735 | 5,408 | 3,095 | 7,350 | 6,743 | 7,211 | 6,462 | 4,714 | 2,646 | 2,683 | 3,241 |
| P-38 | 65.8 | 40.0 | 6.9 | 0.2 | 48 | 19 | 11 | - | - | - | - | - | - | - | - | - | - | - |
| P-47 | 230.5 | 208.1 | 44.5 | 4.6 | 1,671 | 1,253 | 1,901 | 3,301 | 3,128 | 1,304 | 4,258 | 3,867 | 4,065 | 3,324 | 2,261 | 1,594 | 1,099 | 1,710 |
| P-51 | 225.4 | 160.6 | 46.9 | 4.5 | 1,265 | 1,292 | 2,281 | 2,218 | 2,030 | 1,627 | 2,645 | 2,611 | 2,770 | 2,801 | 2,171 | 890 | 1,283 | 1,278 |
| P-61 | 3.8 | 6.5 | 1.7 | 0.4 | 99 | 108 | 276 | 216 | 250 | 152 | 354 | 131 | 242 | 237 | 180 | 112 | - | - |
| P-80 | - | - | - | - | - | - | - | - | - | 12 | 93 | 134 | 134 | 100 | 102 | 50 | - | - |
| Other | 60.0 | 29.1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 301 | 253 |
| Reconnaissance - Total | | | 0.9 | 0.3 | 137 | 133 | 359 | 86 | 373 | 328 | 453 | 838 | 674 | 153 | 269 | 154 | 410 | 141 |
| F-6 | b/ | b/ | 0.3 | 0.2 | 137 | 133 | 359 | 86 | 373 | 328 | 453 | 838 | 674 | 153 | 269 | 154 | 300 | 141 |
| F-9 | b/ | b/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 110 | - |
| Other | b/ | b/ | 0.6 | 0.1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Transport - Total | b/ | b/ | 21.0 | 22.5 | 8,141 | 8,782 | 12,031 | 13,687 | 13,268 | 11,316 | 13,892 | 13,829 | 13,748 | 12,645 | 9,784 | 6,773 | 6,465 | 6,477 |
| C-45, CQ-3 | b/ | b/ | 0.4 | 0.9 | 746 | 742 | 1,217 | 1,525 | 1,264 | 1,799 | 2,503 | 2,180 | 2,507 | 2,067 | 1,642 | 1,154 | 1,343 | 1,232 |
| C-47, C-53 | b/ | b/ | 17.3 | 16.8 | 6,777 | 7,548 | 10,534 | 11,808 | 11,849 | 9,453 | 11,309 | 11,526 | 11,109 | 10,466 | 8,104 | 5,572 | 5,073 | 5,143 |
| Other | b/ | b/ | 3.3 | 4.8 | 618 | 492 | 280 | 264 | 155 | 64 | 80 | 123 | 132 | 112 | 38 | 47 | 49 | 102 |
| Trainer | | | | | | | | | | | | | | | | | | |
| Advanced | b/ | b/ | 1.2 | 2.1 | 634 | 680 | d/1,340 | 1,348 | 1,487 | 1,361 | 1,495 | 1,662 | 1,630 | 1,099 | 880 | 585 | 665 | 626 |
| Communications | | | | | | | | | | | | | | | | | | |
| Liaison | b/ | b/ | 11.1 | 13.4 | 2,965 | 2,773 | 5,171 | 5,826 | 5,315 | 3,693 | 4,363 | 4,882 | 4,553 | 3,474 | 2,250 | 1,339 | 1,525 | 795 |

b/ Not Available.

d/ Includes 4 hours on Primary Trainer.

Table 123.-- FLYING TIME OF AIRPLANES IN EUROPEAN AREA, BY TYPE AND PRINCIPAL MODEL OF AIRPLANE: QUARTERLY, 2ND QUARTER 1942 TO 1945; MONTHLY, 1946 AND 1947.-- Continued

| Type and Model | In actual hours | | | | | | | | | |
|--|--------------------|--------|--------|--------|--------|--------|--------|--------|-------|-------|
| | 1947 - - Continued | | | | | | | | | |
| | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
| Total | 22,702 | 27,654 | 24,527 | 18,744 | 18,244 | 18,876 | 14,815 | 13,002 | 9,057 | 8,070 |
| Heavy Bomber a/ | | | | | | | | | | |
| B-17 | 660 | 977 | 1,015 | 889 | 1,023 | 999 | | | | |
| Light Bomber - Total a/ | 1,484 | 1,724 | 1,425 | 1,057 | 1,199 | 1,380 | 1,920 | 1,541 | 1,283 | 1,060 |
| A-26 | 1,484 | 1,724 | 1,425 | 1,057 | 1,199 | 1,380 | 1,057 | 781 | 654 | 344 |
| B-17 | | | | | | | 863 | 760 | 629 | 716 |
| Fighter - Total | 7,773 | 8,427 | 4,403 | 1,542 | 1,682 | 2,460 | 1,732 | 1,657 | 1,224 | 873 |
| P-47 | 4,076 | 4,065 | 2,653 | 528 | 968 | 1,944 | 1,601 | 1,657 | 1,224 | 873 |
| P-51 | 3,004 | 4,148 | 1,741 | 1,014 | 714 | 516 | 131 | - | - | - |
| Other | 693 | 214 | 9 | - | - | - | - | - | - | - |
| Reconnaissance - Total | 546 | 717 | 512 | 585 | 437 | 413 | 249 | 295 | 192 | 151 |
| F-6 | 470 | 617 | 450 | 512 | 415 | 309 | 194 | 273 | 192 | 151 |
| F-9 | 76 | 100 | 62 | 73 | 22 | 104 | 55 | 22 | - | - |
| Transport - Total | 9,494 | 11,487 | 12,938 | 11,704 | 10,964 | 11,814 | 9,925 | 8,741 | 6,019 | 5,742 |
| C-45, C-43 | 2,439 | 2,848 | 3,674 | 2,759 | 2,328 | 2,422 | 1,830 | 1,573 | 754 | 661 |
| C-47, C-53 | 6,982 | 8,509 | 9,100 | 8,767 | 8,445 | 9,203 | 7,940 | 6,863 | 5,009 | 4,903 |
| Other | 73 | 130 | 164 | 178 | 191 | 189 | 155 | 305 | 256 | 178 |
| Trainer | | | | | | | | | | |
| Advanced | 1,278 | 2,227 | 2,058 | 1,337 | 1,290 | 980 | 633 | 582 | 198 | 173 |
| Communications | | | | | | | | | | |
| Liaison | 1,467 | 2,095 | 2,176 | 1,630 | 1,649 | 830 | 356 | 186 | 141 | 71 |

a/ See Table 71 p 109 for revision of classification and redesignation of bombardment types of aircraft, as of September 1947.

Table 124.-- FLYING TIME OF AIRPLANES IN CARIBBEAN AREA, BY TYPE AND PRINCIPAL MODEL OF AIRPLANE:
SEP 1945 TO DEC 1947

(In actual flying hours)

| Type and Model | Total | 1945 a/ | 1946 | 1947 b/ | | 1945 | | | | 1946 | |
|------------------------------------|--------|------------|--------|------------------------|---------------|--------|--------|--------|--------|-------|-------|
| | | | | (Jan- Aug) | (Sep- Dec) | Sep | Oct | Nov | Dec | Jan | Feb |
| | | | | Total | 157,278 | 20,984 | 55,303 | 54,210 | 26,781 | 8,242 | 4,721 |
| Heavy Bomber - Total b/ . . | 22,489 | 3,673 | 8,913 | 9,903 | | 1,512 | 861 | 770 | 530 | 649 | 289 |
| B-17 | 19,004 | 352 | 8,749 | 9,903 | | 108 | 51 | 117 | 76 | 505 | 270 |
| B-24 | 3,485 | 3,321 | 164 | - | | 1,404 | 810 | 653 | 454 | 144 | 19 |
| Medium Bomber - Total b/ . | 3,748 | 787 | 1,245 | 1,716 | | 293 | 131 | 179 | 184 | 105 | 31 |
| B-25 | 3,072 | 172 | 1,184 | 1,716 | | 22 | 12 | 63 | 75 | 44 | 31 |
| B-26 | 676 | 615 | 61 | - | | 271 | 119 | 116 | 109 | 61 | - |
| Light Bomber - Total b/ . . | 5,423 | - | - | 299 | 5,124 | - | - | - | - | - | - |
| A-26 | 649 | - | - | 299 | 350 | - | - | - | - | - | - |
| B-17 | 3,955 | - | - | - | 3,955 | - | - | - | - | - | - |
| B-25 | 819 | - | - | - | 819 | - | - | - | - | - | - |
| Fighter - Total | 25,905 | 5,741 | 8,049 | 8,135 | 3,980 | 3,089 | 1,079 | 903 | 670 | 440 | 140 |
| P-38 | 6,167 | 5,741 | 426 | - | - | 3,089 | 1,079 | 903 | 670 | 424 | 2 |
| P-47 | 15,832 | - | 7,623 | 7,244 | 965 | - | - | - | - | 16 | 138 |
| P-61 | 1,462 | - | - | 891 | 571 | - | - | - | - | - | - |
| P-80 | 2,444 | - | - | - | 2,444 | - | - | - | - | - | - |
| Reconnaissance - Total . . | 5,713 | 375 | 1,775 | 2,014 | 1,549 | 101 | 88 | 71 | 115 | 60 | 34 |
| F-2 | 662 | - | 662 | - | - | - | - | - | - | 44 | 34 |
| F-5 | 143 | - | 143 | - | - | - | - | - | - | - | - |
| F-6 | 707 | - | - | 302 | 405 | - | - | - | - | - | - |
| F-9 | 2,164 | - | 560 | 890 | 714 | - | - | - | - | - | - |
| OA-10 | 1,216 | 144 | 410 | 443 | 219 | 46 | 32 | 11 | 55 | 16 | - |
| Other | 821 | 231 | - | 379 | 211 | 55 | 56 | 60 | 60 | - | - |
| Transport - Total | 82,339 | 8,856 | 30,848 | 28,640 | 13,955 | 2,704 | 2,256 | 2,027 | 1,869 | 1,733 | 1,151 |
| C-45, CQ-3 | 13,084 | 2,032 | 6,075 | 3,764 | 1,213 | 547 | 496 | 533 | 456 | 480 | 310 |
| C-46 | 3,789 | 1,168 | 1,764 | 857 | - | 400 | 342 | 208 | 218 | 253 | 131 |
| C-47, C-53 | 56,358 | 5,086 | 21,503 | 20,596 | 9,173 | 1,437 | 1,254 | 1,250 | 1,145 | 999 | 710 |
| C-54 | 8,355 | - | 1,454 | 3,342 | 3,559 | - | - | - | - | - | - |
| Other | 753 | 570 | 52 | 81 | 50 | 520 | 164 | 36 | 50 | 1 | - |
| Trainer - Total | 9,316 | 1,201 | 3,828 | 2,818 | 1,469 | 422 | 226 | 289 | 264 | 268 | 272 |
| Advanced | 8,887 | 1,112 | 3,812 | 2,628 | 1,335 | 343 | 218 | 287 | 264 | 268 | 271 |
| Other | 429 | 89 | 16 | 190 | 134 | 79 | 8 | 2 | - | - | 1 |
| Communications - Total . . | 2,345 | 351 | 645 | 685 | 664 | 121 | 80 | 93 | 57 | 65 | 19 |
| Liaison | 2,333 | 351 | 645 | 685 | 652 | 121 | 80 | 93 | 57 | 65 | 19 |
| Rotary wing | 12 | - | - | - | 12 | - | - | - | - | - | - |

a/ September through December.

b/ See Table 71 p109 for revision of classification and redesignation of bombardment types of aircraft, as of September 1947.

Table 124.-- FLYING TIME OF AIRPLANES IN CARIBBEAN AREA, BY TYPE AND PRINCIPAL MODEL OF AIRPLANE:
SEP 1945 TO DEC 1947 -- Continued

| Type and Model | 1946 (Continued) | | | | | | | | | | 1947 | |
|---|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb |
| Total | 2,555 | 2,976 | 3,370 | 2,932 | 6,036 | 6,660 | 6,233 | 7,181 | 5,901 | 6,203 | 6,501 | 5,993 |
| Heavy Bomber - Total | 315 | 466 | 585 | 349 | 847 | 970 | 1,133 | 989 | 949 | 1,322 | 1,086 | 886 |
| B-17 | 314 | 466 | 585 | 349 | 847 | 970 | 1,133 | 989 | 999 | 1,322 | 1,086 | 886 |
| B-24 | 1 | - | - | - | - | - | - | - | - | - | - | - |
| Medium Bomber | | | | | | | | | | | | |
| B-25 | 28 | 30 | 70 | 33 | 117 | 217 | 147 | 211 | 107 | 149 | 105 | 166 |
| Fighter | | | | | | | | | | | | |
| P-47 | 313 | 455 | 527 | 465 | 741 | 826 | 809 | 1,376 | 1,007 | 950 | 1,080 | 1,101 |
| Reconnaissance - Total | 68 | 103 | 142 | 148 | 238 | 114 | 177 | 213 | 211 | 267 | 436 | 299 |
| F-2 | 59 | 54 | 64 | 46 | 54 | 56 | 67 | 58 | 53 | 73 | - | - |
| F-5 | - | - | - | - | 52 | 18 | 16 | 14 | 24 | 19 | - | - |
| F-9 | - | 30 | 70 | 78 | 30 | 2 | 38 | 78 | 56 | 138 | 285 | 275 |
| OA-10 | 9 | 19 | 8 | 24 | 102 | 38 | 56 | 63 | 38 | 37 | 35 | 8 |
| Other | - | - | - | - | - | - | - | - | - | - | 116 | 16 |
| Transport - Total | 1,486 | 1,600 | 1,687 | 1,652 | 3,705 | 4,036 | 3,501 | 3,916 | 3,192 | 3,189 | 3,336 | 3,156 |
| C-45, CQ-3 | 318 | 354 | 422 | 336 | 629 | 787 | 658 | 611 | 633 | 537 | 464 | 387 |
| C-46 | 184 | 193 | 239 | 109 | 115 | 114 | 61 | 108 | 133 | 124 | 225 | 122 |
| C-47, C-53 | 983 | 1,051 | 969 | 1,004 | 2,776 | 2,830 | 2,614 | 2,989 | 2,243 | 2,335 | 2,439 | 2,441 |
| C-54 | - | - | 57 | 200 | 180 | 295 | 157 | 191 | 182 | 192 | 200 | 198 |
| Other | 1 | 2 | - | 3 | 5 | 10 | 11 | 17 | 1 | 1 | 8 | 8 |
| Trainer - Total | 285 | 249 | 320 | 242 | 346 | 385 | 401 | 424 | 351 | 285 | 456 | 368 |
| Advanced | 282 | 243 | 318 | 241 | 346 | 383 | 400 | 424 | 351 | 285 | 456 | 368 |
| Other | 3 | 6 | 2 | 1 | - | 2 | 1 | - | - | - | - | - |
| Communication | | | | | | | | | | | | |
| Liaison | 60 | 73 | 39 | 43 | 42 | 112 | 65 | 52 | 34 | 41 | 2 | 17 |

| Type and Model | 1947 (Continued) | | | | | | | | | |
|---|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
| Total | 7,992 | 6,941 | 7,292 | 6,492 | 6,858 | 6,341 | 6,395 | 6,994 | 6,372 | 7,020 |
| Heavy Bomber b/ | | | | | | | | | | |
| B-17 | 1,044 | 1,152 | 1,708 | 1,230 | 1,628 | 1,169 | - | - | - | - |
| Medium Bomber b/ | | | | | | | | | | |
| B-25 | 172 | 269 | 212 | 299 | 239 | 254 | - | - | - | - |
| Light Bomber - Total b/ | | | | | | | | | | |
| A-26 | - | - | 41 | 94 | 97 | 67 | 1,527 | 1,770 | 842 | 985 |
| B-17 | - | - | 41 | 94 | 97 | 67 | 61 | 91 | 92 | 106 |
| B-25 | - | - | - | - | - | - | 1,219 | 1,441 | 588 | 707 |
| Fighter - Total | 2,032 | 1,497 | 876 | 295 | 442 | 812 | 743 | 865 | 1,074 | 1,298 |
| P-47 | 2,032 | 1,497 | 797 | 209 | 255 | 528 | 529 | 320 | 115 | 1 |
| P-61 | - | 255 | 79 | 86 | 187 | 284 | 214 | 220 | 47 | 90 |
| P-80 | - | - | - | - | - | - | - | 325 | 912 | 1,207 |
| Reconnaissance - Total | 423 | 91 | 210 | 137 | 193 | 225 | 239 | 212 | 568 | 530 |
| F-6 | - | - | 6 | 56 | 103 | 137 | 163 | 142 | 92 | 8 |
| F-9 | 330 | - | - | - | - | - | - | - | 364 | 350 |
| OA-10 | 70 | 55 | 152 | 48 | 42 | 33 | 25 | 22 | 71 | 101 |
| Other | 23 | 36 | 52 | 33 | 48 | 55 | 51 | 48 | 41 | 71 |
| Transport - Total | 3,941 | 3,603 | 3,798 | 3,787 | 3,767 | 3,252 | 3,375 | 3,574 | 3,306 | 3,740 |
| C-45, CQ-3 | 625 | 573 | 411 | 515 | 392 | 397 | 376 | 285 | 235 | 317 |
| C-46 | 207 | 84 | 172 | 47 | - | - | - | - | - | - |
| C-47, C-53 | 2,810 | 2,687 | 3,026 | 2,748 | 2,457 | 1,988 | 2,200 | 2,256 | 2,243 | 2,474 |
| C-54 | 283 | 236 | 180 | 477 | 915 | 853 | 781 | 1,018 | 817 | 943 |
| Other | 16 | 23 | 9 | - | 3 | 14 | 18 | 15 | 11 | 6 |
| Trainer - Total | 367 | 277 | 305 | 519 | 301 | 225 | 339 | 382 | 433 | 315 |
| Advanced | 367 | 256 | 266 | 461 | 267 | 187 | 300 | 353 | 407 | 275 |
| Other | - | 21 | 39 | 58 | 34 | 38 | 39 | 29 | 26 | 40 |
| Communication - Total | 13 | 52 | 142 | 131 | 191 | 137 | 172 | 191 | 149 | 152 |
| Liaison | 13 | 52 | 142 | 131 | 191 | 137 | 172 | 191 | 149 | 152 |
| Rotary Wing | - | - | - | - | - | - | - | - | - | 12 |

b/ See Table 71 p 109 for revision of classification and redesignation of bombardment types of aircraft as of September 1947.

Table 125.-- FLYING TIME OF AIRPLANES IN PACIFIC AREA, BY TYPE AND PRINCIPAL MODEL OF AIRPLANE: DEC 1941; QUARTERLY, 1942 TO 1945; MONTHLY, 1946 AND 1947

Note.--In thousands of hours, except for the years 1946 and 1947, which reflect actual flying hours. See also headnotes to Tables 121 and 122 .

| Type and model | In thousands of hours | | | | | In actual hours | | |
|---|-----------------------|------|-------|---------|---------|-----------------|---------|---------|
| | 1941 (Dec) | 1942 | 1943 | 1944 | 1945 | 1946 | 1947 a/ | |
| | | | | | | | Jan-Aug | Sep-Dec |
| Total | 1.2 | 82.6 | 571.6 | 1,181.2 | 1,733.0 | 370,965 | 323,278 | 137,977 |
| Very Heavy Bomber a/ | | | | | | | | |
| B-29 | - | - | - | 12.4 | 518.7 | 19,913 | 10,008 | - |
| Heavy Bomber-Total a/ | 0.5 | 25.5 | 147.1 | 388.5 | 354.0 | 21,075 | 23,860 | - |
| B-17 | 0.5 | 16.9 | 24.1 | - | 3.0 | 18,377 | 23,860 | - |
| B-24 | - | 8.6 | 123.0 | 388.5 | 350.2 | 2,698 | - | - |
| B-32 | - | - | - | - | 0.8 | - | - | - |
| Medium Bomber-Total a/ | - | 10.6 | 70.1 | 187.1 | 144.2 | 11,131 | 3,314 | 3,575 |
| B-25 | - | 6.8 | 66.2 | 186.9 | 144.2 | 11,131 | 3,314 | - |
| B-26 | - | 3.8 | 3.9 | 0.2 | - | - | - | - |
| B-29 | - | - | - | - | - | - | - | 3,575 |
| Light Bomber-Total a/ | - | 3.3 | 7.8 | 78.9 | 72.0 | 17,445 | 23,576 | 23,874 |
| A-24 | - | - | - | - | - | 30 | - | - |
| A-20 | - | 3.3 | 7.8 | 78.9 | 61.6 | 90 | - | - |
| A-26 | - | - | - | - | 10.4 | 17,325 | 23,576 | 12,053 |
| B-17 | - | - | - | - | - | - | - | 11,069 |
| B-25 | - | - | - | - | - | - | - | 752 |
| Fighter-Total | 0.7 | 43.2 | 346.3 | 514.3 | 521.2 | 85,613 | 84,426 | 37,676 |
| P-38 | - | 1.2 | 78.0 | 184.0 | 164.2 | 7,676 | - | - |
| P-39 | - | 9.7 | 108.9 | 54.0 | - | - | - | - |
| P-40 | 0.4 | 28.5 | 110.9 | 44.7 | 3.2 | - | - | - |
| P-47 | - | - | 37.6 | 208.3 | 165.7 | 18,229 | 28,844 | 13,547 |
| P-51 | - | - | - | 3.6 | 151.3 | 53,878 | 46,625 | 19,818 |
| P-61 | - | - | - | 14.2 | 36.8 | 5,450 | 7,270 | 2,793 |
| P-80 | - | - | - | - | - | 380 | 1,687 | 1,518 |
| Other | 0.3 | 3.8 | 11.2 | 5.5 | - | - | - | - |
| Reconnaissance-Total | b/ | b/ | b/ | b/ | 4.0 | 20,595 | 11,556 | 7,083 |
| F-2 g/ | b/ | b/ | b/ | b/ | - | 1,967 | 4,656 | 1,203 |
| F-6 | b/ | b/ | b/ | b/ | - | 4,863 | 2,596 | 1,049 |
| F-7 | b/ | b/ | b/ | b/ | 0.5 | 4,002 | - | - |
| F-9 | b/ | b/ | b/ | b/ | - | 367 | - | - |
| F-13 | b/ | b/ | b/ | b/ | 0.4 | 3,673 | 1,579 | 1,424 |
| FP-80 | b/ | b/ | b/ | b/ | - | - | 1,430 | 1,925 |
| OA-10 | b/ | b/ | b/ | b/ | 1.2 | 4,320 | 774 | - |
| Other | b/ | b/ | b/ | b/ | 1.9 | 1,403 | 521 | 1,482 |
| Transport-Total | b/ | b/ | b/ | b/ | 91.4 | 114,276 | 77,265 | 33,580 |
| C-45, CQ-3 | b/ | b/ | b/ | b/ | 1.6 | 13,344 | 5,855 | 4,631 |
| C-46 | b/ | b/ | b/ | b/ | 44.7 | 53,261 | 39,824 | 14,783 |
| C-47, C-53 | b/ | b/ | b/ | b/ | 44.7 | 35,507 | 5,148 | 3,048 |
| C-54 | b/ | b/ | b/ | b/ | - | 11,033 | 22,181 | 11,014 |
| Other | b/ | b/ | b/ | b/ | 0.6 | 1,131 | 257 | 104 |
| Trainer | | | | | | | | |
| Advanced d/ | b/ | b/ | b/ | b/ | 1.3 | 33,403 | 69,376 | 27,533 |
| Communications-Total | b/ | b/ | b/ | b/ | 10.3 | 45,680 | 19,897 | 4,656 |
| Liaison | b/ | b/ | b/ | b/ | 10.1 | 44,992 | 19,437 | 4,313 |
| Rotary Wing | b/ | b/ | b/ | b/ | 0.2 | 688 | 460 | 343 |
| Transient e/ | - | - | - | - | 15.9 | 1,834 | - | - |

a/ See Table 71 p 109 for revision of classification and redesignation of all bombardment types of aircraft, as of September 1947.

b/ Not available.

c/ Included in Other in 1945.

d/ Includes 2 hours on Primary Trainer.

e/ Includes flying time of transient airplanes for which no type or model breakdown was reported.

Table 125.-- FLYING TIME OF AIRPLANES IN PACIFIC AREA, BY TYPE AND PRINCIPAL MODEL OF

| Line No. | Type and Model | In thousands of hours | | | | | | | | | | | |
|----------|------------------------------------|-----------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | | 1942 | | | | 1943 | | | | 1944 | | | |
| | | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr |
| 1 | Total | 9.2 | 20.0 | 16.4 | 37.0 | 64.4 | 93.6 | 176.2 | 237.1 | 262.7 | 291.5 | 281.3 | 345.7 |
| 2 | <u>Very Heavy Bomber</u> | | | | | | | | | | | | |
| 3 | B-29 | - | - | - | - | - | - | - | - | - | - | - | 12.4 |
| 4 | <u>Heavy Bomber - Total</u> . . | 1.8 | 7.9 | 4.3 | 11.5 | 18.1 | 23.4 | 38.1 | 67.5 | 74.9 | 93.8 | 102.2 | 117.6 |
| 5 | B-17 | 1.8 | 5.3 | 4.3 | 5.5 | 8.6 | 8.4 | 6.4 | 0.7 | - | - | - | - |
| 6 | B-24 | - | 2.6 | - | 6.0 | 9.5 | 15.0 | 31.7 | 66.8 | 74.9 | 93.8 | 102.2 | 117.6 |
| 7 | B-32 | - | - | - | - | - | - | - | - | - | - | - | - |
| 8 | <u>Medium Bomber - Total</u> . . | 0.1 | 2.6 | 3.4 | 4.5 | 3.0 | 5.8 | 20.7 | 40.6 | 44.7 | 47.7 | 42.9 | 51.8 |
| 9 | B-25 | 0.1 | 0.9 | 1.8 | 4.0 | 2.5 | 4.7 | 19.8 | 39.2 | 44.5 | 47.7 | 42.9 | 51.8 |
| 10 | B-26 | - | 1.7 | 1.6 | 0.5 | 0.5 | 1.1 | 0.9 | 1.4 | 0.2 | - | - | - |
| 11 | <u>Light Bomber - Total</u> . . | - | 0.9 | 1.3 | 1.1 | 2.1 | 0.9 | 1.1 | 3.7 | 12.3 | 28.2 | 19.9 | 18.5 |
| 11A | A-24 | - | - | - | - | - | - | - | - | - | - | - | - |
| 12 | A-20 | - | 0.9 | 1.3 | 1.1 | 2.1 | 0.9 | 1.1 | 3.7 | 12.3 | 28.2 | 19.9 | 18.5 |
| 13 | A-26 | - | - | - | - | - | - | - | - | - | - | - | - |
| 14 | <u>Fighter - Total</u> | 7.3 | 8.6 | 7.4 | 19.9 | 41.2 | 63.5 | 116.3 | 125.3 | 130.8 | 121.8 | 116.3 | 145.4 |
| 15 | P-38 | - | - | 0.2 | 1.0 | 6.0 | 15.4 | 26.3 | 30.0 | 28.8 | 38.3 | 49.3 | 67.6 |
| 16 | P-39 | 0.9 | 3.4 | 2.5 | 2.9 | 11.1 | 18.8 | 42.4 | 36.6 | 23.9 | 26.2 | 3.9 | - |
| 17 | P-40 | 4.5 | 4.0 | 4.3 | 15.7 | 22.3 | 26.0 | 31.6 | 31.0 | 24.8 | 8.3 | 5.5 | 6.1 |
| 18 | P-47 | - | - | - | - | - | - | 13.2 | 24.4 | 49.5 | 46.4 | 52.5 | 59.9 |
| 19 | P-51 | - | - | - | - | - | - | - | - | - | - | - | 3.6 |
| 20 | P-61 | - | - | - | - | - | - | - | - | - | 1.4 | 4.6 | 8.2 |
| 21 | P-80 | - | - | - | - | - | - | - | - | - | - | - | - |
| 22 | Other | 1.9 | 1.2 | 0.4 | 0.3 | 1.8 | 3.3 | 2.8 | 3.3 | 3.8 | 1.2 | 0.5 | - |
| 23 | <u>Reconnaissance - Total</u> . . | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ |
| 24 | F-2 g/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ |
| 25 | F-6 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ |
| 26 | F-7 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ |
| 27 | F-13 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ |
| 28 | OA-10 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ |
| 29 | Other | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ |
| 30 | <u>Transport - Total</u> | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ |
| 31 | C-45, CQ-3 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ |
| 32 | C-46 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ |
| 33 | C-47, C-53 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ |
| 34 | C-54 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ |
| 35 | Other | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ |
| 36 | <u>Trainer</u> | | | | | | | | | | | | |
| 37 | Advanced | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ |
| 38 | <u>Communications - Total</u> . . | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ |
| 39 | Liaison | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ |
| 40 | Rotary | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ |
| 41 | <u>Transient e/</u> | - | - | - | - | - | - | - | - | - | - | - | - |

b/ Not available.

c/ Included in Other in 1945.

e/ Includes flying time of transient airplanes for which no type or model breakdown was reported.

Table 125.-- FLYING TIME OF AIRPLANES IN PACIFIC AREA, BY TYPE AND PRINCIPAL MODEL OF AIRPLANE: DEC 1941; QUARTERLY, 1942 TO 1945; MONTHLY, 1946 AND 1947 -- Continued

| Type and Model | In actual hours | | | | | | | | | | | | | | | |
|----------------------------------|------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| | 1946 - Continued | | | | 1947 | | | | | | | | | | | |
| | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
| Total | 32,460 | 38,456 | 36,073 | 33,504 | 32,403 | 31,847 | 35,976 | 43,726 | 51,394 | 39,586 | 41,015 | 47,331 | 40,856 | 38,337 | 30,287 | 28,497 |
| Very Heavy Bomber a/ | | | | | | | | | | | | | | | | |
| B-29 | 1,081 | 1,738 | 1,620 | 1,289 | 1,101 | 981 | 1,058 | 1,353 | 1,229 | 1,594 | 678 | 2,014 | | | | |
| Heavy Bomber - Total a/ | 1,804 | 2,073 | 1,506 | 1,796 | 2,208 | 2,323 | 3,114 | 3,389 | 3,901 | 2,818 | 3,164 | 2,943 | | | | |
| B-17 | 1,699 | 2,073 | 1,506 | 1,796 | 2,208 | 2,323 | 3,114 | 3,389 | 3,901 | 2,818 | 3,164 | 2,943 | | | | |
| B-24 | 105 | - | - | - | - | - | - | - | - | - | - | - | | | | |
| Medium Bomber - Total a/ | 591 | 649 | 457 | 435 | 484 | 394 | 533 | 653 | 385 | 345 | 243 | 277 | 1,452 | 1,005 | 820 | 298 |
| B-25 | 591 | 649 | 457 | 435 | 484 | 394 | 533 | 653 | 385 | 345 | 243 | 277 | 1,452 | 1,005 | 820 | 298 |
| B-29 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Light Bomber - Total a/ | 2,039 | 1,987 | 1,841 | 1,716 | 1,916 | 1,782 | 2,658 | 2,992 | 3,043 | 2,904 | 3,811 | 4,470 | 6,614 | 6,228 | 5,846 | 5,186 |
| A-26 | 2,039 | 1,987 | 1,841 | 1,716 | 1,916 | 1,782 | 2,658 | 2,992 | 3,043 | 2,904 | 3,811 | 4,470 | 6,614 | 6,228 | 5,846 | 5,186 |
| B-17 | - | - | - | - | - | - | - | - | - | - | - | - | 3,454 | 3,168 | 2,873 | 2,558 |
| B-25 | - | - | - | - | - | - | - | - | - | - | - | - | 2,955 | 2,840 | 2,814 | 2,460 |
| B-29 | - | - | - | - | - | - | - | - | - | - | - | - | 205 | 220 | 159 | 168 |
| Fighter - Total | 7,980 | 10,423 | 9,773 | 7,685 | 8,028 | 8,162 | 8,533 | 10,803 | 12,834 | 11,100 | 10,893 | 14,073 | 11,370 | 10,931 | 7,974 | 7,401 |
| P-38 | 724 | 482 | 323 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| P-47 | 1,495 | 2,046 | 2,282 | 2,064 | 2,075 | 3,055 | 3,471 | 3,558 | 3,811 | 4,455 | 3,489 | 4,930 | 4,025 | 3,326 | 3,102 | 3,094 |
| P-51 | 5,273 | 7,290 | 6,634 | 5,037 | 5,199 | 4,371 | 4,054 | 6,213 | 7,542 | 5,290 | 6,356 | 7,600 | 5,973 | 6,464 | 3,914 | 3,467 |
| P-61 | 454 | 525 | 443 | 579 | 653 | 644 | 913 | 974 | 1,215 | 1,035 | 801 | 1,035 | 785 | 711 | 720 | 577 |
| P-80 | 34 | 80 | 91 | 5 | 101 | 92 | 95 | 58 | 266 | 320 | 247 | 508 | 587 | 430 | 238 | 263 |
| Reconnaissance - Total | 1,704 | 2,381 | 2,288 | 2,070 | 1,638 | 1,251 | 1,201 | 1,575 | 1,448 | 1,146 | 1,314 | 1,983 | 1,817 | 2,095 | 1,675 | 1,496 |
| F-2 | 334 | 338 | 513 | 596 | 794 | 633 | 575 | 728 | 752 | 284 | 522 | 368 | 478 | 389 | 215 | 121 |
| F-6 | 440 | 577 | 343 | 284 | 231 | 206 | 292 | 312 | 290 | 369 | 362 | 534 | 453 | 261 | 192 | 143 |
| F-7 | 360 | 630 | 581 | 288 | - | - | - | - | - | - | - | - | - | - | - | - |
| F-9 | - | 26 | 143 | 198 | - | - | - | - | - | - | - | - | - | - | - | - |
| F-13 | 302 | 368 | 577 | 478 | 320 | 184 | 135 | 161 | 220 | 129 | 127 | 303 | 276 | 437 | 328 | 383 |
| FP-80 | - | - | - | - | - | 2 | 67 | 107 | 186 | 351 | 215 | 502 | 355 | 537 | 487 | 546 |
| OA-10 | 240 | 442 | 131 | 226 | 175 | 200 | 132 | 267 | - | - | - | - | - | - | - | - |
| Other | 28 | - | - | - | 118 | 26 | - | - | - | 13 | 88 | 276 | 255 | 471 | 453 | 303 |
| Transport - Total | 10,053 | 10,738 | 9,672 | 9,582 | 7,950 | 8,589 | 8,825 | 9,133 | 11,223 | 10,227 | 10,216 | 11,052 | 9,293 | 9,047 | 7,591 | 7,649 |
| C-45, C-49 | 1,192 | 1,296 | 1,387 | 1,393 | 990 | 921 | 1,108 | 1,327 | 1,731 | 1,593 | 1,154 | 1,031 | 1,291 | 1,465 | 970 | 905 |
| C-47, C-53 | 5,728 | 6,747 | 6,098 | 5,867 | 4,927 | 5,033 | 5,205 | 5,198 | 5,519 | 4,632 | 4,363 | 4,947 | 4,960 | 3,953 | 3,148 | 2,722 |
| C-54 | 1,746 | 1,021 | 706 | 564 | 489 | 395 | 389 | 449 | 557 | 505 | 755 | 1,609 | 768 | 784 | 687 | 809 |
| Other | 1,368 | 1,654 | 1,451 | 1,734 | 1,526 | 2,210 | 2,097 | 2,123 | 3,370 | 3,493 | 3,905 | 3,457 | 2,217 | 2,829 | 2,786 | 3,182 |
| C-54 | 19 | 18 | 30 | 24 | 18 | 30 | 26 | 36 | 46 | 54 | 39 | 8 | 57 | 16 | - | 31 |
| Trainer | | | | | | | | | | | | | | | | |
| Advanced | 3,169 | 4,282 | 5,019 | 5,470 | 4,943 | 4,994 | 6,102 | 10,646 | 15,722 | 8,445 | 9,202 | 9,322 | 8,861 | 7,747 | 5,516 | 5,409 |
| Communications - Total | 4,039 | 4,140 | 3,823 | 3,434 | 4,135 | 3,371 | 3,952 | 3,182 | 1,609 | 957 | 1,494 | 1,197 | 1,449 | 1,284 | 865 | 1,058 |
| Liaison | 4,013 | 4,126 | 3,823 | 3,400 | 4,117 | 3,311 | 3,900 | 3,119 | 1,540 | 900 | 1,433 | 1,117 | 1,350 | 1,132 | 822 | 1,009 |
| Rotary Wing | 26 | 14 | - | 34 | 18 | 60 | 52 | 63 | 69 | 57 | 61 | 80 | 99 | 152 | 43 | 49 |
| Transient a/ | - | 45 | 74 | 27 | - | - | - | - | - | - | - | - | - | - | - | - |

a/ See Table 71 p 109 for revision of classification and redesignation of all bombardment types of aircraft, as of September 1947.
 g/ Includes flying time of transient airplanes for which no type or model breakdown was reported.

Table 126.-- FLYING TIME OF AIRPLANES IN CHINA AREA, BY TYPE AND PRINCIPAL MODEL OF AIRPLANE: QUARTERLY, 1942 TO 1948; MONTHLY, 1946 AND 1947

Note.-- In thousands of hours, except for the years 1946 and 1947, which reflect actual flying hours. See also headnotes to Tables 121 and 122.

| Type and Model | 1942 a/ | 1943 | 1944 | 1945 | 1946 | 1947 | 1942 | | | | 1943 | | | | 1944 | | | |
|--|------------|-------|-------|-------|--------|--------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| | | | | | | | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr |
| Total | 6.4 | 122.4 | 387.9 | 378.5 | 21,819 | 10,215 | 0.1 | 1.3 | 1.8 | 3.2 | 12.5 | 25.1 | 30.7 | 54.1 | 44.9 | 77.2 | 121.2 | 144.6 |
| <u>Very Heavy Bomber - Total</u> | - | - | 62.9 | 31.5 | - | - | - | - | - | - | - | - | - | - | - | 9.6 | 23.5 | 29.8 |
| B-29 | - | - | 62.9 | 31.5 | - | - | - | - | - | - | - | - | - | - | - | 9.6 | 23.5 | 29.8 |
| <u>Heavy Bomber - Total</u> | 1.8 | 41.0 | 74.0 | 53.5 | 91 | - | 0.1 | 0.5 | 0.4 | 0.8 | 4.6 | 9.7 | 11.4 | 15.3 | 10.2 | 11.6 | 28.1 | 24.1 |
| B-17 | 0.5 | 0.3 | - | - | 38 | - | 0.1 | 0.4 | - | - | 0.3 | - | - | - | - | - | - | - |
| B-24 | 1.3 | 40.7 | 74.0 | 53.5 | 53 | - | - | 0.1 | 0.4 | 0.8 | 4.3 | 9.7 | 11.4 | 15.3 | 10.2 | 11.6 | 28.1 | 24.1 |
| <u>Medium Bomber</u> | | | | | | | | | | | | | | | | | | |
| B-25 | 2.3 | 30.7 | 67.6 | 47.2 | 407 | - | - | 0.5 | 0.7 | 1.1 | 2.7 | 8.5 | 9.7 | 9.8 | 6.0 | 18.6 | 20.1 | 22.9 |
| <u>Light Bomber</u> | | | | | | | | | | | | | | | | | | |
| A-26 | - | - | - | 0.4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| <u>Fighter - Total</u> | 2.3 | 50.7 | 183.4 | 157.4 | 742 | - | - | 0.3 | 0.7 | 1.3 | 5.2 | 6.9 | 9.6 | 29.0 | 28.7 | 37.4 | 49.5 | 67.8 |
| P-38 | - | 2.8 | 15.6 | 28.4 | 42 | - | - | - | - | - | - | - | 0.7 | 2.1 | 3.3 | 3.5 | 2.9 | 5.9 |
| P-40 | 2.3 | 41.5 | 64.4 | 1.6 | - | - | - | 0.3 | 0.7 | 1.3 | 5.2 | 6.8 | 8.9 | 20.6 | 16.9 | 19.6 | 21.0 | 6.9 |
| P-47 | - | - | 54.3 | 70.3 | 1 | - | - | - | - | - | - | - | - | - | - | 2.0 | 13.0 | 39.3 |
| P-51 | - | 2.9 | 42.1 | 54.2 | 699 | - | - | - | - | - | - | - | - | 2.9 | 5.4 | 9.4 | 12.3 | 15.0 |
| P-61 | - | - | 0.7 | 2.8 | - | - | - | - | - | - | - | - | - | - | - | - | - | 0.7 |
| Other | - | 3.5 | 6.3 | - | - | - | - | - | - | - | - | 0.1 | - | 3.4 | 3.1 | 2.9 | 0.3 | - |
| <u>Reconnaissance - Total</u> | a/ | a/ | a/ | 0.4 | - | - | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ |
| F-5 | a/ | a/ | a/ | 0.2 | - | - | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ |
| F-7 | a/ | a/ | a/ | 0.2 | - | - | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ |
| <u>Transport - Total</u> | a/ | a/ | a/ | 85.3 | 20,113 | 10,174 | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ |
| C-45 | a/ | a/ | a/ | 0.3 | 190 | - | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ |
| C-46 | a/ | a/ | a/ | 44.7 | 6,468 | - | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ |
| C-46, C-53 | a/ | a/ | a/ | 39.8 | 13,119 | 9,130 | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ |
| C-54 | a/ | a/ | a/ | - | 331 | 645 | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ |
| Other | a/ | a/ | a/ | 0.4 | 5 | 199 | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ |
| <u>Trainer - Total</u> | a/ | a/ | a/ | 0.3 | 57 | - | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ |
| Advanced | a/ | a/ | a/ | 0.1 | 57 | - | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ |
| Basic | a/ | a/ | a/ | 0.2 | - | - | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ |
| <u>Communications</u> | | | | | | | | | | | | | | | | | | |
| Liaison | a/ | a/ | a/ | 2.5 | 409 | 41 | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ | a/ |

a/ February through December.
b/ Not available.

Table 128.-- FLYING TIME OF AIRPLANES IN CHIPA AREA, BY TYPE AND PRINCIPAL MODEL OF AIRPLANE: QUARTERLY, 1942 TO 1945; MONTHLY, 1946 AND 1947 -- Continued

| Type and Model | 1945 | | | | 1946 | | | | | | | |
|---|---------|---------|---------|---------|-------|-------|-------|-------|-----|-------|-------|-------|
| | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug |
| Total | 167.4 | 84.1 | 72.1 | 54.9 | 5,437 | 2,842 | 1,107 | 1,147 | 922 | 1,364 | 1,806 | 1,468 |
| Very Heavy Bomber | | | | | | | | | | | | |
| B-29 | 31.5 | - | - | - | - | - | - | - | - | - | - | - |
| Heavy Bomber - Total | 28.1 | 21.1 | 4.3 | - | 91 | - | - | - | - | - | - | - |
| B-17 | - | - | - | - | 38 | - | - | - | - | - | - | - |
| B-24 | 28.1 | 21.1 | 4.3 | - | 53 | - | - | - | - | - | - | - |
| Medium Bomber | | | | | | | | | | | | |
| B-25 | 24.4 | 16.1 | 4.8 | 1.9 | 260 | 123 | 24 | - | - | - | - | - |
| Light Bomber | | | | | | | | | | | | |
| A-26 | - | - | 0.4 | - | - | - | - | - | - | - | - | - |
| Fighter - Total | 83.4 | 46.9 | 23.5 | 3.6 | 591 | 136 | 15 | - | - | - | - | - |
| P-38 | 11.3 | 10.8 | 6.3 | - | 30 | 12 | - | - | - | - | - | - |
| P-40 | 1.3 | 0.3 | - | - | - | - | - | - | - | - | - | - |
| P-47 | 49.1 | 15.7 | 5.2 | 0.3 | 1 | - | - | - | - | - | - | - |
| P-51 | 20.4 | 19.1 | 11.6 | 3.1 | 560 | 124 | 15 | - | - | - | - | - |
| P-61 | 1.3 | 1.0 | 0.5 | - | - | - | - | - | - | - | - | - |
| Other | - | - | - | 0.2 | - | - | - | - | - | - | - | - |
| Reconnaissance - Total | b/ | b/ | 0.1 | 0.3 | - | - | - | - | - | - | - | - |
| F-5 | b/ | b/ | 0.1 | 0.1 | - | - | - | - | - | - | - | - |
| F-7 | b/ | b/ | - | 0.2 | - | - | - | - | - | - | - | - |
| Transport - Total | b/ | b/ | 38.1 | 47.2 | 4,152 | 2,460 | 1,068 | 1,147 | 922 | 1,364 | 1,806 | 1,468 |
| C-45 | b/ | b/ | 0.1 | 0.2 | 88 | 67 | 35 | - | - | - | - | - |
| C-46 | b/ | b/ | 21.3 | 23.4 | 2,426 | 1,777 | 794 | 406 | 36 | 88 | 140 | 170 |
| C-47, C-53 | b/ | b/ | 16.8 | 23.3 | 1,633 | 616 | 239 | 741 | 886 | 1,251 | 1,616 | 1,261 |
| C-54 | b/ | b/ | - | - | - | - | - | - | - | 25 | 50 | 37 |
| Other | b/ | b/ | - | 0.3 | 5 | - | - | - | - | - | - | - |
| Trainer - Total | b/ | b/ | - | 0.3 | 26 | 31 | - | - | - | - | - | - |
| Advanced | b/ | b/ | - | 0.1 | 26 | 31 | - | - | - | - | - | - |
| Basic | b/ | b/ | - | 0.2 | - | - | - | - | - | - | - | - |
| Communications | | | | | | | | | | | | |
| Liaison | b/ | b/ | 0.9 | 1.5 | 317 | 92 | - | - | - | - | - | - |

| Type and Model | 1946 (Contd) | | | | 1947 | | | | | | | | | | | |
|------------------------------------|--------------|------|------|------|------|------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
| Total | 1501 | 1682 | 1433 | 1110 | 953 | 1371 | 1807 | 729 | 816 | 647 | 622 | 691 | 812 | 656 | 577 | 534 |
| Transport - Total | 1501 | 1682 | 1433 | 1110 | 953 | 1370 | 1803 | 729 | 813 | 639 | 621 | 677 | 810 | 653 | 575 | 531 |
| C-45 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| C-46 | 216 | 175 | 141 | 99 | - | - | - | - | - | - | - | - | - | - | - | - |
| C-47, C-53 | 1228 | 1457 | 1225 | 966 | 880 | 1231 | 1579 | 651 | 693 | 560 | 547 | 609 | 748 | 616 | 537 | 479 |
| C-54 | 57 | 50 | 67 | 45 | 34 | 58 | 145 | 78 | 120 | 79 | 74 | 68 | 62 | 37 | 38 | 52 |
| Other | - | - | - | - | 39 | 81 | 79 | - | - | - | - | - | - | - | - | - |
| Communications | | | | | | | | | | | | | | | | |
| Liaison | - | - | - | - | - | 1 | 4 | - | 3 | 8 | 1 | 14 | 2 | 3 | 2 | 3 |

b/ Not Available.

Table 127.-- FLYING TIME OF AIRPLANES IN ALASKA, BY TYPE AND PRINCIPAL MODEL OF AIRPLANE: QUARTERLY, 1942 TO 1945; MONTHLY, 1945 AND 1947

(In thousands of hours, except for the years 1946 and 1947, which reflect actual flying hours. See also headnotes to Tables 121 and 122.)

| Type and model | In thousands of hours | | | | In actual hours | | In thousands of hours | | | | | | | | | | | | | | | | | |
|-------------------------------|-----------------------|------|------|------|-----------------|-----------|-----------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---|
| | 1942 | 1943 | 1944 | 1945 | 1946 | 1947 a/ | | 1942 | | | | 1943 | | | | 1944 | | | | 1945 | | | | |
| | | | | | | (Jan-Aug) | (Sep-Dec) | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | |
| Total | 6.3 | 32.7 | 38.8 | 57.0 | 38,211 | 39,740 | 19,133 | 0.2 | 0.6 | 2.4 | 3.1 | 6.6 | 9.9 | 9.8 | 6.4 | 6.2 | 10.4 | 9.7 | 12.5 | 11.9 | 15.4 | 15.0 | 14.7 | |
| Very Heavy Bomber a/ | | | | | | | | | | | | | | | | | | | | | | | | |
| B-29 | - | - | - | - | 301 | 2,708 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Heavy Bomber-Total a/ | 4.3 | 7.7 | 6.1 | 8.2 | 2,316 | 1,376 | - | 0.3 | 1.8 | 2.2 | 2.4 | 2.3 | 2.0 | 1.0 | 1.2 | 1.6 | 1.4 | 1.9 | 1.8 | 2.3 | 3.1 | 1.0 | | |
| B-17 | 0.7 | 0.9 | - | 0.3 | 828 | 1,323 | - | 0.1 | 0.2 | 0.4 | 0.4 | 0.4 | 0.1 | - | - | - | - | - | - | - | - | 0.1 | 0.2 | |
| B-24 | 3.6 | 6.8 | 6.1 | 7.9 | 1,488 | 53 | - | 0.2 | 1.6 | 1.8 | 2.0 | 1.9 | 1.9 | 1.0 | 1.2 | 1.6 | 1.4 | 1.9 | 1.8 | 2.3 | 3.0 | 0.8 | | |
| Medium Bomber-Total a/ | 1.0 | 9.9 | 6.0 | 5.8 | 165 | 141 | 397 | 0.1 | 0.2 | 0.3 | 0.4 | 2.3 | 2.7 | 3.8 | 1.1 | 0.7 | 2.1 | 1.6 | 1.6 | 1.7 | 1.8 | 1.9 | 0.5 | |
| B-25 | 0.2 | 9.9 | 6.0 | 6.4 | 165 | 141 | - | - | - | - | - | 2.3 | 2.7 | 3.8 | 1.1 | 0.7 | 2.1 | 1.6 | 1.6 | 1.7 | 1.8 | 1.6 | 0.3 | |
| B-26 | 0.8 | - | - | 0.5 | - | - | - | 0.1 | 0.2 | 0.3 | 0.2 | - | - | - | - | - | - | - | - | - | - | - | - | |
| B-29 | - | - | - | - | - | - | 397 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Light Bomber-Total a/ | - | - | - | - | - | 148 | 1,325 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| A-26 | - | - | - | - | - | 148 | 202 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| B-17 | - | - | - | - | - | - | 1,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| B-25 | - | - | - | - | - | - | 123 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Fighter-Total | 1.0 | 15.1 | 26.7 | 27.5 | 3,142 | 8,894 | 4,749 | 0.1 | 0.1 | 0.3 | 0.5 | 1.9 | 4.9 | 4.0 | 4.3 | 6.7 | 6.7 | 9.0 | 8.4 | 11.3 | 5.4 | 2.4 | | |
| P-38 | 0.6 | 5.2 | 6.8 | 17.9 | 1,946 | - | - | - | - | 0.2 | 0.4 | 1.2 | 1.8 | 1.3 | 0.9 | 1.0 | 2.1 | 1.7 | 2.0 | 2.5 | 7.9 | 5.1 | 2.4 | |
| P-39 | 0.3 | 0.1 | - | - | - | - | - | - | 0.1 | 0.1 | 0.1 | - | - | 0.1 | - | - | - | - | - | - | - | - | - | |
| P-40 | 0.1 | 9.6 | 19.9 | 9.6 | - | - | - | 0.1 | - | - | - | 0.7 | 3.1 | 2.4 | 3.4 | 3.3 | 4.6 | 5.0 | 7.0 | 5.9 | 3.4 | 0.3 | - | |
| P-51 | - | - | - | - | 1,196 | 8,527 | 4,534 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| P-61 | - | - | - | - | - | 250 | 212 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Other | - | 0.2 | - | - | - | 117 | 3 | - | - | - | - | - | - | 0.2 | - | - | - | - | - | - | - | - | - | |
| Reconnaissance-Total | b/ | b/ | b/ | 0.1 | 859 | 2,637 | 686 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | 0.1 | |
| F-13 | b/ | b/ | b/ | - | 156 | 1,613 | 546 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | - | |
| OA-10 | b/ | b/ | b/ | 0.1 | 703 | 989 | 140 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | 0.1 | |
| Other | b/ | b/ | b/ | - | - | 35 | - | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | - | |
| Transport-Total | b/ | b/ | b/ | 14.6 | 28,943 | 20,828 | 10,343 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | 4.3 | |
| C-45, CQ-3 g/ | b/ | b/ | b/ | - | 2,749 | 1,795 | 378 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | 10.3 | |
| C-47, C-53 | b/ | b/ | b/ | 13.7 | 23,068 | 16,011 | 7,354 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | 4.1 | |
| C-54 | b/ | b/ | b/ | - | 2,651 | 2,102 | 2,064 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | 9.6 | |
| C-64 | b/ | b/ | b/ | - | 475 | 521 | 396 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | - | |
| Other | b/ | b/ | b/ | 0.9 | - | 399 | 151 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | 0.2 | |
| Trainer | b/ | b/ | b/ | - | - | - | - | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | - | |
| Advanced | b/ | b/ | b/ | 0.7 | 1,351 | 1,421 | 934 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | 0.3 | |
| Communications-Total | b/ | b/ | b/ | - | 1,134 | 1,587 | 699 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | - | |
| Liaison | b/ | b/ | b/ | - | 1,131 | 1,279 | 511 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | - | |
| Rotary Wing | b/ | b/ | b/ | - | 3 | 308 | 188 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | - | |

a/ See Table 71 p 109 for revision of classification and redesignation of all bombardment types of aircraft, as of September 1947.

b/ Not available.

g/ Included in Other in 1945.

Table 127.-- FLYING TIME OF AIRPLANES IN ALASKA, BY TYPE AND PRINCIPAL MODEL OF AIRPLANE: QUARTERLY, 1942 TO 1945; MONTHLY, 1946 AND 1947 -- Continued

| Type and Model | In actual hours | | | | | | | | | | | | | | | | | | | | | | | |
|---|-----------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | 1946 | | | | | | | | | | | | 1947 | | | | | | | | | | | |
| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
| Total | 3586 | 2005 | 2180 | 2433 | 3187 | 3542 | 3008 | 4115 | 4433 | 3925 | 2924 | 2873 | 3460 | 6116 | 6638 | 4640 | 4888 | 4298 | 4575 | 5125 | 4566 | 5575 | 3747 | 5245 |
| <u>Very Heavy Bomber a/</u> | | | | | | | | | | | | | | | | | | | | | | | | |
| B-29 | - | - | 14 | - | - | - | - | 14 | 16 | 22 | 235 | - | 355 | 810 | 844 | 221 | 136 | 140 | 91 | 111 | - | - | - | |
| <u>Heavy Bomber - Total a/</u> | 144 | 129 | 165 | 211 | 136 | 125 | 173 | 243 | 201 | 317 | 248 | 224 | 130 | 150 | 174 | 102 | 271 | 190 | 177 | 182 | - | - | - | |
| B-17 | 34 | 72 | 36 | 33 | 44 | 78 | 54 | 96 | 75 | 141 | 110 | 75 | 90 | 141 | 172 | 100 | 271 | 190 | 177 | 182 | - | - | - | |
| B-24 | 110 | 57 | 129 | 178 | 92 | 47 | 119 | 147 | 126 | 196 | 138 | 149 | 40 | 9 | 2 | - | - | - | - | - | - | - | - | |
| <u>Medium Bomber - Total a/</u> | 35 | 12 | 44 | 38 | 28 | 8 | - | - | - | - | - | - | 34 | 17 | 4 | 20 | 15 | 12 | 39 | 83 | 186 | 37 | 91 | |
| B-26 | 35 | 12 | 44 | 38 | 28 | 8 | - | - | - | - | - | - | 34 | 17 | 4 | 20 | 15 | 12 | 39 | - | - | - | - | |
| B-29 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 83 | 186 | 37 | 91 | |
| <u>Light Bomber - Total a/</u> | - | - | - | - | - | - | - | - | - | - | - | - | 6 | 29 | - | - | - | 10 | 44 | 59 | 230 | 406 | 268 | 421 |
| A-26 | - | - | - | - | - | - | - | - | - | - | - | - | 6 | 29 | - | - | - | 10 | 44 | 59 | 55 | 63 | 24 | 60 |
| B-17 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 133 | 305 | 216 | 346 | |
| B-25 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 42 | 38 | 28 | 15 | |
| <u>Fighter - Total</u> | 396 | 113 | 61 | 101 | 458 | 256 | 128 | 510 | 653 | 303 | 12 | 151 | 552 | 1877 | 2027 | 789 | 931 | 519 | 898 | 1301 | 1032 | 1417 | 767 | 1533 |
| P-38 | 396 | 113 | 57 | 101 | 449 | 253 | 123 | 294 | 160 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| P-51 | - | - | 4 | - | 9 | 3 | 5 | 216 | 493 | 303 | 12 | 151 | 534 | 1828 | 2020 | 776 | 926 | 504 | 717 | 1222 | 918 | 1350 | 765 | 1501 |
| P-61 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 171 | 79 | 114 | 67 | - | 31 |
| Other | - | - | - | - | - | - | - | - | - | - | - | - | 18 | 49 | 7 | 13 | 5 | 15 | 10 | - | - | - | 2 | 1 |
| <u>Reconnaissance - Total</u> | 9 | 34 | 31 | 59 | 26 | 64 | 46 | 117 | 91 | 86 | 257 | 39 | 83 | 278 | 205 | 367 | 376 | 329 | 552 | 447 | 288 | 43 | 129 | 226 |
| F-13 | - | - | - | - | - | - | - | - | - | - | 156 | - | - | 124 | 56 | 247 | 239 | 255 | 382 | 310 | 220 | - | 113 | 213 |
| OA-10 | 9 | 34 | 31 | 59 | 26 | 64 | 46 | 117 | 91 | 86 | 101 | 39 | 75 | 128 | 148 | 120 | 137 | 74 | 170 | 137 | 68 | 43 | 16 | 13 |
| Other | - | - | - | - | - | - | - | - | - | - | - | - | 8 | 26 | 1 | - | - | - | - | - | - | - | - | - |
| <u>Transport - Total</u> | 2951 | 1675 | 1764 | 1907 | 2425 | 2848 | 2537 | 2731 | 2988 | 2915 | 1998 | 2204 | 2053 | 2632 | 2944 | 2785 | 2874 | 2684 | 2391 | 2465 | 2578 | 2960 | 2266 | 2539 |
| C-45, C-53 | 140 | 88 | 137 | 186 | 492 | 280 | 192 | 256 | 305 | 199 | 215 | 259 | 98 | 191 | 232 | 271 | 354 | 287 | 163 | 199 | 125 | 47 | 86 | 120 |
| C-47, C-53 | 2777 | 1506 | 1439 | 1452 | 1685 | 2182 | 1925 | 2125 | 2305 | 2324 | 1539 | 1809 | 1647 | 2132 | 2331 | 2111 | 2027 | 1982 | 1835 | 1946 | 2015 | 2134 | 1537 | 1668 |
| C-54 | - | - | 122 | 186 | 185 | 307 | 354 | 347 | 378 | 392 | 244 | 136 | 205 | 222 | 297 | 322 | 398 | 273 | 224 | 161 | 303 | 587 | 565 | 609 |
| C-64 | 34 | 81 | 66 | 83 | 63 | 79 | 66 | 3 | - | - | - | - | 5 | 7 | 7 | 29 | 71 | 95 | 153 | 154 | 135 | 141 | 27 | 93 |
| Other | - | - | - | - | - | - | - | - | - | - | - | - | 98 | 80 | 77 | 52 | 24 | 47 | 16 | 5 | - | 51 | 51 | 49 |
| <u>Trainer</u> | | | | | | | | | | | | | | | | | | | | | | | | |
| Advanced | 31 | 21 | 74 | 81 | 93 | 194 | 59 | 237 | 223 | 116 | 80 | 142 | 54 | 91 | 167 | 131 | 135 | 256 | 262 | 325 | 137 | 361 | 130 | 306 |
| <u>Communications - Total</u> | 20 | 21 | 27 | 36 | 21 | 47 | 65 | 263 | 261 | 166 | 94 | 113 | 227 | 215 | 260 | 241 | 145 | 155 | 148 | 196 | 218 | 202 | 150 | 129 |
| Liaison | 20 | 21 | 27 | 36 | 21 | 47 | 62 | 263 | 261 | 166 | 94 | 113 | 181 | 177 | 233 | 201 | 113 | 137 | 118 | 119 | 167 | 148 | 112 | 84 |
| Rotary Wing | - | - | - | - | - | - | 3 | - | - | - | - | - | 46 | 38 | 27 | 40 | 32 | 18 | 30 | 77 | 51 | 54 | 38 | 45 |

a/ See Table 71 p 109 for revision of classification and redesignation of bombardment types of aircraft, as of September, 1947.

Table 128.-- AVIATION FUEL CONSUMPTION OF AIRPLANES OVERSEAS, BY TYPE AND PRINCIPAL MODEL OF AIRPLANE:
DEC 1941; QUARTERLY, 1942 TO 1945; MONTHLY, 1946 AND 1947

Note--In thousands of gallons, except for the years 1946 and 1947, which reflect actual gallons consumed. The data below do not equal the sum of those for individual overseas areas published elsewhere in this volume. Consumption of airplanes assigned to special projects overseas are included here but not in any individual area. Air Transport Command figures are not included, and prior to September 1945, consumption is that for only first line bombers and fighters with combat units. Prior to 1946, due to the rounding of figures to the nearest 1,000 gallons, the total of quarterly or monthly consumption--by type and model of airplanes-- may not necessarily equal annual consumption by type and model. Similarly, consumption by model may not equal figures shown by type; consumption in any period may not equal that by type.

| Type and Model | In thousands of gallons | | | | | In actual gallons | | |
|---|-------------------------|--------|---------|-----------|------------|-------------------|------------|------------|
| | 1941 (Dec) | 1942 | 1943 | 1944 | 1945 b/ | 1946 b/ | 1947 a/ | |
| | | | | | | | Jan-Aug. | Sep-Dec. |
| Total | 208 | 18,628 | 264,608 | 1,281,512 | 1,078,556 | 84,500,329 | 85,238,464 | 40,048,387 |
| Very Heavy Bomber a/ | | | | | | | | |
| B-29. | - | - | - | 35,775 | 250,298 | 9,756,539 | 5,581,976 | - |
| Heavy Bomber-Total a/ | 110 | 11,323 | 148,899 | 850,713 | 533,309 | 11,873,216 | 9,739,469 | - |
| B-17. | 110 | 7,536 | 87,100 | 394,221 | 283,819 | 10,961,967 | 9,727,284 | - |
| B-24. | - | 3,787 | 61,799 | 456,492 | 249,167 | 911,249 | 12,185 | - |
| B-32. | - | - | - | - | 324 | - | - | - |
| Medium Bomber-Total a/ | - | 2,685 | 47,305 | 117,501 | 70,951 | 1,971,195 | 903,818 | 2,764,381 |
| B-25. | - | 1,765 | 28,081 | 56,476 | 37,470 | 1,895,734 | 903,818 | - |
| B-26. | - | 920 | 19,224 | 61,025 | 33,480 | 75,461 | - | 2,764,381 |
| B-29. | - | - | - | - | - | - | - | - |
| Light Bomber-Total a/ | - | 559 | 2,889 | 24,993 | 27,527 | 4,474,378 | 4,455,449 | 6,885,263 |
| A-20. | - | 559 | 2,889 | 24,066 | 11,701 | - | - | - |
| A-26. | - | - | - | 927 | 15,824 | 4,453,763 | 4,455,449 | 1,927,849 |
| B-17. | - | - | - | - | - | - | - | 4,644,938 |
| B-25. | - | - | - | - | - | - | - | 312,476 |
| Other | - | - | - | - | - | 20,615 | - | - |
| Fighter - Total | 98 | 4,061 | 65,515 | 252,530 | 170,782 | 13,551,560 | 11,810,555 | 5,254,686 |
| P-38. | - | 696 | 23,420 | 63,059 | 34,491 | 1,036,302 | - | - |
| P-39. | - | 622 | 8,128 | 5,280 | - | - | - | - |
| P-40. | 18 | 1,612 | 13,829 | 9,928 | 787 | - | - | - |
| P-47. | - | - | 13,169 | 114,257 | 75,554 | 5,946,858 | 5,293,136 | 1,976,714 |
| P-51. | - | - | 348 | 51,417 | 51,585 | 4,890,435 | 4,567,492 | 1,577,100 |
| P-61. | - | - | - | 3,358 | 7,255 | 1,278,961 | 1,265,006 | 506,404 |
| P-80 g/ | - | - | - | - | - | 395,708 | 676,428 | 1,194,468 |
| Other | 80 | 1,131 | 6,621 | 5,231 | 1,110 | 3,296 | 8,493 | - |
| Reconnaissance-Total | d/ | d/ | d/ | d/ | 839 | 4,566,104 | 3,102,392 | 2,144,446 |
| F-2 g/ | d/ | d/ | d/ | d/ | - | - | 175,059 | 65,377 |
| F-6 | d/ | d/ | d/ | d/ | 24 | 232,477 | 360,801 | 134,707 |
| F-7 | d/ | d/ | d/ | d/ | 238 | 800,052 | - | - |
| F-9 | d/ | d/ | d/ | d/ | - | 113,900 | 297,830 | 156,153 |
| F-13 | d/ | d/ | d/ | d/ | 179 | 2,258,809 | 1,322,767 | 741,261 |
| FP-80 g/ | d/ | d/ | d/ | d/ | - | - | 571,510 | 771,550 |
| OA-10 | d/ | d/ | d/ | d/ | 133 | 544,578 | 265,671 | 57,383 |
| Other | d/ | d/ | d/ | d/ | 262 | 616,288 | 108,754 | 218,015 |
| Transport - Total | d/ | d/ | d/ | d/ | 23,580 | 32,377,770 | 46,880,738 | 22,069,255 |
| C-45, CQ-3 g/ | d/ | d/ | d/ | d/ | - | 1,810,857 | 1,419,585 | 541,937 |
| C-46. | d/ | d/ | d/ | d/ | 10,987 | 8,683,895 | 6,091,204 | 2,224,566 |
| C-47, C-53. | d/ | d/ | d/ | d/ | 11,977 | 18,364,082 | 13,279,358 | 5,606,693 |
| C-54. | d/ | d/ | d/ | d/ | - | 3,316,274 | 25,867,073 | 13,297,554 |
| Other | d/ | d/ | d/ | d/ | 618 | 202,662 | 223,518 | 398,505 |
| Trainer - Total | d/ | d/ | d/ | d/ | 222 | 1,518,162 | 2,398,340 | 854,007 |
| Advanced. | d/ | d/ | d/ | d/ | 212 | 1,517,714 | 2,393,954 | 850,272 |
| Other | d/ | d/ | d/ | d/ | 10 | 448 | 4,386 | 3,735 |
| Communications-Total | d/ | d/ | d/ | d/ | 306 | 930,343 | 365,727 | 76,349 |
| Liaison | d/ | d/ | d/ | d/ | 301 | 921,381 | 353,250 | 67,533 |
| Rotary Wing | d/ | d/ | d/ | d/ | 4 | 8,962 | 12,477 | 8,816 |
| Transient b/ | - | - | - | - | 742 | 3,481,062 | - | - |

a/ See Table 71 p 109 for revision of classification and redesignation of bombardment types of aircraft, as of September 1947.

b/ Includes fuel consumption of transient airplanes in the Pacific Area for which no type or model breakdown was reported.

g/ Uses JP-1 jet fuel.

d/ Not available.

g/ Included in Other in 1945.

Table 128.--AVIATION FUEL CONSUMPTION OF AIRPLANES OVERSEAS, BY TYPE AND PRINCIPAL

| Line No. | Type and Model | In thousands of gallons | | | | | | | | | |
|----------|------------------------------------|-------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | | 1942 | | | | 1943 | | | | 1944 | |
| | | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr |
| 1 | Total | 1,240 | 2,920 | 4,135 | 10,333 | 21,881 | 48,859 | 92,694 | 101,174 | 160,780 | 351,864 |
| 2 | <u>Very Heavy Bomber</u> | | | | | | | | | | |
| 3 | B-29 | - | - | - | - | - | - | - | - | - | 2,318 |
| 4 | <u>Heavy Bomber - Total</u> . . | 406 | 1,510 | 2,556 | 6,851 | 13,254 | 27,816 | 48,930 | 58,899 | 101,665 | 234,059 |
| 5 | B-17 | 406 | 836 | 2,052 | 4,242 | 6,999 | 17,337 | 31,357 | 31,407 | 52,744 | 98,252 |
| 6 | B-24 | - | 674 | 504 | 2,609 | 6,255 | 10,479 | 17,573 | 27,492 | 48,921 | 135,807 |
| 7 | B-32 | - | - | - | - | - | - | - | - | - | - |
| 8 | <u>Medium Bomber - Total</u> . . | 49 | 536 | 802 | 1,298 | 2,565 | 7,041 | 19,891 | 17,808 | 20,940 | 34,713 |
| 9 | B-25 | 24 | 202 | 462 | 1,077 | 1,876 | 4,651 | 11,099 | 10,455 | 10,088 | 14,302 |
| 10 | B-26 | 25 | 334 | 340 | 221 | 689 | 2,390 | 8,792 | 7,353 | 10,852 | 20,411 |
| 11 | <u>Light Bomber - Total</u> . . | - | 116 | 174 | 269 | 496 | 624 | 769 | 1,000 | 2,449 | 8,529 |
| 12 | A-20 | - | 116 | 174 | 269 | 496 | 624 | 769 | 1,000 | 2,449 | 8,526 |
| 13 | A-26 | - | - | - | - | - | - | - | - | - | 3 |
| 14 | Other | - | - | - | - | - | - | - | - | - | - |
| 15 | <u>Fighter - Total</u> | 785 | 758 | 603 | 1,915 | 5,566 | 13,378 | 23,104 | 23,467 | 35,726 | 72,245 |
| 16 | P-38 | 1 | 8 | 39 | 648 | 2,280 | 5,634 | 8,403 | 7,103 | 8,346 | 21,681 |
| 17 | P-39 | 54 | 217 | 166 | 185 | 777 | 1,282 | 3,329 | 2,740 | 2,260 | 2,466 |
| 18 | P-40 | 224 | 209 | 252 | 927 | 1,913 | 3,640 | 4,370 | 3,906 | 3,778 | 3,124 |
| 19 | P-47 | - | - | - | - | 9 | 1,606 | 4,217 | 7,337 | 16,863 | 31,661 |
| 20 | P-51 | - | - | - | - | - | 6 | 9 | 333 | 2,025 | 11,590 |
| 21 | P-61 | - | - | - | - | - | - | - | - | - | 206 |
| 22 | Other | 506 | - | 146 | 155 | 587 | 1,210 | 2,776 | 2,048 | 2,454 | 1,517 |
| 23 | <u>Reconnaissance - Total</u> . . | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |
| 24 | F-6 | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |
| 25 | F-7 | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |
| 26 | F-9 | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |
| 27 | F-13 | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |
| 28 | OA-10 | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |
| 29 | Other | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |
| 30 | <u>Transport - Total</u> | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |
| 31 | C-45, CQ-3 g/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |
| 32 | C-46 | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |
| 33 | C-47, C-53 | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |
| 34 | C-54 | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |
| 35 | Other | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |
| 36 | <u>Trainer - Total</u> | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |
| 37 | Advanced | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |
| 38 | Other | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |
| 39 | <u>Communications - Total</u> . . | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |
| 40 | Liaison | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |
| 41 | Rotary Wing | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ |
| 42 | <u>Transient b/</u> | - | - | - | - | - | - | - | - | - | - |

b/ Includes fuel consumption of transient airplanes in the Pacific Area for which no type or model breakdown was reported.

d/ Not available.

e/ Included in Other in 1945.

Table 128.--AVIATION FUEL CONSUMPTION OF AIRPLANES OVERSEAS, BY TYPE AND PRINCIPAL MODEL OF AIRPLANE: DEC 1941; QUARTERLY 1942 TO 1945; MONTHLY, 1946 AND 1947--Continued

| Type and Model | in actual gallons | | | | | | | | | | | |
|---|-------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|
| | 1946 (Continued) | | | | | | | 1947 | | | | |
| | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May |
| Total | 6,397,469 | 8,306,596 | 7,285,780 | 7,387,225 | 7,618,753 | 6,673,484 | 5,892,198 | 8,989,276 | 9,245,013 | 9,964,024 | 11,139,966 | 12,359,837 |
| Very Heavy Bomber | | | | | | | | | | | | |
| B-29 | 815,831 | 917,788 | 662,511 | 373,313 | 660,836 | 739,666 | 524,169 | 523,036 | 721,711 | 823,921 | 624,778 | 536,110 |
| Heavy Bomber - Total | 1,036,782 | 1,537,189 | 719,579 | 1,155,271 | 983,995 | 727,701 | 766,931 | 963,035 | 1,046,178 | 966,531 | 1,218,621 | 1,671,706 |
| B-17 | 1,011,258 | 1,464,971 | 672,270 | 1,103,129 | 940,757 | 700,475 | 736,268 | 953,713 | 1,044,118 | 966,053 | 1,218,296 | 1,671,706 |
| B-24 | 25,524 | 72,218 | 47,309 | 52,142 | 43,238 | 27,226 | 30,663 | 9,322 | 2,060 | 478 | 325 | - |
| Medium Bomber - Total | 107,996 | 129,085 | 123,339 | 141,657 | 133,619 | 90,472 | 87,389 | 103,465 | 96,506 | 124,515 | 130,546 | 137,278 |
| B-29 | 107,996 | 129,085 | 123,339 | 141,657 | 133,619 | 90,472 | 87,389 | 103,465 | 96,506 | 124,515 | 130,546 | 137,278 |
| B-26 | - | - | - | - | - | - | - | - | - | - | - | - |
| Light Bomber - Total | 318,240 | 420,044 | 642,613 | 582,754 | 540,215 | 420,279 | 344,900 | 375,522 | 365,150 | 594,652 | 640,253 | 581,943 |
| A-20 | - | - | - | - | - | - | - | - | - | - | - | - |
| A-26 | 318,240 | 420,044 | 642,613 | 582,754 | 540,215 | 420,279 | 344,900 | 375,522 | 365,150 | 594,652 | 640,253 | 581,943 |
| Fighter - Total | 1,013,164 | 1,394,530 | 1,483,981 | 1,403,859 | 1,535,797 | 1,336,325 | 1,004,686 | 1,041,249 | 1,226,722 | 1,750,203 | 2,069,108 | 1,621,554 |
| P-38 | 88,575 | 99,005 | 130,019 | 89,527 | 48,200 | 29,070 | - | - | - | - | - | - |
| P-47 | 438,583 | 711,269 | 666,226 | 636,513 | 704,215 | 574,518 | 494,289 | 435,232 | 595,387 | 941,125 | 880,104 | 711,578 |
| P-51 | 362,335 | 378,489 | 478,417 | 519,249 | 612,123 | 541,897 | 388,691 | 419,060 | 461,250 | 547,168 | 968,651 | 629,721 |
| P-61 | 98,651 | 155,596 | 112,804 | 102,687 | 105,608 | 109,741 | 97,041 | 121,046 | 105,010 | 173,183 | 181,827 | 169,463 |
| P-80 g/ | 25,020 | 50,171 | 96,515 | 55,883 | 65,651 | 81,099 | 21,369 | 64,011 | 63,182 | 87,715 | 37,918 | 110,462 |
| Other | - | - | - | - | - | - | 3,296 | 1,900 | 1,893 | 1,012 | 608 | 330 |
| Reconnaissance - Total | 366,397 | 636,879 | 371,229 | 363,127 | 435,802 | 590,150 | 430,329 | 344,140 | 306,892 | 295,868 | 361,895 | 396,606 |
| F-2 | - | - | - | - | - | - | - | 31,661 | 19,819 | 22,582 | 20,054 | 25,107 |
| F-6 | 18,328 | 27,216 | 49,215 | 41,000 | 9,210 | 16,140 | 9,240 | 36,550 | 20,700 | 46,050 | 55,680 | 44,229 |
| F-7 | 65,862 | 71,857 | 97,450 | 76,134 | 110,137 | 123,637 | 62,648 | - | - | - | - | - |
| F-9 | 15,285 | 6,986 | 450 | 8,095 | 13,234 | 20,000 | 27,676 | 92,360 | 60,031 | 84,878 | 13,294 | 12,859 |
| F-13 | 167,460 | 406,733 | 148,671 | 162,832 | 189,746 | 327,441 | 211,840 | 120,616 | 147,948 | 87,821 | 183,498 | 206,775 |
| FP-80 g/ | - | - | - | - | - | - | - | 900 | 21,760 | 21,760 | 42,800 | 73,600 |
| OA-10 | 52,120 | 77,164 | 37,456 | 33,195 | 53,384 | 27,447 | 33,070 | 30,364 | 42,800 | 32,607 | 46,569 | 34,036 |
| Other | 47,342 | 46,923 | 37,987 | 41,871 | 60,091 | 75,485 | 85,855 | 32,589 | 14,694 | 170 | - | - |
| Transport - Total | 2,523,415 | 3,056,720 | 3,041,862 | 3,128,400 | 3,070,230 | 2,830,674 | 2,512,523 | 5,367,096 | 5,262,803 | 5,125,783 | 5,689,747 | 6,870,614 |
| C-45, C-46 | 157,050 | 191,441 | 185,320 | 207,508 | 195,134 | 171,056 | 127,462 | 123,622 | 113,922 | 180,240 | 212,824 | 240,053 |
| C-46 | 470,594 | 494,829 | 616,963 | 830,134 | 929,630 | 839,462 | 943,748 | 804,295 | 790,633 | 833,105 | 743,998 | 831,503 |
| C-47, C-53 | 1,484,616 | 1,914,034 | 1,809,060 | 1,723,899 | 1,522,306 | 1,180,975 | 1,038,490 | 1,373,889 | 1,389,536 | 1,671,130 | 1,647,958 | 2,021,912 |
| C-54 | 402,711 | 436,971 | 421,981 | 355,122 | 411,985 | 329,134 | 386,201 | 3,026,027 | 2,931,691 | 2,429,673 | 3,072,989 | 3,757,063 |
| Other | 8,444 | 19,445 | 8,538 | 11,737 | 11,175 | 10,047 | 16,622 | 39,263 | 37,021 | 11,635 | 11,978 | 20,083 |
| Trainer - Total | 141,526 | 129,375 | 150,818 | 159,378 | 171,604 | 170,976 | 172,246 | 205,310 | 171,424 | 226,028 | 349,952 | 495,920 |
| Advanced | 141,514 | 129,375 | 150,773 | 159,368 | 171,604 | 170,976 | 172,246 | 205,310 | 171,424 | 226,028 | 349,476 | 495,443 |
| Other | 12 | - | 45 | 10 | - | - | - | - | - | - | 476 | 477 |
| Communications - Total | 74,118 | 84,986 | 89,848 | 79,466 | 86,655 | 67,241 | 49,025 | 66,423 | 47,627 | 56,523 | 55,066 | 48,106 |
| Liaison | 73,416 | 82,992 | 89,016 | 78,211 | 85,398 | 66,845 | 47,925 | 65,247 | 45,671 | 55,103 | 53,274 | 46,531 |
| Rotary Wing | 702 | 1,994 | 832 | 255 | 1,257 | 396 | 1,100 | 1,176 | 1,956 | 1,420 | 1,792 | 1,575 |

g/ Uses JP-1 jet fuel.

Table 128.-- AVIATION FUEL CONSUMPTION OF AIRPLANES OVERSEAS, BY TYPE AND PRINCIPAL MODEL OF AIRPLANE:
DEC 1941; QUARTERLY, 1942 TO 1944; MONTHLY, 1946 AND 1947 - Continued

| Type and Model | In actual gallons | | | | | | |
|------------------------------------|-------------------|------------|------------|------------|------------|-----------|-----------|
| | 1947 (Continued) | | | | | | |
| | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
| Total | 10,792,079 | 11,249,402 | 11,498,867 | 10,594,729 | 10,878,726 | 9,382,793 | 9,192,139 |
| Very Heavy Bomber a/ | | | | | | | |
| B-29 | 822,014 | 562,963 | 967,443 | | | | |
| Heavy Bomber - Total a/ | 1,252,752 | 1,396,116 | 1,224,530 | | | | |
| B-17 | 1,252,752 | 1,396,116 | 1,224,530 | | | | |
| B-24 | - | - | - | | | | |
| Medium Bomber - Total a/ | 120,638 | 90,808 | 100,062 | 876,190 | 865,994 | 618,372 | 403,825 |
| B-25 | 120,638 | 90,808 | 100,062 | | | | |
| B-29 | | | | 876,190 | 865,994 | 618,372 | 403,825 |
| Light Bomber - Total a/ | 553,599 | 627,802 | 716,528 | 1,890,656 | 1,957,869 | 1,529,396 | 1,507,342 |
| A-26 | 553,599 | 627,802 | 716,528 | 584,868 | 507,448 | 455,774 | 379,759 |
| B-17 | | | | 1,218,913 | 1,355,295 | 1,005,930 | 1,004,800 |
| B-25 | | | | 86,875 | 95,126 | 67,692 | 62,783 |
| Fighter - Total | 1,180,699 | 1,219,589 | 1,701,431 | 1,371,767 | 1,413,955 | 1,170,265 | 1,298,699 |
| P-47 | 508,140 | 484,228 | 737,342 | 606,710 | 530,968 | 449,598 | 389,438 |
| P-51 | 432,190 | 497,006 | 612,446 | 437,213 | 496,804 | 302,503 | 340,580 |
| P-61 | 150,254 | 163,965 | 200,258 | 152,910 | 154,354 | 101,213 | 97,927 |
| P-80 d/ | 88,465 | 73,290 | 151,385 | 174,934 | 231,829 | 316,951 | 470,754 |
| Other | 1,650 | 1,100 | - | - | - | - | - |
| Reconnaissance - Total | 385,530 | 394,659 | 616,802 | 471,904 | 490,221 | 582,084 | 600,237 |
| F-2 | 10,340 | 27,872 | 17,624 | 26,510 | 20,313 | 9,745 | 8,809 |
| F-6 | 53,052 | 49,193 | 55,347 | 48,029 | 43,297 | 25,794 | 17,587 |
| F-9 | 10,250 | 3,416 | 20,742 | 11,025 | 4,870 | 84,199 | 56,059 |
| F-13 | 157,035 | 178,659 | 240,415 | 188,395 | 121,974 | 186,093 | 244,799 |
| FP-80 d/ | 140,400 | 86,000 | 206,050 | 142,000 | 214,800 | 194,800 | 219,950 |
| OA-10 | 12,653 | 31,536 | 35,106 | 16,494 | 18,067 | 9,758 | 13,064 |
| Other | 1,800 | 17,983 | 41,518 | 39,451 | 66,900 | 71,695 | 39,969 |
| Transport - Total | 6,153,083 | 6,614,337 | 5,797,275 | 5,691,203 | 5,883,808 | 5,297,915 | 5,196,329 |
| C-45, C4-3 | 200,829 | 171,993 | 176,102 | 149,297 | 141,732 | 84,170 | 166,738 |
| C-46 | 670,537 | 673,266 | 743,867 | 743,684 | 600,770 | 452,663 | 427,449 |
| C-47, C-53 | 1,761,050 | 1,766,689 | 1,647,194 | 1,634,093 | 1,542,212 | 1,215,363 | 1,215,025 |
| C-54 | 3,500,710 | 3,984,662 | 3,164,258 | 3,132,175 | 3,518,256 | 3,379,293 | 3,267,830 |
| Other | 19,957 | 17,727 | 65,854 | 31,954 | 80,838 | 166,426 | 119,287 |
| Trainer - Total | 290,025 | 309,071 | 350,610 | 267,039 | 246,182 | 170,471 | 170,315 |
| Advanced | 288,591 | 308,077 | 349,605 | 266,029 | 245,166 | 169,757 | 169,320 |
| Other | 1,434 | 994 | 1,005 | 1,010 | 1,016 | 714 | 995 |
| Communications - Total | 33,739 | 34,057 | 24,186 | 25,970 | 20,697 | 14,290 | 15,392 |
| Liaison | 32,739 | 32,420 | 22,265 | 23,698 | 17,612 | 12,939 | 13,284 |
| Rotary Wing | 1,000 | 1,637 | 1,921 | 2,272 | 3,085 | 1,351 | 2,108 |

a/ See Table 71 p 109 for revision of classification and redesignation of bombardment types of aircraft, as of September 1947.

d/ Not available.

Aviation Fuel Consumption Operations Crossroads-1946
(Included in the above breakdown by type and model)

| Type and model | Total | May | Jun | Jul |
|------------------------|-----------|---------|---------|---------|
| Total | 2,652,867 | 693,017 | 573,403 | 796,447 |
| B-29 | 854,558 | 286,994 | 329,342 | 238,222 |
| B-17 | 472,076 | 125,833 | 105,959 | 240,284 |
| F-13 | 431,182 | 174,908 | 37,887 | 218,387 |
| C-54 | 305,051 | 105,282 | 100,215 | 99,554 |

Table 129.-- AVIATION FUEL CONSUMPTION OF AIRPLANES IN EUROPEAN AREA, BY TYPE AND PRINCIPAL MODEL OF AIRPLANE: QUARTERLY, 2ND QUARTER 1942 TO 1945; MONTHLY, 1946 AND 1947

(in thousands of gallons, except for the years 1946 and 1947, which reflect actual gallons consumed. See also headnote to Table 128.)

| Type and Model | In thousands of gallons | | | | | In actual gallons | | In thousands of gallons | | | | | | | | |
|---------------------------------|-------------------------|---------|-----------|---------|------------|-------------------|-----------|-------------------------|------------|------------|------------|------------|------------|------------|------------|------------|
| | 1942 (Apr- Dec) | 1943 | 1944 | 1945 | 1946 | 1947 a/ | | 1942 | | | 1943 | | | | 1944 | |
| | | | | | | Jan-Aug | Sep-Dec | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr |
| Total | 5,880 | 176,786 | 1,033,701 | 621,280 | 24,064,734 | 12,458,428 | 4,254,370 | 13 | 954 | 4,913 | 12,032 | 33,699 | 67,651 | 63,404 | 120,320 | 300,054 |
| Very Heavy Bomber a/ | | | | | | | | | | | | | | | | |
| B-29 | - | - | - | - | 45,820 | - | - | - | - | - | - | - | - | - | - | - |
| Heavy Bomber - Total a/ | 4,550 | 106,386 | 749,467 | 445,990 | 4,705,584 | 1,313,808 | - | 13 | 820 | 3,717 | 7,902 | 20,202 | 37,828 | 40,454 | 82,970 | 211,020 |
| B-17 | 3,660 | 81,777 | 394,221 | 283,292 | 4,705,584 | 1,313,808 | - | - | 713 | 2,947 | 4,973 | 15,514 | 29,995 | 21,295 | 52,744 | 98,252 |
| B-24 | 890 | 24,609 | 355,246 | 162,698 | - | - | - | 13 | 107 | 770 | 2,929 | 4,688 | 7,833 | 9,159 | 30,226 | 112,768 |
| Medium Bomber - Total a/ | 490 | 31,742 | 81,321 | 44,741 | 326,750 | - | - | - | 84 | 406 | 1,472 | 4,744 | 15,160 | 10,366 | 13,887 | 25,434 |
| B-25 | 402 | 13,187 | 20,334 | 11,448 | 262,509 | - | - | - | 84 | 318 | 887 | 2,549 | 6,502 | 3,249 | 3,073 | 5,023 |
| B-26 | 88 | 18,555 | 60,987 | 33,291 | 64,241 | - | - | - | - | 88 | 585 | 2,195 | 8,658 | 7,117 | 10,814 | 20,411 |
| Light Bomber - Total a/ | 126 | 1,866 | 15,533 | 19,174 | 1,913,294 | 1,312,479 | 1,027,726 | - | - | 126 | 231 | 508 | 620 | 507 | 910 | 5,201 |
| A-20 | 126 | 1,866 | 14,609 | 4,704 | 6,725 | - | - | - | - | 126 | 231 | 508 | 620 | 507 | 910 | 5,201 |
| A-26 | - | - | 924 | 14,408 | 1,906,569 | 1,300,542 | 386,996 | - | - | - | - | - | - | - | - | - |
| B-17 | - | - | - | - | - | - | 640,730 | - | - | - | - | - | - | - | - | - |
| Other | - | - | - | - | - | 11,937 | - | - | - | - | - | - | - | - | - | - |
| Fighter - Total | 714 | 36,792 | 187,388 | 107,472 | 5,278,059 | 2,700,252 | 514,119 | - | 50 | 664 | 2,427 | 8,245 | 14,043 | 12,077 | 22,553 | 58,399 |
| P-38 | 507 | 14,323 | 41,758 | 13,395 | 7,535 | - | - | - | - | 507 | 1,531 | 3,807 | 5,390 | 3,595 | 4,838 | 17,233 |
| P-39 | - | 1,945 | 2,264 | - | - | - | - | - | - | - | 109 | 206 | 944 | 686 | 1,001 | 925 |
| P-40 | 38 | 5,199 | 3,016 | - | - | - | - | - | 4 | 34 | 408 | 1,720 | 2,102 | 969 | 1,380 | 1,409 |
| P-47 | - | 9,711 | 86,082 | 51,909 | 3,190,687 | 1,668,729 | 505,989 | - | - | - | 9 | 1,606 | 3,085 | 5,011 | 11,610 | 26,587 |
| P-51 | - | 206 | 48,659 | 39,896 | 1,489,753 | 780,582 | 8,130 | - | - | - | - | 6 | 9 | 191 | 1,719 | 11,023 |
| P-61 | - | - | 1,221 | 1,874 | 377,270 | - | - | - | - | - | - | - | - | - | - | - |
| P-80 b/ | - | - | - | - | 212,814 | - | - | - | - | - | - | - | - | - | - | - |
| Other | 169 | 5,408 | 4,380 | 398 | - | 250,941 | - | - | 46 | 123 | 370 | 900 | 2,513 | 1,625 | 2,005 | 1,222 |
| Reconnaissance - Total | e/ | e/ | e/ | 112 | 232,477 | 291,510 | 70,974 | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ |
| F-6 | e/ | e/ | e/ | 25 | 232,477 | 196,494 | 55,079 | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ |
| F-9 | e/ | e/ | e/ | - | - | 95,016 | 15,895 | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ |
| Other | e/ | e/ | e/ | 87 | - | - | - | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ |
| Transport - Total | e/ | e/ | e/ | 3,511 | 10,678,184 | 6,392,754 | 2,584,609 | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ |
| C-45, C4-3 | e/ | e/ | e/ | 58 | 887,932 | 786,577 | 281,690 | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ |
| C-47, C-53 | e/ | e/ | e/ | 3,192 | 9,630,920 | 5,452,377 | 2,142,829 | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ |
| Other | e/ | e/ | e/ | 262 | 159,332 | 153,800 | 160,090 | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ |
| Trainer | | | | | | | | | | | | | | | | |
| Advanced | e/ | e/ | e/ | 99 | 417,389 | 318,944 | 48,674 | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ |
| Communications | | | | | | | | | | | | | | | | |
| Liaison | e/ | e/ | e/ | 182 | 467,177 | 128,681 | 8,268 | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ | e/ |

a/ See Table 71 p 109 for revision of classification and redesignation of bombardment types of aircraft, as of September 1947.

b/ Uses JP-1 jet fuel.

c/ Not available.

Table 129.-- AVIATION FUEL CONSUMPTION OF AIRPLANES IN EUROPEAN AREA, BY TYPE AND PRINCIPAL MODEL OF AIRPLANE: QUARTERLY, 2ND QUARTER 1942 TO 1945; MONTHLY, 1946 AND 1947 -- Continued

| Type and Model | In thousands of gallons | | | | | | In actual gallons | | | | | | | |
|---|-------------------------|---------|---------|---------|---------|---------|-------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | 1944 (Contd) | | 1945 | | | | 1946 | | | | | | | |
| | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug |
| Total | 339,423 | 273,904 | 350,241 | 224,325 | 40,943 | 5,767 | 1,541,483 | 1,499,054 | 1,905,756 | 2,415,131 | 2,500,453 | 1,914,023 | 2,831,049 | 2,155,135 |
| Very Heavy Bomber | | | | | | | | | | | | | | |
| B-29 | - | - | - | - | - | - | - | 2,000 | 600 | - | 2,300 | 1,800 | 4,971 | 7,790 |
| Heavy Bomber - Total | 248,731 | 206,746 | 264,371 | 155,170 | 23,593 | 2,456 | 346,507 | 432,135 | 373,734 | 604,908 | 585,374 | 520,186 | 743,961 | 137,413 |
| B-17 | 126,209 | 117,016 | 158,586 | 98,393 | 23,857 | 2,456 | 346,507 | 432,135 | 373,734 | 604,908 | 585,374 | 520,186 | 743,961 | 137,413 |
| B-24 | 122,522 | 89,730 | 105,785 | 56,777 | 136 | - | - | - | - | - | - | - | - | - |
| Medium Bomber - Total | 24,651 | 17,349 | 22,504 | 16,244 | 5,651 | 340 | 59,353 | 66,933 | 34,405 | 28,540 | 28,111 | 27,539 | 23,396 | 12,575 |
| B-25 | 6,340 | 5,898 | 6,640 | 4,356 | 398 | 54 | 24,543 | 37,662 | 34,245 | 28,540 | 28,111 | 27,539 | 23,396 | 12,575 |
| B-26 | 18,311 | 11,451 | 15,864 | 11,888 | 5,253 | 286 | 34,810 | 29,271 | 160 | - | - | - | - | - |
| Light Bomber - Total | 5,971 | 3,451 | 7,797 | 10,991 | 231 | 153 | 61,252 | 70,064 | 96,809 | 231,270 | 169,650 | 134,547 | 173,288 | 179,842 |
| A-20 | 5,931 | 2,567 | 3,319 | 1,337 | 93 | 15 | 200 | 600 | 4,825 | 1,050 | 50 | - | - | - |
| A-26 | 40 | 884 | 4,478 | 9,654 | 138 | 138 | 61,052 | 69,464 | 91,984 | 230,220 | 169,600 | 134,547 | 173,288 | 179,842 |
| Fighter - Total | 60,070 | 46,358 | 55,569 | 41,920 | 9,123 | 860 | 277,663 | 222,193 | 381,613 | 509,624 | 481,603 | 269,112 | 647,523 | 603,745 |
| P-38 | 12,424 | 7,263 | 7,568 | 5,131 | 672 | 24 | 4,425 | 2,035 | 1,075 | - | - | - | - | - |
| P-39 | 338 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| P-40 | 227 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| P-47 | 26,966 | 20,919 | 25,237 | 21,458 | 4,701 | 513 | 172,885 | 114,806 | 186,259 | 324,236 | 318,705 | 144,331 | 405,416 | 393,427 |
| P-51 | 18,649 | 17,268 | 21,797 | 14,357 | 3,465 | 277 | 85,429 | 86,100 | 148,929 | 139,889 | 120,593 | 96,342 | 157,285 | 149,235 |
| P-61 | 790 | 431 | 660 | 883 | 285 | 46 | 14,924 | 19,252 | 45,350 | 45,499 | 42,305 | 24,119 | 57,645 | 19,768 |
| P-80 b/. | - | - | - | - | - | - | - | - | - | - | - | 4,320 | 27,177 | 41,315 |
| Other | 676 | 477 | 307 | 91 | - | - | - | - | - | - | - | - | - | - |
| Reconnaissance - Total | g/ | g/ | g/ | g/ | 70 | 40 | 6,932 | 8,715 | 19,841 | 4,290 | 22,350 | 18,328 | 27,216 | 49,215 |
| F-6 | g/ | g/ | g/ | g/ | 18 | 6 | 6,932 | 8,715 | 19,841 | 4,290 | 22,350 | 18,328 | 27,216 | 49,215 |
| Other | g/ | g/ | g/ | g/ | 52 | 34 | - | - | - | - | - | - | - | - |
| Transport - Total | g/ | g/ | g/ | g/ | 1,749 | 1,763 | 747,736 | 645,037 | 914,093 | 941,856 | 1,119,283 | 865,832 | 1,114,408 | 1,067,843 |
| C-45, C-43 | g/ | g/ | g/ | g/ | 18 | 41 | 38,056 | 32,903 | 57,291 | 71,991 | 45,740 | 75,097 | 115,159 | 97,680 |
| C-47, C-53 | g/ | g/ | g/ | g/ | 1,628 | 1,564 | 685,915 | 591,511 | 843,915 | 851,659 | 1,067,514 | 785,027 | 990,989 | 951,183 |
| Other | c/ | c/ | c/ | c/ | 103 | 158 | 23,765 | 20,623 | 12,887 | 18,206 | 6,029 | 5,708 | 8,260 | 18,980 |
| Trainer | | | | | | | | | | | | | | |
| Advanced | g/ | g/ | g/ | g/ | 36 | 63 | 19,971 | 21,004 | 42,007 | 38,866 | 42,597 | 40,879 | 43,739 | 48,826 |
| Communications | | | | | | | | | | | | | | |
| Liaison | c/ | g/ | g/ | g/ | 90 | 92 | 22,069 | 30,973 | 42,654 | 55,777 | 49,185 | 35,800 | 52,547 | 47,886 |

b/ Uses JP-1 jet fuel.
g/ Not available.
d/ Estimated.

Table 129.-- AVIATION FUEL CONSUMPTION OF AIRPLANES IN EUROPEAN AREA, BY TYPE AND PRINCIPAL MODEL OF AIRPLANE: QUARTERLY, 2ND QUARTER 1946 TO 1945; MONTHLY, 1946 AND 1947 -- Continued

| Type and Model | In actual gallons | | | | | | | | | | | | | | | |
|--------------------------------|-------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|---------|---------|
| | 1946 (Cont'd) | | | | 1947 | | | | | | | | | | | |
| | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
| Total | 2,687,403 | 2,065,188 | 1,538,001 | 1,012,058 | 1,071,241 | 1,087,940 | 1,815,809 | 2,150,969 | 1,815,168 | 1,381,615 | 1,544,228 | 1,591,458 | 1,314,346 | 1,193,985 | 885,088 | 860,951 |
| <u>Very Heavy Bomber a/</u> | | | | | | | | | | | | | | | | |
| B-29 | 5,200 | 8,934 | 11,125 | 1,100 | - | - | - | - | - | - | - | - | - | - | - | - |
| <u>Heavy Bomber a/</u> | | | | | | | | | | | | | | | | |
| B-17 | 491,941 | 257,362 | 120,529 | 91,534 | 102,095 | 139,396 | 120,092 | 196,490 | 190,898 | 168,138 | 199,580 | 197,119 | | | | |
| <u>Medium Bomber a/</u> | | | | | | | | | | | | | | | | |
| B-25 | 16,340 | 21,364 | 6,144 | 2,050 | - | - | - | - | - | - | - | - | - | - | - | - |
| <u>Light Bomber - Total a/</u> | 290,091 | 247,870 | 175,512 | 83,099 | 121,461 | 110,672 | 198,029 | 227,747 | 191,580 | 133,599 | 151,559 | 177,832 | 323,273 | 269,038 | 221,034 | 214,381 |
| A-26 | 290,091 | 247,870 | 175,512 | 83,099 | 113,826 | 106,370 | 198,029 | 227,747 | 191,580 | 133,599 | 151,559 | 177,832 | 142,605 | 107,025 | 85,567 | 51,799 |
| B-17 | - | - | - | - | 7,635 | 4,302 | - | - | - | - | - | - | 180,668 | 162,013 | 135,467 | 162,582 |
| Other | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| <u>Fighter - Total</u> | 639,350 | 572,230 | 413,587 | 259,816 | 226,369 | 291,971 | 668,755 | 691,047 | 346,402 | 101,386 | 154,360 | 219,962 | 147,980 | 162,974 | 121,715 | 81,450 |
| P-47 | 395,264 | 339,490 | 227,417 | 168,451 | 98,514 | 176,173 | 390,192 | 409,636 | 249,995 | 46,924 | 108,600 | 188,695 | 139,850 | 162,974 | 121,715 | 81,450 |
| P-51 | 169,290 | 160,558 | 121,006 | 55,097 | 67,734 | 72,316 | 168,495 | 247,123 | 93,425 | 54,462 | 45,760 | 31,267 | 8,130 | - | - | - |
| P-61 | 32,617 | 32,670 | 25,922 | 17,199 | - | - | - | - | - | - | - | - | - | - | - | - |
| P-80 b/ | 42,179 | 39,512 | 39,242 | 19,069 | - | - | - | - | - | - | - | - | - | - | - | - |
| Other | - | - | - | - | 60,121 | 43,482 | 110,068 | 34,288 | 2,982 | - | - | - | - | - | - | - |
| <u>Reconnaissance - Total</u> | 41,000 | 9,210 | 16,140 | 9,240 | 39,990 | 9,320 | 42,475 | 51,814 | 40,003 | 40,910 | 27,476 | 39,522 | 22,765 | 26,199 | 12,600 | 9,410 |
| F-6 | 41,000 | 9,210 | 16,140 | 9,240 | 18,020 | 9,320 | 29,990 | 38,520 | 27,144 | 30,660 | 24,060 | 18,780 | 11,740 | 21,329 | 12,600 | 9,410 |
| F-9 | - | - | - | - | 21,970 | - | 12,485 | 13,294 | 12,859 | 10,250 | 3,416 | 20,742 | 11,025 | 4,870 | - | - |
| <u>Transport - Total</u> | 1,113,521 | 876,948 | 738,995 | 532,632 | 546,148 | 508,435 | 730,510 | 896,192 | 961,799 | 882,762 | 956,380 | 910,528 | 797,724 | 715,712 | 522,886 | 548,287 |
| C-45, CQ-3 | 121,742 | 102,830 | 84,097 | 45,346 | 58,643 | 51,858 | 101,089 | 117,863 | 144,843 | 105,885 | 102,167 | 104,229 | 71,246 | 67,788 | 30,132 | 112,524 |
| C-47, C-53 | 972,714 | 756,308 | 651,035 | 483,150 | 482,406 | 443,821 | 623,346 | 757,691 | 791,336 | 749,904 | 818,596 | 785,277 | 701,653 | 591,215 | 454,207 | 395,754 |
| Other | 19,065 | 17,810 | 3,863 | 4,136 | 5,099 | 12,756 | 6,075 | 20,638 | 25,620 | 26,973 | 35,617 | 21,022 | 24,825 | 56,709 | 38,547 | 40,009 |
| <u>Trainer</u> | | | | | | | | | | | | | | | | |
| Advanced | 45,990 | 30,449 | 26,980 | 16,081 | 18,620 | 19,483 | 40,309 | 64,958 | 61,234 | 37,806 | 38,285 | 38,249 | 17,911 | 18,527 | 5,668 | 6,568 |
| <u>Communications</u> | | | | | | | | | | | | | | | | |
| Liaison | 43,970 | 40,821 | 28,989 | 16,506 | 16,558 | 8,663 | 15,639 | 22,721 | 23,252 | 17,014 | 16,588 | 8,246 | 4,693 | 1,535 | 1,185 | 855 |

a/ See Table 71 p109 for revision of classification and redesignation of bombardment types of aircraft, as of September 1947.
 b/ Uses JP-1 jet fuel.

Table 130.-- AVIATION FUEL CONSUMPTION OF AIRPLANES IN CARIBBEAN AREA, BY TYPE AND PRINCIPAL MODEL OF AIRPLANE: SEP 1945 TO DEC 1947

(In actual gallons consumed)

| Type and model | 1945 | 1946 | 1947 ^{a/} | | 1945 | | | |
|--|------------------|------------------|--------------------|------------------|------------------|----------------|----------------|----------------|
| | Sep-Dec | | Jan-Aug | Sep-Dec | Sep | Oct | Nov | Dec |
| Total | 2,555,182 | 6,323,052 | 6,464,316 | 3,851,600 | 1,045,907 | 580,017 | 514,173 | 415,085 |
| Heavy Bomber-Total ^{a/} | 866,840 | 1,919,157 | 2,020,558 | | 355,600 | 207,954 | 176,996 | 126,290 |
| B-17 | 69,930 | 1,884,044 | 2,020,558 | | 22,946 | 8,369 | 22,847 | 15,768 |
| B-24 | 796,910 | 35,113 | - | | 332,654 | 199,585 | 154,149 | 110,522 |
| Medium Bomber-Total ^{a/} | 130,654 | 202,756 | 255,141 | | 50,314 | 22,622 | 28,362 | 29,255 |
| B-25 | 25,095 | 191,536 | 255,141 | | 3,237 | 1,676 | 9,832 | 10,350 |
| B-26 | 105,559 | 11,220 | - | | 47,077 | 20,946 | 18,531 | 19,005 |
| Light Bomber-Total ^{a/} | - | - | 47,143 | 1,005,632 | - | - | - | - |
| A-26 | - | - | 47,143 | 54,339 | - | - | - | - |
| B-17 | - | - | - | 829,853 | - | - | - | - |
| B-25 | - | - | - | 121,440 | - | - | - | - |
| Fighter-Total | 710,686 | 956,333 | 859,407 | 942,481 | 381,758 | 131,996 | 116,334 | 80,598 |
| P-38 | 710,686 | 433,891 | - | - | 381,758 | 131,996 | 116,334 | 80,598 |
| P-47 | - | 522,442 | 720,496 | 103,897 | - | - | - | - |
| P-61 | - | - | 138,911 | 91,607 | - | - | - | - |
| P-80 ^{b/} | - | - | - | 746,977 | - | - | - | - |
| Reconnaissance-Total | 24,756 | 207,102 | 283,289 | 192,902 | 6,822 | 6,245 | 3,856 | 7,833 |
| F-6 | - | - | 14,537 | 20,899 | - | - | - | - |
| F-9 | - | 113,900 | 202,814 | 140,258 | - | - | - | - |
| OA-10 | 15,028 | 43,636 | 43,811 | 19,453 | 4,422 | 3,746 | 1,200 | 5,660 |
| Other | 9,728 | 49,566 | 22,127 | 12,292 | 2,400 | 2,499 | 2,656 | 2,173 |
| Transport-Total | 778,626 | 2,913,645 | 2,913,737 | 1,662,669 | 236,366 | 202,345 | 178,228 | 161,687 |
| C-45, CQ-3 | 94,899 | 264,847 | 168,694 | 50,550 | 26,178 | 22,909 | 24,159 | 21,653 |
| C-46 | 181,613 | 255,792 | 111,348 | - | 61,086 | 53,042 | 36,288 | 31,197 |
| C-47, C-53 | 465,973 | 2,084,101 | 1,922,211 | 846,332 | 128,516 | 115,454 | 114,656 | 107,347 |
| C-54 | - | 306,492 | 708,410 | 763,019 | - | - | - | - |
| Other | 36,141 | 2,413 | 3,074 | 2,768 | 20,586 | 10,940 | 3,125 | 1,490 |
| Trainer-Total | 38,937 | 116,615 | 77,648 | 40,677 | 13,531 | 7,858 | 9,032 | 8,516 |
| Advanced | 36,380 | 116,277 | 73,262 | 36,942 | 11,349 | 7,543 | 8,972 | 8,516 |
| Other | 2,557 | 338 | 4,386 | 3,735 | 2,182 | 315 | 60 | - |
| Communications-Total | 4,683 | 7,444 | 7,393 | 7,239 | 1,516 | 997 | 1,364 | 806 |
| Liaison | 4,683 | 7,444 | 7,393 | 6,975 | 1,516 | 997 | 1,364 | 806 |
| Rotary Wing | - | - | - | 264 | - | - | - | - |

| Type and model | 1946 | | | | | | | |
|-------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug |
| Total | 376,259 | 190,622 | 261,666 | 322,837 | 390,313 | 344,607 | 657,893 | 799,834 |
| Heavy Bomber - Total | 129,748 | 58,482 | 73,492 | 99,604 | 127,321 | 78,861 | 186,251 | 194,557 |
| B-17 | 99,315 | 54,002 | 73,292 | 99,604 | 127,321 | 78,861 | 186,251 | 194,557 |
| B-24 | 30,433 | 4,480 | 200 | - | - | - | - | - |
| Medium Bomber - Total | 17,550 | 5,139 | 3,574 | 4,542 | 10,853 | 5,556 | 19,936 | 31,593 |
| B-25 | 6,330 | 5,139 | 3,574 | 4,542 | 10,853 | 5,556 | 19,936 | 31,593 |
| B-26 | 11,220 | - | - | - | - | - | - | - |
| Fighter - Total | 57,438 | 17,838 | 38,218 | 58,071 | 64,082 | 62,102 | 94,678 | 96,674 |
| P-38 | 2,426 | 17,640 | 38,218 | 58,071 | 64,082 | 62,102 | 94,678 | 96,674 |
| P-47 | 55,012 | 198 | - | - | - | - | - | - |
| Reconnaissance - Total | 4,093 | 2,055 | 3,910 | 10,901 | 20,128 | 22,085 | 23,997 | 10,299 |
| F-9 | - | - | - | 6,420 | 15,754 | 15,285 | 6,986 | 450 |
| OA-10 | 2,160 | - | 1,324 | 2,124 | 1,475 | 4,718 | 8,856 | 3,250 |
| Other | 1,933 | 2,055 | 2,586 | 2,357 | 2,899 | 2,082 | 8,155 | 6,599 |
| Transport - Total | 158,172 | 98,381 | 132,289 | 140,892 | 157,149 | 168,308 | 322,263 | 452,935 |
| C-45, CQ-3 | 21,361 | 13,818 | 13,812 | 15,597 | 18,310 | 15,073 | 26,812 | 36,743 |
| C-46 | 43,457 | 15,522 | 26,163 | 27,992 | 36,791 | 21,970 | 13,455 | 17,948 |
| C-47, C-53 | 93,339 | 69,041 | 92,299 | 97,258 | 91,691 | 95,008 | 243,826 | 299,582 |
| C-54 | - | - | - | - | 10,357 | 36,154 | 37,961 | 98,202 |
| Other | 15 | - | 15 | 45 | - | 103 | 209 | 460 |
| Trainer - Total | 8,421 | 8,692 | 9,465 | 7,815 | 10,071 | 7,072 | 10,337 | 12,497 |
| Advanced | 8,421 | 8,622 | 9,378 | 7,673 | 10,029 | 7,060 | 10,337 | 12,432 |
| Other | - | 30 | 87 | 142 | 42 | 12 | - | 15 |
| Communications | 837 | 75 | 718 | 1,012 | 709 | 623 | 431 | 1,279 |
| Liaison | 837 | 75 | 718 | 1,012 | 709 | 623 | 431 | 1,279 |

^{a/} See Table 71 p 109 for revision of classification and redesignation of bombardment types of aircraft, as of September 1947.

^{b/} Uses JP-1 jet fuel.

Table 130.-- AVIATION FUEL CONSUMPTION OF AIRPLANES IN CARIBBEAN AREA, BY TYPE AND PRINCIPAL MODEL OF AIRPLANE: SEP 1945 TO DEC 1947 -- Continued

224

| Type and model | 1946 (Cont'd) | | | | 1947 | | | | | | | | | | | |
|---|---------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-----------|
| | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
| Total | 776,140 | 781,823 | 661,007 | 760,051 | 752,423 | 714,941 | 914,701 | 779,913 | 890,457 | 767,260 | 871,265 | 773,356 | 829,632 | 991,709 | 927,973 | 1,102,286 |
| Heavy Bomber a/ | | | | | | | | | | | | | | | | |
| B-17 | 246,219 | 207,810 | 228,205 | 288,507 | 240,488 | 187,585 | 230,374 | 229,040 | 345,595 | 270,137 | 303,213 | 214,126 | | | | |
| Medium Bomber a/ | | | | | | | | | | | | | | | | |
| B-25 | 32,232 | 25,964 | 15,754 | 30,063 | 15,274 | 26,854 | 29,954 | 38,016 | 31,044 | 45,230 | 34,631 | 34,138 | | | | |
| Light Bomber - Total a/ | | | | | | | | | | | | | | | | |
| A-26 | - | - | - | - | - | - | - | - | 7,035 | 13,068 | 16,997 | 10,043 | 284,298 | 375,412 | 151,530 | 194,392 |
| B-17 | - | - | - | - | - | - | - | - | 7,035 | 13,068 | 16,997 | 10,043 | 10,515 | 14,999 | 10,209 | 18,625 |
| B-25 | - | - | - | - | - | - | - | - | - | - | - | - | 237,887 | 322,066 | 115,151 | 154,749 |
| B-25 | - | - | - | - | - | - | - | - | - | - | - | - | 35,896 | 38,356 | 26,170 | 21,018 |
| Fighter - Total | 90,784 | 153,179 | 117,875 | 105,394 | 123,234 | 113,583 | 198,750 | 152,009 | 92,497 | 35,174 | 42,556 | 101,604 | 95,607 | 166,387 | 276,139 | 404,348 |
| P-47 | 90,784 | 153,179 | 117,875 | 105,394 | 123,234 | 113,583 | 198,750 | 119,245 | 75,400 | 21,586 | 16,476 | 52,222 | 60,025 | 28,954 | 14,818 | 100 |
| P-61 | - | - | - | - | - | - | - | 32,764 | 17,097 | 13,588 | 26,080 | 49,382 | 35,582 | 34,574 | 7,051 | 14,400 |
| P-80 b/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Reconnaissance - Total | 17,475 | 23,344 | 30,655 | 28,160 | 81,148 | 62,548 | 79,190 | 10,120 | 19,250 | 6,585 | 11,066 | 13,382 | 17,090 | 12,385 | 102,859 | 254,270 |
| F-6 | - | - | - | - | - | - | - | - | 360 | 1,812 | 5,223 | 7,142 | 10,620 | 7,333 | 2,634 | 312 |
| F-9 | 8,095 | 13,234 | 20,000 | 27,676 | 70,390 | 60,031 | 72,393 | - | - | - | - | - | - | - | - | - |
| OA-10 | 5,050 | 5,154 | 5,200 | 4,325 | 1,990 | 1,142 | 5,857 | 8,516 | 16,383 | 3,118 | 3,345 | 3,460 | 2,330 | 2,666 | 5,943 | 8,514 |
| Other | 4,330 | 4,956 | 5,455 | 6,159 | 8,768 | 1,375 | 940 | 1,604 | 2,507 | 1,655 | 2,498 | 2,780 | 4,140 | 2,386 | 1,529 | 4,237 |
| Transport - Total | 377,215 | 358,880 | 257,706 | 289,455 | 279,016 | 313,515 | 365,828 | 342,125 | 386,530 | 382,781 | 452,282 | 391,660 | 420,492 | 424,713 | 393,200 | 424,264 |
| C-45, C4-3 | 29,103 | 28,776 | 24,767 | 20,675 | 20,091 | 16,826 | 27,209 | 30,739 | 17,968 | 18,899 | 17,079 | 19,883 | 16,953 | 12,774 | 9,109 | 11,714 |
| C-46 | 5,620 | 16,206 | 15,521 | 15,147 | 18,676 | 17,592 | 27,822 | 14,521 | 26,324 | 6,413 | - | - | - | - | - | - |
| C-47, C-53 | 284,089 | 283,780 | 196,310 | 237,878 | 226,710 | 233,243 | 250,923 | 251,785 | 290,655 | 249,068 | 232,654 | 187,173 | 219,765 | 205,918 | 207,583 | 213,066 |
| C-54 | 57,917 | 29,263 | 21,083 | 15,555 | 13,429 | 45,446 | 59,083 | 44,397 | 51,270 | 108,401 | 202,393 | 183,991 | 183,114 | 204,813 | 175,955 | 199,137 |
| Other | 486 | 855 | 25 | 200 | 110 | 408 | 791 | 683 | 313 | - | 156 | 613 | 660 | 1,208 | 553 | 347 |
| Trainer - Total | 11,707 | 12,167 | 10,423 | 7,988 | 13,233 | 10,676 | 10,461 | 8,280 | 6,957 | 12,988 | 8,092 | 6,961 | 9,996 | 10,864 | 11,365 | 8,452 |
| Advanced | 11,697 | 12,167 | 10,423 | 7,988 | 13,233 | 10,676 | 10,461 | 7,804 | 6,480 | 11,554 | 7,098 | 5,956 | 8,986 | 9,848 | 10,651 | 7,457 |
| Other | 10 | - | - | - | - | - | - | 476 | 477 | 1,434 | 994 | 1,005 | 1,010 | 1,016 | 714 | 995 |
| Communications - Total | 408 | 479 | 389 | 484 | 30 | 180 | 144 | 323 | 1,549 | 1,297 | 2,428 | 1,442 | 2,149 | 1,948 | 1,434 | 1,708 |
| Liaison | 408 | 479 | 389 | 484 | 30 | 180 | 144 | 323 | 1,549 | 1,297 | 2,428 | 1,442 | 2,149 | 1,948 | 1,434 | 1,444 |
| Rotary Wing | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 264 |

a/ See Table 71 p 109 for revision of classification and redesignation of bombardment types of aircraft, as of September 1947.

b/ Uses JP-1 jet fuel.

Table 131.-- AVIATION FUEL CONSUMPTION OF AIRPLANES IN PACIFIC AREA, BY TYPE AND PRINCIPAL MODEL OF AIRPLANE:
DEC 1941; QUARTERLY, 1942 TO 1945; MONTHLY, 1946 AND 1947

Note--In thousands of gallons, except for the years 1946 and 1947, which reflect actual gallons consumed. See headnote to Table 128.

| Type and model | In thousands of gallons | | | | | In actual gallons | | |
|---|-------------------------|--------|--------|---------|------------|-------------------|------------|------------|
| | 1942 (Dec) | 1942 | 1943 | 1944 | 1945 a/ | 1946 | 1947 b/ | |
| | | | | | | | Jan-Aug | Sep-Dec |
| Total | 208 | 10,920 | 67,715 | 174,756 | 395,827 | 45,320,762 | 33,938,703 | 15,599,419 |
| <u>Very Heavy Bomber b/</u> | | | | | | | | |
| B-29 | - | - | - | 6,705 | 236,225 | 8,705,744 | 4,013,102 | - |
| <u>Heavy Bomber - Total b/</u> | 110 | 5,627 | 31,475 | 83,454 | 74,212 | 4,234,419 | 4,419,086 | - |
| B-17 | 110 | 3,737 | 5,074 | - | 404 | 3,700,584 | 4,419,086 | - |
| B-24 | - | 1,890 | 26,401 | 83,454 | 73,484 | 533,835 | - | - |
| B-32 | - | - | - | - | 324 | - | - | - |
| <u>Medium Bomber - Total b/</u> | - | 1,733 | 10,574 | 26,008 | 18,690 | 1,330,342 | 432,466 | 1,274,561 |
| B-25 | - | 1,051 | 9,905 | 25,970 | 18,690 | 1,330,342 | 432,466 | - |
| B-26 | - | 682 | 669 | 38 | - | - | - | - |
| B-29 | - | - | - | - | - | - | - | 1,374,561 |
| <u>Light Bomber - Total b/</u> | - | 433 | 1,023 | 9,460 | 8,353 | 2,555,156 | 3,071,459 | 3,665,415 |
| A-20 | - | 433 | 1,023 | 9,457 | 6,937 | 12,500 | - | - |
| A-26 | - | - | - | 3 | 1,416 | 2,541,266 | 3,071,459 | 1,454,017 |
| B-17 | - | - | - | - | - | - | - | 2,107,346 |
| B-25 | - | - | - | - | - | - | - | 104,052 |
| Other | - | - | - | - | - | 1,390 | - | - |
| <u>Fighter - Total</u> | 98 | 3,127 | 24,643 | 49,129 | 46,569 | 6,926,739 | 7,606,796 | 3,417,338 |
| P-38 | - | 130 | 8,317 | 18,816 | 15,894 | 741,320 | - | - |
| P-39 | - | 606 | 6,179 | 3,016 | - | - | - | - |
| P-40 | 18 | 1,429 | 5,655 | 2,201 | 149 | - | - | - |
| P-47 | - | - | 3,458 | 22,369 | 17,184 | 1,849,598 | 2,901,810 | 1,366,828 |
| P-51 | - | - | - | 205 | 8,372 | 3,260,893 | 3,213,259 | 1,238,544 |
| P-61 | - | - | - | 2,031 | 4,970 | 901,691 | 946,675 | 365,729 |
| P-80 g/ | - | - | - | - | - | 173,237 | 545,052 | 446,237 |
| Other | 80 | 962 | 1,034 | 491 | - | - | - | - |
| <u>Reconnaissance - Total</u> | d/ | d/ | d/ | d/ | 617 | 3,532,437 | 1,658,834 | 1,593,526 |
| F-2 g/ | d/ | d/ | d/ | d/ | - | - | 157,460 | 54,635 |
| F-6 g/ | d/ | d/ | d/ | d/ | - | - | 149,770 | 58,729 |
| F-7 | d/ | d/ | d/ | d/ | 191 | 800,052 | - | - |
| F-13 | d/ | d/ | d/ | d/ | 179 | 1,738,140 | 617,590 | 492,147 |
| F-15 | d/ | d/ | d/ | d/ | - | - | 61,301 | 218,015 |
| FP-80 | d/ | d/ | d/ | d/ | - | - | 571,510 | 770,000 |
| QA-10 | d/ | d/ | d/ | d/ | 99 | 427,523 | 68,301 | - |
| Other | d/ | d/ | d/ | d/ | 147 | 566,722 | 32,902 | - |
| <u>Transport - Total</u> | d/ | d/ | d/ | d/ | 10,329 | 13,182,843 | 10,673,760 | 4,789,659 |
| C-45, CQ-3 | d/ | d/ | d/ | d/ | 65 | 538,460 | 358,658 | 173,834 |
| C-46 | d/ | d/ | d/ | d/ | 6,386 | 7,535,927 | 5,751,174 | 2,122,035 |
| C-47, C-53 | d/ | d/ | d/ | d/ | 3,856 | 3,131,253 | 433,844 | 328,538 |
| C-54 | d/ | d/ | d/ | d/ | - | 1,933,861 | 4,101,869 | 2,156,233 |
| Other | d/ | d/ | d/ | d/ | 24 | 43,342 | 28,215 | 9,019 |
| <u>Trainer</u> | | | | | | | | |
| Advanced | d/ | d/ | d/ | d/ | 54 | 934,486 | 1,880,756 | 713,694 |
| <u>Communications - Total</u> | d/ | d/ | d/ | d/ | 96 | 437,534 | 182,444 | 45,226 |
| Liaison | d/ | d/ | d/ | d/ | 94 | 432,183 | 175,834 | 41,126 |
| Rotary Wing | d/ | d/ | d/ | d/ | 2 | 5,351 | 6,610 | 4,100 |
| <u>Transient a/</u> | - | - | - | - | 743 | 3,481,062 | - | - |

a/ Includes fuel consumption of transient airplanes for which no type or model breakdown was reported.

b/ See Table 71 p 109 for revision of classification and redesignation of bombardment types of aircraft, as of September 1947.

c/ Uses JP-1 jet fuel.

d/ Not available.

e/ Included in Other in 1945.

Table 131.-- AVIATION FUEL CONSUMPTION OF AIRPLANES IN PACIFIC AREA, BY TYPE AND PRINCIPAL MODEL OF AIRPLANE: DEC 1941; QUARTERLY, 1942 TO 1945; MONTHLY, 1946 AND 1947
-- Continued

| Type and Model | In thousands of gallons | | | | | | | | | | | | | | | | In actual gallons | | | |
|---|-------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-------------------|-----------|-----------|---------|
| | 1942 | | | | 1943 | | | | 1944 | | | | 1945 | | | | 1946 | | | |
| | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | Jan | Feb | Mar | |
| Total | 1,205 | 2,688 | 2,523 | 4,504 | 7,297 | 10,365 | 19,554 | 30,499 | 35,087 | 40,868 | 42,632 | 56,169 | 89,065 | 157,650 | 127,678 | 21,514 | 5,948,052 | 3,420,330 | 3,650,073 | |
| Very Heavy Bomber | | | | | | | | | | | | | | | | | | | | |
| B-29 | - | - | - | - | - | - | - | - | - | - | - | - | 6,705 | 34,784 | 100,608 | 95,233 | 5,600 | 1,901,051 | 609,567 | 900,179 |
| Heavy Bomber - Total | 406 | 1,408 | 1,295 | 2,518 | 3,871 | 4,961 | 8,100 | 14,543 | 16,250 | 20,121 | 22,452 | 24,630 | 28,375 | 30,985 | 13,714 | 1,138 | 588,997 | 269,515 | 291,232 | |
| B-17 | 406 | 816 | 1,295 | 1,220 | 1,883 | 1,724 | 1,335 | 112 | - | - | - | - | - | - | - | 404 | 292,808 | 220,598 | 258,839 | |
| B-24 | - | 592 | - | 1,298 | 1,988 | 3,217 | 6,765 | 14,431 | 16,250 | 20,121 | 22,453 | 24,630 | 28,375 | 30,912 | 12,463 | 734 | 296,189 | 48,917 | 32,393 | |
| B-32 | - | - | - | - | - | - | - | - | - | - | - | - | - | 73 | 251 | - | - | - | - | |
| Medium Bomber - Total | 21 | 436 | 570 | 706 | 492 | 919 | 3,148 | 6,015 | 6,187 | 6,472 | 5,825 | 7,524 | 6,536 | 6,291 | 4,576 | 1,237 | 180,095 | 191,933 | 157,851 | |
| B-25 | 21 | 137 | 285 | 608 | 388 | 724 | 3,014 | 5,779 | 6,149 | 6,472 | 5,825 | 7,524 | 6,536 | 6,291 | 4,576 | 1,237 | 180,095 | 191,933 | 157,851 | |
| B-26 | - | 299 | 285 | 98 | 104 | 195 | 134 | 236 | 38 | - | - | - | - | - | - | - | - | - | - | |
| Light Bomber - Total | - | 116 | 174 | 143 | 265 | 116 | 149 | 493 | 1,524 | 3,328 | 2,365 | 2,228 | 3,422 | 2,826 | 1,823 | 282 | 176,639 | 51,266 | 75,569 | |
| A-20 | - | 116 | 174 | 143 | 265 | 116 | 149 | 493 | 1,539 | 3,325 | 2,365 | 2,228 | 3,422 | 2,826 | 592 | 97 | 4,703 | 2,338 | 2,680 | |
| A-26 | - | - | - | - | - | - | - | - | - | 3 | - | - | - | - | 1,231 | 185 | 171,191 | 48,928 | 72,889 | |
| Other | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 745 | - | - | |
| Fighter - Total | 778 | 728 | 484 | 1,137 | 2,669 | 4,369 | 8,157 | 9,448 | 11,111 | 10,947 | 11,989 | 15,082 | 15,878 | 16,940 | 11,673 | 2,078 | 550,393 | 363,443 | 236,171 | |
| P-38 | - | 23 | 107 | 633 | 1,647 | 2,823 | 3,212 | 3,021 | 3,838 | 4,979 | 6,958 | 6,202 | 6,319 | 6,319 | 2,832 | 341 | 114,198 | 48,914 | 37,862 | |
| P-39 | 54 | 213 | 157 | 182 | 668 | 1,076 | 2,381 | 2,054 | 1,259 | 1,541 | 216 | - | - | - | - | - | - | - | - | |
| P-40 | 218 | 191 | 204 | 816 | 1,151 | 1,338 | 1,577 | 1,589 | 1,273 | 374 | 295 | 295 | 149 | - | - | - | - | - | - | |
| P-47 | - | - | - | - | - | - | 1,132 | 2,326 | 5,253 | 4,863 | 5,819 | 6,434 | 6,306 | 5,003 | 4,907 | 968 | 180,770 | 68,567 | 35,233 | |
| P-51 | - | - | - | - | - | - | - | - | - | - | - | 205 | 1,388 | 3,720 | 2,815 | 449 | 180,202 | 189,848 | 122,120 | |
| F-61 | - | - | - | - | - | - | - | - | - | 206 | 640 | 1,185 | 1,833 | 1,898 | 1,119 | 120 | 75,223 | 56,114 | 40,956 | |
| Other | 506 | 324 | 100 | 32 | 217 | 308 | 244 | 265 | 285 | 125 | 76 | 5 | - | - | - | - | - | - | - | |
| Reconnaissance - Total | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | 85 | 511 | 248,505 | 182,405 | 176,202 | |
| F-6 | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | - | - | - | - | - | |
| F-7 | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | 85 | 106 | 37,681 | 47,818 | 36,930 | |
| F-13 | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | - | 179 | 106,748 | 75,398 | 54,185 | |
| OA-10 | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | - | 99 | 45,204 | 32,400 | 42,429 | |
| Other | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | - | 147 | 58,872 | 26,789 | 42,658 | |
| Transport - Total | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | 557 | 9,773 | 1,660,522 | 841,004 | 945,376 | |
| C-45, C-3 | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | 5 | 60 | 30,068 | 22,956 | 34,353 | |
| C-46 | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | 363 | 6,023 | 1,158,381 | 444,288 | 395,040 | |
| C-47, C-53 | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | 189 | 3,667 | 453,317 | 329,425 | 428,263 | |
| C-54 | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | - | - | - | 34,834 | 82,735 | |
| Other | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | - | 24 | 8,756 | 9,501 | 4,985 | |
| Trainer | | | | | | | | | | | | | | | | | | | | |
| Advanced | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | 2 | 45 | 26,611 | 20,626 | 38,145 | |
| Communications - Total | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | 8 | 88 | 30,849 | 34,996 | 38,552 | |
| Liaison | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | 8 | 88 | 30,849 | 34,996 | 37,964 | |
| Rotary wing | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | d/ | - | 2 | - | - | 588 | |
| Transient | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 742 | 594,390 | 855,575 | 790,796 | |

d/ Includes fuel consumption of transient airplanes for which no type or model breakdown was reported.

d/ Not available.

/ September estimated; October excludes Fifth Air Force from which no report was received.

SAS 73 C-18-16

Table 131.--AVIATION FUEL CONSUMPTION OF AIRPLANES IN PACIFIC AREA, BY TYPE AND PRINCIPAL MODEL OF AIRPLANE: DEC 1941; QUARTERLY, 1942 TO 1945; MONTHLY, 1946 AND 1947
-- Continued

| Type and Model | In actual gallons | | | | | | | | | | |
|---|-------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | 1946 (Continued) | | | | | | | | | | 1947 |
| | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb |
| Total | 3,625,423 | 3,558,327 | 3,078,762 | 3,486,117 | 3,600,590 | 3,349,718 | 4,091,108 | 3,771,514 | 3,740,748 | 3,326,335 | 3,335,370 |
| Vary Heavy Bomber | | | | | | | | | | | |
| B-29 | 655,162 | 699,192 | 484,689 | 674,595 | 648,645 | 359,547 | 641,745 | 625,740 | 505,632 | 417,851 | 376,020 |
| Heavy Bomber - Total | 296,949 | 338,993 | 305,497 | 325,548 | 338,840 | 370,104 | 449,486 | 325,695 | 333,563 | 439,630 | 439,054 |
| B-17 | 269,689 | 311,066 | 288,378 | 283,068 | 319,600 | 347,794 | 479,486 | 325,695 | 333,563 | 439,630 | 439,054 |
| B-24 | 27,260 | 27,927 | 17,119 | 42,480 | 19,240 | 22,310 | - | - | - | - | - |
| Medium Bomber - Total | 154,438 | 135,414 | 73,901 | 79,477 | 72,742 | 89,388 | 80,214 | 59,613 | 55,276 | 62,601 | 51,723 |
| B-25 | 154,438 | 135,414 | 73,901 | 79,477 | 72,742 | 89,388 | 82,214 | 59,613 | 55,276 | 62,601 | 51,723 |
| Light Bomber - Total | 109,198 | 163,616 | 183,693 | 246,756 | 462,771 | 292,663 | 292,345 | 241,656 | 258,984 | 259,896 | 248,904 |
| A-20 | 2,779 | - | - | - | - | - | - | - | - | - | - |
| A-26 | 105,948 | 163,444 | 183,693 | 246,756 | 462,771 | 292,663 | 292,345 | 241,656 | 258,984 | 259,896 | 248,904 |
| Other | 10,471 | - | - | - | - | - | - | - | - | - | - |
| Fighter - Total | 390,366 | 546,676 | 650,925 | 638,987 | 727,326 | 623,296 | 784,906 | 789,526 | 624,724 | 653,882 | 685,788 |
| P-38 | 70,750 | 85,564 | 57,755 | 86,011 | 92,596 | 72,400 | 48,200 | 29,070 | - | - | - |
| P-47 | 32,332 | 106,915 | 232,150 | 211,175 | 176,125 | 150,465 | 211,546 | 224,476 | 219,844 | 213,159 | 303,960 |
| P-51 | 215,573 | 270,698 | 265,788 | 220,856 | 310,369 | 316,657 | 426,083 | 419,461 | 323,238 | 315,787 | 264,343 |
| P-61 | 71,711 | 85,499 | 74,532 | 97,951 | 93,036 | 70,070 | 72,938 | 83,819 | 79,842 | 89,586 | 83,023 |
| P-80 g/ | - | - | 20,700 | 22,994 | 55,200 | 13,704 | 26,139 | 32,700 | 1,800 | 35,350 | 34,462 |
| Reconnaissance - Total | 200,443 | 271,776 | 280,613 | 362,186 | 299,412 | 294,267 | 392,722 | 452,962 | 370,944 | 212,288 | 138,827 |
| F-2 g/ | - | - | - | - | - | - | - | - | - | - | - |
| F-6 g/ | - | - | - | - | - | - | - | - | - | 18,530 | 11,380 |
| F-7 | 31,823 | 38,075 | 65,862 | 71,857 | 97,450 | 76,134 | 110,137 | 123,637 | 62,648 | - | - |
| F-13 | 81,056 | 151,791 | 129,573 | 188,346 | 148,671 | 162,832 | 189,746 | 246,023 | 203,771 | 120,616 | 82,818 |
| F-15 | - | - | - | - | - | - | - | - | - | - | - |
| FP-80 g/ | - | - | - | - | - | - | - | - | - | - | 900 |
| OA-10 | 46,713 | 42,176 | 39,918 | 63,215 | 21,903 | 17,760 | 37,704 | 13,272 | 24,829 | 19,539 | 17,665 |
| Other | 40,851 | 39,734 | 45,260 | 38,768 | 31,388 | 37,541 | 55,135 | 70,030 | 79,696 | 24,922 | 7,980 |
| Transport - Total | 928,640 | 853,747 | 974,664 | 1,055,366 | 932,575 | 1,193,465 | 1,281,470 | 1,109,075 | 1,416,939 | 1,106,966 | 1,226,248 |
| C-45, C-43 | 52,901 | 53,312 | 55,190 | 41,401 | 38,609 | 47,174 | 56,192 | 54,060 | 52,244 | 37,285 | 37,603 |
| C-46 | 385,377 | 337,880 | 433,340 | 456,566 | 553,339 | 792,282 | 876,164 | 781,834 | 921,436 | 779,231 | 748,731 |
| C-47, C-33 | 335,269 | 394,718 | 296,105 | 345,945 | 120,188 | 156,796 | 95,964 | 59,152 | 116,111 | 46,838 | 35,703 |
| C-54 | 150,558 | 65,657 | 188,859 | 207,331 | 219,831 | 196,301 | 251,893 | 210,814 | 325,048 | 281,992 | 401,511 |
| Other | 4,535 | 2,180 | 1,170 | 4,123 | 608 | 912 | 1,257 | 3,215 | 2,100 | 1,620 | 2,700 |
| Trainer | | | | | | | | | | | |
| Advanced | 38,702 | 75,362 | 87,440 | 73,193 | 80,180 | 93,843 | 125,240 | 130,758 | 144,386 | 134,686 | 136,303 |
| Communications - Total | 39,739 | 45,036 | 37,340 | 30,009 | 28,099 | 33,145 | 42,980 | 36,489 | 30,300 | 38,535 | 32,503 |
| Liaison | 38,960 | 43,977 | 36,638 | 29,401 | 27,474 | 32,890 | 42,640 | 36,489 | 29,905 | 38,238 | 31,525 |
| Rotary wing | 779 | 1,059 | 702 | 608 | 625 | 255 | 340 | - | 395 | 297 | 978 |
| Transient g/ | 811,786 | 428,515 | - | - | - | - | - | - | - | - | - |

g/ Includes fuel consumption of transient airplanes for which no type or model breakdown was reported.
 g/ Uses JP-1 jet fuel.
 g/ Included in Other in 1945.

Table 131.-- AVIATION FUEL CONSUMPTION OF AIRPLANES IN PACIFIC AREA, BY TYPE AND PRINCIPAL MODEL OF AIRPLANE: DEC 1941; QUARTERLY, 1942 TO 1945; MONTHLY, 1946 AND 1947
-- Continued

| Type and Model | In actual gallons | | | | | | | | | |
|---------------------------------|-------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | 1947 (Continued) | | | | | | | | | |
| | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
| Total | 3,707,880 | 4,460,125 | 4,976,434 | 4,604,388 | 4,278,632 | 5,249,539 | 4,379,833 | 4,226,703 | 3,631,544 | 3,361,339 |
| Very Heavy Bomber b/ | | | | | | | | | | |
| B-29 | 396,766 | 549,750 | 476,794 | 781,430 | 287,504 | 726,987 | | | | |
| Heavy Bomber b/ | | | | | | | | | | |
| B-17 | 538,275 | 569,275 | 771,949 | 511,694 | 623,076 | 526,133 | | | | |
| Medium Bomber - Total b/ | | | | | | | | | | |
| B-25 | 66,453 | 87,285 | 48,063 | 48,406 | 29,262 | 38,673 | 548,690 | 391,374 | 315,522 | 118,975 |
| B-29 | 66,453 | 87,285 | 48,063 | 48,406 | 29,262 | 38,673 | | | | |
| Light Bomber - Total b/ | | | | | | | | | | |
| A-20 | 392,743 | 411,106 | 383,328 | 404,932 | 451,359 | 519,191 | 979,047 | 953,962 | 916,783 | 815,623 |
| A-26 | | | | | | | | | | |
| B-17 | 392,743 | 411,106 | 383,328 | 404,932 | 451,359 | 519,191 | 423,417 | 376,469 | 355,062 | 299,069 |
| B-25 | | | | | | | 526,650 | 546,828 | 540,115 | 493,753 |
| B-29 | | | | | | | 28,980 | 30,665 | 21,606 | 22,801 |
| Fighter - Total | | | | | | | | | | |
| F-47 | 754,919 | 1,170,071 | 1,117,150 | 1,010,562 | 938,731 | 1,275,693 | 1,039,673 | 963,670 | 720,437 | 693,558 |
| F-41 | 352,078 | 351,223 | 386,183 | 439,630 | 359,152 | 496,425 | 406,835 | 339,040 | 313,065 | 307,888 |
| P-51 | 252,421 | 668,950 | 472,256 | 345,801 | 400,024 | 493,677 | 360,286 | 399,313 | 251,094 | 227,851 |
| P-61 | 116,620 | 127,943 | 152,366 | 136,666 | 106,265 | 134,206 | 97,618 | 96,347 | 94,162 | 77,602 |
| P-80 g/ | 33,800 | 21,955 | 106,345 | 88,465 | 73,290 | 151,385 | 174,934 | 128,970 | 62,116 | 80,217 |
| Reconnaissance - Total | | | | | | | | | | |
| F-2 | 131,759 | 154,831 | 219,410 | 223,065 | 199,817 | 378,837 | 314,571 | 436,236 | 420,514 | 422,205 |
| F-6 | 21,142 | 18,450 | 22,450 | 8,685 | 25,124 | 14,844 | 22,370 | 17,927 | 8,216 | 6,122 |
| F-13 | 16,060 | 17,160 | 16,725 | 20,580 | 19,910 | 29,425 | 25,669 | 14,635 | 10,560 | 7,865 |
| F-15 | 63,940 | 54,181 | 106,635 | 51,600 | 50,800 | 87,000 | 85,081 | 121,974 | 139,243 | 149,849 |
| FP-80 g/ | | | | 1,800 | 17,983 | 41,518 | 39,451 | 66,900 | 71,695 | 39,969 |
| OA-10 | 21,760 | 42,800 | 73,600 | 140,400 | 86,000 | 206,050 | 142,000 | 214,800 | 194,800 | 218,400 |
| Other | 8,857 | 22,240 | | | | | | | | |
| Transport - Total | | | | | | | | | | |
| C-45, CQ-3 | 1,227,613 | 1,220,505 | 1,529,471 | 1,391,734 | 1,488,971 | 1,482,252 | 1,254,549 | 1,269,128 | 1,104,525 | 1,161,457 |
| C-46 | 39,740 | 49,238 | 57,662 | 55,033 | 43,993 | 38,104 | 49,765 | 53,100 | 36,336 | 34,633 |
| C-47 | 769,210 | 712,161 | 775,903 | 645,496 | 635,805 | 724,637 | 718,764 | 575,518 | 426,647 | 401,106 |
| C-47, C-53 | 42,216 | 44,269 | 62,222 | 44,796 | 68,746 | 99,054 | 73,496 | 81,728 | 70,386 | 102,928 |
| C-54 | 374,764 | 411,524 | 636,971 | 639,084 | 736,713 | 619,310 | 407,411 | 557,182 | 571,156 | 624,484 |
| Other | 1,683 | 3,313 | 6,713 | 7,325 | 3,714 | 1,147 | 5,113 | 1,600 | | 2,306 |
| Trainer | | | | | | | | | | |
| Advanced | 163,851 | 268,947 | 415,639 | 221,350 | 249,009 | 290,969 | 229,140 | 199,951 | 145,236 | 139,367 |
| Communications - Total | | | | | | | | | | |
| Liaison | 35,499 | 28,355 | 14,630 | 11,215 | 10,903 | 10,804 | 14,163 | 12,382 | 8,527 | 10,154 |
| Rotary Wing | 34,730 | 27,413 | 13,668 | 10,536 | 10,098 | 9,626 | 13,023 | 10,676 | 7,904 | 9,523 |
| | 769 | 942 | 962 | 679 | 805 | 1,178 | 1,140 | 1,706 | 623 | 631 |

a/ See Table 71 p 109 for revision of classification and redesignation of bombardment types of aircraft, as of September 1947.
g/ uses JP-1 jet fuel.

Table 132.-- AVIATION FUEL CONSUMPTION BY AIRPLANES IN CHINA AREA, BY TYPE AND PRINCIPAL MODEL OF AIRPLANE: QUARTERLY, 1942 TO 1945; MONTHLY, 1946 AND 1947

Note--In thousands of gallons, except for the years 1946 and 1947, which reflect actual gallons consumed. See also headnote to Table 128.

| Type and model | In thousands of gallons | | | | In actual gallons | | In thousands of gallons | | | | | | | | | | | | |
|-----------------------------|-------------------------|--------|--------|--------|-------------------|-----------|-------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--|
| | 1942 a/ | 1943 | 1944 | 1945 | 1946 | 1947 | 1942 * | | | | 1943 | | | | 1944 | | | | |
| | | | | | | | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | |
| Total | 733 | 16,342 | 69,101 | 52,744 | 2,466,897 | 1,079,214 | 4 | 104 | 224 | 401 | 1,658 | 3,679 | 4,369 | 6,636 | 4,750 | 9,881 | 24,808 | 29,662 | |
| <u>Very Heavy Bomber</u> | | | | | | | | | | | | | | | | | | | |
| B-29 | - | - | 29,070 | 14,073 | - | - | - | - | - | - | - | - | - | - | - | 2,318 | 11,958 | 14,794 | |
| <u>Heavy Bomber-Total</u> | 301 | 9,496 | 16,506 | 10,749 | 16,022 | - | - | 21 | 87 | 193 | 1,007 | 2,205 | 2,598 | 3,686 | 2,202 | 2,585 | 6,397 | 5,322 | |
| B-17 | b/ | 62 | - | 3 | 6,956 | - | b/ | b/ | b/ | b/ | 62 | - | - | - | - | - | - | - | |
| B-24 | 301 | 9,434 | 16,506 | 10,746 | 9,066 | - | - | 21 | 87 | 193 | 945 | 2,205 | 2,598 | 3,686 | 2,202 | 2,585 | 6,397 | 5,322 | |
| <u>Medium Bomber</u> | | | | | | | | | | | | | | | | | | | |
| B-25 | 292 | 3,869 | 9,397 | 6,624 | 61,819 | - | 3 | 65 | 93 | 131 | 347 | 1,071 | 1,156 | 1,295 | 771 | 2,557 | 2,678 | 3,391 | |
| <u>Fighter-Total</u> | 140 | 2,977 | 14,128 | 13,468 | 54,052 | - | 1 | 18 | 44 | 77 | 304 | 403 | 615 | 1,655 | 1,777 | 2,421 | 3,775 | 6,155 | |
| P-38 | - | 264 | 1,745 | 3,180 | 4,899 | - | - | - | - | - | - | - | 59 | 205 | 370 | 387 | 320 | 668 | |
| P-40 | 140 | 2,407 | 3,558 | 98 | - | - | 1 | 18 | 44 | 77 | 304 | 401 | 552 | 1,150 | 937 | 1,086 | 1,145 | 390 | |
| P-47 | - | - | 5,806 | 6,461 | 100 | - | - | - | - | - | - | - | - | - | - | 211 | 1,530 | 4,065 | |
| P-51 | - | 142 | 2,553 | 3,317 | 49,053 | - | - | - | - | - | - | - | - | 142 | 306 | 567 | 754 | 926 | |
| P-61 | - | - | 106 | 411 | - | - | - | - | - | - | - | - | - | - | - | - | - | 106 | |
| Other | - | 164 | 360 | 1 | - | - | - | - | - | - | - | 2 | 4 | 158 | 164 | 170 | 26 | - | |
| <u>Reconnaissance-Total</u> | b/ | b/ | b/ | 67 | - | - | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | |
| F-5 | b/ | b/ | b/ | 20 | - | - | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | |
| F-7 | b/ | b/ | b/ | 47 | - | - | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | |
| <u>Transport-Total</u> | b/ | b/ | b/ | 7,735 | 2,329,034 | 1,078,885 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | |
| C-45, C4-3 | b/ | b/ | b/ | 13 | 17,366 | - | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | |
| C-46 | b/ | b/ | b/ | 4,420 | 862,642 | - | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | |
| C-47, C-53 | b/ | b/ | b/ | 3,288 | 1,370,109 | 868,742 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | |
| C-54 | b/ | b/ | b/ | - | 78,718 | 176,675 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | |
| Other | b/ | b/ | b/ | 14 | 199 | 33,468 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | |
| <u>Trainer-Total</u> | b/ | b/ | b/ | 8 | 2,079 | - | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | |
| Advanced | b/ | b/ | b/ | 2 | 2,079 | - | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | |
| Other | b/ | b/ | b/ | 6 | - | - | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | |
| <u>Communications</u> | | | | | | | | | | | | | | | | | | | |
| Liaison | b/ | b/ | b/ | 20 | 3,891 | 329 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | |

a/ February through December
b/ Not Available.

Table 132.-- AVIATION FUEL CONSUMPTION OF AIRPLANES IN CHINA AREA, BY TYPE AND PRINCIPAL MODEL OF AIRPLANE: QUARTERLY, 1942 TO 1945; MONTHLY, 1946 AND 1947 -- Continued

| Type and Model | in thousands of gallons | | | | in actual gallons | | | | | |
|---|-------------------------|---------|---------|---------|-------------------|---------|---------|---------|--------|---------|
| | 1945 | | | | 1946 | | | | | |
| | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | Jan | Feb | Mar | Apr | May | Jun c/ |
| Total | 30,763 | 10,711 | 6,148 | 5,122 | 569,741 | 318,134 | 132,916 | 154,207 | 95,452 | 144,599 |
| Very Heavy Bomber | | | | | | | | | | |
| B-29 | 14,073 | - | - | - | - | - | - | - | - | - |
| Heavy Bomber-Total | 5,852 | 4,482 | 389 | 26 | 16,022 | - | - | - | - | - |
| B-17 | - | - | - | 3 | 6,956 | - | - | - | - | - |
| B-24 | 5,852 | 4,482 | 389 | 23 | 9,066 | - | - | - | - | - |
| Medium Bomber | | | | | | | | | | |
| B-25 | 3,464 | 2,261 | 605 | 294 | 41,004 | 17,393 | 3,422 | - | - | - |
| Light Bomber | | | | | | | | | | |
| A-26 | - | - | 1 | - | - | - | - | - | - | - |
| Fighter-Total | 7,374 | 3,968 | 1,937 | 189 | 44,042 | 9,071 | 939 | - | - | - |
| P-38 | 1,323 | 1,277 | 672 | 8 | 3,431 | 1,468 | - | - | - | - |
| P-40 | 85 | 13 | - | - | - | - | - | - | - | - |
| P-47 | 4,537 | 1,432 | 470 | 22 | 100 | - | - | - | - | - |
| P-51 | 1,247 | 1,151 | 722 | 157 | 40,511 | 7,603 | 939 | - | - | - |
| P-61 | 182 | 155 | 74 | - | - | - | - | - | - | - |
| Other | - | - | - | - | - | - | - | - | - | - |
| Reconnaissance-Total | b/ | b/ | 5 | 62 | - | - | - | - | - | - |
| F-5 | b/ | b/ | 5 | 15 | - | - | - | - | - | - |
| F-7 | b/ | b/ | - | 47 | - | - | - | - | - | - |
| Transport-Total | b/ | b/ | 3,203 | 4,532 | 464,968 | 289,405 | 128,555 | 154,207 | 95,452 | 144,599 |
| C-45, C-43 | b/ | b/ | - | 13 | 7,379 | 6,512 | 3,475 | - | - | - |
| C-46 | b/ | b/ | 1,714 | 2,706 | 296,700 | 218,748 | 101,156 | 65,280 | 5,760 | 15,284 |
| C-47, C-53 | b/ | b/ | 1,489 | 1,799 | 160,690 | 64,145 | 23,924 | 88,927 | 89,692 | 123,442 |
| C-54 | b/ | b/ | - | - | - | - | - | - | - | 5,873 |
| Other | b/ | b/ | - | 14 | 199 | - | - | - | - | - |
| Trainer-Total | b/ | b/ | 1 | 8 | 802 | 1,277 | - | - | - | - |
| Advanced | b/ | b/ | 1 | 2 | 802 | 1,277 | - | - | - | - |
| Other | b/ | b/ | - | 6 | - | - | - | - | - | - |
| Communications Liaison | b/ | b/ | 7 | 13 | 2,903 | 988 | - | - | - | - |

| Type and Model | 1946 (Continued) | | | | | | 1947 | | |
|---|------------------|---------|---------|---------|---------|--------|---------|---------|---------|
| | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar |
| Total | 193,745 | 296,236 | 152,126 | 201,356 | 165,681 | 42,704 | 100,570 | 148,701 | 191,190 |
| Transport - Total | 193,745 | 296,236 | 152,126 | 201,356 | 165,681 | 42,704 | 100,570 | 148,686 | 191,130 |
| C-46 | 24,808 | 45,676 | 30,019 | 34,085 | 25,126 | - | - | - | - |
| C-47, C-53 | 157,192 | 235,570 | 110,339 | 156,986 | 125,423 | 33,779 | 87,611 | 122,144 | 149,206 |
| C-54 | 11,745 | 14,990 | 11,768 | 10,285 | 15,132 | 8,925 | 7,730 | 11,517 | 28,710 |
| Other | - | - | - | - | - | - | 5,229 | 15,025 | 13,214 |
| Communications Liaison | - | - | - | - | - | - | - | 15 | 60 |

| Type and Model | 1947 (Continued) | | | | | | | | | |
|---|------------------|--------|--------|--------|--------|--------|--------|--------|--------|--|
| | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | |
| Total | 82,287 | 83,516 | 64,826 | 69,860 | 68,758 | 85,629 | 66,109 | 61,571 | 56,197 | |
| Transport - Total | 82,287 | 83,489 | 64,761 | 69,850 | 68,678 | 85,611 | 66,083 | 61,559 | 56,181 | |
| C-47, C-53 | 61,128 | 62,996 | 50,246 | 54,043 | 53,350 | 72,318 | 56,866 | 52,533 | 46,301 | |
| C-54 | 21,159 | 20,493 | 14,515 | 15,807 | 15,328 | 13,293 | 9,217 | 9,026 | 9,880 | |
| Communications Liaison | - | 27 | 65 | 10 | 80 | 18 | 26 | 12 | 16 | |

b/ Not available.
g/ Estimated.

Table 133.-- AVIATION FUEL CONSUMPTION OF AIRPLANES IN ALASKA, BY TYPE AND PRINCIPAL MODEL OF AIRPLANE:
QUARTERLY, 1942 TO 1945; MONTHLY, 1946 AND 1947

Note--In thousands of gallons, except for the years 1946 and 1947, which reflect actual gallons consumed. See also headnote to Table 128 .

| Type and Model | In thousands of gallons | | | | In actual gallons | | | In thousands of gallons | |
|--|-------------------------|-------|-------|-------|-------------------|--------------------|-----------|-------------------------|---------|
| | 1942 | 1943 | 1944 | 1945 | 1946 | 1947 ^{a/} | | 1942 | |
| | | | | | | Jan-Aug | Sep-Dec | 1st Qtr | 2nd Qtr |
| Total | 1,095 | 3,765 | 3,954 | 6,088 | 4,262,017 | 5,009,778 | 2,245,574 | 31 | 115 |
| Very Heavy Bomber ^{a/} | | | | | | | | | |
| B-29 | - | - | - | - | 150,417 | 1,124,474 | - | - | - |
| Heavy Bomber-Total ^{a/} | 845 | 1,542 | 1,286 | 1,491 | 525,958 | 302,217 | - | - | 68 |
| B-17 | 139 | 187 | - | 50 | 192,723 | 290,032 | - | - | 20 |
| B-24 | 706 | 1,355 | 1,286 | 1,441 | 333,235 | 12,185 | - | - | 48 |
| Medium Bomber-Total ^{a/} | 170 | 1,120 | 775 | 766 | 49,528 | 19,639 | 181,570 | 25 | 35 |
| B-25 | 20 | 1,120 | 775 | 683 | 49,528 | 19,639 | - | - | - |
| B-26 | 150 | - | - | 83 | - | - | - | 25 | 35 |
| B-29 | - | - | - | - | - | - | 181,570 | - | - |
| Light Bomber-Total | - | - | - | - | 5,928 | 26,545 | 259,320 | - | - |
| A-26 | - | - | - | - | 5,928 | 26,545 | 32,497 | - | - |
| B-17 | - | - | - | - | - | - | 210,679 | - | - |
| B-25 | - | - | - | - | - | - | 16,144 | - | - |
| Fighter-Total | 80 | 1,103 | 1,893 | 2,562 | 336,377 | 643,800 | 380,748 | 6 | 12 |
| P-38 | 59 | 516 | 740 | 2,022 | 227,338 | - | - | 1 | 8 |
| P-39 | 16 | 4 | - | - | - | - | - | - | 4 |
| P-40 | 5 | 568 | 1,153 | 540 | - | - | - | 5 | - |
| P-47 | - | - | - | - | 5,350 | - | - | - | - |
| P-51 | - | - | - | - | 90,736 | 573,351 | 330,426 | - | - |
| P-61 | - | - | - | - | - | 48,290 | 49,068 | - | - |
| Other | - | 15 | - | - | 12,953 | 22,159 | 1,254 | - | - |
| Reconnaissance-Total | b/ | b/ | b/ | 19 | 162,906 | 804,984 | 263,484 | b/ | b/ |
| F-13 | b/ | b/ | b/ | - | 89,487 | 705,177 | 249,114 | b/ | b/ |
| OA-10 | b/ | b/ | b/ | 19 | 73,419 | 92,284 | 14,370 | b/ | b/ |
| Other | b/ | b/ | b/ | - | - | 7,523 | - | b/ | b/ |
| Transport-Total | b/ | b/ | b/ | 1,226 | 2,969,013 | 2,014,539 | 1,118,540 | b/ | b/ |
| C-45, C4-3 ^{a/} | b/ | b/ | b/ | - | 102,252 | 68,541 | 15,423 | b/ | b/ |
| C-46 | - | - | - | - | 29,534 | - | - | - | - |
| C-47, C-53 | b/ | b/ | b/ | 1,175 | 2,147,699 | 1,436,212 | 705,526 | b/ | b/ |
| C-54 | b/ | b/ | b/ | - | 648,641 | 404,370 | 361,533 | b/ | b/ |
| C-64 | b/ | b/ | b/ | - | - | 21,075 | 15,827 | b/ | b/ |
| Other | b/ | b/ | b/ | 51 | 40,887 | 84,341 | 20,211 | b/ | b/ |
| Trainer | | | | | | | | | |
| Advanced | b/ | b/ | b/ | 21 | 47,593 | 54,311 | 32,623 | b/ | b/ |
| Communications-Total | b/ | b/ | b/ | 3 | 14,297 | 19,269 | 9,289 | b/ | b/ |
| Liaison | b/ | b/ | b/ | 3 | 10,686 | 13,402 | 4,837 | b/ | b/ |
| Rotary Wing | b/ | b/ | b/ | - | 3,611 | 5,867 | 4,452 | b/ | b/ |

^{a/} See Table 71 p 109 for revision of classification and redesignation of bombardment types of aircraft as of September 1945.

b/ Not available.

^{a/} Included in Other in 1945.

Table 133.-- AVIATION FUEL CONSUMPTION OF AIRPLANES IN ALASKA, BY TYPE AND PRINCIPAL MODEL OF AIRPLANE: QUARTERLY, 1942 TO 1945; MONTHLY, 1946 AND 1947 -- Continued

| Type and Model | In thousands of gallons | | | | | | | | | | | | | | In actual gallons | | | | | | |
|---------------------------------------|-------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-------------------|---------|---------|---------|---------|---------|---------|
| | 1942 | | 1943 | | | | 1944 | | | | 1945 | | | | 1946 | | | | | | |
| | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr | Jan | Feb | Mar | Apr | May | Jun | |
| Total | 434 | 515 | 894 | 1,116 | 1,120 | 635 | 623 | 1,061 | 976 | 1,294 | 1,315 | 1,839 | 1,533 | 1,401 | 354,228 | 185,726 | 244,561 | 237,033 | 348,030 | 342,075 | |
| Very Heavy Bomber | | | | | | | | | | | | | | | | | | | | | |
| B-29 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 5,380 | - | - | - | |
| Heavy Bomber-Total | 354 | 423 | 474 | 448 | 404 | 216 | 243 | 333 | 295 | 415 | 423 | 500 | 381 | 187 | 39,150 | 32,637 | 39,053 | 44,651 | 31,431 | 26,279 | |
| B-17 | 44 | 75 | 81 | 79 | 27 | - | - | - | - | - | - | - | 14 | 36 | 7,547 | 17,617 | 8,257 | 8,504 | 8,933 | 17,874 | |
| B-24 | 310 | 348 | 393 | 369 | 377 | 216 | 243 | 333 | 295 | 415 | 423 | 500 | 367 | 151 | 31,603 | 15,020 | 30,796 | 36,147 | 22,498 | 8,405 | |
| Medium Bomber-Total | 55 | 55 | 254 | 307 | 427 | 132 | 95 | 250 | 209 | 221 | 224 | 256 | 207 | 79 | 4,263 | 1,500 | 3,044 | 4,781 | 3,500 | 1,000 | |
| B-25 | - | 20 | 254 | 307 | 427 | 132 | 95 | 250 | 209 | 221 | 224 | 256 | 160 | 43 | 4,263 | 1,500 | 3,044 | 4,781 | 3,500 | 1,000 | |
| B-26 | 55 | 35 | - | - | - | - | - | - | - | - | - | - | 47 | 36 | - | - | - | - | - | - | |
| Fighter-Total | 25 | 37 | 166 | 361 | 289 | 287 | 285 | 478 | 472 | 658 | 668 | 1,083 | 543 | 268 | 40,975 | 12,455 | 5,887 | 12,304 | 58,153 | 31,025 | |
| P-38 | 16 | 34 | 116 | 180 | 131 | 89 | 97 | 223 | 174 | 246 | 320 | 907 | 527 | 268 | 40,975 | 12,455 | 5,662 | 12,304 | 57,578 | 30,820 | |
| P-39 | 9 | 3 | - | - | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| P-40 | - | - | 50 | 181 | 139 | 198 | 188 | 255 | 298 | 412 | 343 | 176 | 16 | - | - | - | - | - | - | - | |
| P-51 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 225 | - | 575 | 205 | |
| Other | - | - | - | - | 15 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Reconnaissance-Total | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | 7 | 12 | 950 | 3,110 | 1,775 | 5,577 | 3,325 | 7,484 |
| F-13 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | - | - | - | - | - | - | - | |
| OA-10 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | 7 | 12 | 950 | 3,110 | 1,775 | 5,577 | 3,325 | 7,484 |
| Transport-Total | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | 384 | 842 | 267,156 | 134,512 | 184,858 | 166,790 | 248,584 | 269,797 |
| C-45, C-43 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | 365 | - | 7,304 | 3,994 | 6,139 | 8,879 | 9,735 | 11,690 |
| C-47, C-53 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | - | 810 | 258,736 | 127,153 | 141,389 | 122,306 | 188,606 | 185,034 |
| C-54 | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | - | - | - | - | 34,707 | 33,188 | 48,131 | 71,610 |
| Other | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | 19 | 32 | 1,116 | 3,365 | 2,623 | 2,417 | 2,112 | 1,463 |
| Trainer | | | | | | | | | | | | | | | | | | | | | |
| Advanced | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | 9 | 12 | 1,399 | 1,184 | 4,132 | 2,347 | 2,783 | 6,135 |
| Communications | | | | | | | | | | | | | | | | | | | | | |
| Liaison | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | b/ | 2 | 1 | 335 | 328 | 432 | 583 | 254 | 355 |

b/ Not available.

Table 133.-- AVIATION FUEL CONSUMPTION OF AIRPLANES IN ALASKA, BY TYPE AND PRINCIPAL MODEL OF AIRPLANE: QUARTERLY, 1942 TO 1945; MONTHLY, 1946 AND 1947 -- Continued

| Type and Model | In actual gallons | | | | | | | | |
|-----------------------------|-------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | 1946 (Continued) | | | | | | 1947 | | |
| | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar |
| Total | 341,345 | 433,985 | 421,838 | 479,278 | 537,281 | 336,637 | 420,140 | 869,172 | 909,492 |
| Very Heavy Bomber | | | | | | | | | |
| B-29 | - | 6,076 | 8,566 | 10,157 | 102,801 | 17,437 | 103,125 | 329,951 | 427,155 |
| Heavy Bomber-Total | <u>41,145</u> | <u>48,769</u> | <u>46,907</u> | <u>65,337</u> | <u>53,272</u> | <u>53,327</u> | <u>30,342</u> | <u>26,953</u> | <u>34,380</u> |
| B-17 | 11,407 | 20,700 | 17,075 | 26,099 | 26,046 | 22,664 | 21,020 | 24,893 | 33,902 |
| B-24 | 29,738 | 28,069 | 29,832 | 43,238 | 27,226 | 30,663 | 9,322 | 2,060 | 478 |
| Medium Bomber-Total | <u>6,276</u> | <u>6,429</u> | <u>3,697</u> | <u>6,077</u> | <u>8,961</u> | - | - | <u>5,287</u> | <u>2,628</u> |
| B-25 | 6,276 | 6,429 | 3,697 | 6,077 | 8,961 | - | - | 5,287 | 2,628 |
| Light Bomber | | | | | | | | | |
| A-26 | - | - | - | - | 3,111 | 2,817 | 1,380 | 5,816 | - |
| Fighter-Total | <u>13,342</u> | <u>56,236</u> | <u>50,429</u> | <u>25,482</u> | <u>15,337</u> | <u>14,752</u> | <u>37,764</u> | <u>135,080</u> | <u>127,779</u> |
| P-38 | 12,994 | 37,423 | 17,127 | - | - | - | - | - | - |
| P-47 | - | - | - | - | 4,750 | 600 | - | - | - |
| P-51 | 348 | 18,813 | 33,302 | 25,482 | 1,430 | 10,356 | 35,539 | 124,291 | 126,252 |
| Other | - | - | - | - | 9,157 | 3,796 | 2,225 | 10,789 | 1,527 |
| Reconnaissance-Total | <u>5,093</u> | <u>12,303</u> | <u>10,385</u> | <u>10,526</u> | <u>90,393</u> | <u>11,985</u> | <u>8,419</u> | <u>86,252</u> | <u>36,909</u> |
| F-13 | - | - | - | - | 81,418 | 8,069 | - | 65,130 | 23,881 |
| OA-10 | 5,093 | 12,303 | 10,385 | 10,526 | 8,975 | 3,916 | 6,840 | 15,348 | 12,858 |
| Other | - | - | - | - | - | - | 1,579 | 5,774 | 170 |
| Transport-Total | <u>271,384</u> | <u>292,273</u> | <u>292,073</u> | <u>351,576</u> | <u>259,217</u> | <u>230,793</u> | <u>233,051</u> | <u>274,199</u> | <u>272,902</u> |
| C-45 | 8,069 | 12,288 | 9,489 | 7,336 | 8,132 | 9,197 | 4,378 | 6,715 | 8,572 |
| C-46 | - | - | 2,213 | 3,175 | 16,981 | 7,165 | - | - | - |
| C-47 | 176,082 | 202,537 | 199,961 | 229,268 | 149,055 | 167,572 | 156,874 | 188,685 | 201,639 |
| C-54 | 80,380 | 76,715 | 79,045 | 106,387 | 82,105 | 36,373 | 51,362 | 47,980 | 48,940 |
| C-64 | - | - | - | - | - | - | 375 | 320 | 242 |
| Other | 6,853 | 733 | 1,365 | 5,410 | 2,944 | 10,486 | 20,062 | 30,499 | 13,509 |
| Trainer | | | | | | | | | |
| Advanced | 2,106 | 9,315 | 7,838 | 3,748 | 2,815 | 3,791 | 2,202 | 3,112 | 5,191 |
| Communications-Total | <u>1,999</u> | <u>2,584</u> | <u>1,943</u> | <u>2,375</u> | <u>1,374</u> | <u>1,735</u> | <u>3,857</u> | <u>2,522</u> | <u>2,348</u> |
| Liaison | 613 | 2,377 | 1,943 | 1,458 | 978 | 1,030 | 2,978 | 1,544 | 1,897 |
| Rotary Wing | 1,386 | 207 | - | 917 | 396 | 705 | 879 | 978 | 651 |

| Type and Model | 1947 (Continued) | | | | | | | | | |
|-------------------------------|------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|--|
| | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | |
| Total | 536,594 | 589,443 | 518,238 | 562,526 | 604,173 | 531,745 | 610,326 | 453,993 | 649,510 | |
| Very Heavy Bomber a/ | | | | | | | | | | |
| B-29 | 75,028 | 59,316 | 40,584 | 41,909 | 47,406 | - | - | - | - | |
| Heavy Bomber-Total a/ | <u>20,716</u> | <u>60,014</u> | <u>49,423</u> | <u>42,207</u> | <u>38,182</u> | - | - | - | - | |
| B-17 | 20,391 | 60,014 | 49,423 | 42,207 | 38,182 | - | - | - | - | |
| B-24 | 325 | - | - | - | - | - | - | - | - | |
| Medium Bomber-Total a/ | <u>765</u> | <u>2,451</u> | <u>2,082</u> | <u>1,715</u> | <u>4,711</u> | <u>33,200</u> | <u>90,770</u> | <u>16,650</u> | <u>40,950</u> | |
| B-25 | 765 | 2,451 | 2,082 | 1,715 | 4,711 | - | - | - | - | |
| B-29 | - | - | - | - | - | 33,200 | 90,770 | 16,650 | 40,950 | |
| Light Bomber-Total a/ | - | - | <u>2,000</u> | <u>7,887</u> | <u>9,462</u> | <u>44,898</u> | <u>74,467</u> | <u>55,089</u> | <u>84,866</u> | |
| A-26 | - | - | 2,000 | 7,887 | 9,462 | 8,331 | 4,936 | 10,286 | - | |
| B-17 | - | - | - | - | - | 30,108 | 61,798 | 46,197 | 72,576 | |
| B-25 | - | - | - | - | - | 6,459 | 3,705 | 3,956 | 2,024 | |
| Fighter-Total | <u>55,981</u> | <u>65,505</u> | <u>33,577</u> | <u>83,942</u> | <u>104,172</u> | <u>88,507</u> | <u>120,924</u> | <u>51,974</u> | <u>119,343</u> | |
| P-51 | 52,578 | 64,040 | 31,927 | 51,222 | 87,502 | 68,797 | 97,491 | 51,409 | 112,729 | |
| P-61 | - | - | - | 31,620 | 16,670 | 19,710 | 23,433 | - | 5,925 | |
| Other | 3,403 | 1,465 | 1,650 | 1,100 | - | - | - | 565 | 689 | |
| Reconnaissance-Total | <u>142,050</u> | <u>111,998</u> | <u>114,400</u> | <u>142,180</u> | <u>162,736</u> | <u>109,308</u> | <u>3,716</u> | <u>52,100</u> | <u>98,360</u> | |
| F-13 | 129,317 | 100,140 | 105,435 | 127,859 | 153,415 | 103,314 | - | 50,850 | 94,950 | |
| OA-10 | 12,773 | 11,858 | 8,965 | 14,321 | 9,321 | 5,994 | 3,716 | 1,250 | 3,410 | |
| Transport-Total | <u>235,228</u> | <u>283,515</u> | <u>263,705</u> | <u>229,524</u> | <u>222,415</u> | <u>248,689</u> | <u>304,848</u> | <u>271,659</u> | <u>293,344</u> | |
| C-45, C-46 | 10,184 | 13,060 | 10,852 | 6,974 | 7,806 | 5,173 | 2,110 | 3,273 | 4,867 | |
| C-47, C-53 | 182,785 | 180,303 | 175,446 | 178,660 | 171,820 | 191,621 | 209,905 | 146,454 | 157,546 | |
| C-54 | 34,628 | 84,978 | 67,660 | 35,468 | 33,354 | 44,904 | 80,714 | 113,719 | 122,196 | |
| C-64 | 815 | 1,798 | 2,599 | 6,241 | 8,685 | 6,991 | 4,647 | 1,097 | 3,112 | |
| Other | 6,816 | 3,376 | 7,148 | 2,181 | 750 | - | 7,472 | 7,116 | 5,623 | |
| Trainer | | | | | | | | | | |
| Advanced | 4,115 | 4,842 | 11,046 | 10,963 | 12,840 | 4,194 | 12,958 | 4,829 | 10,642 | |
| Communications-Total | <u>2,671</u> | <u>1,802</u> | <u>1,421</u> | <u>2,199</u> | <u>2,249</u> | <u>2,949</u> | <u>2,643</u> | <u>1,692</u> | <u>2,005</u> | |
| Liaison | 1,821 | 1,189 | 1,100 | 1,367 | 1,506 | 1,817 | 1,284 | 964 | 792 | |
| Rotary Wing | 850 | 613 | 321 | 832 | 743 | 1,132 | 1,379 | 728 | 1,213 | |

a/ See Table 71 p 109 for revision of classification and redesignation of bombardment types of aircraft, as of September 1947.

Table 134.-- USAF ISSUANCE OF AIRCRAFT FUEL BY OCTANE RATING BY COMMAND: MONTHLY, 1947

(In thousands of gallons)

| Octane Rating and Month | Total # | Air Defense Command | Strategic Air Command | Air Proving Ground Command | Air Transport Command | Air Material Command | Air Training Command | Air University | Tactical Air Command | Commanding General | Misc USAF # |
|-----------------------------|------------|---------------------------|-----------------------------|-------------------------------------|-----------------------------|----------------------------|----------------------------|-------------------|----------------------------|-----------------------|-------------------|
| Total-1947 | 278,319 | 21,223 | 56,690 | 7,820 | 34,509 | 45,115 | 43,753 | 6,941 | 38,385 | 4,109 | 17,727 |
| Jan. | 18,690 | 1,427 | 3,481 | 460 | 2,813 | 2,883 | 3,335 | 467 | 2,411 | 452 | 645 |
| Feb. | 19,880 | 1,377 | 3,776 | 470 | 2,942 | 3,065 | 3,733 | 500 | 2,912 | 415 | 611 |
| Mar. | 22,100 | 1,773 | 3,862 | 580 | 3,147 | 3,514 | 3,635 | 622 | 3,488 | 520 | 770 |
| Apr. | 23,807 | 1,852 | 4,566 | 735 | 2,711 | 3,792 | 3,924 | 796 | 3,640 | 531 | 1,043 |
| May. | 25,417 | 2,254 | 4,417 | 795 | 3,176 | 4,570 | 3,835 | 651 | 3,632 | 637 | 1,234 |
| Jun. | 24,973 | 2,576 | 4,728 | 719 | 2,837 | 3,978 | 3,769 | 620 | 3,493 | 543 | 1,508 |
| Jul. | 24,361 | 1,950 | 4,834 | 672 | 3,029 | 4,056 | 3,732 | 508 | 3,362 | 550 | 1,510 |
| Aug. | 21,018 | 1,712 | 3,685 | 614 | 2,415 | 3,684 | 3,462 | 400 | 3,026 | 83 | 1,768 |
| Sep. | 23,649 | 1,650 | 4,812 | 648 | 3,176 | 3,864 | 3,591 | 576 | 3,245 | 82 | 1,784 |
| Oct. | 26,289 | 1,587 | 6,216 | 797 | 3,153 | 4,060 | 3,636 | 651 | 3,532 | 109 | 2,403 |
| Nov. | 23,509 | 1,407 | 5,836 | 666 | 2,682 | 3,713 | 3,469 | 498 | 2,899 | 105 | 2,171 |
| Dec. | 24,626 | 1,658 | 6,477 | 664 | 2,428 | 3,936 | 3,632 | 652 | 2,745 | 82 | 2,280 |
| Monthly | | | | | | | | | | | |
| Jan | | | | | | | | | | | |
| Total | 18,690 | 1,427 | 3,481 | 460 | 2,813 | 2,883 | 3,335 | 467 | 2,411 | 452 | 645 |
| 130 | 17,180 | 1,415 | 3,473 | 430 | 2,807 | 2,697 | 3,095 | 432 | 1,736 | 452 | 643 |
| 91 | 84 | 8 | 3 | 0 | 1 | 10 | 20 | 33 | 7 | 0 | 2 |
| 73 #/ | 316 | | | | | | | | | | |
| JP-1. | 1,110 | 4 | 5 | 30 | 5 | 176 | 220 | 2 | 668 | 0 | 0 |
| Feb | | | | | | | | | | | |
| Total | 19,880 | 1,377 | 3,776 | 470 | 2,942 | 3,065 | 3,733 | 500 | 2,912 | 415 | 611 |
| 130 | 18,101 | 1,358 | 3,773 | 428 | 2,928 | 2,767 | 3,336 | 484 | 2,004 | 415 | 608 |
| 91 | 77 | 10 | 2 | 1 | 1 | 10 | 21 | 16 | 13 | 0 | 3 |
| 73 #/ | 79 | | | | | | | | | | |
| JP-1. | 1,623 | 9 | 1 | 41 | 13 | 288 | 376 | 0 | 895 | 0 | 0 |
| Mar | | | | | | | | | | | |
| Total | 22,100 | 1,773 | 3,862 | 580 | 3,147 | 3,514 | 3,635 | 622 | 3,488 | 520 | 770 |
| 130 | 19,998 | 1,747 | 3,853 | 528 | 3,142 | 3,077 | 3,317 | 614 | 2,430 | 520 | 770 |
| 91 | 62 | 14 | 4 | 0 | 3 | 10 | 22 | 4 | 5 | 0 | 0 |
| 73 #/ | 189 | | | | | | | | | | |
| JP-1. | 1,851 | 12 | 5 | 52 | 2 | 427 | 296 | 4 | 1,053 | 0 | 0 |
| Apr | | | | | | | | | | | |
| Total | 23,807 | 1,852 | 4,566 | 735 | 2,711 | 3,792 | 3,924 | 796 | 3,640 | 531 | 1,043 |
| 130 | 21,290 | 1,827 | 4,446 | 689 | 2,703 | 3,375 | 3,416 | 774 | 2,491 | 531 | 1,038 |
| 91 | 69 | 2 | 5 | 0 | 1 | 10 | 27 | 16 | 8 | 0 | 0 |
| 73 #/ | 217 | | | | | | | | | | |
| JP-1. | 2,231 | 23 | 115 | 46 | 7 | 407 | 481 | 6 | 1,141 | 0 | 5 |
| May | | | | | | | | | | | |
| Total | 25,417 | 2,254 | 4,417 | 795 | 3,176 | 4,570 | 3,835 | 651 | 3,632 | 637 | 1,234 |
| 130 | 22,806 | 2,238 | 4,140 | 748 | 3,165 | 4,183 | 3,463 | 643 | 2,365 | 637 | 1,224 |
| 91 | 62 | 2 | 2 | 1 | 3 | 7 | 20 | 8 | 10 | 0 | 9 |
| 73 #/ | 216 | | | | | | | | | | |
| JP-1. | 2,333 | 14 | 275 | 46 | 8 | 380 | 352 | 0 | 1,257 | 0 | 1 |

| | | | | | | | | | | | | |
|------------|--------|-------|-------|-----|-------|-------|-------|-----|-------|-----|-------|--|
| Jun | | | | | | | | | | | | |
| Total | 24,973 | 2,576 | 4,728 | 719 | 2,837 | 3,978 | 3,769 | 620 | 3,493 | 543 | 1,508 | |
| 130 | 22,258 | 2,559 | 4,229 | 671 | 2,833 | 3,671 | 3,284 | 607 | 2,367 | 543 | 1,494 | |
| 91 | 61 | 1 | 2 | 0 | 2 | 3 | 17 | 13 | 9 | 0 | 14 | |
| 73 a/ | 202 | | | | | | | | | | | |
| JP-1 | 2,452 | 16 | 497 | 48 | 2 | 304 | 468 | 0 | 1,117 | 0 | 0 | |
| Jul | | | | | | | | | | | | |
| Total | 24,361 | 1,950 | 4,834 | 672 | 3,029 | 4,056 | 3,732 | 508 | 3,362 | 550 | 1,510 | |
| 130 | 21,425 | 1,921 | 4,103 | 618 | 3,013 | 3,645 | 3,441 | 475 | 2,208 | 547 | 1,454 | |
| 91 | 245 | 9 | 65 | 0 | 9 | 23 | 25 | 33 | 27 | 0 | 54 | |
| 145 | 32 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | |
| 73 a/ | 158 | | | | | | | | | | | |
| JP-1 | 2,501 | 20 | 666 | 54 | 7 | 356 | 266 | 0 | 1,127 | 3 | 2 | |
| Aug | | | | | | | | | | | | |
| Total | 21,018 | 1,712 | 3,685 | 614 | 2,415 | 3,684 | 3,462 | 400 | 3,026 | 83 | 1,768 | |
| 130 | 17,428 | 1,458 | 3,048 | 546 | 2,376 | 3,155 | 2,835 | 367 | 1,994 | 78 | 1,571 | |
| 91 | 603 | 48 | 75 | 0 | 22 | 27 | 167 | 33 | 29 | 5 | 197 | |
| 145 | 52 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | |
| 73 a/ | 169 | | | | | | | | | | | |
| JP-1 | 2,766 | 206 | 562 | 68 | 17 | 450 | 460 | 0 | 1,003 | 0 | 0 | |
| Sep | | | | | | | | | | | | |
| Total | 23,649 | 1,650 | 4,812 | 648 | 3,176 | 3,864 | 3,591 | 576 | 3,245 | 82 | 1,784 | |
| 130 | 18,983 | 1,289 | 3,973 | 599 | 2,682 | 3,287 | 2,947 | 549 | 2,159 | 76 | 1,422 | |
| 91 | 1,548 | 355 | 109 | 2 | 480 | 82 | 73 | 27 | 52 | 6 | 362 | |
| 145 | 50 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | |
| 73 a/ | 221 | | | | | | | | | | | |
| JP-1 | 2,847 | 6 | 730 | 47 | 14 | 445 | 571 | 0 | 1,034 | 0 | 0 | |
| Oct | | | | | | | | | | | | |
| Total | 26,289 | 1,587 | 6,216 | 797 | 3,153 | 4,060 | 3,636 | 651 | 3,532 | 109 | 2,403 | |
| 130 | 21,032 | 1,291 | 4,885 | 703 | 2,741 | 3,512 | 3,004 | 546 | 2,462 | 90 | 1,798 | |
| 91 | 1,875 | 283 | 294 | 0 | 399 | 83 | 107 | 99 | 53 | 6 | 551 | |
| 145 | 9 | 0 | 0 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | |
| 73 a/ | 145 | | | | | | | | | | | |
| JP-1 | 3,228 | 13 | 1,037 | 94 | 7 | 462 | 525 | 6 | 1,017 | 13 | 54 | |
| Nov | | | | | | | | | | | | |
| Total | 23,509 | 1,407 | 5,836 | 666 | 2,682 | 3,713 | 3,469 | 498 | 2,899 | 105 | 2,171 | |
| 130 | 19,479 | 1,092 | 5,185 | 595 | 2,596 | 3,154 | 2,594 | 412 | 2,115 | 82 | 1,654 | |
| 91 | 1,867 | 284 | 282 | 1 | 72 | 85 | 470 | 86 | 54 | 19 | 514 | |
| 145 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 73 a/ | 63 | | | | | | | | | | | |
| JP-1 | 2,091 | 31 | 369 | 70 | 5 | 474 | 405 | 0 | 730 | 4 | 3 | |
| Dec | | | | | | | | | | | | |
| Total | 24,626 | 1,658 | 6,477 | 664 | 2,428 | 3,936 | 3,632 | 652 | 2,745 | 82 | 2,280 | |
| 130 | 20,695 | 1,304 | 5,867 | 579 | 2,354 | 3,296 | 2,922 | 485 | 2,048 | 66 | 1,774 | |
| 91 | 1,808 | 337 | 186 | 1 | 73 | 114 | 408 | 164 | 58 | 10 | 457 | |
| 145 | 66 | 0 | 0 | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | |
| 73 a/ | 72 | | | | | | | | | | | |
| JP-1 | 1,985 | 17 | 424 | 84 | 1 | 460 | 302 | 3 | 639 | 6 | 49 | |

a/ Breakdown of 73 Octane issuance by command not available; consequently, total will be correspondingly higher than total of command breakdowns.
b/ Includes Alaskan Defense, Air Reserve, Bolling Field Command, Caribbean Air Command, Army Ground Forces, National Guard, Organized Reserve, and Pacific Air Command.

Source: Analysis Office, Comptroller's Department, Hq. AMC.

Table 135.--ISSUE OF AVIATION GASOLINE AND FUEL IN CONTINENTAL US, BY OCTANE RATING: QUARTERLY, 1942 TO 1945; MONTHLY, 1946 AND 1947

(In thousands of gallons)

| Year and Quarter or Month | Total | .62 Octane | 73 Octane | 87 Octane | 91/98 Octane | 100/130 Octane | 115/145 Octane | JP-1 g/ |
|---------------------------|-----------|---------------|--------------|--------------|-----------------|-------------------|-------------------|------------|
| Total | 6,950,990 | 9,375 | 253,287 | 573,190 | 1,944,518 | 4,131,516 | 218 | 38,886 |
| Annually | | | | | | | | |
| 1942 | 429,038 | 2,122 | 12,224 | - | 152,878 | 261,814 | - | - |
| 1943 | 1,510,486 | 3,545 | 84,220 | 222,176 | 543,499 | 657,048 | - | - |
| 1944 | 2,599,954 | 2,399 | 133,020 | 345,544 | 896,605 | 1,222,386 | - | - |
| 1945 | 1,852,285 | 1,043 | 18,761 | 5,470 | 323,196 | 1,501,449 | - | 2,366 |
| 1946 | 280,906 | 266 | 3,015 | a/ | 19,979 | 248,144 | - | 9,502 |
| 1947 | 278,319 | - | 2,047 | - | 8,361 | 240,675 | 218 | 27,018 |
| Quarterly | | | | | | | | |
| 1942 | | | | | | | | |
| 1st Qtr. | 61,245 | 387 | 511 | - | 15,041 | 45,306 | - | - |
| 2nd Qtr. | 89,806 | 521 | 1,234 | - | 31,728 | 56,323 | - | - |
| 3rd Qtr. | 123,147 | 535 | 3,753 | - | 46,257 | 72,602 | - | - |
| 4th Qtr. | 154,840 | 679 | 6,726 | - | 59,852 | 87,583 | - | - |
| 1943 | | | | | | | | |
| 1st Qtr. | 218,685 | 780 | 9,528 | 10,156 | 70,815 | 127,406 | - | - |
| 2nd Qtr. | 326,213 | 1,214 | 11,341 | 37,798 | 75,197 | 200,663 | - | - |
| 3rd Qtr. | 468,871 | 736 | 25,487 | 82,893 | 184,249 | 175,506 | - | - |
| 4th Qtr. | 496,719 | 815 | 37,864 | 91,329 | 213,238 | 153,473 | - | - |
| 1944 | | | | | | | | |
| 1st Qtr. | 567,047 | 810 | 44,814 | 102,906 | 252,224 | 166,293 | - | - |
| 2nd Qtr. | 691,813 | 633 | 39,087 | 103,931 | 253,039 | 295,123 | - | - |
| 3rd Qtr. | 711,141 | 522 | 32,164 | 90,367 | 274,163 | 313,925 | - | - |
| 4th Qtr. | 629,953 | 434 | 16,955 | 48,340 | 117,179 | 447,045 | - | - |
| 1945 | | | | | | | | |
| 1st Qtr. | 608,372 | 433 | 9,069 | 5,413 | 126,898 | 466,297 | - | 262 |
| 2nd Qtr. | 635,484 | 315 | 6,099 | 48 | 122,256 | 506,055 | - | 711 |
| 3rd Qtr. | 460,341 | 181 | 2,475 | 9 | 51,875 | 405,042 | - | 759 |
| 4th Qtr. | 148,088 | 114 | 1,118 | - | 22,167 | 124,055 | - | 634 |
| Monthly | | | | | | | | |
| 1946 | | | | | | | | |
| Jan. | 28,330 | 21 | 348 | - | 3,892 | 23,651 | - | 418 |
| Feb. | 21,292 | 16 | 255 | - | 2,714 | 17,904 | - | 403 |
| Mar. | 21,460 | 38 | 336 | - | 2,410 | 18,320 | - | 356 |
| Apr. | 24,944 | 18 | 304 | - | 2,901 | 21,101 | - | 620 |
| May. | 24,445 | 21 | 273 | - | 2,253 | 21,073 | - | 825 |
| Jun. | 24,670 | 26 | 279 | - | 1,827 | 21,660 | - | 878 |
| Jul. | 24,951 | 14 | 259 | - | 1,507 | 22,345 | - | 826 |
| Aug. | 25,936 | 75 | 193 | - | 1,026 | 23,637 | - | 1,005 |
| Sep. | 21,540 | 15 | 181 | - | 618 | 19,803 | - | 923 |
| Oct. | 25,663 | 15 | 236 | - | 445 | 23,665 | - | 1,302 |
| Nov. | 19,121 | 5 | 248 | - | 228 | 17,754 | - | 886 |
| Dec. | 18,554 | 2 | 103 | - | 158 | 17,231 | - | 1,060 |
| 1947 | | | | | | | | |
| Jan. | 18,690 | - | 316 | - | 84 | 17,180 | - | 1,110 |
| Feb. | 19,880 | - | 79 | - | 77 | 18,101 | - | 1,623 |
| Mar. | 22,100 | - | 189 | - | 62 | 19,998 | - | 1,851 |
| Apr. | 23,807 | - | 217 | - | 69 | 21,290 | - | 2,231 |
| May. | 25,417 | - | 216 | - | 62 | 22,806 | - | 2,333 |
| Jun. | 24,973 | - | 202 | - | 61 | 22,258 | - | 2,452 |
| Jul. | 24,361 | - | 158 | - | 245 | 21,425 | 32 | 2,501 |
| Aug. | 21,018 | - | 169 | - | 603 | 17,428 | 52 | 2,766 |
| Sep. | 23,669 | - | 221 | - | 1,548 | 18,983 | 50 | 2,847 |
| Oct. | 26,289 | - | 145 | - | 1,875 | 21,032 | 9 | 3,228 |
| Nov. | 23,509 | - | 63 | - | 1,867 | 19,479 | 9 | 2,091 |
| Dec. | 24,626 | - | 72 | - | 1,808 | 20,695 | 66 | 1,985 |

a/ Fuel for jet propelled airplanes.

Source: Analysis Office, Comptroller 's Department, Hq Air Materiel Command

Table 136.-- AIRCRAFT ACCIDENTS -- NUMBER AND RATE: FISCAL YEARS, 1921 THROUGH 1940

(Rates are per 100,000 flying hours.)

| Year | Flying Hours (Actual) | All Accidents | | Fatal Accidents | | Fatalities | | Aircraft Wrecked | | Minor Accidents | |
|-----------------------------|-----------------------|---------------|------|-----------------|------|------------|------|------------------|------|-----------------|------|
| | | Number | Rate | Number | Rate | Number | Rate | Number | Rate | Number | Rate |
| Continental US and Overseas | | | | | | | | | | | |
| 1921. | 77,351 | 361 | 467 | 45 | 58 | 73 | 94 | 173 | 224 | a/ | a/ |
| 1922. | 65,214 | 330 | 506 | 24 | 37 | 44 | 67 | 152 | 233 | a/ | a/ |
| 1923. | 65,750 | 283 | 430 | 33 | 50 | 58 | 88 | 147 | 224 | a/ | a/ |
| 1924. | 97,834 | 275 | 281 | 23 | 24 | 34 | 35 | 143 | 146 | a/ | a/ |
| 1925. | 150,319 | 311 | 207 | 30 | 20 | 40 | 27 | 153 | 102 | a/ | a/ |
| 1926. | 158,402 | 334 | 211 | 27 | 17 | 43 | 27 | 149 | 94 | a/ | a/ |
| 1927. | 140,906 | 227 | 161 | 28 | 20 | 43 | 31 | 104 | 74 | a/ | a/ |
| 1928. | 182,903 | 249 | 136 | 25 | 14 | 27 | 15 | 86 | 47 | a/ | a/ |
| 1929. | 263,381 | 390 | 148 | 43 | 16 | 62 | 24 | 117 | 44 | a/ | a/ |
| 1930. | 325,223 | 468 | 144 | 37 | 11 | 52 | 16 | 152 | 47 | a/ | a/ |
| 1931. | 396,961 | 456 | 115 | 21 | 5 | 26 | 7 | 125 | 31 | a/ | a/ |
| 1932. | 371,254 | 423 | 114 | 32 | 9 | 49 | 13 | 110 | 30 | a/ | a/ |
| 1933. | 432,966 | 442 | 102 | 28 | 6 | 46 | 11 | 123 | 28 | a/ | a/ |
| 1934. | 374,235 | 412 | 110 | 37 | 10 | 54 | 14 | 145 | 39 | a/ | a/ |
| 1935. | 449,583 | 453 | 101 | 33 | 7 | 47 | 10 | 107 | 24 | a/ | a/ |
| 1936. | 518,749 | 430 | 83 | 42 | 8 | 59 | 11 | 113 | 22 | a/ | a/ |
| 1937. | 520,493 | 358 | 69 | 27 | 5 | 48 | 9 | 87 | 17 | a/ | a/ |
| 1938. | 598,907 | 375 | 63 | 38 | 6 | 62 | 10 | 80 | 13 | a/ | a/ |
| 1939. | 729,225 | 389 | 53 | 32 | 4 | 52 | 7 | 86 | 12 | a/ | a/ |
| 1940. | 937,922 | 478 | 51 | 46 | 5 | 90 | 10 | 100 | 11 | a/ | a/ |

Notes.-- The lower part of this table as shown in 1946 Statistical Digest is being discontinued because 1941 through 1948 Continental US rates are shown by calendar month and year on the table following this one. FY rates are shown through June 1947 in Table 127, Statistical Digest, 1946 edition.

a/ Not available.

Source: Office of The Air Inspector, Flying Safety Division.

Table 137.-- AIRPLANE ACCIDENTS IN CONTINENTAL US, BY PRINCIPAL

(Rates are per

| Year | B-29, F-13 | B-17, F-9 | B-24, F-7 | B-25, F-10 | B-26 | A-20, F-3 | A-26 | P-38, F-4/5 | P-47 | P-51, F-6 | P-61 |
|-----------------------------------|---------------|--------------|--------------|---------------|--------|--------------|------|----------------|-------|--------------|------|
| Total (1942 through 1946) | | | | | | | | | | | |
| Major Accidents: Number | 322 | 1,662 | 1,748 | 1,087 | 743 | 732 | 267 | 1,658 | 3,198 | 1,050 | 43 |
| Rate | 40 | 30 | 35 | 33 | 55 | 120 | 60 | 139 | 128 | 109 | 91 |
| Fatal Accidents | 72 | 288 | 498 | 268 | 225 | 167 | 42 | 392 | 428 | 167 | 3 |
| Fatalities | 514 | 1,772 | 2,844 | 1,053 | 1,001 | 303 | 120 | 438 | 480 | 178 | 6 |
| Airplanes Wrecked | 138 | 497 | 758 | 530 | 413 | 332 | 77 | 898 | 1,185 | 439 | 13 |
| 1942 | | | | | | | | | | | |
| Major Accidents: Number | - | 146 | 123 | 151 | 165 | 219 | - | 287 | 106 | 3 | - |
| Rate | - | 55 | 75 | 104 | 162 | 206 | - | 241 | 245 | 102 | - |
| Fatal Accidents | - | 28 | 31 | 39 | 52 | 47 | - | 77 | 13 | 1 | - |
| Fatalities | - | 183 | 165 | 185 | 249 | 88 | - | 86 | 14 | 1 | - |
| Airplanes Wrecked | - | 46 | 46 | 66 | 88 | 87 | - | 145 | 41 | 1 | - |
| 1943 | | | | | | | | | | | |
| Major Accidents: Number | 5 | 539 | 457 | 284 | 304 | 282 | 2 | 557 | 958 | 186 | - |
| Rate | 72 | 39 | 39 | 44 | 65 | 155 | a/ | 169 | 163 | 210 | - |
| Fatal Accidents | 3 | 120 | 157 | 85 | 85 | 65 | 1 | 121 | 133 | 28 | - |
| Fatalities | 46 | 789 | 1,023 | 376 | 382 | 127 | 2 | 141 | 145 | 30 | - |
| Airplanes Wrecked | 3 | 182 | 240 | 139 | 159 | 134 | 1 | 293 | 380 | 72 | - |
| 1944 | | | | | | | | | | | |
| Major Accidents: Number | 88 | 638 | 779 | 239 | 195 | 182 | 44 | 550 | 1,303 | 321 | - |
| Rate | 59 | 25 | 33 | 24 | 37 | 78 | 84 | 132 | 122 | 111 | - |
| Fatal Accidents | 21 | 105 | 233 | 62 | 66 | 44 | 9 | 127 | 183 | 52 | - |
| Fatalities | 150 | 598 | 1,268 | 212 | 280 | 74 | 29 | 136 | 217 | 54 | - |
| Airplanes Wrecked | 41 | 203 | 359 | 123 | 123 | 92 | 14 | 304 | 474 | 139 | - |
| 1945 | | | | | | | | | | | |
| Major Accidents: Number | 210 | 308 | 384 | 306 | 79 | 48 | 161 | 257 | 773 | 408 | 33 |
| Rate | 35 | 25 | 29 | 26 | 31 | 118 | 51 | 80 | 101 | 84 | 81 |
| Fatal Accidents | 45 | 34 | 77 | 57 | 22 | 11 | 21 | 67 | 90 | 65 | 3 |
| Fatalities | 285 | 198 | 388 | 198 | 90 | 14 | 52 | 75 | 95 | 68 | 6 |
| Airplanes Wrecked | 89 | 58 | 112 | 145 | 43 | 19 | 42 | 181 | 266 | 175 | 10 |
| 1946 | | | | | | | | | | | |
| Major Accidents: Number | 19 | 31 | 5 | 107 | - | 1 | 60 | 7 | 58 | 132 | 10 |
| Rate | 37 | 45 | 52 | 34 | - | 16,667 | 80 | 121 | 138 | 138 | 155 |
| Fatal Accidents | 3 | 1 | - | 25 | - | - | 11 | - | 9 | 21 | - |
| Fatalities | 33 | 4 | - | 82 | - | - | 37 | - | 9 | 25 | - |
| Airplanes Wrecked | 5 | 8 | 1 | 57 | - | - | 20 | 5 | 24 | 52 | 3 |
| Year | B-29 F-13 | B-17 F-9 | B-25 F-10 | A-26 | P-47 | P-51 F-6 | | | | | |
| 1947 | | | | | | | | | | | |
| World Wide | | | | | | | | | | | |
| Flying Hours | 147,475 | 134,707 | 265,184 | 128,145 | 95,580 | 187,582 | | | | | |
| Major Accidents: Number | 44 | 39 | 42 | 65 | 143 | 254 | | | | | |
| Rate | 30 | 29 | 16 | 51 | 150 | 135 | | | | | |
| Fatal Accidents | 15 | 9 | 6 | 12 | 18 | 32 | | | | | |
| Airplanes Wrecked | 21 | 13 | 11 | 21 | 78 | 115 | | | | | |
| Continental US | | | | | | | | | | | |
| Flying Hours | 121,942 | 58,724 | 256,404 | 78,830 | 22,564 | 85,868 | | | | | |
| Major Accidents: Number | 28 | 16 | 39 | 34 | 44 | 111 | | | | | |
| Rate | 23 | 27 | 15 | 43 | 195 | 129 | | | | | |
| Fatal Accidents | 8 | 4 | 6 | 6 | 4 | 14 | | | | | |
| Airplanes Wrecked | 12 | 4 | 10 | 10 | 37 | 50 | | | | | |
| Overseas | | | | | | | | | | | |
| Flying Hours | 25,533 | 75,983 | 8,780 | 49,315 | 73,016 | 101,714 | | | | | |
| Major Accidents: Number | 16 | 23 | 3 | 31 | 99 | 143 | | | | | |
| Rate | 63 | 30 | 34 | 63 | 136 | 141 | | | | | |
| Fatal Accidents | 7 | 5 | - | 6 | 14 | 18 | | | | | |
| Airplanes Wrecked | 9 | 9 | 1 | 11 | 41 | 65 | | | | | |

a/ Rate is less than 0.5.

Source: Office of the Air Inspector, Flying Safety Division, 1942 through 1946; Material Statistics Division, Director of Statistical Services, Comptroller, USAF, 1947.

MODEL OF AIRPLANE -- NUMBER AND RATE: 1942 THROUGH 1947

100,000 flying hours.)

| P-80, FP-80 | C-45, CQ-3, F-2 | C-46, C-113 | C-47/53, C-117 | C-54 | C-82 | Advanced Trainer | Basic Trainer | Primary Trainer | Communi- cations | Year |
|----------------------------------|-----------------------|-----------------------|-------------------|---------|----------|---------------------|--------------------------------|--------------------|---------------------|--------------------------------|
| Total (1942 through 1946) | | | | | | | | | | |
| 79 | 182 | 170 | 694 | 30 | 15 | 14,339 | 4,890 | 8,358 | 2,505 | Major Accidents: Number |
| 359 | 42 | 28 | 18 | 15 | 230 | 55 | 27 | 48 | 135 | Rate |
| 10 | 22 | 23 | 119 | 5 | - | 1,009 | 828 | 340 | 140 | Fatal Accidents |
| 10 | 82 | 103 | 749 | 17 | - | 1,992 | 1,181 | 447 | 209 | Fatalities |
| 30 | 38 | 44 | 198 | 7 | 1 | 2,394 | 1,562 | 1,058 | 541 | Airplanes Wrecked |
| 1942 | | | | | | | | | | |
| - | - | 2 | 49 | 1 | - | 2,835 | 1,200 | 1,788 | 618 | Major Accidents: Number |
| - | - | 5/ | 26 | 5/ | - | 78 | 32 | 45 | 432 | Rate |
| - | - | - | 14 | - | - | 210 | 193 | 91 | 42 | Fatal Accidents |
| - | - | - | 93 | - | - | 363 | 275 | 122 | 65 | Fatalities |
| - | - | - | 23 | - | - | 473 | 326 | 286 | 132 | Airplanes Wrecked |
| 1943 | | | | | | | | | | |
| - | - | 24 | 212 | 1 | - | 4,992 | 2,262 | 4,131 | 1,202 | Major Accidents: Number |
| - | - | 59 | 31 | 38 | - | 64 | 31 | 54 | 130 | Rate |
| - | - | 4 | 40 | - | - | 327 | 387 | 169 | 59 | Fatal Accidents |
| - | - | 12 | 266 | - | - | 679 | 541 | 226 | 88 | Fatalities |
| - | - | 8 | 54 | 1 | - | 751 | 712 | 482 | 205 | Airplanes Wrecked |
| 1944 | | | | | | | | | | |
| - | - | 46 | 255 | 12 | - | 3,964 | 1,337 | 2,086 | 477 | Major Accidents: Number |
| - | - | 32 | 19 | 38 | - | 43 | 21 | 43 | 97 | Rate |
| - | - | 5 | 41 | 2 | - | 292 | 219 | 68 | 26 | Fatal Accidents |
| - | - | 29 | 212 | 7 | - | 625 | 316 | 86 | 37 | Fatalities |
| - | - | 11 | 78 | 2 | - | 739 | 473 | 232 | 120 | Airplanes Wrecked |
| 1945 | | | | | | | | | | |
| 7 | 93 | 84 | 123 | 11 | - | 2,073 | 90 | 299 | 132 | Major Accidents: Number |
| 549 | 40 | 23 | 11 | 10 | - | 46 | 23 | 43 | 60 | Rate |
| 2 | 12 | 12 | 19 | 3 | - | 143 | 29 | 6 | 7 | Fatal Accidents |
| 2 | 50 | 59 | 134 | 10 | - | 266 | 49 | 6 | 9 | Fatalities |
| 2 | 21 | 23 | 36 | 3 | - | 339 | 51 | 42 | 55 | Airplanes Wrecked |
| 1946 | | | | | | | | | | |
| 72 | 89 | 14 | 55 | 5 | 15 | 475 | 1 | 54 | 76 | Major Accidents: Number |
| 348 | 44 | 28 | 12 | 8 | 230 | 61 | 51 | 48 | 94 | Rate |
| 8 | 10 | 2 | 5 | - | - | 37 | - | 6 | 6 | Fatal Accidents |
| 8 | 32 | 3 | 44 | - | - | 59 | - | 7 | 10 | Fatalities |
| 28 | 17 | 2 | 7 | 1 | 1 | 92 | - | 16 | 29 | Airplanes Wrecked |
| P-61 F-15 | P-80 FP-80 | C-45, CQ-3, F-2 | C-47/53 C-117 | C-54 | Trainers | L-5 | Year | | | |
| 1947 | | | | | | | World Wide | | | |
| 19,841 | 73,096 | 239,084 | 642,136 | 275,602 | 996,571 | 63,634 | Flying Hours | | | |
| 19 | 101 | 95 | 80 | 22 | 405 | 51 | Major Accidents: Number | | | |
| 96 | 138 | 40 | 12 | 8 | 41 | 80 | Rate | | | |
| 4 | 19 | 10 | 14 | 4 | 40 | 2 | Fatal Accidents | | | |
| 8 | 36 | 27 | 30 | 9 | 86 | 18 | Airplanes Wrecked | | | |
| Continental US | | | | | | | Overseas | | | |
| 4,886 | 63,659 | 185,723 | 432,048 | 70,138 | 878,622 | 22,162 | Flying Hours | | | |
| 3 | 80 | 51 | 39 | 5 | 335 | 11 | Major Accidents: Number | | | |
| 61 | 126 | 27 | 9 | 7 | 38 | 50 | Rate | | | |
| 2 | 16 | 6 | 7 | 1 | 31 | - | Fatal Accidents | | | |
| 1 | 28 | 17 | 14 | 1 | 67 | 3 | Airplanes Wrecked | | | |
| 14,955 | 9,437 | 53,361 | 210,088 | 205,464 | 117,949 | 41,472 | Flying Hours | | | |
| 16 | 21 | 44 | 41 | 17 | 70 | 40 | Major Accidents: Number | | | |
| 107 | 223 | 82 | 20 | 8 | 59 | 96 | Rate | | | |
| 2 | 3 | 4 | 7 | 3 | 9 | 2 | Fatal Accidents | | | |
| 7 | 8 | 10 | 16 | 8 | 19 | 15 | Airplanes Wrecked | | | |

Table 138.--AIRCRAFT ACCIDENTS IN CONTINENTAL US--NUMBER AND RATE: DEC 1941: QUARTERLY, 1942 THROUGH DEC 1945: MONTHLY 1946 AND 1947: OVERSEAS, JAN THROUGH DEC 1947--WORLDWIDE JAN THROUGH DEC 1947.

| Year and Quarter or Month | Flying Hours | Major Accidents | | Fatal Accidents | | Fatalities | | Aircraft Wrecked | | Minor Accidents | |
|--|--------------|-----------------|------|-----------------|------|------------|------|------------------|------|-----------------|------|
| | | Number | Rate | Number | Rate | Number | Rate | Number | Rate | Number | Rate |
| Continental US (In 100,000 flying hours) | | | | | | | | | | | |
| Total . . . | 102,093 | 55,821 | 55 | 6,409 | 6 | 15,847 | 16 | 14,813 | 15 | a/ | a/ |
| Annually | | | | | | | | | | | |
| 1941 (Dec) . . . | 369 | 341 | 92 | 38 | 10 | 78 | 21 | 70 | 19 | a/ | a/ |
| 1942 | 14,248 | 10,090 | 71 | 1,116 | 8 | 2,384 | 17 | 2,476 | 17 | a/ | a/ |
| 1943 | 32,066 | 20,390 | 64 | 2,264 | 7 | 5,603 | 17 | 5,024 | 16 | a/ | a/ |
| 1944 | 35,503 | 16,128 | 45 | 1,936 | 5 | 4,973 | 14 | 4,663 | 13 | a/ | a/ |
| 1945 | 15,075 | 6,661 | 44 | 801 | 5 | 2,171 | 14 | 1,917 | 13 | a/ | a/ |
| 1946 | 2,463 | 1,338 | 54 | 146 | 6 | 359 | 15 | 388 | 16 | 822 | 33 |
| 1947 | 2,369 | 873 | 37 | 108 | 5 | 279 | 12 | 275 | 12 | 502 | 21 |
| Quarterly | | | | | | | | | | | |
| 1942 | | | | | | | | | | | |
| 1st Qtr. | 2,161 | 1,606 | 74 | 185 | 8 | 332 | 15 | 382 | 18 | a/ | a/ |
| 2nd Qtr. | 3,043 | 2,187 | 72 | 241 | 8 | 482 | 16 | 559 | 18 | a/ | a/ |
| 3rd Qtr. | 4,073 | 3,046 | 76 | 322 | 8 | 729 | 18 | 731 | 18 | a/ | a/ |
| 4th Qtr. | 4,971 | 3,201 | 64 | 368 | 7 | 841 | 17 | 804 | 16 | a/ | a/ |
| 1943 | | | | | | | | | | | |
| 1st qtr. | 6,024 | 4,163 | 69 | 532 | 9 | 1,276 | 21 | 1,088 | 18 | a/ | a/ |
| 2nd Qtr. | 7,355 | 5,192 | 70 | 557 | 7 | 1,363 | 18 | 1,231 | 17 | a/ | a/ |
| 3rd qtr. | 9,170 | 5,743 | 63 | 637 | 7 | 1,715 | 19 | 1,416 | 15 | a/ | a/ |
| 4th Qtr. | 9,517 | 5,292 | 56 | 538 | 6 | 1,249 | 13 | 1,289 | 13 | a/ | a/ |
| 1944 | | | | | | | | | | | |
| 1st Qtr. | 9,995 | 5,140 | 51 | 562 | 6 | 1,490 | 15 | 1,351 | 13 | a/ | a/ |
| 2nd Qtr. | 10,140 | 4,708 | 46 | 535 | 5 | 1,162 | 11 | 1,331 | 13 | a/ | a/ |
| 3rd Qtr. | 8,791 | 3,743 | 43 | 463 | 5 | 1,199 | 14 | 1,175 | 13 | a/ | a/ |
| 4th Qtr. | 6,577 | 2,537 | 39 | 376 | 6 | 1,122 | 17 | 806 | 12 | a/ | a/ |
| 1945 | | | | | | | | | | | |
| 1st Qtr. | 5,614 | 2,317 | 41 | 284 | 5 | 755 | 13 | 671 | 12 | a/ | a/ |
| 2nd Qtr. | 5,031 | 2,204 | 44 | 257 | 5 | 706 | 14 | 612 | 12 | a/ | a/ |
| 3rd Qtr. | 3,366 | 1,544 | 46 | 186 | 5 | 516 | 15 | 463 | 14 | a/ | a/ |
| 4th Qtr. | 1,064 | 596 | 56 | 74 | 7 | 194 | 18 | 171 | 16 | a/ | a/ |
| Continental US (In actual flying hours) | | | | | | | | | | | |
| Monthly | | | | | | | | | | | |
| 1946 | | | | | | | | | | | |
| Jan | 214,739 | 135 | 63 | 13 | 6 | 23 | 11 | 33 | 15 | 118 | 55 |
| Feb | 155,036 | 128 | 83 | 19 | 12 | 31 | 20 | 44 | 28 | 69 | 45 |
| Mar | 184,742 | 106 | 57 | 11 | 6 | 49 | 27 | 32 | 17 | 73 | 40 |
| Apr | 228,159 | 141 | 62 | 11 | 5 | 20 | 9 | 32 | 14 | 81 | 36 |
| May | 216,351 | 114 | 53 | 10 | 5 | 37 | 17 | 31 | 14 | 63 | 29 |
| Jun | 239,712 | 109 | 45 | 14 | 6 | 40 | 17 | 34 | 14 | 64 | 27 |
| Jul | 216,557 | 117 | 54 | 10 | 5 | 32 | 15 | 33 | 15 | 54 | 25 |
| Aug | 222,217 | 124 | 56 | 18 | 8 | 37 | 17 | 46 | 21 | 56 | 25 |
| Sep | 215,294 | 104 | 48 | 15 | 7 | 38 | 18 | 32 | 15 | 79 | 37 |
| Oct | 229,819 | 106 | 46 | 4 | 2 | 19 | 8 | 27 | 12 | 55 | 24 |
| Nov | 175,859 | 79 | 45 | 12 | 7 | 15 | 9 | 26 | 15 | 58 | 33 |
| Dec | 164,436 | 75 | 46 | 9 | 5 | 18 | 11 | 18 | 11 | 52 | 32 |
| 1947 | | | | | | | | | | | |
| Jan | 166,380 | 74 | 44 | 11 | 7 | 30 | 18 | 22 | 13 | 51 | 31 |
| Feb | 160,785 | 64 | 40 | 6 | 4 | 15 | 9 | 24 | 15 | 49 | 30 |
| Mar | 183,711 | 87 | 47 | 10 | 5 | 12 | 7 | 26 | 14 | 49 | 27 |
| Apr | 197,753 | 81 | 41 | 14 | 7 | 30 | 15 | 22 | 11 | 52 | 26 |
| May | 220,223 | 86 | 39 | 10 | 5 | 31 | 14 | 24 | 11 | 49 | 22 |
| Jun | 221,986 | 71 | 32 | 8 | 4 | 26 | 12 | 18 | 8 | 47 | 21 |
| Jul | 217,763 | 74 | 34 | 11 | 5 | 26 | 12 | 27 | 12 | 41 | 19 |
| Aug | 208,431 | 81 | 39 | 9 | 4 | 18 | 9 | 22 | 11 | 36 | 17 |
| Sep | 216,347 | 76 | 35 | 10 | 5 | 24 | 11 | 25 | 12 | 47 | 22 |
| Oct | 216,536 | 62 | 29 | 6 | 3 | 12 | 6 | 13 | 6 | 27 | 12 |
| Nov | 183,409 | 55 | 30 | 7 | 4 | 18 | 10 | 34 | 19 | 24 | 13 |
| Dec | 175,884 | 62 | 35 | 6 | 3 | 37 | 21 | 18 | 10 | 30 | 17 |

a/ Not available

Table 13P.--AIRCRAFT ACCIDENTS IN CONTINENTAL US--NUMBER AND RATE: DEC 1941; QUARTERLY, 1942 THROUGH DEC 1945: MONTHLY 1946 AND 1947: OVERSEAS, JAN THROUGH DEC 1947--WORLDWIDE JAN THROUGH DEC 1947.--CONTINUED

| Year and Quarter or month | Flying Hours | Major Accidents | | Fatal Accidents | | Fatalities | | Aircraft Wrecked | | Minor Accidents | |
|------------------------------------|-------------------------|-----------------|------|-----------------|------|------------|------|------------------|------|-----------------|------|
| | | Number | Rate | Number | Rate | Number | Rate | Number | Rate | Number | Rate |
| Overseas (In actual flying hours) | | | | | | | | | | | |
| Total . . . | 1,054,993 ^{b/} | 591 | 56 | 78 | 7 | 226 | 21 | 227 | 22 | 174 | 16 |
| <u>Monthly</u> | | | | | | | | | | | |
| 1947 | | | | | | | | | | | |
| Jan . . . | 78,182 | 56 | 72 | 9 | 12 | 12 | 15 | 23 | 29 | 21 | 27 |
| Feb . . . | 76,713 | 57 | 74 | 8 | 10 | 10 | 13 | 21 | 27 | 17 | 22 |
| Mar . . . | 91,790 | 61 | 66 | 4 | 4 | 9 | 10 | 22 | 24 | 21 | 23 |
| Apr . . . | 102,435 | 81 | 79 | 6 | 6 | 7 | 7 | 24 | 23 | 20 | 20 |
| May ^{b/} . . . | 114,567 | 55 | 48 | 10 | 9 | 61 | 53 | 25 | 22 | 17 | 15 |
| Jun . . . | 91,423 | 31 | 34 | 4 | 4 | 13 | 14 | 13 | 14 | 12 | 13 |
| Jul . . . | 94,181 | 53 | 56 | 8 | 8 | 12 | 13 | 20 | 21 | 16 | 17 |
| Aug . . . | 96,943 | 49 | 51 | 8 | 8 | 26 | 27 | 21 | 22 | 11 | 11 |
| Sep ^{b/} . . . | 87,385 | 37 | 42 | 3 | 3 | 16 | 18 | 14 | 16 | 6 | 7 |
| Oct ^{b/} . . . | 85,924 | 38 | 44 | 7 | 8 | 13 | 15 | 14 | 16 | 10 | 12 |
| Nov . . . | 68,605 | 26 | 38 | 3 | 4 | 5 | 7 | 9 | 13 | 12 | 17 |
| Dec . . . | 66,845 | 47 | 70 | 8 | 12 | 42 | 63 | 21 | 31 | 11 | 16 |
| Worldwide (In actual flying hours) | | | | | | | | | | | |
| Total . . . | 3,424,201 | 1,464 | 43 | 186 | 5 | 505 | 15 | 502 | 15 | 676 | 20 |
| <u>Monthly</u> | | | | | | | | | | | |
| 1947 | | | | | | | | | | | |
| Jan . . . | 244,562 | 130 | 53 | 20 | 8 | 42 | 17 | 45 | 18 | 72 | 29 |
| Feb . . . | 237,498 | 121 | 51 | 14 | 6 | 25 | 11 | 45 | 19 | 66 | 28 |
| Mar . . . | 275,501 | 148 | 54 | 14 | 5 | 21 | 8 | 48 | 17 | 70 | 25 |
| Apr . . . | 300,188 | 162 | 54 | 20 | 7 | 37 | 12 | 46 | 15 | 72 | 24 |
| May . . . | 334,790 | 141 | 42 | 20 | 6 | 92 | 27 | 49 | 15 | 66 | 20 |
| Jun . . . | 313,409 | 102 | 33 | 12 | 4 | 39 | 12 | 31 | 10 | 59 | 19 |
| Jul . . . | 311,944 | 127 | 41 | 19 | 6 | 38 | 12 | 47 | 15 | 57 | 18 |
| Aug . . . | 305,374 | 130 | 43 | 17 | 6 | 44 | 14 | 43 | 14 | 47 | 15 |
| Sep . . . | 303,732 | 113 | 37 | 13 | 4 | 40 | 13 | 39 | 13 | 53 | 17 |
| Oct . . . | 302,460 | 100 | 33 | 13 | 4 | 25 | 8 | 27 | 9 | 37 | 12 |
| Nov . . . | 252,014 | 81 | 32 | 10 | 4 | 23 | 9 | 43 | 17 | 36 | 14 |
| Dec . . . | 242,729 | 109 | 45 | 14 | 6 | 79 | 33 | 39 | 16 | 41 | 17 |

^{b/} Does not include miscellaneous accidents for which flying hours are not available.

Source: Office of the Air Inspector, Flying Safety Division, 1941 through 1946; Material Statistics Division, Director of Statistical Services, Comptroller, USAF, 1947.

Table 139.-- ATC TOTAL TRANSPORT OPERATIONS: QUARTERLY, 3RD QUARTER 1942 TO 1945; MONTHLY 1946 AND 1947

| Year and month | Number of Passengers | Tons Carried | | | | Millions of Ton Miles | Millions of Passenger Miles | Millions of Transport Miles | Thousands of Hours Flown |
|------------------|----------------------|----------------------|---------------------|---------------------|----------------------|-----------------------|-----------------------------|-----------------------------|--------------------------|
| | | Total | Passengers | Mail | Cargo | | | | |
| Total | 4,788,507 | 1,965,702 | 511,790 | 140,432 | 1,313,480 | 3,037.0 | 10,110.0 | 1,172.1 | 7,024.3 |
| Annually | | | | | | | | | |
| 1942 (Jul-Dec) | 84,957 ^a | 41,840 ^a | 9,280 ^a | 2,470 ^a | 30,090 ^a | 64.4 | 157.7 | 31.3 | 192.2 |
| 1943 | 473,160 ^a | 209,580 ^a | 51,810 ^a | 13,290 ^a | 144,480 ^a | 320.4 | 883.5 | 128.7 | 775.6 |
| 1944 | 1,256,714 | 575,624 | 136,072 | 41,478 | 398,074 | 857.5 | 2,439.7 | 340.7 | 2,053.7 |
| 1945 | 2,383,232 | 998,820 | 251,981 | 65,150 | 681,689 | 1,460.5 | 5,048.4 | 561.2 | 3,350.1 |
| 1946 | 396,534 | 73,373 | 41,965 | 11,558 | 19,850 | 203.1 | 1,077.0 | 69.5 | 413.9 |
| 1947 | 193,910 | 66,465 | 20,682 | 6,486 | 39,297 | 131.1 | 503.7 | 40.7 | 238.8 |
| Quarterly | | | | | | | | | |
| 1942 | | | | | | | | | |
| 3rd Qtr. . . | 27,770 ^a | 14,880 ^a | 3,020 ^a | 850 ^a | 11,010 ^a | 23.0 | 51.0 | 13.7 | 84.5 |
| 4th Qtr. . . | 57,187 ^a | 26,960 ^a | 6,260 ^a | 1,620 ^a | 19,080 ^a | 41.4 | 106.7 | 17.6 | 107.7 |
| 1943 | | | | | | | | | |
| 1st Qtr. . . | 73,400 ^a | 35,480 ^a | 8,030 ^a | 2,210 ^a | 25,240 ^a | 54.4 | 136.8 | 22.7 | 138.6 |
| 2nd Qtr. . . | 112,450 ^a | 49,510 ^a | 12,320 ^a | 2,990 ^a | 34,200 ^a | 75.9 | 210.3 | 29.0 | 175.2 |
| 3rd Qtr. . . | 135,480 ^a | 60,590 ^a | 14,850 ^a | 3,790 ^a | 41,950 ^a | 92.7 | 253.7 | 35.4 | 212.2 |
| 4th Qtr. . . | 151,830 ^a | 64,000 ^a | 16,610 ^a | 4,300 ^a | 43,090 ^a | 97.4 | 282.7 | 41.6 | 249.6 |
| 1944 | | | | | | | | | |
| 1st Qtr. . . | 162,012 | 84,509 | 18,022 | 5,385 | 61,102 | 130.5 | 351.2 | 53.2 | 317.7 |
| 2nd Qtr. . . | 252,380 | 110,541 | 27,423 | 8,431 | 74,687 | 166.6 | 468.5 | 66.9 | 405.6 |
| 3rd Qtr. . . | 373,150 | 168,860 | 40,466 | 11,199 | 117,195 | 251.1 | 714.1 | 101.4 | 608.1 |
| 4th Qtr. . . | 469,172 | 211,714 | 50,161 | 16,463 | 145,090 | 309.3 | 905.9 | 119.2 | 722.3 |
| 1945 | | | | | | | | | |
| 1st Qtr. . . | 490,684 | 274,679 | 52,892 | 17,864 | 203,923 | 350.6 | 965.1 | 136.0 | 844.9 |
| 2nd Qtr. . . | 678,174 | 327,308 | 70,245 | 19,695 | 237,368 | 439.6 | 1,276.8 | 166.1 | 1,002.9 |
| 3rd qtr. . . | 795,712 | 314,554 | 83,248 | 17,966 | 213,340 | 478.2 | 1,799.2 | 186.3 | 1,084.0 |
| 4th Qtr. . . | 418,662 | 82,279 | 45,596 | 9,625 | 27,058 | 192.1 | 1,007.3 | 72.8 | 418.3 |
| Monthly | | | | | | | | | |
| 1946 | | | | | | | | | |
| Jan. | 78,826 | 11,786 | 8,300 | 1,351 | 2,135 | 34.7 | 240.5 | 12.9 | 75.1 |
| Feb. | 45,972 | 7,394 | 4,861 | 859 | 1,674 | 20.0 | 140.9 | 7.0 | 43.5 |
| Mar. | 34,830 | 6,112 | 3,686 | 900 | 1,526 | 18.0 | 106.6 | 5.7 | 34.4 |
| Apr. | 31,654 | 6,708 | 3,458 | 1,577 | 1,673 | 16.6 | 68.9 | 5.4 | 32.3 |
| May. | 30,703 | 6,253 | 3,276 | 1,286 | 1,691 | 16.6 | 72.8 | 6.1 | 36.5 |
| Jun. | 27,867 | 5,385 | 2,980 | 771 | 1,634 | 15.9 | 77.0 | 5.5 | 32.9 |
| Jul. | 36,491 | 6,968 | 3,819 | 1,075 | 2,074 | 14.9 | 68.2 | 5.2 | 31.0 |
| Aug. | 30,353 | 5,467 | 3,172 | 597 | 1,698 | 15.4 | 76.3 | 5.1 | 30.4 |
| Sep. | 26,369 | 5,115 | 2,748 | 781 | 1,586 | 14.0 | 67.7 | 4.4 | 26.0 |
| Oct. | 20,438 | 4,635 | 2,178 | 836 | 1,621 | 13.7 | 61.0 | 4.8 | 28.1 |
| Nov. | 16,436 | 3,831 | 1,736 | 761 | 1,334 | 11.8 | 52.2 | 3.8 | 22.3 |
| Dec. | 16,595 | 3,719 | 1,751 | 764 | 1,204 | 11.5 | 44.9 | 3.6 | 21.4 |
| 1947 | | | | | | | | | |
| Jan. | 15,879 | 3,613 | 1,697 | 665 | 1,251 | 8.4 | 34.1 | 3.5 | 20.5 |
| Feb. | 14,039 | 3,834 | 1,504 | 577 | 1,753 | 8.4 | 35.5 | 3.2 | 18.9 |
| Mar. | 14,272 | 3,803 | 1,507 | 515 | 1,781 | 9.5 | 37.8 | 3.4 | 20.1 |
| Apr. | 12,211 | 3,389 | 1,315 | 488 | 1,586 | 9.9 | 42.8 | 3.2 | 18.9 |
| May. | 16,084 | 5,761 | 1,892 | 552 | 3,317 | 12.0 | 43.8 | 4.0 | 23.1 |
| Jun. | 15,009 | 5,302 | 1,600 | 545 | 3,157 | 9.8 | 37.6 | 3.4 | 20.0 |
| Jul. | 17,078 | 6,386 | 1,789 | 537 | 4,060 | 11.8 | 45.6 | 3.4 | 20.0 |
| Aug. | 16,881 | 6,221 | 1,775 | 501 | 3,945 | 11.4 | 43.6 | 3.5 | 20.3 |
| Sep. | 19,576 ^a | 6,872 ^a | 2,058 ^a | 479 ^a | 4,335 ^a | 12.2 | 50.0 | 3.3 | 19.5 |
| Oct. | 19,550 ^a | 7,810 ^a | 2,052 ^a | 592 ^a | 5,166 ^a | 13.9 | 49.6 | 3.5 | 20.7 |
| Nov. | 17,315 ^a | 6,640 ^a | 1,822 ^a | 494 ^a | 4,324 ^a | 11.8 | 44.2 | 3.3 | 19.0 |
| Dec. | 16,016 ^a | 6,834 ^a | 1,671 ^a | 541 ^a | 4,622 ^a | 12.0 | 39.2 | 3.0 | 17.8 |

^a/ Estimated from related data.

Source: Air Transport Command

Table 140.— ATC DOMESTIC TRANSPORT OPERATIONS: QUARTERLY, 3RD QUARTER 1942 TO 1945; MONTHLY, 1946 AND 1947

| Year and Month | Number of Passengers | Tons Carried | | | | Millions of Ton Miles | Millions of Passenger Miles | Millions of Transport Miles | Thousands of Hours Flown |
|------------------|----------------------|---------------------|--------------------|------------------|---------------------|-----------------------|-----------------------------|-----------------------------|--------------------------|
| | | Total | Passengers | Mail | Cargo | | | | |
| Total | 752,673 | 192,069 | 74,482 | 483 | 117,104 | 308.8 | 1,494.7 | 167.5 | 1,078.4 |
| Annually | | | | | | | | | |
| 1942 (Jul-Dec) | 6,500 _a | 8,790 _a | 650 _a | 30 _a | 8,110 _a | 14.5 | 9.7 | 9.6 | 60.3 |
| 1943 | 24,000 _a | 28,120 _a | 2,400 _a | 100 _a | 25,620 _a | 46.4 | 35.9 | 24.6 | 157.9 |
| 1944 | 104,905 | 40,112 | 10,490 | 79 | 29,543 | 69.0 | 253.8 | 45.6 | 297.7 |
| 1945 | 405,446 | 64,538 | 39,779 | 47 | 24,712 | 103.2 | 704.5 | 56.2 | 364.2 |
| 1946 | 155,664 | 20,840 | 15,556 | 11 | 5,273 | 47.9 | 407.2 | 20.7 | 131.9 |
| 1947 | 56,158 | 29,669 | 5,607 | 216 | 23,846 | 27.8 | 83.6 | 10.8 | 66.4 |
| Quarterly | | | | | | | | | |
| 1942 | | | | | | | | | |
| 3rd Qtr. . . | 3,600 _a | 3,820 _a | 360 _a | 10 _a | 3,450 _a | 6.3 | 5.4 | 4.7 | 29.7 |
| 4th Qtr. . . | 2,900 _a | 4,970 _a | 290 _a | 20 _a | 4,660 _a | 8.2 | 4.3 | 4.9 | 30.6 |
| 1943 | | | | | | | | | |
| 1st Qtr. . . | 4,300 _a | 5,940 _a | 430 _a | 20 _a | 5,490 _a | 9.8 | 6.4 | 5.0 | 31.5 |
| 2nd Qtr. . . | 4,930 _a | 8,060 _a | 490 _a | 30 _a | 7,540 _a | 13.3 | 7.4 | 5.7 | 36.8 |
| 3rd Qtr. . . | 5,070 _a | 8,600 _a | 510 _a | 30 _a | 8,060 _a | 14.2 | 7.6 | 6.7 | 44.4 |
| 4th Qtr. . . | 9,700 _a | 5,520 _a | 970 _a | 20 _a | 4,530 _a | 9.1 | 14.5 | 7.2 | 45.2 |
| 1944 | | | | | | | | | |
| 1st Qtr. . . | 12,300 | 7,705 | 1,231 | 23 | 6,451 | 11.7 | 25.9 | 8.7 | 56.0 |
| 2nd Qtr. . . | 22,076 | 9,285 | 2,208 | 25 | 7,052 | 16.3 | 56.9 | 11.1 | 73.8 |
| 3rd Qtr. . . | 29,206 | 11,530 | 2,920 | 15 | 8,595 | 21.7 | 84.9 | 14.4 | 92.1 |
| 4th Qtr. . . | 41,323 | 11,592 | 4,131 | 16 | 7,445 | 19.3 | 86.1 | 11.7 | 75.8 |
| 1945 | | | | | | | | | |
| 1st Qtr. . . | 58,691 | 13,846 | 5,869 | 13 | 7,964 | 18.6 | 79.8 | 11.3 | 73.7 |
| 2nd Qtr. . . | 82,460 | 17,501 | 8,246 | 16 | 9,239 | 22.1 | 102.5 | 13.0 | 83.7 |
| 3rd Qtr. . . | 132,849 | 18,517 | 12,520 | 15 | 5,982 | 26.2 | 178.3 | 15.6 | 99.4 |
| 4th Qtr. . . | 131,446 | 14,674 | 13,144 | 3 | 1,527 | 36.3 | 343.9 | 16.3 | 107.4 |
| Monthly | | | | | | | | | |
| 1946 | | | | | | | | | |
| Jan. | 42,713 | 4,635 | 4,271 | - | 364 | 16.1 | 158.1 | 5.6 | 35.5 |
| Feb. | 20,466 | 2,360 | 2,047 | - | 313 | 9.7 | 93.5 | 3.8 | 24.3 |
| Mar. | 14,568 | 1,850 | 1,457 | - | 393 | 5.9 | 53.9 | 1.6 | 10.6 |
| Apr. | 6,923 | 1,133 | 692 | - | 441 | 1.5 | 10.4 | 1.1 | 7.2 |
| May. | 9,685 | 1,438 | 968 | - | 470 | 1.7 | 11.9 | 1.6 | 10.3 |
| Jun. | 11,707 | 1,887 | 1,171 | - | 716 | 1.9 | 13.5 | 1.3 | 8.2 |
| Jul. | 12,851 | 1,875 | 1,285 | - | 590 | 2.4 | 15.1 | 1.5 | 9.6 |
| Aug. | 13,283 | 1,890 | 1,328 | - | 562 | 3.5 | 19.9 | 1.2 | 7.6 |
| Sep. | 11,504 | 1,610 | 1,150 | - | 460 | 2.5 | 16.2 | .8 | 5.1 |
| Oct. | 5,162 | 877 | 516 | - | 361 | 1.4 | 7.6 | .9 | 5.3 |
| Nov. | 2,488 | 553 | 240 | 5 | 308 | .7 | 3.5 | .8 | 4.9 |
| Dec. | 4,314 | 732 | 431 | 6 | 295 | .6 | 3.6 | .5 | 3.3 |
| 1947 | | | | | | | | | |
| Jan. | 3,970 | 739 | 403 | 6 | 330 | .9 | 5.1 | .7 | 4.3 |
| Feb. | 3,806 | 920 | 386 | 9 | 525 | 1.0 | 6.7 | .7 | 4.4 |
| Mar. | 4,008 | 978 | 398 | 15 | 565 | 1.4 | 7.7 | .6 | 3.7 |
| Apr. | 1,972 | 662 | 197 | 12 | 453 | .9 | 6.1 | .5 | 3.4 |
| May. | 4,184 | 2,527 | 536 | 19 | 1,972 | 2.0 | 7.3 | 1.0 | 6.0 |
| Jun. | 3,980 | 2,433 | 400 | 16 | 2,017 | 1.6 | 5.5 | 1.1 | 6.5 |
| Jul. | 4,497 | 3,093 | 446 | 16 | 2,631 | 3.1 | 8.2 | .9 | 5.5 |
| Aug. | 5,225 | 3,131 | 513 | 20 | 2,598 | 2.9 | 6.5 | 1.2 | 7.0 |
| Sep. | 6,350 _a | 3,672 _a | 603 _a | 25 _a | 3,044 _a | 3.4 | 7.9 | 1.0 | 6.4 |
| Oct. | 6,510 _a | 4,210 _a | 618 _a | 25 _a | 3,563 _a | 3.9 | 8.1 | 1.1 | 7.0 |
| Nov. | 5,600 _a | 3,550 _a | 532 _a | 24 _a | 2,994 _a | 3.2 | 7.0 | 1.0 | 6.1 |
| Dec. | 6,056 _a | 3,754 _a | 575 _a | 25 _a | 3,154 _a | 3.5 | 7.5 | 1.0 | 6.1 |

a/ Estimated from related data.

Source: Air Transport Command.

Table 141.-- ATC INTERNATIONAL TRANSPORT OPERATIONS: QUARTERLY, 3RD QUARTER 1942 TO 1945; MONTHLY, 1946 AND 1947

| Year and Month | Number of Passengers | Tons Carried | | | | Millions of Ton Miles | Millions of Passenger Miles | Millions of Transport Miles | Thousands of Hours Flown |
|------------------|----------------------|----------------------|---------------------|---------------------|----------------------|-----------------------|-----------------------------|-----------------------------|--------------------------|
| | | Total | Passengers | Mail | Cargo | | | | |
| Total | 4,035,834 | 1,773,633 | 437,308 | 139,949 | 1,196,376 | 2,728.2 | 8,615.3 | 1,004.6 | 5,945.9 |
| Annually | | | | | | | | | |
| 1942 (Jul-Dec) | 78,457 ^a | 33,050 ^a | 8,630 ^a | 2,440 ^a | 21,980 ^a | 49.9 | 148.0 | 21.7 | 131.9 |
| 1943 | 449,160 ^a | 181,460 ^a | 49,410 ^a | 13,190 ^a | 118,860 ^a | 274.0 | 847.6 | 104.1 | 617.7 |
| 1944 | 1,151,809 | 535,512 | 125,582 | 41,399 | 368,531 | 788.5 | 2,185.9 | 295.1 | 1,756.0 |
| 1945 | 1,977,786 | 934,282 | 212,202 | 65,103 | 656,977 | 1,357.3 | 4,343.9 | 505.0 | 2,985.9 |
| 1946 | 240,870 | 52,533 | 26,409 | 11,547 | 14,577 | 155.2 | 669.8 | 48.8 | 282.0 |
| 1947 | 137,752 | 36,796 | 15,075 | 6,270 | 15,451 | 103.3 | 420.1 | 29.9 | 172.4 |
| Quarterly | | | | | | | | | |
| 1942 | | | | | | | | | |
| 3rd Qtr. . . | 24,170 ^a | 11,060 ^a | 2,660 ^a | 840 ^a | 7,560 ^a | 16.7 | 45.6 | 9.0 | 54.8 |
| 4th Qtr. . . | 54,287 ^a | 21,990 ^a | 5,970 ^a | 1,600 ^a | 14,420 ^a | 33.2 | 102.4 | 12.7 | 77.1 |
| 1943 | | | | | | | | | |
| 1st Qtr. . . | 69,100 ^a | 29,540 ^a | 7,600 ^a | 2,190 ^a | 19,750 ^a | 44.6 | 130.4 | 17.7 | 107.1 |
| 2nd Qtr. . . | 107,520 ^a | 41,450 ^a | 11,830 ^a | 2,960 ^a | 26,660 ^a | 62.6 | 202.9 | 23.3 | 138.4 |
| 3rd Qtr. . . | 130,410 ^a | 51,990 ^a | 14,340 ^a | 3,760 ^a | 33,890 ^a | 78.5 | 246.1 | 28.7 | 167.8 |
| 4th Qtr. . . | 142,130 ^a | 58,480 ^a | 15,640 ^a | 4,280 ^a | 38,560 ^a | 88.3 | 268.2 | 34.4 | 204.4 |
| 1944 | | | | | | | | | |
| 1st Qtr. . . | 149,712 | 76,804 | 16,791 | 5,362 | 54,651 | 118.8 | 325.3 | 44.5 | 261.7 |
| 2nd Qtr. . . | 230,304 | 101,256 | 25,215 | 8,406 | 67,635 | 150.3 | 411.6 | 55.8 | 331.8 |
| 3rd Qtr. . . | 343,944 | 157,330 | 37,546 | 11,184 | 108,600 | 229.4 | 629.2 | 87.3 | 516.0 |
| 4th Qtr. . . | 427,849 | 200,122 | 46,030 | 16,447 | 137,645 | 290.0 | 819.8 | 107.5 | 646.5 |
| 1945 | | | | | | | | | |
| 1st Qtr. . . | 431,993 | 260,833 | 47,023 | 17,851 | 195,959 | 332.0 | 885.3 | 124.7 | 771.2 |
| 2nd Qtr. . . | 595,714 | 309,807 | 61,999 | 19,679 | 228,129 | 417.5 | 1,174.3 | 153.1 | 919.2 |
| 3rd Qtr. . . | 662,863 | 296,037 | 70,728 | 17,951 | 207,358 | 452.0 | 1,620.9 | 170.7 | 984.6 |
| 4th Qtr. . . | 287,216 | 67,605 | 32,452 | 9,622 | 25,531 | 155.8 | 663.4 | 56.5 | 310.9 |
| Monthly | | | | | | | | | |
| 1946 | | | | | | | | | |
| Jan. . . . | 36,113 | 7,151 | 4,029 | 1,351 | 1,771 | 18.6 | 82.4 | 7.3 | 39.6 |
| Feb. . . . | 25,506 | 5,034 | 2,814 | 859 | 1,361 | 10.3 | 47.4 | 3.2 | 19.2 |
| Mar. . . . | 20,262 | 4,262 | 2,229 | 900 | 1,133 | 12.1 | 52.7 | 4.1 | 23.8 |
| Apr. . . . | 24,731 | 5,575 | 2,766 | 1,577 | 1,232 | 15.1 | 58.5 | 4.3 | 25.1 |
| May. . . . | 21,018 | 4,815 | 2,308 | 1,286 | 1,221 | 14.9 | 60.9 | 4.5 | 26.2 |
| Jun. . . . | 16,160 | 3,498 | 1,809 | 771 | 918 | 14.0 | 63.5 | 4.2 | 24.7 |
| Jul. . . . | 23,640 | 5,093 | 2,534 | 1,075 | 1,484 | 12.5 | 53.1 | 3.7 | 21.4 |
| Aug. . . . | 17,070 | 3,577 | 1,844 | 597 | 1,136 | 11.9 | 56.4 | 3.9 | 22.8 |
| Sep. . . . | 14,865 | 3,505 | 1,598 | 781 | 1,126 | 11.5 | 51.5 | 3.6 | 20.9 |
| Oct. . . . | 15,276 | 3,758 | 1,662 | 836 | 1,260 | 12.3 | 53.4 | 3.9 | 22.8 |
| Nov. . . . | 13,948 | 3,278 | 1,496 | 756 | 1,026 | 11.1 | 48.7 | 3.0 | 17.4 |
| Dec. . . . | 12,281 | 2,987 | 1,320 | 758 | 909 | 10.9 | 41.3 | 3.1 | 18.1 |
| 1947 | | | | | | | | | |
| Jan. . . . | 11,909 | 2,874 | 1,294 | 659 | 921 | 7.5 | 29.0 | 2.8 | 16.2 |
| Feb. . . . | 10,233 | 2,914 | 1,118 | 568 | 1,228 | 7.4 | 28.8 | 2.5 | 14.5 |
| Mar. . . . | 10,264 | 2,825 | 1,109 | 500 | 1,216 | 8.1 | 30.1 | 2.8 | 16.4 |
| Apr. . . . | 10,239 | 2,727 | 1,118 | 476 | 1,133 | 9.0 | 36.7 | 2.7 | 15.5 |
| May. . . . | 11,900 | 3,234 | 1,356 | 533 | 1,345 | 10.0 | 36.5 | 3.0 | 17.1 |
| Jun. . . . | 11,029 | 2,869 | 1,200 | 529 | 1,140 | 8.2 | 32.1 | 2.3 | 13.5 |
| Jul. . . . | 12,581 | 3,293 | 1,343 | 521 | 1,429 | 8.7 | 37.4 | 2.5 | 14.5 |
| Aug. . . . | 11,656 | 3,090 | 1,262 | 481 | 1,347 | 8.5 | 37.1 | 2.3 | 13.3 |
| Sep. . . . | 13,226 ^a | 3,200 ^a | 1,455 ^a | 454 ^a | 1,291 ^a | 8.8 | 42.1 | 2.3 | 13.1 |
| Oct. . . . | 13,040 ^a | 3,600 ^a | 1,434 ^a | 563 ^a | 1,603 ^a | 10.0 | 41.5 | 2.4 | 13.7 |
| Nov. . . . | 11,715 ^a | 3,090 ^a | 1,290 ^a | 470 ^a | 1,330 ^a | 8.6 | 37.2 | 2.3 | 12.9 |
| Dec. . . . | 9,960 ^a | 3,080 ^a | 1,096 ^a | 516 ^a | 1,468 ^a | 8.5 | 31.7 | 2.0 | 11.7 |

^a/ Estimated from related data.

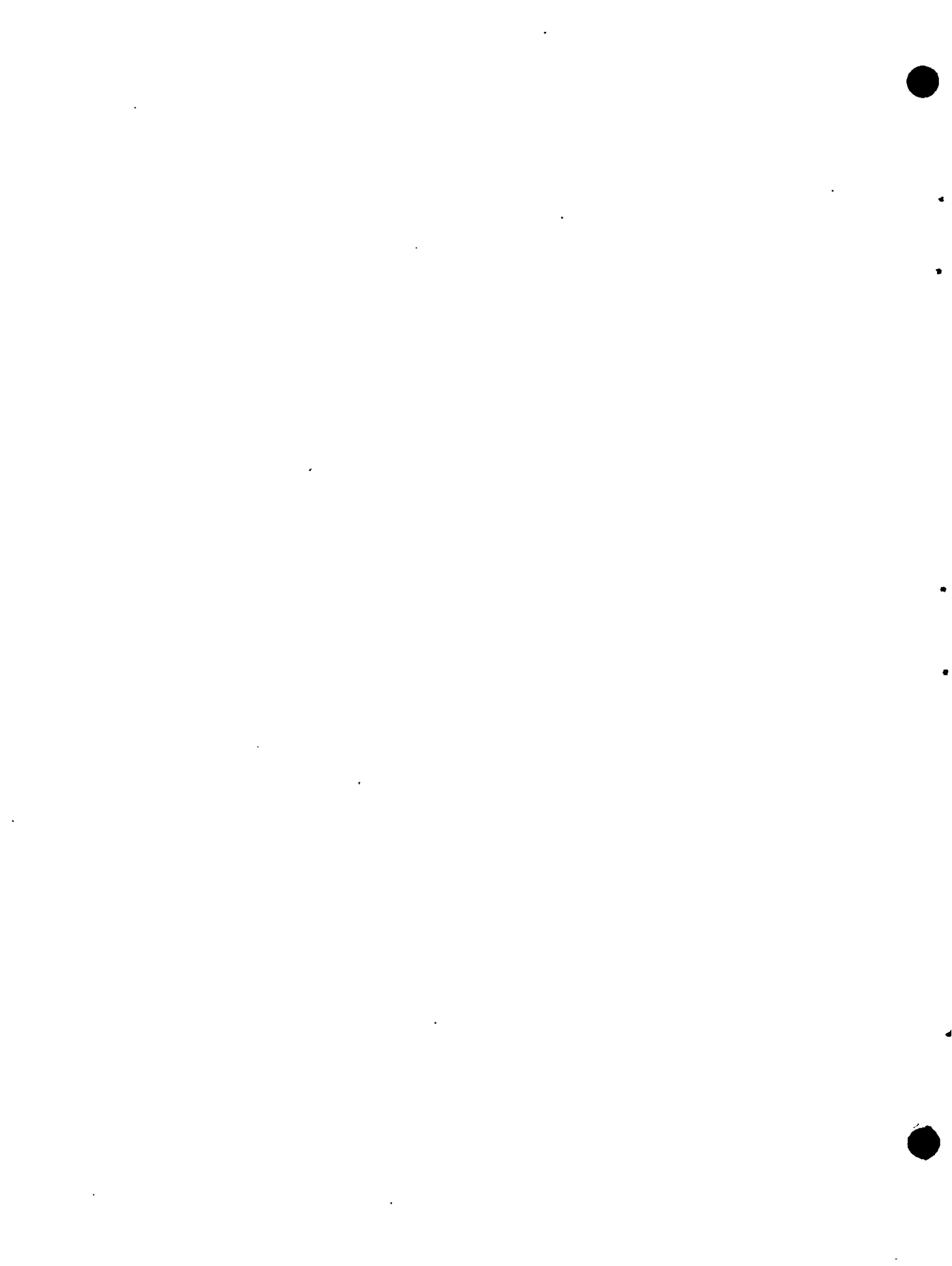
Source: Air Transport Command

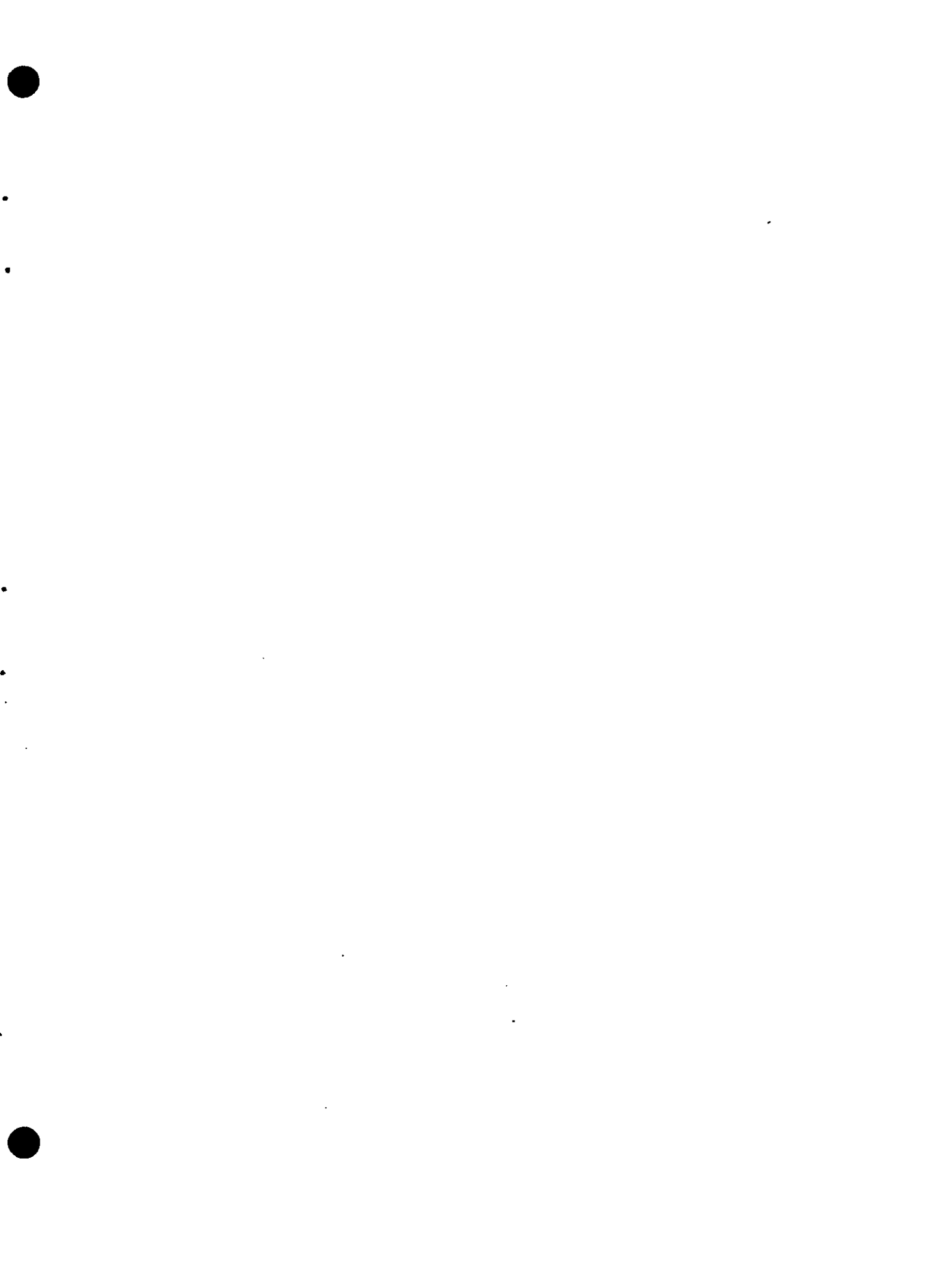
Table 142.-- MEDICAL AIR EVACUATION OPERATIONS OF AIR TRANSPORT COMMAND: JAN 1943 TO DEC 1947

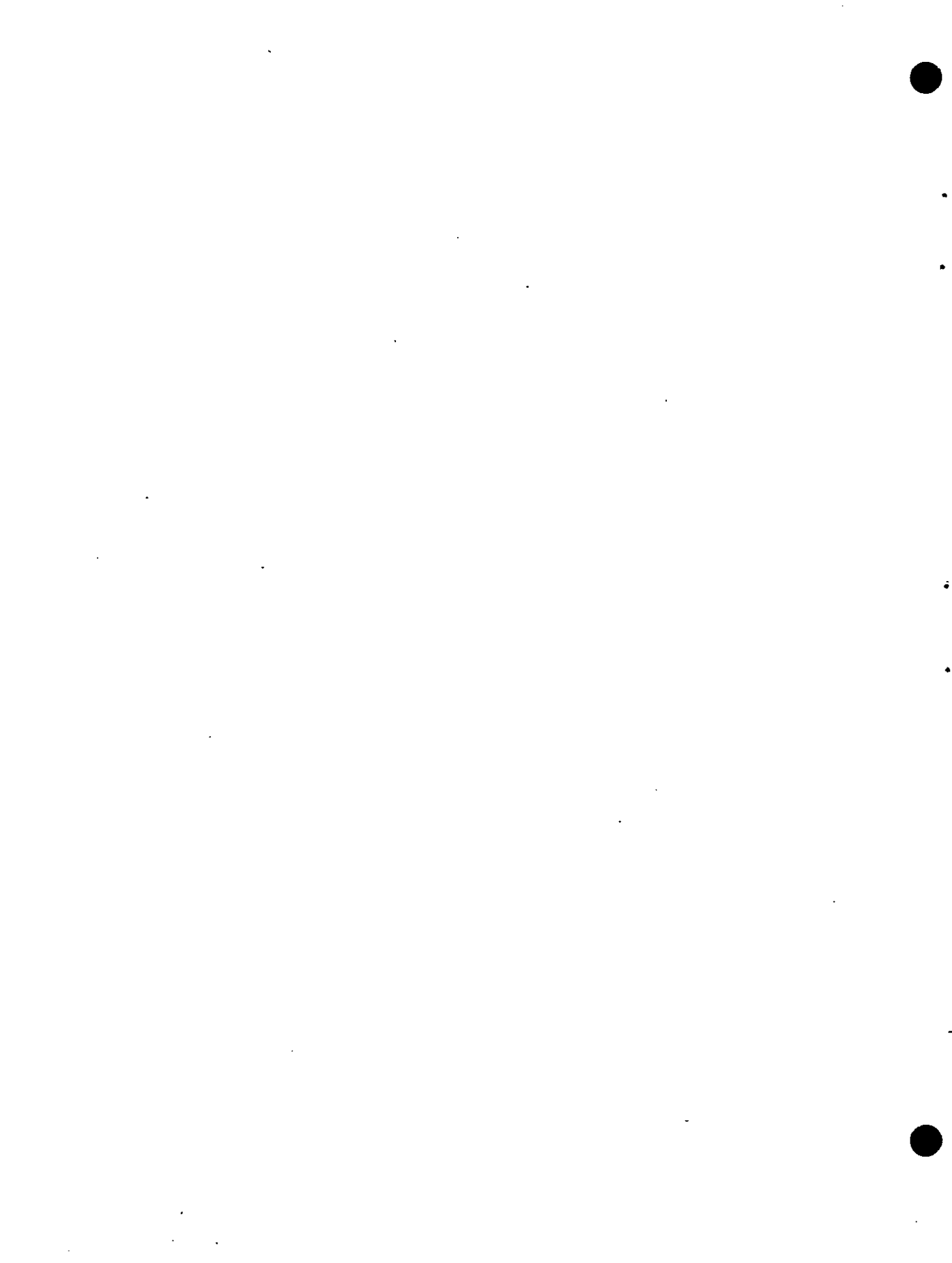
| Year and month | Number of Patients Evacuated | | | | | Millions of Patient Miles Flown | | | Average Miles per Patient | | |
|-----------------|------------------------------|----------|---------------|--------------------|---------------|---------------------------------|----------|---------------------|---------------------------|----------|---------|
| | Total | Domestic | Total Foreign | Foreign to Foreign | Foreign to US | Total | Domestic | Foreign | Total | Domestic | Foreign |
| Total . . . | 375,079 | 138,873 | 236,206 | 103,315 | 132,891 | 1,062.5 ^{a/} | 180.1 | 882.4 ^{a/} | 2,833 | 1,297 | 1,736 |
| <u>Annually</u> | | | | | | | | | | | |
| 1943 | 8,767 | - | 8,767 | 5,507 | 3,260 | 26.1 ^{a/} | - | 26.1 ^{a/} | 2,977 | - | 2,977 |
| 1944 | 117,151 | 38,320 | 78,831 | 47,060 | 31,771 | 287.5 ^{a/} | 52.8 | 234.7 ^{a/} | 2,454 | 1,377 | 2,977 |
| 1945 | 212,819 | 76,230 | 136,589 | 50,182 | 86,407 | 652.4 | 99.6 | 552.8 | 3,066 | 1,307 | 4,047 |
| 1946 | 12,075 | 6,001 | 6,074 | 384 | 5,690 | 43.2 | 9.1 | 34.1 | 3,582 | 1,515 | 5,524 |
| 1947 | 24,267 | 18,322 | 5,945 | 182 | 5,763 | 53.3 | 18.6 | 34.7 | 2,195 | 1,013 | 5,836 |
| <u>Monthly</u> | | | | | | | | | | | |
| 1946 | | | | | | | | | | | |
| Jan | 1,981 | 709 | 1,272 | 177 | 1,095 | 8.2 | 1.0 | 7.2 | 4,120 | 1,351 | 5,663 |
| Feb | 966 | 324 | 642 | 68 | 574 | 3.9 | .6 | 3.3 | 4,068 | 1,821 | 5,202 |
| Mar | 746 | 415 | 331 | 14 | 317 | 2.6 | .9 | 1.7 | 3,527 | 2,120 | 5,290 |
| Apr | 653 | 282 | 371 | 11 | 360 | 2.6 | .5 | 2.0 | 4,042 | 1,964 | 5,622 |
| May | 1,034 | 502 | 532 | 22 | 510 | 4.0 | .9 | 3.2 | 3,910 | 1,753 | 5,945 |
| Jun | 1,372 | 846 | 526 | 23 | 503 | 4.5 | 1.0 | 3.4 | 3,257 | 1,208 | 6,553 |
| Jul | 996 | 682 | 314 | 4 | 310 | 2.8 | 1.1 | 1.7 | 2,821 | 1,675 | 5,310 |
| Aug | 644 | 407 | 437 | 5 | 432 | 3.1 | .7 | 2.4 | 3,640 | 1,754 | 5,397 |
| Sep | 861 | 469 | 392 | 15 | 377 | 3.0 | .8 | 2.2 | 3,525 | 1,775 | 5,618 |
| Oct | 732 | 346 | 386 | 16 | 370 | 2.8 | .6 | 2.3 | 3,870 | 1,663 | 5,847 |
| Nov | 613 | 218 | 395 | 13 | 382 | 2.6 | .3 | 2.3 | 4,169 | 1,317 | 5,742 |
| Dec | 1,277 | 801 | 476 | 16 | 460 | 3.1 | .7 | 2.4 | 2,406 | 816 | 5,081 |
| 1947 | | | | | | | | | | | |
| Jan | 1,897 | 1,584 | 313 | 17 | 296 | 3.2 | 1.6 | 1.6 | 1,675 | 1,025 | 4,964 |
| Feb | 1,374 | 903 | 471 | 22 | 449 | 3.4 | 0.9 | 2.5 | 2,474 | 964 | 5,370 |
| Mar | 2,064 | 1,507 | 557 | 24 | 533 | 4.5 | 1.3 | 3.2 | 2,166 | 849 | 5,730 |
| Apr | 1,930 | 1,386 | 544 | 10 | 534 | 4.7 | 1.5 | 3.2 | 2,443 | 1,080 | 5,913 |
| May | 2,220 | 1,640 | 580 | 14 | 566 | 5.1 | 1.6 | 3.5 | 2,335 | 1,013 | 6,073 |
| Jun | 1,933 | 1,503 | 430 | 16 | 414 | 3.9 | 1.4 | 2.5 | 2,007 | 946 | 5,713 |
| Jul | 2,336 | 1,771 | 565 | 11 | 554 | 5.7 | 2.2 | 3.5 | 2,434 | 1,247 | 6,153 |
| Aug | 1,987 | 1,488 | 499 | 13 | 486 | 4.3 | 1.5 | 2.8 | 2,159 | 973 | 5,694 |
| Sep | 2,427 | 1,847 | 580 | 12 | 568 | 5.5 | 1.9 | 3.6 | 2,260 | 1,025 | 6,195 |
| Oct | 2,047 | 1,534 | 540 | 17 | 523 | 4.7 | 1.5 | 3.2 | 2,254 | 973 | 5,895 |
| Nov | 2,217 | 1,760 | 457 | 12 | 445 | 4.6 | 1.8 | 2.8 | 2,093 | 1,030 | 6,187 |
| Dec | 1,808 | 1,359 | 409 | 14 | 395 | 3.7 | 1.4 | 2.3 | 2,020 | 965 | 5,632 |

^{a/} Foreign patient miles estimated for year 1943 and first 6 months of 1944, on basis of average miles per patient during last 6 months of 1944.

Source: Air Transport Command.







PART VI

MISCELLANEOUS

The information contained in Part VI has been developed in collaboration with the interested agencies of USAF as specified by the Source. Many of the tables carried in the Miscellaneous group of 1946 "Statistical Digest" are now grouped with relative tables in other sections of the present publication.

New tables, such as "Motor Vehicle Accidents in Continental US" have been added. Data on Housing has been expanded to show troop and family housing for existing capacity and occupied and reserved at each command from January through December 1947; and a few changes in formats have been made, such as deletion of "Non-Procurement", in Budget and Fiscal Table entitled "Expenditures from Direct Appropriations, By Major Project: Fiscal Years 1943 to 1947" and, "Civilian Payroll for Continental US" substituted therefor.

Typographical, mathematical, and posting errors occurring in 1946 "Statistical Digest" have been corrected in this issue wherever such errors have been discovered.

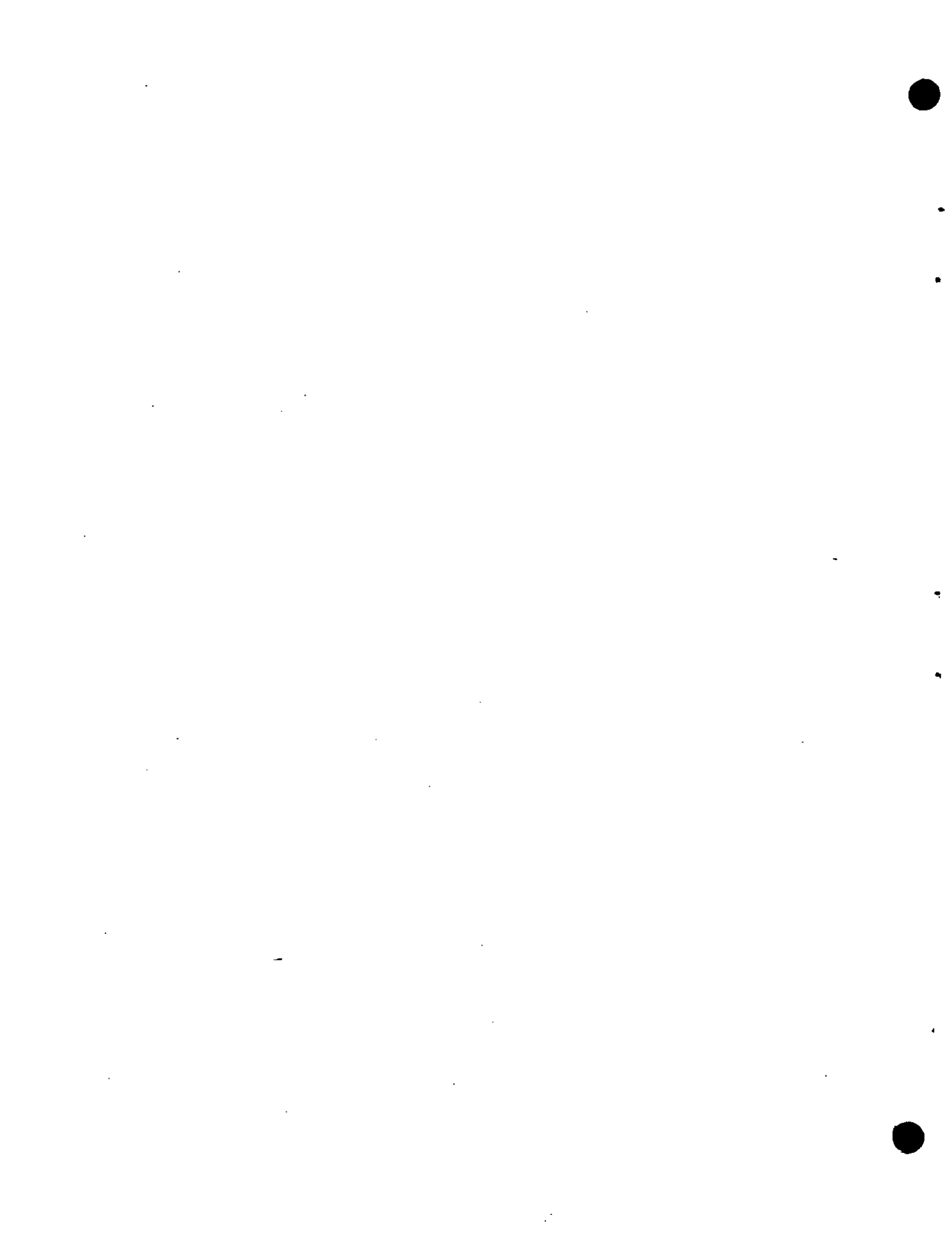


Table 143.-- DIRECT CASH APPROPRIATIONS AND EXPENDITURES FROM DIRECT APPROPRIATIONS: FISCAL YEARS
1899 THROUGH 1948

Note.-- Expenditures differ from appropriations since funds appropriated for one year may be spent in that year, in subsequent years or never spent. This table covers "direct" appropriations and expenditures only - i.e. for aircraft, aviation gasoline etc.-and excludes amount spent by the technical services - Signal, Ordnance, Quartermaster, Finance, etc.- for the benefit of Army aviation.

| Fiscal Year | Direct Cash Appropriations a/ | Expenditures from Direct Appropriations |
|------------------------|-------------------------------|---|
| Total | 66,366,791,812 | b/ 41,559,291,417 |
| 1899 | g/ 50,000 | d/ |
| 1909 | g/ 30,000 | d/ |
| 1912 | 125,000 | d/ |
| 1913 | 100,000 | d/ |
| 1914 | 175,000 | d/ |
| 1915 | 200,000 | d/ |
| 1916 | 801,000 | d/ |
| 1917 | 18,681,666 | d/ |
| 1918 | 735,000,000 | d/ |
| 1919 | 952,304,758 | d/ |
| 1920 | 28,123,503 | d/ |
| 1921 | 35,124,300 | 30,913,798 |
| 1922 | 25,648,333 | 23,095,257 |
| 1923 | 13,060,000 | 18,141,688 |
| 1924 | 12,626,000 | 11,015,365 |
| 1925 | 13,476,619 | 11,680,955 |
| 1926 | 15,911,191 | 14,900,264 |
| 1927 | 15,256,694 | 16,759,286 |
| 1928 | 21,117,494 | 19,437,722 |
| 1929 | 28,911,421 | 23,261,643 |
| 1930 | 34,910,059 | 28,051,563 |
| 1931 | 38,945,968 | 38,651,204 |
| 1932 | 31,850,892 | 33,046,254 |
| 1933 | 25,673,236 | 21,929,302 |
| 1934 | 31,037,769 | 17,372,277 |
| 1935 | 27,917,702 | 20,337,871 |
| 1936 | 45,600,444 | 32,026,622 |
| 1937 | 59,619,694 | 41,055,082 |
| 1938 | 58,851,266 | 50,875,129 |
| 1939 | 71,099,532 | 83,164,156 |
| 1940 | 186,562,847 | 108,169,717 |
| 1941 | 2,173,608,961 | 605,409,021 |
| 1942 | 23,049,935,463 | 2,554,863,420 |
| 1943 | 11,317,416,790 | 9,391,855,445 |
| 1944 | 23,655,998,000 | 13,087,279,848 |
| 1945 | 1,610,717,000 | 11,357,390,523 |
| 1946 | 517,100 | 2,518,914,260 |
| 1947 | 1,200,017,000 | 853,792,593 |
| 1948 | 829,789,100 | f/ 545,901,152 |

a/ Includes appropriations for salaries, Office, Commanding General, Army Air Forces.

b/ Total for available figures only.

c/ Allotted to Dr. S. P. Langley for experiments in aerodynamics.

d/ Not available.

e/ Allotted to pay for Wright airplane which completed tests in 1909.

f/ July through December

Source: Budget Operations Division, Director of Budget, Comptroller, Hq USAF. Expenditures for years 1921-1942 from US Bureau of Budget publications, and for years 1943-1948 from Budget Operations Division.

Table 144.-- EXPENDITURES FROM DIRECT APPROPRIATIONS,

(In thousands of dollars. Figures

| Fiscal Year and Quarter or Month | Total | Procurement | | | | | |
|--|-------------------|-------------------|--|--|------------------------------------|---|---|
| | | Total | Standard Airplanes, Complete and Including Spares | Bal- loons and Acces- sories | Gliders and Acces- sories | Modifi- cation of Air- craft a/ | Air- borne and Ground Communi- cations Equip- ment b/ |
| Total | 37,755,133 | 33,281,668 | 25,839,045 | 47,337 | 385,550 | 397,115 | 19,969 |
| Yearly | | | | | | | |
| FY 1943 | 9,391,855 | 8,605,409 | 6,900,621 | 15,061 | 119,355 | 57,334 | - |
| FY 1944 | 13,087,280 | 11,865,332 | 9,360,344 | 32,111 | 148,020 | 99,996 | - |
| FY 1945 | 11,357,390 | 10,250,333 | 7,726,655 | 183 | 65,856 | 176,311 | - |
| FY 1946 | 2,518,914 | 1,760,756 | 1,326,415 | (18) | 51,646 | 45,755 | 3,346 |
| FY 1947 | 853,793 | 432,788 | 302,684 | - | 553 | 11,743 | 13,244 |
| FY 1948 (1st half) | 545,901 | 367,050 | 222,326 | - | 120 | 5,976 | 3,379 |
| Quarterly | | | | | | | |
| FY 1943 | | | | | | | |
| 1st Qtr | 1,456,520 | 1,345,049 | 1,088,668 | - | 7,711 | 7,697 | - |
| 2nd Qtr | 1,573,797 | 1,440,437 | 1,086,034 | - | 26,635 | 16,223 | - |
| 3rd Qtr | 2,984,738 | 2,790,890 | 2,288,146 | - | 44,458 | 18,131 | - |
| 4th Qtr | 3,376,500 | 3,029,033 | 2,437,723 | 15,061 | 40,551 | 15,283 | - |
| FY 1944 | | | | | | | |
| 1st Qtr | 3,153,213 | 2,826,406 | 2,142,214 | 13,181 | 39,934 | 8,717 | - |
| 2nd Qtr | 3,386,066 | 3,065,380 | 2,499,111 | 12,531 | 40,705 | 9,241 | - |
| 3rd Qtr | 3,400,921 | 3,105,038 | 2,448,212 | 4,855 | 40,725 | 31,181 | - |
| 4th Qtr | 3,147,080 | 2,868,508 | 2,270,807 | 1,544 | 26,656 | 50,857 | - |
| FY 1945 | | | | | | | |
| 1st Qtr | 3,065,157 | 2,781,952 | 2,325,110 | 135 | 10,923 | 48,126 | - |
| 2nd Qtr | 2,813,210 | 2,559,248 | 1,525,447 | 53 | 3,527 | 47,269 | - |
| 3rd Qtr | 2,875,058 | 2,598,924 | 1,970,243 | (4) | 21,244 | 43,612 | - |
| 4th Qtr | 2,603,965 | 2,310,209 | 1,905,855 | (1) | 30,162 | 37,304 | - |
| FY 1946 | | | | | | | |
| 1st Qtr | 1,740,653 | 1,468,126 | 1,400,120 | - | 32,145 | 22,027 | 315 |
| 2nd Qtr | 598,040 | 408,303 | 244,566 | (18) | 9,750 | 13,269 | 1,269 |
| 3rd Qtr | 165,983 | 19,357 | (82,546) | - | 6,804 | 5,800 | 892 |
| 4th Qtr | 14,238 | (135,030) | (235,725) | - | 2,947 | 4,659 | 870 |
| Monthly | | | | | | | |
| FY 1947 | | | | | | | |
| Jul 1946 | 55,254 | 15,944 | 24,097 | - | 139 | 505 | 142 |
| Aug | 59,757 | 19,671 | 16,051 | - | 340 | 132 | 239 |
| Sep | 70,962 | 29,779 | 21,729 | - | 64 | 178 | 1,713 |
| Oct | 74,938 | 29,356 | 15,222 | - | (22) | 133 | 995 |
| Nov | 64,473 | 29,219 | 20,300 | - | (2) | 1,135 | 393 |
| Dec | 84,318 | 54,935 | 35,837 | - | 4 | 778 | 668 |
| Jan 1947 | 97,861 | 63,587 | 44,444 | - | 5 | 479 | 354 |
| Feb | 64,839 | 37,916 | 18,962 | - | 1 | 713 | 303 |
| Mar | 25,856 | (4,626) | 26,394 | - | 24 | 866 | 622 |
| Apr | 83,928 | 52,314 | 29,622 | - | - | 611 | 328 |
| May | 72,718 | 41,966 | 21,386 | - | - | 180 | 2,737 |
| Jun | 98,889 | 62,727 | 28,640 | - | - | 6,033 | 4,750 |
| FY 1948 | | | | | | | |
| Jul 1947 | 83,958 | 56,456 | 35,972 | - | (3) | 247 | 1,352 |
| Aug | 85,853 | 55,496 | 39,027 | - | 58 | 444 | 311 |
| Sep | 90,900 | 59,304 | 31,311 | - | 28 | 798 | 414 |
| Oct | 98,242 | 66,242 | 39,700 | - | 6 | 1,505 | 435 |
| Nov | 81,702 | 56,349 | 35,393 | - | 17 | 1,473 | 330 |
| Dec | 105,246 | 73,203 | 40,923 | - | 14 | 1,509 | 537 |

a/ Includes modernization.

b/ From Signal Corps funds prior to Fiscal Year 1946.

Source: Budget Operations Division, Director of Budget, Comptroller, Hq, USAF

BY MAJOR PROJECT: FISCAL YEARS 1943 THROUGH 1948

in parentheses are minus quantities.)

| Procurement (Continued) | | | | | | | | Fiscal Year and Quarter or Month |
|-----------------------------|--|---|---|---|---|--------------------------------------|--|--|
| Controlled Mis- siles | Night Light- ing Sys- tems | Mainten- ance Material for Aircraft | Industrial Planning and Procure- ment | Fuel and Oil for Aircraft and Tech- nical Ve- hicles | Individ- ual and Organ- izational Equipment | Miscell- aneous Equip- ment | Photo- graphic Equip- ment and Supplies | |
| <u>24,740</u> | <u>4,541</u> | <u>1,456,198</u> | <u>4,762</u> | <u>1,519,109</u> | <u>1,591,056</u> | <u>415,280</u> | <u>79,418</u> | Total |
| - | 2,459 | 313,028 | - | 148,092 | 585,632 | 151,938 | 23,671 | Yearly |
| - | 1,366 | 578,052 | - | 488,301 | 568,998 | 111,681 | 16,233 | FY 1943 |
| 11,143 | 341 | 441,673 | - | 487,517 | 305,785 | 79,314 | 28,003 | FY 1944 |
| 14,401 | 136 | 96,759 | - | 330,826 | 119,473 | 54,872 | 4,514 | FY 1945 |
| (804) | 192 | 14,617 | 2,634 | 32,432 | 4,185 | 9,896 | 2,393 | FY 1946 |
| - | 47 | 12,069 | 2,128 | 31,941 | 6,983 | 7,579 | 4,604 | FY 1947 |
| - | - | - | - | - | - | - | - | FY 1948 |
| - | 269 | 32,526 | - | 19,070 | 100,132 | 42,946 | 3,876 | (1st half) |
| - | 231 | 80,729 | - | 22,980 | 151,888 | 29,083 | 4,398 | Quarterly |
| - | 192 | 86,540 | - | 56,176 | 122,732 | 56,243 | 8,194 | FY 1943 |
| - | 1,767 | 113,233 | - | 49,866 | 210,880 | 23,666 | 7,203 | 1st Qtr |
| - | - | - | - | - | - | - | - | 2nd Qtr |
| - | 123 | 123,665 | - | 144,620 | 173,785 | 52,400 | 3,303 | 3rd Qtr |
| - | 423 | 129,129 | - | 82,158 | 122,878 | 30,167 | 4,458 | 4th Qtr |
| - | 715 | 155,825 | - | 98,111 | 165,341 | 11,231 | 4,210 | FY 1944 |
| - | 105 | 169,433 | - | 163,412 | 106,994 | 17,883 | 4,262 | 1st Qtr |
| - | - | - | - | - | - | - | - | 2nd Qtr |
| - | 140 | 130,838 | - | 107,477 | 82,703 | 19,757 | 6,843 | 3rd Qtr |
| - | 91 | 106,106 | - | 29,265 | 71,714 | 14,848 | 8,093 | 4th Qtr |
| 6,360 | 39 | 111,082 | - | 179,448 | 68,616 | 21,760 | 6,659 | FY 1945 |
| 4,783 | 71 | 93,647 | - | 171,327 | 82,752 | 22,949 | 6,408 | 1st Qtr |
| - | - | - | - | - | - | - | - | 2nd Qtr |
| 4,343 | 57 | 58,015 | - | 181,204 | 66,813 | 23,180 | 2,771 | 3rd Qtr |
| 2,455 | 45 | 14,509 | - | 101,536 | 27,882 | 10,389 | 360 | 4th Qtr |
| 3,898 | 16 | 18,515 | - | 31,970 | 19,033 | 12,555 | 950 | FY 1946 |
| 3,705 | 18 | 5,720 | - | 16,116 | 5,745 | 8,748 | 433 | 1st Qtr |
| - | 2 | 1,125 | - | 4,455 | 367 | 652 | 88 | 2nd Qtr |
| (1) | 20 | (501) | - | 2,863 | 898 | 851 | 114 | 3rd Qtr |
| - | 29 | 271 | - | 2,620 | 173 | 737 | 91 | 4th Qtr |
| (888) | 39 | 2,333 | - | 4,615 | 543 | 1,169 | 125 | FY 1947 |
| - | 5 | 452 | - | 2,076 | 170 | 656 | 220 | Jul 1946 |
| - | 4 | 2,188 | - | 2,624 | 37 | 915 | 174 | Aug |
| (6) | 12 | 2,199 | 12 | 3,624 | 40 | 625 | 131 | Sep |
| - | 17 | 366 | 2 | 1,286 | (223) | 878 | 251 | Oct |
| 91 | 10 | 977 | 9 | 1,211 | 78 | 696 | 243 | Nov |
| - | 30 | 1,442 | 22 | 5,280 | 124 | 843 | 291 | Dec |
| - | 18 | 2,207 | - | 3,715 | (49) | 1,237 | 285 | FY 1947 |
| - | 6 | 1,558 | 2,589 | (1,937) | 2,027 | 637 | 380 | Jul 1947 |
| - | - | - | - | - | - | - | - | Aug |
| - | 10 | 1,842 | 271 | 4,620 | 95 | 1,115 | 368 | Sep |
| - | 74 | 2,428 | 256 | 2,498 | 135 | 1,125 | 373 | Oct |
| - | (57) | 2,401 | 300 | 7,670 | 415 | 1,963 | 484 | Nov |
| - | 2 | 2,105 | 517 | 6,365 | 410 | 1,296 | 1,364 | Dec |
| - | 6 | 1,039 | 238 | 4,400 | 265 | 931 | 1,073 | FY 1948 |
| - | 12 | 2,254 | 546 | 6,388 | 5,663 | 1,149 | 942 | Jul 1947 |

Table 144.-- EXPENDITURES FROM DIRECT APPROPRIATIONS, BY MAJOR PROJECT: FISCAL YEARS 1943 THROUGH 1947 -- Continued

| Fiscal Year and Quarter or Month | Procurement (Continued) | | | | | | Civilian Payroll (Continental only) | Other (Overseas Civilians Payroll, etc) |
|----------------------------------|---------------------------|--------------------|-----------------------------|---------------------------------------|---|-------------------------------------|-------------------------------------|---|
| | Maps and Mapping Projects | Other Requirements | Research and Development c/ | Settlement of Terminated Contracts d/ | Direct Loans- Purchase of Guaranteed Loans d/ | Advance Payments Less Recouments g/ | | |
| Total | 27,066 | 596,859 | 627,118 | 239,522 | (6,335) | 13,318 | 2,536,537 | 1,150,482 |
| Yearly | | | | | | | | |
| FY 1943 | 4,213 | 190,931 | 93,074 | - | - | - | 786,446 | - |
| FY 1944 | 8,978 | 341,381 | 109,871 | - | - | - | 753,773 | 468,175 |
| FY 1945 | 8,055 | 51,248 | 127,528 | - | - | 740,721 | 765,009 | 342,048 |
| FY 1946 | 4,433 | 15,082 | 102,827 | 223,063 | 1,801 | (634,575) | 563,016 | 195,142 |
| FY 1947 | 1,002 | (1,783) | 124,601 | 15,713 | (7,679) | (92,835) | 324,706 | 96,299 |
| FY 1948 (1st half) | 385 | - | 69,217 | 746 | (457) | 7 | 130,033 | 48,818 |
| Monthly | | | | | | | | |
| FY 1943 | | | | | | | | |
| 1st qtr | 408 | 22,903 | 18,843 | - | - | - | 111,471 | - |
| 2nd qtr | 2,197 | 869 | 19,120 | - | - | - | 133,360 | - |
| 3rd qtr | 982 | 74,631 | 34,465 | - | - | - | 193,848 | - |
| 4th qtr | 626 | 92,528 | 20,646 | - | - | - | 347,767 | - |
| FY 1944 | | | | | | | | |
| 1st qtr | 2,762 | 90,061 | 31,641 | - | - | - | 182,571 | 144,236 |
| 2nd qtr | 2,235 | 114,900 | 17,444 | - | - | - | 194,466 | 126,220 |
| 3rd qtr | 1,961 | 109,887 | 32,784 | - | - | - | 182,938 | 112,945 |
| 4th qtr | 2,020 | 26,533 | 28,002 | - | - | - | 193,798 | 84,774 |
| FY 1945 | | | | | | | | |
| 1st qtr | 2,482 | 11,098 | 36,320 | - | - | - | 190,805 | 92,400 |
| 2nd qtr | 2,569 | 10,691 | 30,871 | - | - | 708,704 | 192,489 | 61,473 |
| 3rd qtr | 1,349 | 14,180 | 31,182 | - | - | 123,154 | 190,074 | 86,060 |
| 4th qtr | 1,655 | 15,279 | 29,155 | - | - | (91,137) | 191,641 | 102,115 |
| FY 1946 | | | | | | | | |
| 1st qtr | 1,322 | 7,798 | 27,293 | 12,305 | 1,094 | (372,676) | 204,984 | 67,543 |
| 2nd qtr | 1,224 | 2,845 | 22,670 | 88,698 | (1,452) | (131,694) | 142,608 | 47,129 |
| 3rd qtr | 585 | 1,299 | 22,702 | 42,398 | 2,953 | (68,467) | 112,729 | 33,897 |
| 4th qtr | 1,302 | 3,140 | 30,162 | 79,662 | (794) | (61,738) | 102,695 | 46,573 |
| Monthly | | | | | | | | |
| FY 1947 | | | | | | | | |
| Jul 1946 | 170 | 386 | 10,001 | 1,638 | (1,247) | (26,576) | 32,118 | 7,192 |
| Aug | 57 | 169 | 5,343 | 2,117 | (1,474) | (7,547) | 35,852 | 4,234 |
| Sep | 123 | 271 | 4,604 | 1,127 | (2,082) | (1,869) | 33,991 | 7,192 |
| Oct | 167 | 208 | 5,865 | 718 | (382) | (1,484) | 35,976 | 9,606 |
| Nov | 38 | 179 | 5,296 | 481 | (2,092) | (88) | 27,427 | 7,827 |
| Dec | 96 | (2,753) | 12,139 | 2,772 | - | (548) | 24,174 | 5,209 |
| Jan 1947 | 47 | 25 | 11,153 | 6,277 | (3) | (5,831) | 25,775 | 8,499 |
| Feb | 44 | 20 | 18,562 | (82) | (1,000) | (2,184) | 20,187 | 6,736 |
| Mar | 28 | - | 9,877 | - | - | (45,752) | 22,504 | 7,978 |
| Apr | 119 | 1 | 14,222 | (9) | (3) | (609) | 23,526 | 8,088 |
| May | 15 | 214 | 9,658 | (50) | 633 | (220) | 22,747 | 8,005 |
| Jun | 98 | (503) | 17,881 | 724 | (29) | (127) | 20,429 | 15,733 |
| FY 1948 | | | | | | | | |
| Jul 1947 | 14 | - | 10,068 | 649 | (15) | (149) | 22,624 | 4,878 |
| Aug | 87 | - | 8,577 | 62 | (36) | 77 | 20,379 | 9,978 |
| Sep | 82 | - | 13,433 | 42 | (18) | 38 | 22,593 | 9,003 |
| Oct | 106 | - | 12,465 | (8) | (26) | - | 22,869 | 9,131 |
| Nov | 34 | - | 11,109 | 1 | (1) | 41 | 20,142 | 5,211 |
| Dec | 62 | - | 13,565 | - | (361) | - | 21,426 | 10,617 |

g/ Includes Service Test Equipment

d/ Charged to individual projects prior to Fiscal Year 1946.

e/ Charged to individual projects prior to October 1944.

f/ Combined totals (only) shown for 1943, therefore 786,446 should be added to combined totals of last two columns to balance overall totals.

Table 145.-- MILITARY HOUSING IN CONTINENTAL US -- EXISTING CAPACITY AND RESERVED OR OCCUPIED -- FOR TROOP AND FAMILY HOUSING, BY AIR FORCE OR COMMAND -- JAN THROUGH DEC 1947

Note: In number of occupants as of the fifteenth of the month. Excludes military personnel authorized to live off the post.

| Air Force or Command and month | Total | | | Troop Housing | | Family Housing | |
|-----------------------------------|-------------------|-------------------|----------------------|-------------------|-------------------|-------------------|-------------------|
| | Existing Capacity | Occupied Reserved | Percent Occup/ Reser | Existing Capacity | Occupied Reserved | Existing Capacity | Occupied Reserved |
| Total USAF | | | | | | | |
| February | 578,345 | 178,851 | 30.9 | | | | |
| June | 462,222 | 142,117 | 30.7 | | | | |
| August | 432,970 | 162,808 | 37.6 | 423,785 | 153,951 | 9,185 | 8,857 |
| December | 406,107 | 166,041 | 40.9 | 391,723 | 154,907 | 14,384 | 11,134 |
| Strategic Air Command | | | | | | | |
| February | 100,749 | 22,762 | 22.6 | | | | |
| June | 91,855 | 23,203 | 25.3 | | | | |
| August | 73,984 | 27,240 | 36.8 | 72,904 | 25,928 | 1,080 | 1,312 |
| December | 73,155 | 29,779 | 40.7 | 70,577 | 27,771 | 2,578 | 2,008 |
| Tactical Air Command | | | | | | | |
| February | 61,974 | 18,434 | 29.7 | | | | |
| June | 52,025 | 16,426 | 31.6 | | | | |
| August | 62,105 | 18,583 | 29.9 | 60,963 | 17,429 | 1,142 | 1,154 |
| December | 58,318 | 22,881 | 39.2 | 57,118 | 21,657 | 1,200 | 1,224 |
| Air Defense Command | | | | | | | |
| February | 71,482 | 16,991 | 23.7 | | | | |
| June | 43,714 | 15,411 | 35.2 | | | | |
| August | 36,291 | 14,893 | 41.0 | 35,736 | 14,281 | 555 | 612 |
| December | 38,216 | 17,044 | 44.6 | 37,327 | 16,199 | 889 | 845 |
| Air Training Command | | | | | | | |
| February | 213,225 | 84,105 | 39.4 | | | | |
| June | 161,892 | 50,937 | 31.5 | | | | |
| August | 156,458 | 66,614 | 42.6 | 153,541 | 64,477 | 2,917 | 2,137 |
| December | 146,765 | 61,039 | 41.6 | 143,311 | 58,129 | 3,454 | 2,910 |
| Air Materiel Command | | | | | | | |
| February | 76,051 | 10,082 | 13.2 | | | | |
| June | 67,595 | 9,766 | 14.4 | | | | |
| August | 61,798 | 11,053 | 17.9 | 60,790 | 9,936 | 1,008 | 1,117 |
| December | 53,178 | 11,417 | 21.5 | 49,548 | 9,977 | 3,630 | 1,440 |
| Air Transport Command | | | | | | | |
| February | 29,803 | 12,388 | 41.6 | | | | |
| June | 25,179 | 13,152 | 52.2 | | | | |
| August | 24,512 | 10,578 | 43.2 | 23,932 | 9,596 | 580 | 582 |
| December | 18,246 | 10,772 | 59.0 | 17,629 | 10,144 | 617 | 628 |
| Air Proving Ground Command | | | | | | | |
| February | 7,044 | 5,072 | 72.0 | | | | |
| June | 5,953 | 5,001 | 84.0 | | | | |
| August | 5,428 | 5,732 | 105.6 | 5,017 | 5,379 | 411 | 353 |
| December | 5,332 | 4,974 | 93.3 | 4,862 | 4,663 | 464 | 311 |
| Air University | | | | | | | |
| February | 14,836 | 6,181 | 41.7 | | | | |
| June | 10,770 | 5,307 | 49.3 | | | | |
| August | 9,251 | 5,013 | 54.2 | 7,879 | 3,513 | 1,372 | 1,500 |
| December | 9,824 | 5,353 | 54.5 | 8,387 | 3,688 | 1,437 | 1,665 |
| Bolling Field Command | | | | | | | |
| February | 3,181 | 2,836 | 89.2 | | | | |
| June | 3,239 | 2,914 | 90.0 | | | | |
| August | 3,143 | 3,102 | 98.7 | 3,023 | 3,012 | 120 | 90 |
| December | 3,073 | 2,782 | 90.5 | 2,958 | 2,679 | 115 | 103 |

Source: Air Installations Division, DCS/M

Table 146.-- MILITARY HOUSING IN CONTINENTAL US -- EXISTING CAPACITY

(In number of occupants as of the fifteenth of the month except

| | 1942 | | 1943 | | 1944 | | 1945 | |
|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|--|
| | Dec(23rd) | Jun(1st) | Dec | Jun | Dec | Mar | Jun | |
| 1 <u>Total</u> | | | | | | | | |
| 2 Existing Capacity . . . | 1,935,671 | 2,322,718 | 2,351,435 | 2,168,203 | 1,665,722 | 1,694,498 | 1,686,991 | |
| 3 Reserved or Occupied . . | 1,353,092 | 1,653,720 | 1,479,120 | 1,211,822 | 1,023,024 | 924,985 | 891,056 | |
| 4 Percent Reserved/Occupied | 69.9 | 71.2 | 62.9 | 55.9 | 61.4 | 54.6 | 52.8 | |
| 5 <u>Continental Air Forces a/</u> | | | | | | | | |
| 6 Existing Capacity . . . | 617,390 | 766,803 | 870,599 | 858,071 | 629,737 | 627,364 | 601,910 | |
| 7 Reserved or Occupied . . | 347,787 | 503,691 | 498,055 | 452,878 | 382,287 | 353,151 | 323,072 | |
| 8 Percent Reserved/Occupied | 56.3 | 65.7 | 57.2 | 52.8 | 60.7 | 56.3 | 53.7 | |
| 9 <u>Strategic Air Command</u> | | | | | | | | |
| 10 Existing Capacity . . . | - | - | - | - | - | - | - | |
| 11 Reserved or Occupied . . | - | - | - | - | - | - | - | |
| 12 Percent Reserved/Occupied | - | - | - | - | - | - | - | |
| 13 <u>Tactical Air Command</u> | | | | | | | | |
| 14 Existing Capacity . . . | - | - | - | - | - | - | - | |
| 15 Reserved or Occupied . . | - | - | - | - | - | - | - | |
| 16 Percent Reserved/Occupied | - | - | - | - | - | - | - | |
| 17 <u>Air Defense Command</u> | | | | | | | | |
| 18 Existing Capacity . . . | - | - | - | - | - | - | - | |
| 19 Reserved or Occupied . . | - | - | - | - | - | - | - | |
| 20 Percent Reserved/Occupied | - | - | - | - | - | - | - | |
| 21 <u>Air Training Command</u> | | | | | | | | |
| 22 Existing Capacity . . . | 1,063,272 | 1,262,182 | 1,160,244 | 948,527 | 654,440 | 608,646 | 564,645 | |
| 23 Reserved or Occupied . . | 834,634 | 925,629 | 803,052 | 583,354 | 449,014 | 407,419 | 383,680 | |
| 24 Percent Reserved/Occupied | 78.5 | 73.3 | 69.2 | 61.5 | 68.6 | 66.9 | 66.0 | |
| 25 <u>Air Materiel Command</u> | | | | | | | | |
| 26 Existing Capacity . . . | 166,159 | 183,221 | 178,394 | 214,480 | 171,735 | 214,709 | 252,348 | |
| 27 Reserved or Occupied . . | 107,149 | 133,156 | 84,949 | 85,562 | 70,489 | 53,751 | 62,370 | |
| 28 Percent Reserved/Occupied | 64.5 | 72.7 | 47.6 | 39.9 | 41.0 | 25.0 | 24.7 | |
| 29 <u>Air Transport Command</u> | | | | | | | | |
| 30 Existing Capacity . . . | 36,253 | 52,513 | 69,664 | 87,490 | 81,932 | 84,605 | 99,183 | |
| 31 Reserved or Occupied . . | 28,956 | 40,880 | 48,500 | 58,454 | 62,125 | 53,412 | 62,030 | |
| 32 Percent Reserved/Occupied | 79.9 | 77.8 | 69.6 | 66.8 | 75.8 | 63.1 | 62.5 | |
| 33 <u>Air Proving Ground Command</u> | | | | | | | | |
| 34 Existing Capacity . . . | b/ | b/ | b/ | b/ | b/ | b/ | b/ | |
| 35 Reserved or Occupied . . | b/ | b/ | b/ | b/ | b/ | b/ | b/ | |
| 36 Percent Reserved/Occupied | b/ | b/ | b/ | b/ | b/ | b/ | b/ | |
| 37 <u>Air University</u> | | | | | | | | |
| 38 Existing Capacity . . . | - | - | - | - | - | - | - | |
| 39 Reserved or Occupied . . | - | - | - | - | - | - | - | |
| 40 Percent Reserved/Occupied | - | - | - | - | - | - | - | |
| 41 <u>Personnel Distribution Command</u> | | | | | | | | |
| 42 Existing Capacity . . . | - | - | - | 9,648 | 94,227 | 127,150 | 135,945 | |
| 43 Reserved or Occupied . . | - | - | - | 6,054 | 40,541 | 39,596 | 39,236 | |
| 44 Percent Reserved/Occupied | - | - | - | 62.7 | 43.0 | 31.1 | 28.9 | |
| 45 <u>Bolling Field Command</u> | | | | | | | | |
| 46 Existing Capacity . . . | - | - | - | - | - | - | - | |
| 47 Reserved or Occupied . . | - | - | - | - | - | - | - | |
| 48 Percent Reserved/Occupied | - | - | - | - | - | - | - | |
| 49 <u>Other g/</u> | | | | | | | | |
| 50 Existing Capacity . . . | 52,597 | 57,999 | 72,534 | 49,987 | 33,651 | 32,024 | 32,960 | |
| 51 Reserved or Occupied . . | 34,566 | 50,364 | 44,564 | 25,520 | 18,568 | 17,656 | 20,668 | |
| 52 Percent Reserved/Occupied | 65.7 | 86.8 | 61.4 | 51.1 | 55.2 | 55.1 | 62.7 | |

a/ Includes First, Second, Third and Fourth Air Forces and I Troop Carrier Command.

b/ Included in Other.

g/ Includes AAF Center, Commanding General, AAF, and Bolling Field Command through 1946.

Source: Air Installations Division, DCS/M

AND RESERVED OR OCCUPIED, BY AIR FORCE OR COMMAND: DEC 1942 TO DEC 1947

as noted. Excludes personnel authorized to live off the post.)

| 1945 (Continued) | | 1946 | | | | 1947 d/ | | | | |
|------------------|-----------|-----------|-----------|---------|---------|---------|---------|---------|---------|----|
| Sep | Dec | Mar | Jun | Sep | Dec | Feb | Jun | Aug | Dec | |
| 1,639,770 | 1,590,778 | 1,254,945 | 1,100,488 | 664,411 | 599,453 | 578,345 | 462,222 | 432,970 | 406,107 | 1 |
| 944,483 | 454,994 | 284,166 | 252,960 | 206,771 | 190,265 | 178,851 | 142,117 | 162,808 | 166,048 | 2 |
| 57.6 | 28.6 | 22.6 | 23.0 | 31.1 | 31.7 | 30.9 | 30.7 | 37.6 | 40.9 | 3 |
| | | | | | | | | | | 4 |
| 645,464 | 611,508 | 539,450 | - | - | - | - | - | - | - | 5 |
| 365,170 | 158,889 | 110,593 | - | - | - | - | - | - | - | 6 |
| 56.6 | 26.0 | 20.5 | - | - | - | - | - | - | - | 7 |
| | | | | | | | | | | 8 |
| - | - | - | 183,432 | 116,028 | 106,666 | 100,749 | 91,855 | 73,984 | 73,155 | 9 |
| - | - | - | 26,837 | 29,005 | 26,352 | 22,762 | 23,203 | 27,240 | 29,786 | 10 |
| - | - | - | 14.6 | 25.0 | 24.7 | 22.6 | 25.3 | 36.8 | 40.7 | 11 |
| | | | | | | | | | | 12 |
| - | - | - | 216,252 | 88,414 | 65,172 | 61,974 | 52,025 | 62,105 | 53,318 | 13 |
| - | - | - | 27,291 | 18,695 | 19,809 | 18,434 | 16,426 | 16,583 | 22,881 | 14 |
| - | - | - | 12.6 | 21.1 | 30.4 | 29.7 | 31.6 | 29.9 | 39.2 | 15 |
| | | | | | | | | | | 16 |
| - | - | - | 41,462 | 70,827 | 65,932 | 71,482 | 43,714 | 36,291 | 38,216 | 17 |
| - | - | - | 9,972 | 17,615 | 14,745 | 16,991 | 15,411 | 14,893 | 17,044 | 18 |
| - | - | - | 24.1 | 24.9 | 22.4 | 23.7 | 35.2 | 41.0 | 44.6 | 19 |
| | | | | | | | | | | 20 |
| 522,965 | 477,544 | 410,080 | 412,510 | 241,744 | 222,805 | 213,225 | 161,892 | 156,458 | 146,765 | 21 |
| 349,285 | 160,751 | 122,359 | 145,652 | 102,798 | 87,652 | 84,105 | 50,937 | 66,164 | 61,039 | 22 |
| 66.8 | 33.7 | 29.8 | 35.3 | 42.5 | 39.3 | 39.4 | 31.5 | 42.6 | 41.6 | 23 |
| | | | | | | | | | | 24 |
| 223,596 | 263,232 | 177,627 | 149,961 | 90,973 | 81,130 | 76,051 | 67,595 | 61,798 | 53,178 | 25 |
| 73,761 | 37,313 | 16,865 | 15,545 | 12,690 | 11,764 | 10,082 | 9,766 | 11,053 | 11,417 | 26 |
| 33.0 | 14.2 | 9.5 | 10.4 | 13.9 | 14.5 | 13.2 | 14.4 | 17.9 | 21.5 | 27 |
| | | | | | | | | | | 28 |
| 101,896 | 98,221 | 58,003 | 59,200 | 38,658 | 32,621 | 29,803 | 25,179 | 24,512 | 18,246 | 29 |
| 77,114 | 39,967 | 20,891 | 17,780 | 16,092 | 13,660 | 12,388 | 13,152 | 10,578 | 10,772 | 30 |
| 75.7 | 40.7 | 36.0 | 30.0 | 41.6 | 41.9 | 41.6 | 52.2 | 43.2 | 59.0 | 31 |
| | | | | | | | | | | 32 |
| b/ | b/ | b/ | 20,872 | 6,446 | 7,274 | 7,044 | 5,953 | 5,428 | 5,332 | 33 |
| b/ | b/ | b/ | 6,272 | 5,576 | 6,587 | 5,072 | 5,001 | 5,732 | 4,974 | 34 |
| b/ | b/ | b/ | 30.0 | 86.5 | 90.6 | 72.0 | 84.0 | 105.6 | 93.3 | 35 |
| | | | | | | | | | | 36 |
| - | - | 15,536 | 13,505 | 11,321 | 14,672 | 14,836 | 10,770 | 9,251 | 9,824 | 37 |
| - | - | 2,497 | 3,033 | 4,300 | 6,359 | 6,181 | 5,307 | 5,013 | 5,353 | 38 |
| - | - | 16.1 | 22.5 | 38.0 | 43.3 | 41.7 | 49.3 | 54.2 | 54.5 | 39 |
| | | | | | | | | | | 40 |
| | | | | | | | | | | 41 |
| 117,569 | 104,265 | 25,809 | 3,090 | - | - | - | - | - | - | 42 |
| 62,368 | 42,791 | 2,469 | 449 | - | - | - | - | - | - | 43 |
| 53.0 | 41.0 | 9.6 | 14.5 | - | - | - | - | - | - | 44 |
| | | | | | | | | | | 45 |
| - | - | - | - | - | - | 3,181 | 3,239 | 3,143 | 3,073 | 46 |
| - | - | - | - | - | - | 2,836 | 2,914 | 3,102 | 2,782 | 47 |
| - | - | - | - | - | - | 89.2 | 90.0 | 98.7 | 90.5 | 48 |
| | | | | | | | | | | 49 |
| 28,280 | 36,008 | 28,440 | 204 | - | 3,181 | - | - | - | - | 50 |
| 16,785 | 15,283 | 8,492 | 129 | - | 3,337 | - | - | - | - | 51 |
| 59.4 | 42.4 | 29.9 | 63.2 | - | 104.9 | - | - | - | - | 52 |

d/ Due to change in Hq. USAF requirements for housing statistics data these data have been reported bi-monthly during 1947. Four reporting periods (15 Feb, 15 Jun, 15 Aug and 15 Dec 1947) have been chosen. A breakdown of the 1947 requirements by Troop Housing and Family Housing is shown in Table p

Table 147.-- NUMBER OF CONTRACT TERMINATIONS (INITIATED, SETTLED, AND PENDING) AND COST

(Figures in parentheses)

| Year and Month | All Contracts | | | | | | Fixed Price Contracts | | |
|--------------------|-----------------|---------------|-------------------------------|--|-------------------|-------------------------------|-----------------------|---------------|-------------------------------|
| | Number | | | Cost Price of Items Cancelled (In Thousands of Dollars) | | | Number | | |
| | Initiated a/ | Settled | Pending (End of Period) | Initiated a/ | Settled | Pending (End of Period) | Initiated a/ | Settled | Pending (End of Period) |
| Total . . . | 18,407 | 18,273 | 134 | 23,071,232 | 22,676,396 | 394,836 | 17,812 | 17,692 | 120 |
| Prior to 1944 | 2,596 | 1,573 | 1,023 | 3,456,372 | 893,018 | 2,563,354 | 2,439 | 1,516 | 923 |
| Annually | | | | | | | | | |
| 1944 | 4,238 | 4,399 | 862 | 5,314,268 | 3,332,274 | 4,545,348 | 4,025 | 4,223 | 725 |
| 1945 | 11,433 | 7,821 | 4,474 | 12,808,700 | 4,219,481 | 13,134,567 | 11,227 | 7,608 | 4,344 |
| 1946 | (108) | 4,261 | 105 | 597,137 | 12,895,619 | 836,085 | (120) | 4,139 | 85 |
| 1947 | 248 | 219 | 134 | 894,755 | 1,336,004 | 394,836 | 241 | 206 | 120 |
| Monthly | | | | | | | | | |
| 1944 Jan | 505 | 273 | 1,255 | 209,840 | 172,818 | 2,600,376 | 493 | 263 | 1,153 |
| Feb | 432 | 273 | 1,414 | 823,823 | 147,857 | 3,276,342 | 392 | 266 | 1,279 |
| Mar | 522 | 101 | 1,835 | 363,708 | 28,856 | 3,611,194 | 488 | 97 | 1,670 |
| Apr | 514 | 213 | 2,136 | 593,893 | 54,880 | 4,150,207 | 502 | 207 | 1,965 |
| May | 347 | 310 | 2,173 | 249,109 | 120,291 | 4,279,025 | 333 | 295 | 2,003 |
| Jun | 428 | 350 | 2,251 | (186,985) | 365,285 | 3,726,755 | 405 | 336 | 2,072 |
| Jul | 324 | 480 | 2,095 | 287,539 | 437,605 | 3,576,689 | 310 | 455 | 1,927 |
| Aug | 239 | 577 | 1,757 | 623,859 | 233,386 | 3,967,162 | 215 | 558 | 1,584 |
| Sep | 239 | 416 | 1,580 | 1,196,249 | 379,327 | 4,784,084 | 218 | 391 | 1,411 |
| Oct | 294 | 510 | 1,364 | 1,101,449 | 525,453 | 5,360,080 | 293 | 497 | 1,207 |
| Nov | 287 | 413 | 1,238 | (15,910) | 334,302 | 5,009,868 | 276 | 387 | 1,096 |
| Dec | 107 | 483 | 862 | 67,694 | 532,214 | 4,545,348 | 100 | 471 | 725 |
| 1945 Jan | 206 | 362 | 706 | (102,299) | 353,719 | 4,089,330 | 198 | 330 | 593 |
| Feb | 186 | 226 | 666 | (131,221) | 94,131 | 3,863,978 | 167 | 211 | 549 |
| Mar | 319 | 219 | 766 | 170,428 | 482,602 | 3,551,804 | 282 | 201 | 630 |
| Apr | 334 | 285 | 815 | 1,661,521 | 278,537 | 4,934,788 | 295 | 274 | 651 |
| May | 630 | 379 | 1,066 | 2,573,647 | 815,328 | 6,693,107 | 561 | 358 | 854 |
| Jun | 1,117 | 408 | 1,775 | 614,966 | 407,501 | 6,900,572 | 1,063 | 380 | 1,537 |
| Jul | 766 | 507 | 2,034 | 226,860 | 570,939 | 6,556,493 | 712 | 482 | 1,767 |
| Aug | 9,851 | 244 | 11,641 | 7,460,623 | 62,105 | 13,955,011 | 9,748 | 229 | 11,286 |
| Sep | (1,415) | 674 | 9,552 | 45,197 | 88,385 | 13,911,823 | (1,287) | 664 | 9,335 |
| Oct | (491) | 1,810 | 7,251 | 228,898 | 357,311 | 13,783,410 | (445) | 1,799 | 7,091 |
| Nov | (281) | 1,610 | 5,360 | 101,266 | 540,994 | 13,343,682 | (276) | 1,590 | 5,225 |
| Dec | 211 | 1,097 | 4,474 | (41,186) | 167,929 | 13,134,567 | 209 | 1,090 | 4,344 |
| 1946 Jan | 308 | 1,497 | 3,285 | 36,794 | 676,806 | 12,494,555 | 299 | 1,488 | 3,155 |
| Feb | (605) | 1,321 | 1,359 | (34,695) | 1,111,808 | 11,348,052 | (607) | 1,311 | 1,237 |
| Mar | (30) | 628 | 701 | (299,323) | 2,244,964 | 8,803,765 | (32) | 618 | 587 |
| Apr | 30 | 324 | 407 | 427,142 | 2,753,741 | 6,477,166 | 36 | 310 | 313 |
| May | 32 | 144 | 295 | 398,958 | 2,570,124 | 4,306,000 | 31 | 116 | 228 |
| Jun | 33 | 150 | 178 | (434,391) | 1,880,231 | 1,991,378 | 34 | 111 | 151 |
| Jul | 25 | 51 | 152 | 509,164 | 540,739 | 1,959,803 | 24 | 49 | 126 |
| Aug | 20 | 26 | 146 | (657) | 4,186 | 1,954,960 | 18 | 25 | 119 |
| Sep | 17 | 36 | 127 | (23,145) | 328,509 | 1,603,306 | 16 | 35 | 100 |
| Oct | 23 | 40 | 110 | 6,833 | 8,029 | 1,602,110 | 21 | 35 | 86 |
| Nov | 15 | 27 | 98 | 3,925 | 5,011 | 1,601,024 | 16 | 25 | 77 |
| Dec | 24 | 17 | 105 | 6,532 | 771,471 | 836,085 | 24 | 16 | 85 |
| 1947 Jan | 31 | 12 | 124 | 11,174 | 14,543 | 832,716 | 30 | 10 | 105 |
| Feb | 114 | 27 | 114 | 3,111 | 12,116 | 823,711 | 17 | 26 | 96 |
| Mar | 22 | 27 | 109 | 38,801 | 171,201 | 691,311 | 21 | 22 | 95 |
| Apr | 28 | 19 | 118 | 45,423 | 9,909 | 726,825 | 28 | 17 | 106 |
| May | 34 | 23 | 129 | 1,252 | 1,025 | 727,052 | 32 | 23 | 115 |
| Jun | 14 | 24 | 119 | 777,589 | 974,925 | 529,716 | 14 | 23 | 106 |
| Jul | 19 | 4 | 134 | 678 | 686 | 529,708 | 20 | 4 | 122 |
| Aug | 22 | 15 | 141 | 8,335 | 1,690 | 536,353 | 22 | 15 | 129 |
| Sep | 12 | 27 | 126 | (4,592) | 2,157 | 529,604 | 11 | 27 | 113 |
| Oct | 18 | 15 | 129 | 2,410 | 1,232 | 530,782 | 16 | 15 | 114 |
| Nov | 13 | 12 | 130 | 450 | 134,688 | 396,544 | 13 | 11 | 116 |
| Dec | 18 | 14 | 134 | 10,124 | 11,832 | 394,836 | 17 | 13 | 120 |

a/ Not initiated. Excludes cases which have been eliminated from the books by transfer, rescission or adjustment.

Source: Deputy Chief of Staff/Material, Office Director of Procurement and Industrial Planning, Hq USAF

PRICE OF ITEMS CANCELLED, BY TYPE OF CONTRACT: PRIOR TO 1944 AND JAN 1944 THROUGH DEC 1947

are minus quantities.)

| Fixed Price Contracts (Continued) | | | Cost Plus Fixed Fee Contracts | | | | | | Year and Month |
|---|-------------------|-------------------------|-------------------------------|------------|-------------------------|---|-------------------|-------------------------|-----------------|
| Cost Price of Items Cancelled (In Thousands of Dollars) | | | Number | | | Cost Price of Items Cancelled (In Thousands of Dollars) | | | |
| Initiated \$/ | Settled | Pending (End of Period) | Initiated \$/ | Settled | Pending (End of Period) | Initiated \$/ | Settled | Pending (End of Period) | |
| <u>12,728,108</u> | <u>12,673,947</u> | <u>54,161</u> | <u>595</u> | <u>581</u> | <u>14</u> | <u>10,343,124</u> | <u>10,002,449</u> | <u>340,675</u> | Total |
| 2,531,037 | 839,604 | 1,691,433 | 157 | 57 | 100 | 925,335 | 53,414 | 871,921 | Prior to 1944 |
| 2,693,671 | 2,425,541 | 1,959,563 | 213 | 176 | 137 | 2,620,597 | 906,733 | 2,585,785 | Annually |
| 7,520,760 | 3,179,049 | 6,301,274 | 206 | 213 | 130 | 5,287,940 | 1,040,432 | 6,833,293 | 1944 |
| (62,265) | 6,178,898 | 60,111 | 12 | 122 | 20 | 659,402 | 6,716,721 | 775,974 | 1945 |
| 44,905 | 50,855 | 54,161 | 7 | 13 | 14 | 849,850 | 1,285,149 | 340,675 | 1946 |
| | | | | | | | | | 1947 |
| 124,127 | 171,297 | 1,644,263 | 12 | 10 | 102 | 85,713 | 1,521 | 956,113 | Monthly |
| 277,300 | 142,662 | 1,778,901 | 40 | 7 | 135 | 546,523 | 5,195 | 1,497,441 | 1944 Jan |
| 208,327 | 27,945 | 1,959,283 | 34 | 4 | 165 | 155,381 | 911 | 1,651,911 | Feb |
| 149,290 | 53,681 | 2,054,892 | 12 | 6 | 171 | 444,603 | 1,199 | 2,095,315 | Mar |
| 214,765 | 117,355 | 2,152,302 | 14 | 15 | 170 | 34,344 | 2,936 | 2,126,723 | Apr |
| 83,464 | 46,416 | 2,189,350 | 23 | 14 | 179 | (270,449) | 318,869 | 1,537,405 | May |
| 83,111 | 391,620 | 1,880,841 | 14 | 25 | 168 | 204,428 | 45,985 | 1,695,848 | Jun |
| 390,229 | 230,999 | 2,040,071 | 24 | 19 | 173 | 233,630 | 2,387 | 1,927,091 | Jul |
| 297,650 | 268,862 | 2,068,859 | 21 | 25 | 169 | 898,599 | 110,465 | 2,715,225 | Aug |
| 946,220 | 245,213 | 2,769,866 | 1 | 13 | 157 | 155,229 | 280,240 | 2,590,214 | Sep |
| (22,737) | 254,209 | 2,492,920 | 11 | 26 | 142 | 6,827 | 80,093 | 2,516,948 | Oct |
| (58,075) | 475,282 | 1,959,563 | 7 | 12 | 137 | 125,769 | 56,932 | 2,585,785 | Nov |
| | | | | | | | | | Dec |
| 57,374 | 321,888 | 1,695,049 | 8 | 32 | 113 | (159,673) | 31,831 | 2,394,281 | 1945 Jan |
| 44,972 | 74,089 | 1,665,932 | 19 | 15 | 117 | (176,193) | 20,042 | 2,198,046 | Feb |
| 83,049 | 192,953 | 1,556,028 | 37 | 18 | 136 | 87,379 | 289,649 | 1,995,776 | Mar |
| 408,123 | 253,309 | 1,710,842 | 39 | 11 | 164 | 1,253,398 | 25,228 | 3,223,946 | Apr |
| 1,515,425 | 626,768 | 2,599,499 | 69 | 21 | 212 | 1,058,222 | 188,560 | 4,093,608 | May |
| 662,092 | 182,506 | 3,079,085 | 54 | 28 | 238 | (47,126) | 224,995 | 3,821,487 | Jun |
| 315,119 | 451,438 | 2,942,766 | 54 | 25 | 267 | (88,259) | 119,501 | 3,613,727 | Jul |
| 4,893,307 | 22,410 | 7,813,663 | 103 | 15 | 355 | 2,567,316 | 39,695 | 6,141,348 | Aug |
| (151,869) | 86,630 | 7,575,164 | (128) | 10 | 217 | 197,066 | 1,755 | 6,336,659 | Sep |
| (265,776) | 335,411 | 6,973,977 | (46) | 11 | 160 | 494,674 | 21,900 | 6,809,433 | Oct |
| 22,656 | 513,895 | 6,482,738 | (5) | 20 | 135 | 78,610 | 27,099 | 6,860,944 | Nov |
| (63,712) | 117,752 | 6,301,274 | 2 | 7 | 130 | 22,526 | 50,177 | 6,833,293 | Dec |
| | | | | | | | | | |
| 41,960 | 372,488 | 5,970,746 | 9 | 9 | 130 | (5,166) | 304,318 | 6,523,809 | 1946 Jan |
| (117,004) | 665,761 | 4,987,981 | 2 | 10 | 122 | 82,309 | 246,047 | 6,360,071 | Feb |
| (82,190) | 1,990,601 | 2,915,190 | 2 | 10 | 114 | (217,133) | 254,363 | 5,888,575 | Mar |
| 56,511 | 1,367,363 | 1,604,338 | (6) | 14 | 94 | 370,631 | 1,386,378 | 4,872,828 | Apr |
| 30,630 | 637,532 | 997,436 | 1 | 28 | 67 | 368,328 | 1,932,592 | 3,308,564 | May |
| 15,995 | 573,103 | 440,328 | (1) | 39 | 27 | (450,386) | 1,307,128 | 1,551,050 | Jun |
| 8,357 | 27,980 | 420,705 | 1 | 2 | 26 | 500,807 | 512,759 | 1,539,098 | Jul |
| (676) | 4,167 | 415,862 | 2 | 1 | 27 | 19 | 19 | 1,539,098 | Aug |
| (23,142) | 328,274 | 64,446 | 1 | 1 | 27 | (3) | 235 | 1,538,860 | Sep |
| (1,159) | 7,730 | 55,557 | 2 | 5 | 24 | 7,992 | 299 | 1,546,553 | Oct |
| 1,920 | 2,506 | 54,971 | (1) | 2 | 21 | 2,005 | 2,505 | 1,546,053 | Nov |
| 6,533 | 1,393 | 60,111 | - | 1 | 20 | (1) | 770,078 | 775,974 | Dec |
| | | | | | | | | | |
| 11,174 | 6,636 | 64,649 | 1 | 2 | 19 | - | 7,907 | 768,067 | 1947 Jan |
| 3,005 | 11,674 | 55,980 | - | 1 | 18 | 106 | 442 | 767,731 | Feb |
| 9,307 | 6,463 | 58,824 | 1 | 5 | 14 | 29,494 | 164,738 | 632,487 | Mar |
| 2,112 | 1,207 | 59,729 | - | 2 | 12 | 43,311 | 8,702 | 667,096 | Apr |
| 971 | 1,026 | 59,675 | 2 | 0 | 14 | 281 | - | 667,377 | May |
| 7,261 | 4,847 | 62,089 | - | 1 | 13 | 770,328 | 970,078 | 467,627 | Jun |
| 833 | 686 | 62,236 | (1) | - | 12 | (155) | - | 467,472 | Jul |
| 8,335 | 1,690 | 68,881 | - | - | 12 | - | - | 467,472 | Aug |
| (6,684) | 2,157 | 60,040 | 1 | - | 13 | 2,092 | - | 469,564 | Sep |
| 417 | 1,232 | 59,225 | 2 | - | 15 | 1,993 | - | 471,557 | Oct |
| 450 | 1,406 | 58,269 | - | 1 | 14 | - | 133,282 | 338,275 | Nov |
| 7,724 | 11,832 | 54,161 | 1 | 1 | 14 | 2,400 | - | 340,675 | Dec |

Table 148.-- DISPOSITION OF SURPLUS PROPERTY (EXCLUDING AIRCRAFT) IN CONTINENTAL US -- VALUE OF ITEMS DECLARED, DISPOSED, AND PENDING ACTION, BY TYPE OF PROPERTY: SEP 1945 THROUGH DEC 1947

(Figures in parentheses are minus quantities.)

Note:-- In thousands of dollars. Declarations comprise items for which formal notification as surplus has been forwarded to the disposal agency (primarily War Assets Administration). Items awaiting action are those which have been determined surplus and for which declarations have not been made. Disposition by the AAF includes transfer to other Army Components and other Government agencies, donations to institutions, transfer to salvage officers for disposition as scrap or small lots, abandonment or destruction, sale to contractors. Direct disposition is made without declaration to the disposal agency. Items withdrawn by the AAF are those which have been declared but for various reasons are later withdrawn from surplus.

| Year and Quarter or Month | Action by AAF | | | Action by Disposal Agency | | |
|---|------------------|-------------------------------|--|---------------------------|--|--|
| | Declared a/ | Direct Disposi- tion b/ | Awaiting Action (End of Period) | Withdrawn by AAF | Delivery and Scrap Orders Received by AAF g/ | Awaiting Delivery Orders (End of Period) |
| All Property (Excluding Aircraft) | | | | | | |
| Total | 3,004,430 | 4,951,924 | 59,831 | 629,589 | 2,691,496 | 159,070 |
| Annually | | | | | | |
| 1945 (Sep-Dec) | 990,875 | 833,995 | g/ | 159,530 | 291,365 | 1,015,705 |
| 1946 | 1,954,075 | 3,291,723 | 29,472 | 236,453 | 1,248,865 | 1,484,462 |
| 1947 | 59,480 | 826,216 | 59,831 | 233,606 | 1,151,266 | 159,070 |
| Quarterly | | | | | | |
| 1945 Sep (Only) | 59,276 | 63,793 | g/ | 4,479 | 29,013 | 541,509 |
| Dec | 891,599 | 770,202 | g/ | 155,051 | 262,352 | 1,015,705 |
| 1946 Mar | 44,262 | 1,343,036 | 513,595 | 117,474 | 380,657 | 1,021,836 |
| Jun | 412,393 | 1,135,442 | 210,533 | 64,768 | 302,615 | 1,056,846 |
| Sep | 564,104 | 612,701 | 247,158 | 23,890 | 358,035 | 1,239,025 |
| Dec | 483,316 | 200,544 | 29,472 | 30,321 | 207,558 | 1,484,462 |
| Monthly | | | | | | |
| 1947 Jan | (250,569) | 50,963 | 279,186 | 4,311 | 105,478 | 1,124,104 |
| Feb | 30,147 | 179,598 | 211,639 | 40,048 | 93,641 | 1,020,562 |
| Mar | 59,558 | 190,911 | 175,654 | 60,614 | 186,508 | 832,998 |
| Apr | (4,565) | 51,559 | 116,650 | 20,509 | 104,890 | 730,034 |
| May | 76,545 | 49,950 | 33,799 | 23,219 | 94,772 | 661,588 |
| Jun | 47,640 | 31,662 | 29,559 | 11,744 | 137,974 | 559,510 |
| Jul | 101,732 | 181,690 | 26,625 | 37,204 | 165,953 | 458,085 |
| Aug | (1,052) | 21,597 | 30,375 | 10,170 | 75,743 | 371,120 |
| Sep | 9,501 | 16,753 | 43,864 | 8,328 | 57,063 | 315,230 |
| Oct | (2,167) | 16,722 | 44,466 | 1,178 | 63,129 | 248,756 |
| Nov g/ | (2,875) | 14,555 | 60,635 | 14,735 | 34,520 | 196,626 |
| Dec g/ | (4,415) | 20,256 | 59,831 | 1,546 | 31,595 | 159,070 |
| Military Property (Excluding Aircraft) | | | | | | |
| Total | 2,269,235 | 3,017,160 | 59,014 | 561,892 | 2,024,119 | 156,829 |
| Annually | | | | | | |
| 1945 (Sep-Dec) | 715,552 | 131,430 | g/ | 159,334 | 59,713 | 970,110 |
| 1946 | 1,502,559 | 2,093,897 | 15,810 | 168,955 | 821,806 | 1,481,908 |
| 1947 | 51,124 | 791,833 | 59,014 | 233,603 | 1,142,600 | 156,829 |
| Quarterly | | | | | | |
| 1945 Sep (Only) | 73,491 | 1,812 | g/ | 4,479 | 8,433 | 543,184 |
| Dec | 642,061 | 129,618 | g/ | 154,855 | 51,280 | 970,110 |
| 1946 Mar | 159,234 | 421,871 | 369,643 | 100,195 | 87,865 | 941,284 |
| Jun | 322,793 | 928,389 | 152,565 | 14,898 | 198,060 | 1,051,119 |
| Sep | 542,484 | 563,567 | 229,728 | 23,541 | 333,969 | 1,236,093 |
| Dec | 478,048 | 180,070 | 15,810 | 30,321 | 201,912 | 1,481,908 |
| Monthly | | | | | | |
| 1947 Jan | (251,073) | 42,756 | 269,209 | 4,309 | 104,949 | 1,121,577 |
| Feb | 30,069 | 171,325 | 201,394 | 40,048 | 93,434 | 1,018,164 |
| Mar | 58,416 | 187,685 | 165,445 | 60,614 | 185,555 | 830,411 |
| Apr | (4,746) | 47,197 | 108,373 | 20,509 | 104,417 | 700,739 |
| May | 71,596 | 47,185 | 26,745 | 23,219 | 94,541 | 654,575 |
| Jun | 47,340 | 30,603 | 22,577 | 11,744 | 133,004 | 557,167 |
| Jul | 101,392 | 178,939 | 20,027 | 37,204 | 165,793 | 455,562 |
| Aug | (1,207) | 20,705 | 21,697 | 10,170 | 75,440 | 368,745 |
| Sep | 9,496 | 15,768 | 31,987 | 8,328 | 56,930 | 312,983 |
| Oct | (2,713) | 15,510 | 33,061 | 1,177 | 62,581 | 246,512 |
| Nov | (3,004) | 14,188 | 59,928 | 14,735 | 34,458 | 194,315 |
| Dec | (4,442) | 19,972 | 59,014 | 1,546 | 31,498 | 156,829 |

g/ In the case of Contractor Inventory, declarations are not made until delivery or scrap orders are received from the disposal agency.

Source: Deputy Chief of Air Staff/Material Office, Director of Procurement and Industrial Planning.

Table 448.-- DISPOSITION OF SURPLUS PROPERTY (EXCLUDING AIRCRAFT) IN CONTINENTAL US -- VALUE OF ITEMS DECLARED, DISPOSED AND PENDING ACTION, BY TYPE OF PROPERTY: SEP 1945 THROUGH DEC 1947 -- Continued

(Figures in parentheses are minus quantities.)

| Year and Quarter or Month | Action by AAF | | | Action by Disposal Agency | | |
|---------------------------------|----------------|--------------------|---------------------------------|---------------------------|---|--|
| | Declared | Direct Disposition | Awaiting Action (End of Period) | Withdrawn by AAF | Delivery and Scrap Orders Received by AAF | Awaiting Delivery Orders (End of Period) |
| Non-Military Property d/ | | | | | | |
| Total | 365,949 | 689,731 | 817 | 67,694 | 298,134 | 2,241 |
| Annually | | | | | | |
| 1945 (Sep-Dec) | 154,057 | 312,192 | 230,336 | 193 | 110,389 | 45,595 |
| 1946 | 204,740 | 364,682 | 2,620 | 67,498 | 180,283 | 2,554 |
| 1947 | 7,152 | 12,857 | 617 | 3 | 7,462 | 2,241 |
| Quarterly | | | | | | |
| 1945 Sep (Only) | 6,921 | 12,251 | 54,576 | - | 1,716 | 7,325 |
| Dec | 147,136 | 299,941 | 230,336 | 193 | 108,673 | 45,595 |
| 1946 Mar | 167,705 | 309,120 | 30,222 | 17,279 | 125,469 | 70,552 |
| Jun | 29,551 | 38,512 | 12,614 | 49,870 | 44,506 | 5,727 |
| Sep | 6,531 | 13,888 | 1,908 | 349 | 8,977 | 2,932 |
| Dec | 953 | 3,162 | 2,620 | - | 1,331 | 2,554 |
| Monthly | | | | | | |
| 1947 Jan | 288 | 2,529 | 770 | 2 | 313 | 2,527 |
| Feb | 18 | 733 | 1,003 | - | 147 | 2,398 |
| Mar | 1,025 | 910 | 995 | - | 836 | 2,587 |
| Apr | 121 | 1,852 | 770 | - | 413 | 2,295 |
| May | 4,823 | 2,108 | 127 | - | 105 | 7,013 |
| Jun | 248 | 649 | 152 | - | 4,918 | 2,343 |
| Jul | 283 | 1,037 | 270 | - | 103 | 2,523 |
| Aug | 148 | 654 | 380 | - | 296 | 2,375 |
| Sep | 4 | 706 | 489 | - | 132 | 2,247 |
| Oct | 38 | 1,028 | 399 | 1 | 40 | 2,244 |
| Nov | 129 | 367 | 707 | - | 62 | 2,311 |
| Dec | 27 | 284 | 817 | - | 97 | 2,241 |
| Contractor Inventory | | | | | | |
| Total | 369,246 | 1,245,043 | e/ | 3 | 369,243 | e/ |
| Annually | | | | | | |
| 1945 (Sep-Dec) | 121,266 | 390,373 | 360,819 | 3 | 121,263 | - |
| 1946 | 246,776 | 833,144 | 11,042 | - | 246,776 | - |
| 1947 | 1,204 | 21,526 | e/ | e/ | 1,204 | e/ |
| Quarterly | | | | | | |
| 1945 Sep (Only) | 18,864 | 49,730 | 176,193 | - | 18,864 | - |
| Dec | 102,402 | 340,643 | 360,819 | 3 | 102,399 | - |
| 1946 Mar | 167,323 | 612,045 | 133,730 | - | 167,323 | - |
| Jun | 60,049 | 168,541 | 45,354 | - | 60,049 | - |
| Sep | 15,089 | 35,246 | 15,522 | - | 15,089 | - |
| Dec | 4,315 | 17,312 | 11,042 | - | 4,315 | - |
| 1947 Jan | 216 | 5,678 | 9,207 | e/ | 216 | e/ |
| Feb | 60 | 7,540 | 9,242 | e/ | 60 | e/ |
| Mar | 117 | 2,316 | 9,214 | e/ | 117 | e/ |
| Apr | 60 | 2,510 | 7,107 | e/ | 60 | e/ |
| May | 126 | 657 | 6,927 | e/ | 126 | e/ |
| Jun | 52 | 410 | 6,830 | e/ | 52 | e/ |
| Jul | 57 | 1,714 | 6,328 | e/ | 57 | e/ |
| Aug | 7 | 238 | 8,298 | e/ | 7 | e/ |
| Sep | 1 | 279 | 11,388 | e/ | 1 | e/ |
| Oct | 508 | 184 | 11,006 | e/ | 508 | e/ |
| Nov | e/ | e/ | e/ | e/ | e/ | e/ |
| Dec | e/ | e/ | e/ | e/ | e/ | e/ |

b/ The bulk of Military Property disposed of directly by the USAF is that turned over to salvage officers while the greater part of Contractor Inventory disposed of directly comprises sales to contractors.

c/ Not available.

d/ Industrial property in Government owned plants. Excludes real estate.

e/ Small amount of contractors inventory excluded. Data not available.

Table 149.-- MOTOR VEHICLE ACCIDENTS IN CONTINENTAL US, BY COMMAND: AUG 1946 THROUGH DEC 1947

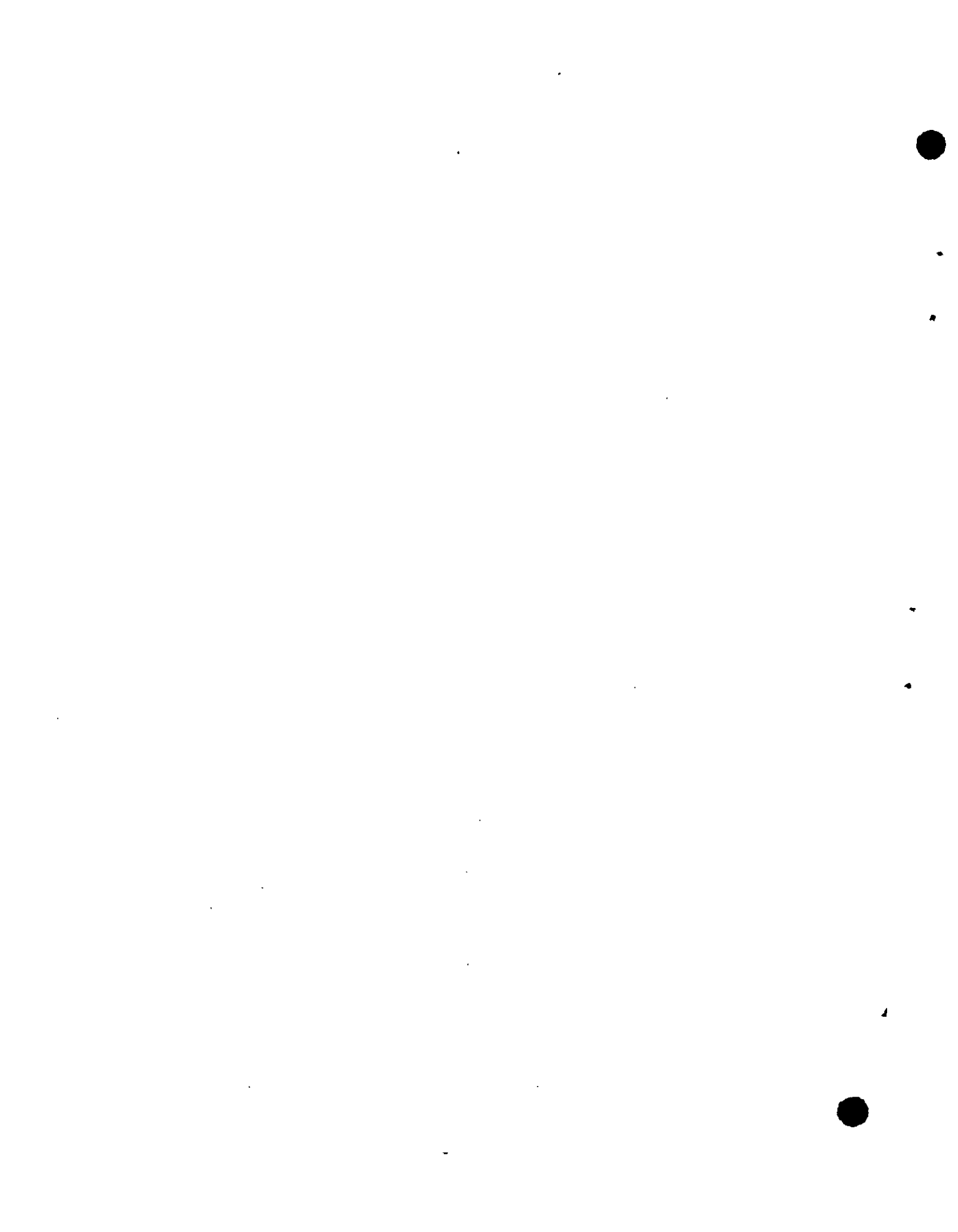
Note.-- Mileages are in thousands of miles. Motor Vehicle Accident Rates represent the number of accidents per 100,000 miles operated. Overall Motor Vehicle Accident Rates exclude special purpose vehicle accident experience.

| Year and Quarter | Accident by Type of Injury | | | Material Damage | | Accident Experience By Vehicle Type | | | | | | | | | | | | | | Motor Vehicle Accident Rate (Overall) | |
|-------------------|----------------------------|-----------|------------|-----------------|----------------|-------------------------------------|----------------|------------|-------------|------------------------|-------------|-------------|---------------------------|-------------|-------------|---------------|------------|-------------|--------------------------|---------------------------------------|-------------|
| | Total | Fatal | Non-Fatal | No Injury | Total Cost | Cost per Accident in Dollars | Passenger Cars | | | Trucks 1/4 to 3/4 Tons | | | Trucks (Other) and Busses | | | Motorcycles | | | Special Purpose Vehicles | | |
| | | | | | | | Mile-age | Acci-dents | Rate | Mile-age | Acci-dents | Rate | Mile-age | Acci-dents | Rate | Mile-age | Acci-dents | Rate | Number | | Acci-dents |
| | | | | | | | | | | | | | | | | | | | | | |
| 1946-Total | 2,389 | 17 | 248 | 2,124 | 190,935 | 79.72 | 11035.9 | 543 | 4.92 | 19944.4 | 679 | 3.40 | 19466.6 | 924 | 4.75 | 436.5 | 21 | 4.81 | 10,512 | 222 | 4.26 |
| 3rd Qtr | 926 | 5 | 98 | 823 | 112,750 | 121.76 | 4648.1 | 212 | 4.56 | 7808.4 | 267 | 3.42 | 7535.6 | 354 | 4.70 | 150.1 | 12 | 7.99 | 9,710 | 81 | 4.19 |
| PGC .. | 22 | 1 | 1 | 20 | 1,290 | 58.64 | 81.1 | 4 | 4.93 | 294.6 | 7 | 2.38 | 336.9 | 8 | 2.39 | 7.0 | 1 | 14.28 | 410 | 2 | 2.78 |
| AMC .. | 246 | - | 27 | 219 | 10,330 | 41.99 | 1474.0 | 51 | 3.46 | 2595.7 | 58 | 2.23 | 2315.3 | 93 | 4.02 | 54.3 | 3 | 5.52 | 5,551 | 41 | 3.18 |
| TAC .. | 104 | 1 | 15 | 88 | 8,760 | 84.23 | 326.1 | 11 | 3.37 | 1334.4 | 50 | 3.75 | 862.0 | 32 | 3.71 | 14.0 | 2 | 14.29 | 1,124 | 9 | 3.74 |
| SAC .. | 144 | 1 | 14 | 129 | 7,740 | 53.75 | 1043.2 | 46 | 4.41 | 1096.9 | 47 | 4.28 | 1273.4 | 46 | 3.61 | 9.4 | 1 | 10.64 | 1,109 | 4 | 4.09 |
| ADC .. | 99 | - | 6 | 93 | 64,730 | 65.38 | 689.9 | 35 | 5.07 | 720.0 | 33 | 4.58 | 952.7 | 31 | 3.25 | 4.0 | - | 0.00 | 280 | - | 4.18 |
| AU .. | 20 | - | 2 | 18 | 380 | 19.00 | 61.6 | 4 | 6.49 | 190.1 | 3 | 1.58 | 135.9 | 11 | 8.09 | 1.0 | - | 0.00 | 231 | 2 | 4.63 |
| ATC .. | 69 | 1 | 14 | 54 | 9,460 | 13.71 | 391.4 | 29 | 7.41 | 499.4 | 15 | 3.00 | 356.0 | 17 | 4.77 | 3.6 | - | 0.00 | 271 | 8 | 4.88 |
| TC .. | 222 | 1 | 19 | 202 | 10,060 | 45.31 | 580.8 | 32 | 5.51 | 1077.3 | 54 | 5.01 | 1303.4 | 116 | 8.91 | 56.8 | 5 | 8.80 | 734 | 15 | 6.86 |
| 4th Qtr | 1,463 | 12 | 150 | 1,301 | 78,185 | 53.44 | 6386.9 | 331 | 5.18 | 12136.0 | 412 | 3.39 | 11931.0 | 570 | 4.77 | 286.4 | 9 | 3.14 | 11,314 | 141 | 4.30 |
| PGC .. | 48 | 2 | 5 | 41 | 3,729 | 77.68 | 122.6 | 5 | 4.08 | 404.7 | 12 | 2.96 | 619.1 | 27 | 4.36 | 13.8 | - | - | 351 | 4 | 2.83 |
| TAC .. | 140 | 1 | 19 | 120 | 6,300 | 45.00 | 533.5 | 27 | 5.06 | 1780.9 | 57 | 3.20 | 1610.4 | 53 | 3.29 | 21.2 | 2 | 9.43 | 1,069 | 1 | 3.52 |
| AMC .. | 408 | 3 | 36 | 369 | 17,950 | 43.99 | 2229.8 | 91 | 4.08 | 3701.5 | 95 | 2.57 | 3270.3 | 148 | 4.52 | 80.1 | 2 | 2.50 | 6,238 | 72 | 3.62 |
| TC .. | 332 | 4 | 34 | 294 | 23,988 | 72.25 | 1101.9 | 51 | 4.63 | 2780.5 | 87 | 3.15 | 3055.0 | 155 | 5.07 | 72.9 | 4 | 5.49 | 1,467 | 35 | 4.10 |
| ADC .. | 112 | - | 8 | 104 | 8,399 | 74.99 | 856.0 | 41 | 4.79 | 876.8 | 32 | 3.65 | 720.2 | 35 | 4.86 | 53.0 | - | - | 488 | 4 | 4.31 |
| AU .. | 41 | 1 | 3 | 37 | 2,063 | 50.32 | 132.5 | 7 | 5.28 | 396.6 | 15 | 3.78 | 285.0 | 16 | 5.61 | 2.0 | - | - | 221 | 3 | 4.66 |
| ATC .. | 129 | - | 22 | 107 | 4,837 | 37.47 | 517.5 | 44 | 8.50 | 671.6 | 34 | 5.06 | 860.8 | 45 | 5.23 | 3.2 | - | - | 366 | 6 | 5.99 |
| SAC .. | 253 | 1 | 23 | 229 | 10,919 | 43.16 | 893.1 | 65 | 7.28 | 1543.4 | 80 | 5.18 | 1510.2 | 91 | 6.02 | 40.2 | 1 | 2.49 | 1,114 | 16 | 6.42 |
| 1947-Total | 5,112 | 22 | 399 | 4,691 | 247,476 | 48.41 | 21406.0 | 975 | 4.55 | 40821.5 | 1505 | 3.69 | 40211.3 | 2091 | 5.20 | 1056.7 | 30 | 2.84 | 3,859 | 511 | 4.45 |
| 1st Qtr | 1,550 | 5 | 111 | 1,434 | 65,356 | 34.22 | 5598.8 | 339 | 6.05 | 10512.0 | 451 | 4.29 | 10252.7 | 637 | 6.21 | 184.5 | 8 | 4.34 | 3,728 | 115 | 8.95 |
| PGC .. | 33 | 1 | 3 | 29 | 478 | 14.48 | 114.0 | 9 | 7.89 | 274.5 | 8 | 2.91 | 430.2 | 11 | 2.56 | 7.0 | - | 0.00 | 107 | 5 | 3.39 |
| AMC .. | 415 | - | 20 | 395 | 16,740 | 40.34 | 2071.0 | 81 | 3.91 | 3721.4 | 91 | 2.44 | 3172.7 | 176 | 5.55 | 56.1 | 5 | 8.91 | 1,987 | 62 | 3.91 |
| SAC .. | 155 | - | 16 | 139 | 8,000 | 51.61 | 543.1 | 41 | 8.38 | 1519.0 | 45 | 2.96 | 1187.1 | 60 | 5.05 | 20.1 | 1 | 4.97 | 326 | 8 | 4.57 |
| TAC .. | 192 | 1 | 17 | 174 | 11,090 | 57.76 | 515.9 | 34 | 6.59 | 1426.0 | 76 | 5.33 | 1516.9 | 69 | 4.55 | 10.0 | - | 0.00 | 308 | 13 | 5.16 |
| AU .. | 46 | - | 10 | 36 | 630 | 13.69 | 154.4 | 11 | 7.12 | 336.0 | 12 | 3.57 | 338.5 | 22 | 6.50 | 3.0 | - | 0.00 | 87 | 1 | 5.41 |
| BFC .. | 20 | - | 1 | 19 | 1,938 | 96.90 | 87.4 | 8 | 9.15 | 110.7 | 3 | 2.71 | 123.0 | 7 | 5.69 | 3.7 | - | 0.00 | 28 | 2 | 5.54 |
| ADC .. | 90 | - | 5 | 85 | 7,110 | 79.00 | 527.3 | 33 | 6.25 | 438.3 | 36 | 8.21 | 554.9 | 19 | 3.42 | 28.2 | - | 0.00 | 161 | 2 | 5.68 |
| TC .. | 441 | 2 | 29 | 410 | 15,980 | 36.23 | 1245.7 | 80 | 2.49 | 2095.4 | 134 | 6.39 | 2301.8 | 212 | 9.21 | 54.4 | 2 | 3.68 | 525 | 13 | 7.51 |
| ATC .. | 158 | 1 | 10 | 147 | 3,390 | 21.45 | 340.0 | 42 | 1.23 | 590.7 | 46 | 7.79 | 627.6 | 61 | 9.72 | 2.0 | - | 0.00 | 199 | 9 | 9.57 |

| 1947(Contd) | | 2nd Qtr | | 3rd Qtr | | 4th Qtr | | Total | | Total | | Total | | Total | | Total | | Total | | Total | | |
|--------------|-----|--------------|----------|------------|--------------|---------------|--------------|---------------|------------|-------------|----------------|------------|-------------|----------------|------------|-------------|--------------|----------|-------------|----------------|------------|-------------|
| Total | | 1,226 | 5 | 91 | 1,130 | 62,697 | 51.14 | 5441.5 | 211 | 3.88 | 10848.7 | 348 | 3.21 | 10246.5 | 524 | 5.11 | 229.7 | 9 | 3.92 | 9/3,596 | 134 | 4.58 |
| AAC | 356 | - | 22 | 334 | 12,182 | 34.22 | 1962.4 | 50 | 2.55 | 3638.9 | 83 | 2.28 | 3118.4 | 150 | 4.81 | 53.3 | 3 | 5.63 | 1,865 | 70 | 3.26 | |
| ADC | 92 | 1 | 7 | 84 | 12,843 | 139.60 | 744.2 | 23 | 3.09 | 767.6 | 31 | 4.04 | 935.5 | 34 | 3.63 | 41.4 | - | 0.00 | 198 | 4 | 3.54 | |
| PGC | 38 | 1 | 10 | 27 | 1,676 | 44.11 | 97.8 | 6 | 6.13 | 355.1 | 8 | 2.25 | 547.6 | 23 | 4.20 | 8.8 | 1 | 11.36 | 129 | - | 3.76 | |
| SAC | 150 | 1 | 13 | 136 | 7,334 | 48.89 | 599.9 | 29 | 4.83 | 154.9 | 44 | 2.83 | 1398.5 | 65 | 4.65 | 35.9 | 1 | 2.78 | 377 | 11 | 3.87 | |
| ATC | 64 | - | 3 | 61 | 3,785 | 59.14 | 318.2 | 14 | 4.40 | 479.0 | 13 | 2.71 | 578.3 | 28 | 4.84 | 2.0 | - | 0.00 | 137 | 9 | 3.99 | |
| AU | 36 | - | - | 36 | 892 | 24.78 | 114.3 | 7 | 6.12 | 313.1 | 13 | 4.15 | 264.9 | 9 | 3.40 | 7.0 | - | 0.00 | 84 | 7 | 4.15 | |
| TAC | 153 | 1 | 15 | 137 | 8,133 | 53.16 | 416.1 | 21 | 5.05 | 1543.5 | 63 | 4.08 | 1018.3 | 50 | 4.91 | 25.1 | 1 | 3.98 | 284 | 18 | 4.49 | |
| BFC | 2 | - | - | 2 | 200 | 100.00 | 102.9 | 2 | 1.94 | 122.6 | - | 0.00 | 140.0 | - | 0.00 | 3.0 | - | 0.00 | 31 | - | 5.43 | |
| TC | 335 | 1 | 21 | 313 | 15,652 | 46.72 | 1085.7 | 59 | 5.43 | 2074.0 | 93 | 4.48 | 2245.0 | 165 | 7.35 | 53.2 | 3 | 5.64 | 491 | 15 | 5.86 | |
| Total | | 1,088 | 6 | 83 | 999 | 49,911 | 45.87 | 5090.5 | 196 | 3.85 | 10029.3 | 309 | 3.08 | 9932.8 | 440 | 4.43 | 324.0 | 4 | 1.23 | 9/3,604 | 139 | 4.29 |
| AAC | 287 | 2 | 22 | 263 | 16,034 | 55.87 | 1768.5 | 45 | 2.54 | 2944.5 | 59 | 2.00 | 3076.9 | 100 | 3.25 | 59.3 | 1 | 1.69 | 1,949 | 82 | 2.61 | |
| BFC | 13 | - | 1 | 12 | 847 | 65.15 | 95.1 | 2 | 2.10 | 140.1 | - | 0.00 | 134.0 | 9 | 6.72 | 13.9 | - | 0.00 | 30 | 2 | 2.87 | |
| ADC | 82 | 1 | 10 | 71 | 10,747 | 131.06 | 716.9 | 22 | 3.07 | 976.0 | 29 | 2.97 | 955.7 | 30 | 3.14 | 49.0 | - | 0.00 | 194 | 1 | 3.00 | |
| SAC | 126 | - | 12 | 114 | 7,565 | 60.04 | 586.3 | 24 | 4.09 | 1424.8 | 50 | 3.51 | 1282.5 | 40 | 3.12 | 102.4 | 1 | 0.98 | 325 | 11 | 3.39 | |
| AU | 33 | - | 2 | 31 | 1,241 | 37.61 | 114.5 | 7 | 6.11 | 351.1 | 11 | 3.13 | 260.0 | 10 | 3.85 | 6.0 | - | 0.00 | 85 | 5 | 3.83 | |
| ATC | 68 | - | 8 | 60 | 2,332 | 34.29 | 321.7 | 10 | 3.11 | 584.2 | 27 | 5.58 | 539.6 | 19 | 3.52 | 9.5 | - | 0.00 | 112 | 12 | 3.85 | |
| TAC | 145 | 2 | 9 | 134 | 4,774 | 32.92 | 399.9 | 23 | 5.75 | 1401.2 | 43 | 3.07 | 1196.0 | 73 | 6.10 | 43.3 | - | 0.00 | 333 | 6 | 4.57 | |
| PGC | 48 | - | 3 | 45 | 620 | 12.92 | 108.2 | 9 | 8.32 | 351.3 | 10 | 2.85 | 563.2 | 28 | 4.97 | 7.0 | - | 0.00 | 97 | 1 | 4.66 | |
| TC | 286 | 1 | 16 | 269 | 5,751 | 20.11 | 979.4 | 54 | 5.51 | 1856.1 | 80 | 4.31 | 1924.9 | 131 | 6.80 | 33.6 | 2 | 5.95 | 479 | 19 | 5.57 | |
| Total | | 1,248 | 6 | 114 | 1,128 | 69,512 | 55.70 | 5275.2 | 229 | 4.34 | 9431.5 | 397 | 4.21 | 9779.3 | 490 | 5.01 | 318.5 | 9 | 2.83 | 9/3,650 | 123 | 5.03 |
| BFC | 6 | - | - | 8 | 1,162 | 145.25 | 108.2 | 3 | 2.77 | 127.9 | - | 0.00 | 149.1 | 1 | 6.71 | 5.9 | - | 0.00 | 29 | 4 | 1.02 | |
| AAC | 306 | 2 | 34 | 270 | 14,080 | 47.01 | 1966.8 | 48 | 2.44 | 2726.1 | 81 | 2.97 | 2894.2 | 107 | 3.70 | 77.9 | 1 | 1.28 | 1,940 | 69 | 3.09 | |
| AU | 29 | - | 1 | 28 | 830 | 28.62 | 137.1 | 5 | 3.65 | 330.5 | 10 | 3.02 | 336.8 | 13 | 3.86 | 6.0 | - | 0.00 | 85 | 1 | 3.45 | |
| TAC | 116 | - | 8 | 108 | 5,941 | 51.22 | 429.4 | 27 | 6.29 | 1281.5 | 35 | 2.73 | 1098.2 | 42 | 3.82 | 14.2 | 2 | 14.08 | 295 | 10 | 3.75 | |
| ATC | 68 | 2 | 4 | 62 | 3,726 | 54.79 | 337.1 | 18 | 5.34 | 598.8 | 24 | 4.01 | 410.7 | 17 | 4.14 | 1.4 | - | 0.00 | 106 | 9 | 4.38 | |
| PGC | 49 | - | 7 | 42 | 1,704 | 34.78 | 111.7 | 9 | 8.06 | 366.9 | 14 | 3.82 | 561.9 | 25 | 4.45 | 0.9 | - | 0.00 | 188 | 1 | 4.70 | |
| ADC | 116 | - | 15 | 101 | 6,175 | 53.23 | 856.4 | 34 | 3.97 | 1080.3 | 36 | 3.33 | 1114.0 | 43 | 3.86 | 91.3 | 2 | 2.19 | 229 | 1 | 5.37 | |
| SAC | 245 | 1 | 18 | 226 | 25,645 | 104.67 | 610.3 | 35 | 5.73 | 1442.0 | 97 | 6.73 | 1512.5 | 105 | 6.94 | 95.2 | 1 | 1.05 | 332 | 7 | 6.50 | |
| TC | 311 | 1 | 27 | 283 | 10,249 | 32.95 | 718.2 | 50 | 6.96 | 1477.5 | 100 | 6.77 | 1701.9 | 137 | 8.05 | 25.7 | 3 | 11.67 | 446 | 21 | 7.14 | |

- a/ Quarterly average number of vehicles.
b/ 1 August 1946 through 20 September 1946.
c/ Quarterly average.
d/ 21 September 1946 through 20 December 1946.
e/ 21 December 1946 through 20 March 1947.
f/ 21 March 1947 through 20 June 1947.
g/ 21 June 1947 through 20 September 1947.
h/ 21 September 1947 through 31 December 1947.

Source: DCS/PA, Ground Safety Division, Hq USAF.



PART VII

CIVILIAN COMPONENTS

CIVILIAN COMPONENTS INCLUDE THE AIR NATIONAL GUARD, WHICH IS THE RESERVE PART OF THE NATIONAL MILITARY ESTABLISHMENT THAT IS ADMINISTERED BY THE STATES, AND BY SOME TERRITORIES; THE ORGANIZED AIR RESERVE CORPS, WHICH CONSISTS OF PERSONNEL AND UNITS OF THE OFFICERS' RESERVE CORPS, THE ENLISTED RESERVE CORPS, AND THE ORGANIZED RESERVES; AND THE AIR RESERVE OFFICERS TRAINING CORPS, WHICH IS A MILITARY TRAINING ORGANIZATION AT CIVILIAN EDUCATIONAL INSTITUTIONS.

THIS ISSUE OF THE USAF STATISTICAL DIGEST PRESENTS, FOR THE FIRST TIME, DATA ON THE ACTIVITIES OF THE AIR NATIONAL GUARD, THE AIR RESERVE AND THE AIR RESERVE TRAINING CORPS.

INSOFAR AS INFORMATION HAS BECOME AVAILABLE, OVERALL CURRENT STATISTICS ON THE BASIC ACTIVITIES AND OPERATIONS OF THE AIR NATIONAL GUARD HAVE BEEN COLLECTED FOR PRESENTATION HEREIN. THE DATA COVER PERSONNEL STRENGTH AND NUMBER OF UNITS AT EACH AIR FORCE, CONSTITUTING THE AIR NATIONAL GUARD, AS OF NOVEMBER 1946 THROUGH DECEMBER 1947, AND THE NUMBER OF AIRPLANES ON HAND BY GEOGRAPHICAL LOCATION. COMPLETE INFORMATION ON UTILIZATION AND MAINTENANCE OF AIRPLANES IS NOT AVAILABLE, HOWEVER, FOR THE PERIOD MAY THROUGH DECEMBER 1947, QUALIFIED DATA ON THE NUMBER OF FLYING HOURS PER AIRPLANES ON HAND AND IN COMMISSION, BY TYPE AND MODEL OF AIRPLANE, ARE PRESENTED.

OVERALL CURRENT STATISTICAL FACTS RELATIVE TO THE AIR RESERVE, AS PRESENTED IN THE FOLLOWING TABLES, INCLUDE: THE NUMBER OF AIR RESERVE ORGANIZATIONS ACTIVATED IN THE PERIOD - DECEMBER 1946 THROUGH DECEMBER 1947; AND THE STATUS OF AIR RESERVE BASE UNITS AT THEIR GEOGRAPHICAL LOCATION; OFFICER AND ENLISTED PERSONNEL, BY SPECIALTY GROUPS, IN BOTH CONTINENTAL US AND OUTSIDE THE CONTINENTAL LIMITS. A FURTHER BREAKDOWN OF PERSONNEL STRENGTH BY PERMANENT PARTY IS ALSO PROVIDED HEREIN.

THE AIR RESERVE TRAINING PROGRAM HAS BEEN ACTIVE SINCE WORLD WAR II. THE DATA IN THIS ISSUE OF THE STATISTICAL DIGEST COVER TRAINING ACTIVITIES FROM 1 SEPTEMBER 1946 THROUGH DECEMBER 1947, ANNOTATED AS TO THE PERCENT OF COVERAGE. OFFICER AND ENLISTED ENROLLED AND RECEIVING TRAINING AND THE NUMBER OF RESERVE PILOT HOURS FLOWN AT EACH AIR FORCE IS SHOWN FOR THE ENTIRE PERIOD. AS OF 1 JULY 1947, THE STATISTICAL REPORTING PROCEDURES HAD DEVELOPED TO THE EXTENT THAT SUMMARY STATISTICS WERE AVAILABLE ON THE NUMBER OF PERSONNEL QUALIFIED TO RECEIVE TRAINING. THE DATA, THEREFORE, HAVE BEEN EXPANDED TO INCLUDE THIS INFORMATION, AS OF THAT DATE.

INFORMATION IS ALSO PRESENTED ON UTILIZATION AND MAINTENANCE OF USAF AIRPLANES BY RESERVISTS AND NUMBER OF ACCIDENTS BY AIR RESERVE PILOTS, AS WELL AS AIRCRAFT HOURS FLOWN BY AIR RESERVE PILOTS ON INACTIVE DUTY STATUS. THE DATA ALSO REFLECTS THE NUMBER OF AIRPLANES ON HAND BY TYPE AND MODEL AT EACH AIR FORCE.

THE AIR RESERVE OFFICERS' TRAINING CORPS WAS ESTABLISHED TO GIVE MILITARY TRAINING AND TO QUALIFY SELECTED STUDENTS FOR APPOINTMENTS AS RESERVE OFFICERS. DETAILED STATISTICS ARE PRESENTED ON ENROLLMENT IN THE AIR RESERVE OFFICERS' TRAINING CORPS, AS OF THE BEGINNING OF THE SCHOOL YEAR 1946-1947, WHICH SHOW THE INSTITUTIONS AT WHICH AIR RESERVE OFFICERS' TRAINING CORPS ARE ESTABLISHED AND THE NUMBER OF BASIC AND ADVANCED ENROLLEES AT EACH INSTITUTION. THIS INFORMATION IS ANNOTATED AS TO TYPES OF INSTRUCTION COURSES IN WHICH ENROLLEES ARE RECEIVING TRAINING.

IN THE CIVILIAN COMPONENTS SECTION THERE IS ALSO INCLUDED A TABLE ON DIRECT FUNDING FOR EACH OF ITS COMPONENTS, THE AIR NATIONAL GUARD, THE AIR ORGANIZED RESERVE AND THE AIR RESERVE OFFICERS' TRAINING CORPS.

Table 150.-- NATIONAL GUARD PERSONNEL STRENGTH AND NUMBER OF UNITS: AUTHORIZED, SEP 1947;
ACTUAL, NOV 1946 THROUGH DEC 1947

(Figures in parentheses show Warrant Officers and are included in open column figures as well as totals.)

| Location | September 1947 | | 1946 | | | | | | | | | |
|-----------------------------|----------------|---------------------|------------|----------------|-------------------------------|------------|--------------------|------------|----------------|-------------------------------|------------|--------------------|
| | Allotted | | November | | | | | December | | | | |
| | No. of Units | Authorized Strength | a/ Units | Total | Officers and Warrant Officers | | Enlisted Personnel | a/ Units | Total | Officers and Warrant Officers | | Enlisted Personnel |
| | | | | | Rated | Non-Rated | | | | Rated | Non-Rated | |
| Continental US | | | | | | | | | | | | |
| Total | 514 | 57,946 | 143 | b/3,080 | 728 | 246 | 2,041 | 171 | c/3,824 | 872 | 296 | 2,571 |
| First Air Force | | | | | | | | | | | | |
| Connecticut | 7 | 1,020 | 5 | 147 | 19 | 31 | 97 | 5 | 131 | 19 | 31 | 81 |
| Delaware | 4 | 353 | 4 | 60 | 15 | (1) 1 | 44 | 4 | 67 | 15 | (1) 1 | 51 |
| Maine | 6 | 615 | - | - | - | - | - | - | - | - | - | - |
| Massachusetts | 18 | 1,883 | 8 | 216 | g/ | g/ | 151 | 8 | 216 | g/ | g/ | 151 |
| New Hampshire | 4 | 353 | - | - | - | - | - | - | - | - | - | - |
| New Jersey | 10 | 968 | 1 | 16 | 7 | 2 | 7 | 1 | 18 | 8 | 2 | 8 |
| New York | 39 | 4,536 | - | - | - | - | - | - | - | - | - | - |
| Rhode Island | 5 | 744 | - | - | - | - | - | - | - | - | - | - |
| Vermont | 4 | 353 | 4 | 128 | 36 | 4 | 88 | 4 | 136 | 35 | 4 | 97 |
| Second Air Force | | | | | | | | | | | | |
| Colorado | 16 | 2,326 | 6 | 254 | 63 | 23 | 168 | 8 | 269 | 67 | 25 | 177 |
| Illinois | 26 | 2,637 | 1 | 49 | 13 | 5 | 31 | 1 | 55 | 12 | 6 | 37 |
| Iowa | 11 | 1,373 | 5 | 106 | 26 | 4 | 76 | 9 | 171 | 37 | 8 | 126 |
| Kansas | 4 | 353 | 4 | 94 | 23 | (1) 9 | 62 | 4 | 101 | 23 | (1) 9 | 69 |
| Michigan | 16 | 1,834 | 5 | 87 | 25 | 7 | 55 | 5 | 77 | 26 | 4 | 47 |
| Minnesota | 11 | 1,359 | 3 | 68 | 12 | 4 | 52 | 3 | 70 | 12 | 5 | 53 |
| Missouri | 18 | 1,870 | 13 | 391 | 79 | (1) 32 | 280 | 13 | 389 | 76 | (1) 31 | 282 |
| Nebraska | 4 | 353 | 4 | 89 | 15 | 6 | 68 | 4 | 82 | 16 | 5 | 61 |
| North Dakota | 4 | 353 | - | - | - | - | - | - | - | - | - | - |
| South Dakota | 4 | 353 | 3 | 69 | 9 | 5 | 55 | 3 | 72 | 9 | 5 | 58 |
| Wisconsin | 11 | 1,373 | - | - | - | - | - | - | - | - | - | - |
| Wyoming | 4 | 353 | 4 | 94 | 29 | 8 | 57 | 4 | 102 | 28 | 8 | 66 |
| Fourth Air Force | | | | | | | | | | | | |
| Arizona | 4 | 353 | - | - | - | - | - | 4 | 59 | 16 | 0 | 43 |
| California | 41 | 5,562 | 16 | 394 | 125 | 21 | 248 | 16 | 413 | 125 | 20 | 268 |
| Idaho | 4 | 353 | 4 | 63 | 24 | 1 | 38 | 4 | 94 | 23 | 1 | 70 |
| Montana | 4 | 353 | - | - | - | - | - | - | - | - | - | - |
| Nevada | 4 | 353 | - | - | - | - | - | - | - | - | - | - |
| Oregon | 8 | 1,141 | 7 | 159 | 33 | 25 | 101 | 7 | 174 | 31 | 28 | 115 |
| Utah | 4 | 353 | 4 | 56 | 15 | 5 | 36 | 4 | 59 | 15 | 5 | 39 |
| Washington | 12 | 1,538 | - | - | - | - | - | - | - | - | - | - |
| Tenth Air Force | | | | | | | | | | | | |
| Arkansas | 4 | 353 | 4 | 93 | 19 | 4 | 70 | 4 | 98 | 19 | 4 | 75 |
| Louisiana | 5 | 731 | - | - | - | - | - | 4 | - | - | - | - |
| New Mexico | 4 | 353 | - | - | - | - | - | - | - | - | - | - |
| Oklahoma | 10 | 968 | - | - | - | - | - | - | - | - | - | - |
| Texas | 23 | 2,641 | - | 35 | 5 | 11 | 19 | - | 35 | 5 | 11 | 19 |
| Eleventh Air Force | | | | | | | | | | | | |
| Dist. of Columbia | 7 | 1,020 | 7 | 132 | 45 | (1) 21 | 66 | 7 | 136 | 45 | (1) 21 | 70 |
| Indiana | 11 | 1,359 | - | - | - | - | - | 1 | 22 | 5 | 4 | 13 |
| Kentucky | 6 | 615 | - | - | - | - | - | - | - | - | - | - |
| Maryland | 4 | 353 | 1 | 31 | 17 | - | 14 | 1 | 39 | 25 | 0 | 14 |
| Ohio | 27 | 2,981 | - | - | - | - | - | 4 | 55 | g/ | g/ | 35 |
| Pennsylvania | 34 | 3,778 | - | - | - | - | - | - | - | - | - | - |
| Virginia | 4 | 353 | - | - | - | - | - | - | - | - | - | - |
| West Virginia | 4 | 353 | - | - | - | - | - | - | - | - | - | - |
| Fourteenth Air Force | | | | | | | | | | | | |
| Alabama | 11 | 1,346 | 5 | 76 | 22 | 3 | 51 | 5 | 87 | 22 | 3 | 62 |
| Florida | 4 | 353 | - | - | - | - | - | - | - | - | - | - |
| Georgia | 18 | 1,883 | 17 | - | - | - | - | 18 | 345 | 92 | (2) 36 | 217 |
| Mississippi | 4 | 353 | 4 | 80 | 23 | 7 | 50 | 4 | 90 | 23 | 7 | 60 |
| North Carolina | 5 | 758 | - | - | - | - | - | - | - | - | - | - |
| South Carolina | 4 | 353 | - | - | - | - | - | 4 | 50 | 12 | 2 | 36 |
| Tennessee | 10 | 968 | - | - | - | - | - | 4 | - | - | - | - |
| Outside US | | | | | | | | | | | | |
| Alaska | - | - | - | - | - | - | - | - | - | - | - | - |
| Hawaii | 4 | 353 | 4 | 93 | 29 | 7 | 57 | 4 | 112 | 31 | 10 | 71 |
| Puerto Rico | 4 | 353 | - | - | - | - | - | - | - | - | - | - |

a/ Based on effective date.

b/ Includes 65 officers for which neither rated nor non-rated break is available.

c/ Not available. Combined figures of rated and non-rated included in total.

g/ Includes 85 officers for which neither rated nor non-rated break is available.

Source: National Guard Bureau, Aviation Group.

Table 150.-- NATIONAL GUARD PERSONNEL STRENGTH AND NUMBER OF UNITS:

(Figures in parentheses show Warrant Officers and are

| Line Number | Location | 1947 | | | | | | | | | | | | | | | | |
|-------------|-----------------------------|-------------|-------|-------------------------------|-----------|--------------------|-------------|-------|-------------------------------|-----------|--------------------|-------------|-------|-------------------------------|-----------|--------------------|----|--|
| | | January | | | | | February | | | | | March | | | | | | |
| | | a/ Units | Total | Officers and Warrant Officers | | Enlisted Personnel | a/ Units | Total | Officers and Warrant Officers | | Enlisted Personnel | a/ Units | Total | Officers and Warrant Officers | | Enlisted Personnel | | |
| | | | | Rated | Non-Rated | | | | Rated | Non-Rated | | | | Rated | Non-Rated | | | |
| 1 | Continental US | | | | | | | | | | | | | | | | | |
| | Total | 196 | 8,821 | 1,081 | 451 | 1,269 | 24,676 | 1,239 | 506 | 4,069 | 25,471 | 1,483 | 599 | 5,136 | | | | |
| 2 | First Air Force | | | | | | | | | | | | | | | | | |
| 3 | Connecticut . . . | 6 | 184 | 18 | 49 | 117 | 6 | 211 | 27 | 38 | 146 | 6 | 216 | 28 | 37 | 151 | | |
| 4 | Delaware | 4 | 78 | 23 | (1) 2 | 53 | 4 | 78 | 23 | (1) 2 | 53 | 4 | 87 | 25 | (1) 2 | 60 | | |
| 5 | Maine | - | - | - | - | - | 6 | 119 | g/ | g/ | 75 | 6 | 132 | 29 | - | 19 | 84 | |
| 6 | Massachusetts . . . | 9 | 280 | 40 | 57 | 183 | 13 | 364 | 65 | 58 | 241 | 13 | 405 | 71 | (1) 63 | 271 | | |
| 7 | New Hampshire . . . | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| 8 | New Jersey | 5 | 98 | 27 | 10 | 61 | 5 | 110 | 27 | 10 | 73 | 5 | 120 | 29 | 10 | 81 | | |
| 9 | New York | - | - | - | - | - | 4 | 116 | g/ | g/ | 74 | 5 | 158 | 45 | (1) 27 | 86 | | |
| 10 | Rhode Island | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| 11 | Vermont | 4 | 145 | 35 | 4 | 106 | 4 | 151 | 34 | 4 | 113 | 4 | 145 | 32 | 4 | 109 | | |
| 12 | Second Air Force | | | | | | | | | | | | | | | | | |
| 13 | Colorado | 8 | 269 | 67 | 25 | 177 | 8 | 265 | 61 | 44 | 160 | 9 | 289 | 77 | 34 | 178 | | |
| 14 | Illinois | 5 | 95 | 27 | 10 | 58 | 5 | 100 | 25 | 9 | 66 | 5 | 128 | 31 | 14 | 83 | | |
| 15 | Iowa | 9 | 188 | 37 | 8 | 143 | 9 | 239 | 40 | 9 | 190 | 9 | 254 | 47 | 8 | 199 | | |
| 16 | Kansas | 4 | 108 | 23 | (1) 8 | 77 | 4 | 129 | 23 | (1) 8 | 98 | 4 | 134 | 22 | (1) 6 | 106 | | |
| 17 | Michigan | 5 | 86 | 25 | 5 | 56 | 5 | 114 | 29 | 8 | 77 | 5 | 132 | 29 | 8 | 95 | | |
| 18 | Minnesota | 3 | 75 | 12 | 5 | 58 | 3 | 108 | 12 | 5 | 91 | 5 | 169 | 34 | (1) 18 | 117 | | |
| 19 | Missouri | 13 | 440 | 93 | (1) 42 | 305 | 13 | 469 | 97 | (1) 47 | 325 | 13 | 482 | 93 | (1) 47 | 342 | | |
| 20 | Nebraska | 4 | 93 | 14 | 6 | 73 | 4 | 101 | 14 | 12 | 75 | 4 | 133 | 18 | 8 | 107 | | |
| 21 | North Dakota . . . | 4 | 66 | 17 | 5 | 44 | 4 | 98 | 19 | 5 | 74 | 4 | 117 | 27 | 4 | 86 | | |
| 22 | South Dakota . . . | 3 | 72 | 9 | 5 | 58 | 3 | 93 | 30 | 5 | 58 | 3 | 109 | 36 | (1) 8 | 65 | | |
| 23 | Wisconsin | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| 24 | Wyoming | 4 | 115 | 31 | 10 | 74 | 4 | 121 | 31 | 9 | 81 | 4 | 130 | 29 | 9 | 92 | | |
| 25 | Fourth Air Force | | | | | | | | | | | | | | | | | |
| 26 | Arizona | 4 | 58 | 15 | - | 43 | 4 | 69 | 15 | - | 54 | 4 | 80 | 22 | 1 | 57 | | |
| 27 | California | 16 | 491 | 148 | 23 | 320 | 16 | 529 | 162 | 24 | 343 | 17 | 575 | 171 | 23 | 381 | | |
| 28 | Idaho | 4 | 97 | 23 | 1 | 73 | 4 | 103 | 23 | 1 | 79 | 4 | 112 | 23 | 1 | 88 | | |
| 29 | Montana | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| 30 | Nevada | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| 31 | Oregon | 7 | 205 | 31 | (1) 30 | 144 | 7 | 219 | 30 | (1) 30 | 159 | 7 | 223 | 35 | (2) 34 | 154 | | |
| 32 | Utah | 4 | 70 | 17 | 5 | 48 | 4 | 81 | 17 | (1) 6 | 58 | 4 | 108 | 22 | (1) 9 | 77 | | |
| 33 | Washington | - | - | - | - | - | 4 | 72 | g/ | g/ | 53 | 4 | 85 | g/ | g/ | 66 | | |
| 34 | Tenth Air Force | | | | | | | | | | | | | | | | | |
| 35 | Arkansas | 4 | 124 | 22 | 5 | 97 | 4 | 132 | 22 | 4 | 106 | 4 | 138 | 22 | 4 | 112 | | |
| 36 | Louisiana | 4 | - | - | - | - | 4 | 56 | 8 | 6 | 42 | 4 | 68 | 11 | 6 | 51 | | |
| 37 | New Mexico | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| 38 | Oklahoma | - | - | - | - | - | 9 | - | - | - | 9 | 239 | g/ | g/ | 185 | | | |
| 39 | Texas | 1 | 64 | 16 | 23 | 25 | 9 | 147 | 59 | (1) 33 | 55 | 9 | 168 | 58 | (1) 33 | 77 | | |
| 40 | Eleventh Air Force | | | | | | | | | | | | | | | | | |
| 41 | Dist. of Columbia . . . | 7 | 188 | 50 | (1) 26 | 112 | 7 | 206 | 53 | (1) 27 | 126 | 7 | 234 | 56 | (1) 30 | 148 | | |
| 42 | Indiana | 1 | 23 | 5 | 4 | 14 | 1 | 25 | 6 | 4 | 15 | 1 | 47 | 7 | 4 | 36 | | |
| 43 | Kentucky | - | - | - | - | - | 3 | - | - | - | 3 | 103 | g/ | g/ | 55 | | | |
| 44 | Maryland | 4 | 43 | 25 | 0 | 18 | 4 | 86 | 28 | 5 | 53 | 4 | 105 | 32 | 6 | 67 | | |
| 45 | Ohio | 9 | 75 | g/ | g/ | 55 | 9 | 75 | g/ | g/ | 55 | 9 | 260 | g/ | g/ | 138 | | |
| 46 | Pennsylvania | 2 | 66 | 2 | 23 | 41 | 5 | 80 | 2 | 23 | 55 | 5 | 160 | 20 | 30 | 110 | | |
| 47 | Virginia | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| 48 | West Virginia | - | - | - | - | - | - | - | - | - | - | 3 | 61 | 17 | 3 | 41 | | |
| 49 | Fourteenth Air Force | | | | | | | | | | | | | | | | | |
| 50 | Alabama | 5 | 116 | 24 | 6 | 86 | 5 | 136 | 28 | 6 | 102 | 5 | 148 | 29 | 5 | 114 | | |
| 51 | Florida | - | - | - | - | - | 4 | 46 | 8 | 6 | 32 | 4 | 54 | 4 | 10 | 40 | | |
| 52 | Georgia | 18 | 422 | 107 | (2) 37 | 278 | 18 | 475 | 125 | (1) 42 | 308 | 18 | 539 | 127 | (1) 39 | 373 | | |
| 53 | Mississippi | 4 | 92 | 23 | 7 | 62 | 4 | 104 | 21 | 7 | 76 | 4 | 127 | 25 | 8 | 94 | | |
| 54 | North Carolina | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| 55 | South Carolina | 4 | 63 | 12 | 2 | 49 | 4 | 75 | 12 | 2 | 61 | 4 | 80 | 13 | 4 | 63 | | |
| 56 | Tennessee | 4 | 94 | 25 | 2 | 67 | 9 | 94 | 25 | 2 | 67 | 9 | 258 | 47 | 19 | 192 | | |
| 57 | Outside US | | | | | | | | | | | | | | | | | |
| 58 | Alaska | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| 59 | Hawaii | 4 | 138 | 38 | 6 | 94 | 4 | 143 | 38 | 5 | 100 | 4 | 149 | 40 | 4 | 105 | | |
| 60 | Puerto Rico | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |

g/ Includes 20 officers for which neither rated nor non-rated break is available.
 / Includes 125 officers for which neither rated nor non-rated break is available.
 / Includes 243 officers for which neither rated nor non-rated break is available.

AUTHORIZED, SEP 1947; ACTUAL, NOV 1946 THROUGH DEC 1947 -- Continued

included in open column figures as well as totals.)

| 1947 (Continued) | | | | | | | | | | | | | | Line Number | |
|------------------|---------|-------------------------------|-----------|--------------------|-------------|-------|-------------------------------|-----------|--------------------|-------------|----------|-------------------------------|-----------|-------------|--------------------|
| April | | | | | May | | | | | June | | | | | |
| B/ Units | Total | Officers and Warrant Officers | | Enlisted Personnel | B/ Units | Total | Officers and Warrant Officers | | Enlisted Personnel | B/ Units | Total | Officers and Warrant Officers | | | Enlisted Personnel |
| | | Rated | Non-Rated | | | | Rated | Non-Rated | | | | Rated | Non-Rated | | |
| 264 | b/B.488 | 1,586 | 677 | 2,942 | 264 | 9,288 | 1,910 | 765 | 6,613 | 290 | 1/10,087 | 1,947 | 798 | 7,229 | 1 |
| 7 | 252 | 28 | (2) 56 | 168 | 7 | 266 | 29 | (2) 57 | 180 | 7 | 272 | 32 | (2) 54 | 186 | 2 |
| 4 | 97 | 25 | (1) 3 | 69 | 4 | 129 | 26 | (1) 3 | 100 | 4 | 136 | 27 | (1) 3 | 106 | 3 |
| 6 | 170 | 29 | 43 | 98 | 6 | 170 | 47 | 24 | 99 | 6 | 184 | 47 | 25 | 112 | 4 |
| 14 | 468 | 88 | (1) 57 | 323 | 14 | 518 | 100 | (1) 57 | 361 | 14 | 562 | 103 | (1) 72 | 387 | 5 |
| 2 | - | - | - | - | 2 | 55 | 13 | 2 | 40 | 4 | 59 | 13 | 3 | 43 | 6 |
| 5 | 136 | 41 | 12 | 83 | 5 | 155 | 43 | 11 | 101 | 5 | 163 | 41 | 12 | 110 | 7 |
| 5 | 165 | 44 | (1) 28 | 93 | 5 | 188 | 51 | (1) 33 | 104 | 10 | 294 | 72 | (1) 43 | 179 | 8 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 9 |
| 4 | 163 | 35 | 5 | 123 | 4 | 165 | 35 | 6 | 124 | 4 | 164 | 36 | 7 | 121 | 10 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 11 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 12 |
| 10 | 389 | 80 | 44 | 265 | 10 | 403 | 77 | 45 | 281 | 10 | 416 | 83 | 51 | 282 | 13 |
| 5 | 145 | 27 | 17 | 101 | 5 | 168 | 26 | 22 | 120 | 10 | 274 | 44 | 25 | 205 | 14 |
| 9 | 270 | 51 | 8 | 211 | 9 | 332 | 56 | 9 | 267 | 9 | 357 | 62 | 13 | 282 | 15 |
| 4 | 146 | 23 | (1) 7 | 116 | 4 | 163 | 33 | (1) 12 | 118 | 4 | 166 | 32 | (1) 12 | 122 | 16 |
| 5 | 149 | 30 | 7 | 112 | 5 | 150 | 28 | 8 | 114 | 5 | 173 | 31 | 15 | 127 | 17 |
| 5 | 189 | 34 | (1) 18 | 137 | 5 | 208 | 45 | (1) 18 | 145 | 5 | 218 | 44 | (1) 18 | 156 | 18 |
| 14 | 504 | 106 | (1) 43 | 355 | 14 | 535 | 103 | (1) 43 | 389 | 14 | 559 | 101 | 42 | 416 | 19 |
| 4 | 146 | 18 | 10 | 118 | 4 | 159 | 18 | 10 | 131 | 4 | 162 | 17 | 10 | 135 | 20 |
| 4 | 127 | 27 | 4 | 96 | 4 | 141 | 27 | 4 | 110 | 4 | 145 | 27 | 4 | 114 | 21 |
| 3 | 114 | 36 | (1) 8 | 70 | 3 | 127 | 36 | (1) 8 | 83 | 4 | 138 | 36 | (1) 9 | 93 | 22 |
| - | - | - | - | - | - | - | - | - | - | 4 | 45 | g/ | g/ | 32 | 23 |
| 4 | 134 | 30 | (1) 9 | 95 | 4 | 147 | 32 | (1) 9 | 106 | 4 | 170 | 32 | 5- | 133 | 24 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 25 |
| 4 | 94 | 31 | 1 | 62 | 4 | 98 | 31 | 1 | 66 | 4 | 96 | 28 | 2 | 66 | 26 |
| 18 | 652 | 173 | (1) 25 | 454 | 18 | 700 | 170 | (1) 26 | 504 | 18 | 737 | 164 | (2) 25 | 548 | 27 |
| 4 | 136 | 39 | 1 | 96 | 4 | 137 | 39 | 1 | 97 | 4 | 147 | 38 | 1 | 108 | 28 |
| - | - | - | - | - | - | - | - | - | - | 4 | - | - | - | - | 29 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 30 |
| 7 | 268 | 35 | (2) 42 | 191 | 7 | 287 | 37 | (2) 36 | 214 | 7 | 310 | 38 | (2) 34 | 238 | 31 |
| 4 | 123 | 24 | (1) 9 | 90 | 4 | 132 | 30 | (1) 9 | 93 | 4 | 135 | 32 | (1) 9 | 94 | 32 |
| 4 | 90 | g/ | g/ | 72 | 4 | 101 | 13 | 10 | 78 | 4 | 117 | 18 | 11 | 88 | 33 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 34 |
| 4 | 167 | 30 | 4 | 133 | 4 | 174 | 35 | 6 | 133 | 4 | 182 | 35 | 6 | 141 | 35 |
| 4 | 84 | 11 | 7 | 66 | 4 | 92 | 12 | 8 | 72 | 4 | 96 | 12 | 8 | 76 | 36 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 37 |
| 9 | 336 | g/ | g/ | 235 | 9 | 335 | 58 | (1) 38 | 239 | 9 | 339 | 55 | (1) 32 | 252 | 38 |
| 9 | 217 | 61 | (1) 29 | 127 | 9 | 236 | 62 | (1) 33 | 140 | 9 | 238 | 63 | (1) 31 | 144 | 39 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 40 |
| 7 | 246 | 52 | (1) 39 | 155 | 7 | 265 | 54 | (1) 34 | 177 | 7 | 283 | 56 | (2) 35 | 192 | 41 |
| 4 | 82 | 22 | 8 | 52 | 4 | 90 | 24 | 8 | 58 | 4 | 101 | 25 | 9 | 67 | 42 |
| 3 | 115 | g/ | g/ | 63 | 3 | 116 | 37 | 13 | 66 | 3 | 122 | 38 | 13 | 71 | 43 |
| 4 | 117 | 33 | 5 | 79 | 4 | 135 | 34 | 6 | 95 | 4 | 162 | 36 | 6 | 120 | 44 |
| 9 | 280 | g/ | g/ | 168 | 9 | 299 | 92 | 24 | 183 | 9 | 246 | 76 | 8 | 162 | 45 |
| 5 | 176 | 20 | 30 | 126 | 5 | 207 | 24 | 32 | 151 | 6 | 248 | 23 | 37 | 188 | 46 |
| - | - | - | - | - | - | - | - | - | - | 3 | - | - | - | - | 47 |
| 3 | 72 | 17 | 3 | 52 | 3 | 87 | 17 | 7 | 63 | 4 | 96 | 17 | 7 | 72 | 48 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 49 |
| 5 | 161 | 29 | 7 | 125 | 5 | 169 | 34 | 8 | 127 | 5 | 170 | 34 | 8 | 128 | 50 |
| 4 | 59 | 7 | 7 | 45 | 4 | 65 | 9 | 5 | 51 | 4 | 88 | 10 | 5 | 73 | 51 |
| 18 | 604 | 126 | (1) 42 | 436 | 18 | 694 | 134 | (1) 45 | 515 | 18 | 771 | 134 | (1) 45 | 592 | 52 |
| 4 | 139 | 29 | (1) 9 | 101 | 4 | 147 | 29 | (1) 8 | 110 | 4 | 156 | 25 | (1) 9 | 122 | 53 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 54 |
| 4 | 85 | 9 | 5 | 71 | 4 | 96 | 10 | 4 | 82 | 4 | 119 | 16 | 7 | 96 | 55 |
| 9 | 266 | 47 | 20 | 199 | 9 | 292 | 59 | 20 | 213 | 9 | 305 | 56 | 21 | 228 | 56 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 57 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 58 |
| 4 | 155 | 39 | 5 | 111 | 4 | 155 | 40 | 2 | 113 | 4 | 166 | 38 | 6 | 122 | 59 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 60 |

h/ Includes 283 officers for which neither rated nor non-rated break is available.

i/ Includes 13 officers for which neither rated nor non-rated break is available.

Table 150.-- NATIONAL GUARD PERSONNEL STRENGTH AND NUMBER OF UNITS:

(Figures in parentheses show Warrant Officers and are

| Line Number | Location | 1947 | | | | | | | | | | | | | | |
|-------------|-----------------------------|------------|---------------|-------------------------------|------------|--------------------|------------|---------------|-------------------------------|------------|--------------------|------------|---------------|-------------------------------|------------|--------------------|
| | | July | | | | | August | | | | | September | | | | |
| | | Units | Total | Officers and Warrant Officers | | Enlisted Personnel | Units | Total | Officers and Warrant Officers | | Enlisted Personnel | Units | Total | Officers and Warrant Officers | | Enlisted Personnel |
| | | | | Rated | Non-Rated | | | | Rated | Non-Rated | | | | Rated | Non-Rated | |
| 1 | Continental US | | | | | | | | | | | | | | | |
| | Total | 298 | 10,918 | 1,961 | 787 | 8,119 | 300 | 11,686 | 2,042 | 821 | 8,823 | 304 | 12,984 | 2,087 | 875 | 10,022 |
| 2 | First Air Force | | | | | | | | | | | | | | | |
| 3 | Connecticut . . . | 7 | 286 | 35 | (1)50 | 201 | 7 | 310 | 35 | (1)44 | 231 | 7 | 350 | 37 | (1)49 | 264 |
| 4 | Delaware | 4 | 141 | 28 | (1)3 | 110 | 4 | 161 | 30 | (1)5 | 126 | 4 | 181 | 29 | (1)4 | 148 |
| 5 | Maine | 6 | 205 | 46 | 23 | 136 | 6 | 214 | 49 | 27 | 138 | 6 | 259 | 46 | 26 | 187 |
| 6 | Massachusetts . . | 14 | 593 | 103 | (1)81 | 409 | 14 | 646 | 109 | (1)80 | 457 | 14 | 715 | 105 | (1)79 | 531 |
| 7 | New Hampshire . . | 4 | 70 | 14 | 2 | 54 | 4 | 82 | 15 | 3 | 64 | 4 | 97 | 17 | 3 | 77 |
| 8 | New Jersey . . . | 5 | 195 | 42 | 11 | 142 | 5 | 202 | 41 | 12 | 149 | 5 | 209 | 42 | 10 | 157 |
| 9 | New York | 10 | 276 | 51 | (1)31 | 194 | 10 | 280 | 51 | (1)30 | 199 | 10 | 299 | 51 | (1)31 | 217 |
| 10 | Rhode Island . . . | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 11 | Vermont | 4 | 182 | 34 | 8 | 140 | 4 | 195 | 37 | 6 | 152 | 4 | 216 | 33 | 7 | 176 |
| 12 | Second Air Force | | | | | | | | | | | | | | | |
| 13 | Colorado | 10 | 436 | 81 | 46 | 309 | 10 | 482 | 82 | 46 | 354 | 10 | 498 | 77 | 43 | 378 |
| 14 | Illinois | 10 | 299 | 47 | 28 | 224 | 11 | 335 | 46 | 34 | 252 | 11 | 387 | 47 | 35 | 305 |
| 15 | Iowa | 9 | 330 | 63 | 8 | 259 | 9 | 374 | 59 | 9 | 306 | 9 | 403 | 73 | 7 | 323 |
| 16 | Kansas | 4 | 166 | 31 | (1)12 | 123 | 4 | 186 | 31 | (1)10 | 145 | 4 | 202 | 29 | (1)12 | 161 |
| 17 | Michigan | 5 | 171 | 32 | 14 | 125 | 5 | 169 | 30 | 14 | 125 | 8 | 246 | 50 | 16 | 180 |
| 18 | Minnesota | 5 | 212 | 33 | (1)13 | 166 | 6 | 214 | 34 | (1)15 | 165 | 6 | 259 | 43 | (1)20 | 196 |
| 19 | Missouri | 14 | 606 | 97 | (1)43 | 466 | 14 | 651 | 97 | (1)39 | 515 | 14 | 713 | 91 | (1)45 | 577 |
| 20 | Nebraska | 4 | 171 | 24 | 10 | 137 | 4 | 181 | 26 | 9 | 146 | 4 | 194 | 24 | 11 | 159 |
| 21 | North Dakota . . . | 4 | 160 | 33 | 4 | 123 | 4 | 165 | 33 | 4 | 128 | 4 | 175 | 33 | 5 | 137 |
| 22 | South Dakota . . . | 4 | 138 | 33 | (1)9 | 96 | 4 | 141 | 34 | (1)8 | 99 | 4 | 160 | 37 | (1)10 | 113 |
| 23 | Wisconsin | 4 | 50 | g/ | g/ | 34 | 4 | 92 | 11 | 14 | 67 | 4 | 113 | 11 | 14 | 88 |
| 24 | Wyoming | 4 | 183 | 35 | 5 | 143 | 4 | 175 | 35 | 4 | 136 | 4 | 180 | 33 | 4 | 143 |
| 25 | Fourth Air Force | | | | | | | | | | | | | | | |
| 26 | Arizona | 4 | 109 | 35 | 1 | 73 | 4 | 126 | 36 | 1 | 89 | 4 | 139 | 37 | 1 | 101 |
| 27 | California | 18 | 746 | 172 | (2)27 | 547 | 18 | 759 | 162 | (2)30 | 567 | 18 | 797 | 161 | (4)34 | 602 |
| 28 | Idaho | 4 | 180 | 38 | 0 | 142 | 4 | 182 | 36 | 3 | 143 | 4 | 185 | 29 | 3 | 153 |
| 29 | Montana | 4 | 97 | 29 | 5 | 63 | 4 | 87 | 29 | 5 | 53 | 4 | 93 | 28 | 4 | 61 |
| 30 | Nevada | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 31 | Oregon | 7 | 322 | 38 | (2)35 | 249 | 7 | 330 | 38 | (2)32 | 260 | 7 | 344 | 42 | (2)33 | 269 |
| 32 | Utah | 4 | 139 | 32 | (1)9 | 98 | 4 | 158 | 33 | (1)9 | 116 | 4 | 173 | 32 | (1)11 | 130 |
| 33 | Washington | 4 | 127 | 18 | 11 | 98 | 4 | 138 | 23 | 11 | 104 | 4 | 145 | 27 | 10 | 108 |
| 34 | Tenth Air Force | | | | | | | | | | | | | | | |
| 35 | Arkansas | 4 | 194 | 34 | 7 | 153 | 4 | 209 | 34 | 7 | 168 | 4 | 254 | 34 | 7 | 213 |
| 36 | Louisiana | 4 | 103 | 12 | 8 | 83 | 4 | 120 | 12 | 9 | 99 | 4 | 112 | 14 | 9 | 89 |
| 37 | New Mexico | 4 | 66 | g/ | g/ | 49 | 4 | 73 | 13 | (1)4 | 56 | 4 | 135 | 26 | (1)6 | 103 |
| 38 | Oklahoma | 9 | 344 | 50 | (1)28 | 266 | 9 | 359 | 62 | (1)31 | 266 | 9 | 391 | 57 | (1)35 | 299 |
| 39 | Texas | 10 | 252 | 58 | (2)25 | 169 | 10 | 267 | 56 | (1)24 | 187 | 10 | 312 | 59 | (1)30 | 223 |
| 40 | Eleventh Air Force | | | | | | | | | | | | | | | |
| 41 | Dist. of Columbia . | 7 | 285 | 54 | (2)35 | 196 | 7 | 298 | 55 | (2)37 | 206 | 7 | 325 | 54 | (2)37 | 234 |
| 42 | Indiana | 6 | 156 | 29 | (1)18 | 109 | 6 | 176 | 32 | (1)21 | 123 | 6 | 180 | 37 | (2)25 | 118 |
| 43 | Kentucky | 4 | 115 | 34 | 10 | 71 | 4 | 130 | 35 | 10 | 85 | 5 | 146 | 32 | 10 | 104 |
| 44 | Maryland | 4 | 179 | 37 | 7 | 135 | 4 | 173 | 36 | 6 | 131 | 4 | 175 | 34 | 6 | 135 |
| 45 | Ohio | 9 | 259 | 76 | 9 | 174 | 9 | 279 | 80 | (1)9 | 190 | 9 | 315 | 79 | (1)10 | 226 |
| 46 | Pennsylvania . . . | 6 | 265 | 23 | 40 | 202 | 6 | 264 | 23 | 40 | 201 | 6 | 290 | 25 | 46 | 219 |
| 47 | Virginia | 3 | 76 | g/ | g/ | 58 | 3 | 91 | 13 | 6 | 72 | 3 | 96 | 16 | 3 | 77 |
| 48 | West Virginia . . . | 4 | 105 | 17 | 9 | 79 | 4 | 117 | 17 | 9 | 91 | 4 | 135 | 17 | 9 | 109 |
| 49 | Fourteenth Air Force | | | | | | | | | | | | | | | |
| 50 | Alabama | 5 | 189 | 34 | 8 | 147 | 5 | 221 | 35 | 8 | 178 | 5 | 270 | 40 | 13 | 217 |
| 51 | Florida | 4 | 94 | 8 | 5 | 81 | 4 | 119 | 20 | 6 | 93 | 4 | 154 | 20 | 7 | 127 |
| 52 | Georgia | 18 | 863 | 136 | (1)46 | 681 | 18 | 916 | 141 | (1)46 | 729 | 18 | 1,003 | 143 | (1)47 | 813 |
| 53 | Mississippi | 4 | 162 | 29 | (1)9 | 124 | 4 | 155 | 22 | (1)5 | 128 | 4 | 186 | 20 | (1)6 | 160 |
| 54 | North Carolina . . | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 55 | South Carolina . . | 4 | 125 | 16 | 7 | 102 | 4 | 155 | 22 | 8 | 125 | 4 | 154 | 21 | 8 | 125 |
| 56 | Tennessee | 9 | 321 | 58 | 18 | 245 | 9 | 337 | 54 | 23 | 260 | 9 | 418 | 56 | 25 | 337 |
| 57 | Outside US | | | | | | | | | | | | | | | |
| 58 | Alaska | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 59 | Hawaii | 4 | 175 | 32 | (1)9 | 134 | 4 | 194 | 38 | (1)8 | 148 | 4 | 201 | 39 | (1)9 | 153 |
| 60 | Puerto Rico | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

1/ Includes 51 officers for which neither rated nor non-rated break is available.

Table 152.-- AIRPLANES ON HAND IN THE AIR NATIONAL GUARD, BY TYPE AND MODEL OF AIRPLANE: SEP 1946 TO DEC 1947

(Figures are as of end of month)

| Type and Model | 1946 | | | | 1947 | | | | | | | | | | | |
|-----------------------------|------|-----|-----|-----|------|-----|-----|------|------|------|------|------|------|------|------|------|
| | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
| Total | 6 | 82 | 136 | 200 | 345 | 691 | 864 | 1146 | 1335 | 1511 | 1676 | 1771 | 1835 | 1896 | 1908 | 1915 |
| Continental US-Total | 6 | 82 | 136 | 200 | 345 | 691 | 864 | 1142 | 1329 | 1501 | 1661 | 1751 | 1813 | 1874 | 1885 | 1889 |
| Bomber | - | - | - | - | 10 | 29 | 46 | 95 | 156 | 206 | 231 | 258 | 281 | 294 | 306 | 306 |
| A-26 | - | - | - | - | 10 | 29 | 46 | 95 | 156 | 206 | 231 | 258 | 281 | 294 | 306 | 306 |
| Fighter-Total | - | 11 | 22 | 52 | 155 | 417 | 530 | 740 | 851 | 971 | 1035 | 1082 | 1131 | 1139 | 1138 | 1137 |
| P-47 | - | - | - | - | 11 | 61 | 100 | 193 | 236 | 341 | 366 | 406 | 420 | 420 | 418 | 419 |
| P-51 | - | 11 | 22 | 52 | 144 | 356 | 430 | 547 | 615 | 630 | 669 | 676 | 681 | 719 | 720 | 718 |
| Transport-Total | 1 | 2 | 1 | 2 | 14 | 45 | 68 | 72 | 73 | 73 | 89 | 99 | 99 | 109 | 111 | 110 |
| C-45 | - | 1 | - | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| C-47, C-46 | 1 | 1 | 1 | 2 | 13 | 44 | 67 | 71 | 71 | 71 | 87 | 97 | 97 | 107 | 109 | 108 |
| Trainer-Total | 4 | 63 | 88 | 111 | 120 | 138 | 145 | 158 | 168 | 172 | 228 | 236 | 260 | 260 | 260 | 265 |
| AT-6 | 4 | 61 | 86 | 106 | 111 | 124 | 125 | 129 | 132 | 135 | 190 | 198 | 223 | 223 | 223 | 228 |
| AT-11 | - | 2 | 2 | 5 | 9 | 14 | 20 | 29 | 36 | 37 | 38 | 38 | 37 | 37 | 37 | 37 |
| Communications-Total | 1 | 6 | 15 | 34 | 46 | 62 | 75 | 77 | 81 | 79 | 78 | 76 | 72 | 72 | 70 | 71 |
| L-5 | 1 | 6 | 15 | 34 | 46 | 62 | 75 | 77 | 81 | 79 | 78 | 74 | 70 | 70 | 68 | 69 |
| L-17 | - | - | - | - | - | - | - | - | - | - | - | 2 | 2 | 2 | 2 | 2 |
| Overseas-Total | - | - | - | - | - | - | - | 4 | 6 | 10 | 15 | 20 | 22 | 22 | 23 | 26 |
| Bomber | - | - | - | - | - | - | - | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| A-26 | - | - | - | - | - | - | - | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Fighter | - | - | - | - | - | - | - | - | 1 | 1 | 5 | 10 | 11 | 11 | 11 | 13 |
| P-47 | - | - | - | - | - | - | - | - | 1 | 1 | 5 | 10 | 11 | 11 | 11 | 13 |
| Transport | - | - | - | - | - | - | - | - | - | 1 | 1 | 1 | 2 | 2 | 3 | 3 |
| C-47, C-46 | - | - | - | - | - | - | - | - | - | 1 | 1 | 1 | 2 | 2 | 3 | 3 |
| Trainer | - | - | - | - | - | - | - | - | 1 | 2 | 3 | 3 | 3 | 3 | 3 | 4 |
| AT-6 | - | - | - | - | - | - | - | - | 1 | 2 | 3 | 3 | 3 | 3 | 3 | 4 |
| Communications | - | - | - | - | - | - | - | - | - | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| L-5 | - | - | - | - | - | - | - | - | - | 2 | 2 | 2 | 2 | 2 | 2 | 2 |

Table 153.-- UTILIZATION AND MAINTENANCE OF AIR NATIONAL GUARD

| Line No. | Air Force Area and State or Territory | Hours Flown During month | | | | | | | | Average Number of | | | |
|----------|---------------------------------------|--------------------------|--------|--------|--------|--------|--------|--------|--------|-------------------|------|------|------|
| | | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | May | Jun | Jul | Aug |
| 1 | Total a/ | 10,584 | 10,736 | 11,727 | 12,291 | 13,664 | 11,439 | 11,238 | 11,009 | 1135 | 1313 | 1502 | 1676 |
| 2 | Continental US | 10,491 | 10,578 | 11,575 | 12,160 | 13,599 | 11,439 | 11,089 | 11,009 | 1128 | 1303 | 1489 | 1653 |
| 3 | First AF-Total | 1,095 | 1,120 | 1,392 | 1,848 | 2,409 | 1,245 | 1,387 | 1,228 | 138 | 163 | 201 | 285 |
| 4 | Connecticut | 249 | - | 213 | 246 | 396 | 224 | 265 | 158 | 25 | - | 25 | 31 |
| 5 | Delaware | 181 | 179 | 187 | 166 | - | - | - | 106 | 25 | 28 | 28 | 28 |
| 6 | Maine | 156 | 163 | 212 | 231 | 426 | 244 | 183 | 143 | 5 | 18 | 26 | 34 |
| 7 | Massachusetts | 187 | 251 | 265 | 398 | 435 | 323 | 389 | 166 | 29 | 32 | 36 | 63 |
| 8 | New Hampshire | 16 | 70 | 52 | 40 | 121 | 171 | 109 | 77 | 2 | 31 | 33 | 34 |
| 9 | New Jersey | 159 | 252 | - | 162 | 516 | 99 | 149 | 161 | 33 | 35 | - | 33 |
| 10 | New York | 147 | 205 | 168 | 228 | 318 | 184 | 292 | 235 | 19 | 19 | 21 | 21 |
| 11 | Rhode Island | - | - | - | - | - | - | - | - | - | - | - | - |
| 12 | Vermont | - | - | 295 | 377 | 197 | - | - | 182 | - | - | 32 | 37 |
| 13 | Second AF-Total | 3,165 | 3,124 | 3,195 | 3,137 | 2,851 | 2,834 | 2,512 | 2,729 | 250 | 348 | 445 | 464 |
| 14 | Colorado | 268 | 271 | 115 | 80 | 108 | 83 | 117 | 34 | 29 | 33 | 34 | 39 |
| 15 | Illinois | 213 | 297 | 199 | 235 | 479 | 353 | 297 | 343 | 14 | 23 | 35 | 39 |
| 16 | Iowa | 328 | 435 | 438 | 510 | 374 | 355 | 358 | 262 | 64 | 68 | 71 | 72 |
| 17 | Kansas | 318 | 290 | 287 | 519 | 118 | 215 | 141 | 166 | 34 | 33 | 35 | 41 |
| 18 | Michigan | - | - | 203 | 283 | 232 | 317 | 295 | 222 | - | - | 23 | 29 |
| 19 | Minnesota | 437 | 349 | 346 | 269 | 294 | 228 | 172 | 212 | 33 | 34 | 36 | 36 |
| 20 | Missouri | 569 | 365 | 688 | 483 | 500 | 433 | 410 | 350 | 52 | 58 | 61 | 66 |
| 21 | Nebraska | 264 | 198 | 171 | 240 | 160 | 113 | 138 | 284 | 34 | 34 | 36 | 34 |
| 22 | North Dakota | 107 | - | 171 | 161 | 204 | 217 | 119 | 186 | 30 | - | 36 | 36 |
| 23 | South Dakota | 347 | 509 | 232 | 219 | 182 | 215 | 123 | 393 | 30 | 34 | 36 | 36 |
| 24 | Wisconsin | - | - | 54 | - | - | 130 | 169 | 118 | - | - | 6 | - |
| 25 | Wyoming | 314 | 410 | 291 | 138 | 200 | 175 | 173 | 119 | 30 | 31 | 36 | 36 |
| 26 | Fourth AF-Total | 2,561 | 2,187 | 2,357 | 2,340 | 2,220 | 2,114 | 2,255 | 2,233 | 232 | 233 | 216 | 251 |
| 27 | Arizona | 236 | 285 | 211 | 177 | 300 | 271 | 265 | 339 | 31 | 32 | 33 | 33 |
| 28 | California | 999 | 524 | 1,431 | 1,090 | 996 | 1,091 | 1,285 | 1,157 | 91 | 61 | 100 | 98 |
| 29 | Idaho | 395 | 222 | - | 271 | 236 | 328 | 245 | 262 | 32 | 34 | - | 34 |
| 30 | Montana | 15 | 38 | 194 | 147 | 300 | 161 | 108 | 103 | 1 | 3 | 9 | 11 |
| 31 | Nevada | None | - | - | - | - | - | - | - | - | - | - | - |
| 32 | Oregon | 283 | 348 | 322 | 406 | 277 | 88 | 160 | 153 | 16 | 37 | 39 | 41 |
| 33 | Utah | 387 | 370 | - | - | 905 | - | - | 109 | 32 | 34 | - | - |
| 34 | Washington | 246 | 400 | 199 | 249 | 256 | 175 | 192 | 110 | 29 | 32 | 35 | 34 |
| 35 | Tenth AF-Total | 927 | 1,127 | 939 | 1,330 | 1,079 | 1,075 | 1,068 | 1,190 | 98 | 115 | 105 | 154 |
| 36 | Arkansas | 344 | 405 | - | 320 | - | 231 | 209 | 262 | 34 | 35 | - | 36 |
| 37 | Louisiana | 206 | 225 | 203 | 174 | 237 | - | 159 | 178 | 12 | 11 | 13 | 13 |
| 38 | New Mexico | 31 | 32 | - | 42 | 72 | 149 | 161 | 240 | 2 | 2 | - | 10 |
| 39 | Oklahoma | 320 | 314 | 418 | 514 | 468 | 354 | 293 | 357 | 46 | 57 | 67 | 68 |
| 40 | Texas | 36 | 151 | 318 | 280 | 302 | 341 | 246 | 153 | 4 | 10 | 25 | 27 |
| 41 | Eleventh AF-Total | 1,013 | 1,140 | 1,707 | 1,717 | 1,407 | 1,846 | 1,538 | 1,633 | 139 | 212 | 265 | 234 |
| 42 | District of Columbia | 349 | 307 | 401 | - | - | 242 | 334 | 313 | 38 | 41 | 44 | - |
| 43 | Indiana | - | 37 | 102 | 175 | 366 | 308 | 320 | 156 | - | 18 | 18 | 19 |
| 44 | Kentucky | - | - | 248 | 237 | 301 | 163 | - | 89 | - | - | 33 | 35 |
| 45 | Maryland | 227 | 268 | 352 | 291 | 254 | 303 | 199 | 271 | 26 | 34 | 38 | 38 |
| 46 | Ohio | 379 | 365 | 374 | 635 | 315 | 374 | 369 | 324 | 29 | 75 | 65 | 67 |
| 47 | Pennsylvania | 52 | 110 | 200 | 279 | 114 | 188 | 102 | 236 | 45 | 41 | 40 | 42 |
| 48 | Virginia | 6 | 9 | 20 | - | 12 | 107 | 122 | 146 | 1 | 1 | 8 | 11 |
| 49 | West Virginia | - | 44 | 10 | 100 | 45 | 111 | 92 | 98 | - | 2 | 19 | 22 |
| 50 | Fourteenth AF-Total | 1,720 | 1,880 | 1,985 | 1,788 | 2,633 | 2,325 | 2,329 | 1,996 | 171 | 232 | 257 | 267 |
| 51 | Alabama | 346 | 251 | 266 | 198 | 228 | 271 | 334 | 281 | 13 | 15 | 22 | 22 |
| 52 | Florida | 71 | 124 | 121 | 211 | 167 | 240 | 304 | 309 | 22 | 31 | 36 | 38 |
| 53 | Georgia | 699 | 666 | 594 | 617 | 847 | 685 | 702 | 677 | 53 | 64 | 70 | 73 |
| 54 | Mississippi | 140 | 152 | 167 | 194 | 140 | 130 | 105 | 136 | 23 | 28 | 30 | 31 |
| 55 | North Carolina b/ | 9 | 29 | 18 | - | - | - | - | - | 2 | 2 | 2 | - |
| 56 | South Carolina | 130 | 106 | 179 | 176 | 600 | 179 | 242 | - | 27 | 32 | 34 | 35 |
| 57 | Tennessee | 325 | 552 | 640 | 392 | 651 | 820 | 642 | 593 | 31 | 60 | 63 | 68 |
| 58 | Overseas-Total | 93 | 158 | 152 | 131 | 65 | - | 149 | - | 7 | 10 | 13 | 21 |
| 59 | Pacific Air Command | - | - | - | - | - | - | - | - | - | - | - | - |
| 60 | Hawaii | 54 | 115 | 152 | 131 | 65 | - | 149 | - | 5 | 8 | 13 | 21 |
| 61 | Caribbean Area | - | - | - | - | - | - | - | - | - | - | - | - |
| 62 | Puerto Rico | 39 | 43 | - | - | - | - | - | - | 2 | 2 | - | - |

a/ These data do not reflect complete utilization of Air National Guard airplanes; The coverage reflect
b/ The State of North Carolina is not fully organized.

AIRPLANES, BY AIR FORCE AREA AND STATE OR TERRITORY: MAY TO DEC 1947

| Airplanes on Hand | | | | Average Number of Hours Flown per Airplane on Hand per Month | | | | | | | | Per Cent of Average Number of Airplanes on Hand in Commission | | | | | | | | Line No. |
|-------------------|------|------|------|--|-----|-----|-----|-----|-----|-----|-----|---|-----|-----|-----|-----|-----|-----|-----|----------|
| Sep | Oct | Nov | Dec | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | |
| 1701 | 1715 | 1756 | 1780 | 9 | 8 | 8 | 7 | 8 | 7 | 6 | 6 | 62 | 55 | 59 | 58 | 55 | 56 | 52 | - | 1 |
| 1678 | 1715 | 1733 | 1780 | 9 | 8 | 8 | 7 | 8 | 7 | 6 | 6 | 62 | 54 | 59 | 58 | 55 | 56 | 52 | 48 | 2 |
| 259 | 218 | 226 | 270 | 8 | 7 | 7 | 6 | 9 | 6 | 6 | 5 | 53 | 43 | 43 | 37 | 47 | 56 | 42 | 50 | 3 |
| 31 | 31 | 31 | 31 | 10 | - | 9 | 8 | 13 | 7 | 9 | 5 | 72 | - | 64 | 81 | 87 | 77 | 74 | 77 | 4 |
| - | - | - | 35 | 7 | 6 | 6 | 6 | - | - | - | 3 | 60 | 61 | 54 | 68 | - | - | - | - | 5 |
| 23 | 19 | 20 | 20 | 31 | 9 | 8 | 7 | 19 | 13 | 9 | 7 | 80 | 39 | 35 | 29 | 48 | 47 | 55 | 55 | 6 |
| 65 | 64 | 66 | 34 | 6 | 8 | 7 | 6 | 7 | 5 | 6 | 5 | 34 | 44 | 42 | 21 | 52 | 27 | 41 | 35 | 7 |
| 37 | 37 | 38 | 39 | 8 | 2 | 2 | 1 | 3 | 5 | 3 | 2 | 50 | 6 | 9 | 3 | 11 | 16 | 16 | 13 | 8 |
| 37 | 39 | 38 | 38 | 5 | 7 | - | 4 | 14 | 3 | 4 | 4 | 30 | 46 | - | 21 | 32 | 87 | 24 | 13 | 9 |
| 25 | 28 | 33 | 36 | 8 | 11 | 8 | 11 | 13 | 7 | 9 | 7 | 79 | 74 | 57 | 60 | 52 | 71 | 58 | 42 | 10 |
| 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 11 |
| 40 | - | - | 37 | - | - | 9 | 10 | 5 | - | - | 5 | - | - | 53 | 49 | 50 | - | - | - | 12 |
| 463 | 488 | 500 | 493 | 9 | 9 | 7 | 7 | 6 | 6 | 5 | 6 | 69 | 56 | 62 | 64 | 57 | 57 | 52 | 44 | 13 |
| 39 | 39 | 42 | 39 | 9 | 8 | 3 | 2 | 3 | 2 | 3 | 1 | 79 | 67 | 53 | 62 | 38 | 77 | 26 | 38 | 14 |
| 44 | 45 | 44 | 45 | 15 | 13 | 6 | 6 | 11 | 8 | 7 | 8 | 57 | 48 | 34 | 56 | 52 | 47 | 59 | 53 | 15 |
| 72 | 73 | 74 | 74 | 5 | 6 | 6 | 7 | 5 | 5 | 5 | 4 | 50 | 57 | 62 | 61 | 46 | 47 | 39 | 31 | 16 |
| 35 | 34 | 34 | 34 | 9 | 9 | 8 | 13 | 3 | 6 | 4 | 5 | 74 | 70 | 74 | 51 | 54 | 50 | 68 | 68 | 17 |
| 30 | 29 | 30 | 32 | - | - | 9 | 10 | 8 | 11 | 10 | 7 | - | - | 70 | 52 | 60 | 55 | 50 | 41 | 18 |
| 36 | 36 | 37 | 35 | 13 | 10 | 10 | 7 | 8 | 6 | 5 | 6 | 61 | 53 | 72 | 75 | 64 | 67 | 68 | 60 | 19 |
| 65 | 67 | 67 | 66 | 11 | 6 | 11 | 7 | 8 | 6 | 6 | 6 | 63 | 57 | 54 | 56 | 55 | 58 | 57 | 47 | 20 |
| 34 | 33 | 33 | 33 | 8 | 6 | 5 | 7 | 5 | 3 | 4 | 9 | 71 | 65 | 56 | 65 | 53 | 30 | 24 | 30 | 21 |
| 36 | 37 | 39 | 39 | 4 | - | 5 | 4 | 6 | 6 | 3 | 5 | 93 | - | 78 | 92 | 81 | 86 | 69 | 56 | 22 |
| 36 | 37 | 38 | 35 | 12 | 15 | 6 | 6 | 5 | 6 | 3 | 11 | 97 | 15 | 83 | 89 | 86 | 86 | 82 | 74 | 23 |
| - | 23 | 27 | 26 | - | - | 9 | - | - | 6 | 6 | 5 | - | - | 33 | - | - | 30 | 30 | 38 | 24 |
| 36 | 35 | 35 | 35 | 10 | 13 | 8 | 4 | 6 | 5 | 5 | 3 | 70 | 68 | 58 | 61 | 47 | 51 | 49 | 26 | 25 |
| 298 | 270 | 277 | 306 | 11 | 9 | 11 | 9 | 11 | 8 | 8 | 7 | 63 | 65 | 62 | 63 | 56 | 57 | 58 | 54 | 26 |
| 33 | 33 | 33 | 34 | 8 | 9 | 6 | 5 | 9 | 8 | 8 | 10 | 71 | 69 | 76 | 82 | 82 | 79 | 62 | 62 | 27 |
| 99 | 99 | 98 | 97 | 11 | 9 | 14 | 11 | 10 | 11 | 13 | 12 | 53 | 49 | 58 | 55 | 47 | 56 | 62 | 51 | 28 |
| 36 | 36 | 37 | 37 | 12 | 7 | - | 8 | 7 | 9 | 7 | 7 | 66 | 62 | - | 71 | 50 | 53 | 51 | 49 | 29 |
| 19 | 20 | 24 | 25 | 15 | 13 | 22 | 13 | 16 | 8 | 5 | 4 | - | 67 | 44 | 64 | 37 | 50 | 42 | 32 | 30 |
| 41 | 41 | 41 | 41 | 18 | 9 | 8 | 10 | 6 | 2 | 4 | 4 | 75 | 73 | 62 | 66 | 68 | 66 | 59 | 71 | 32 |
| 36 | - | - | 36 | 12 | 11 | - | - | 25 | - | - | 3 | 78 | 79 | - | 61 | - | - | 47 | 33 | 33 |
| 34 | 41 | 44 | 36 | 8 | 13 | 6 | 7 | 8 | 4 | 4 | 3 | 62 | 69 | 60 | 56 | 56 | 44 | 45 | 61 | 34 |
| 121 | 148 | 167 | 162 | 9 | 10 | 9 | 9 | 9 | 7 | 6 | 7 | 61 | 47 | 56 | 57 | 63 | 52 | 50 | 52 | 35 |
| - | 36 | 37 | 38 | 10 | 12 | - | 9 | - | 6 | 6 | 7 | 76 | 54 | - | 50 | - | 58 | 40 | 39 | 36 |
| 13 | - | 13 | 19 | 17 | 20 | 16 | 13 | 18 | - | 12 | 9 | 83 | 82 | 77 | 77 | 92 | - | 69 | 68 | 37 |
| 13 | 13 | 13 | 14 | 16 | 16 | - | 4 | 6 | 11 | 12 | 17 | 50 | 50 | - | 70 | 77 | 92 | 85 | 79 | 38 |
| 68 | 68 | 68 | 61 | 7 | 6 | 6 | 8 | 7 | 5 | 4 | 6 | 41 | 33 | 54 | 59 | 57 | 63 | 62 | 64 | 39 |
| 27 | 31 | 36 | 30 | 9 | 15 | 13 | 10 | 11 | 11 | 7 | 5 | 100 | 60 | 52 | 48 | 56 | 39 | 17 | 57 | 40 |
| 262 | 313 | 285 | 311 | 7 | 5 | 6 | 7 | 5 | 6 | 5 | 5 | 46 | 48 | 57 | 62 | 47 | 48 | 47 | 45 | 41 |
| - | 48 | 45 | 43 | 9 | 7 | 9 | - | - | 6 | 7 | 7 | 32 | 41 | 50 | - | 25 | - | - | - | 42 |
| 25 | 25 | 30 | 22 | - | 2 | 6 | 9 | 15 | 12 | 11 | 7 | - | - | 17 | 39 | 63 | 48 | 60 | 59 | 43 |
| 35 | 35 | - | 35 | - | - | 8 | 8 | 7 | 9 | 5 | 3 | - | - | - | 76 | 74 | 71 | 71 | 71 | 44 |
| 39 | 38 | 38 | 38 | 9 | 8 | 9 | 8 | 7 | 8 | 5 | 7 | 46 | 47 | 58 | 79 | 74 | 66 | 47 | 38 | 45 |
| 65 | 68 | 70 | 70 | 13 | 5 | 6 | 9 | 5 | 6 | 5 | 5 | 93 | 48 | 66 | 45 | 42 | 46 | 54 | 51 | 46 |
| 42 | 42 | 43 | 43 | 1 | 3 | 5 | 7 | 3 | 4 | 2 | 5 | 29 | 71 | 70 | 67 | 43 | 52 | 49 | 40 | 47 |
| 33 | 34 | 34 | 35 | 6 | 9 | 3 | - | - | 3 | 4 | 4 | 100 | - | 13 | - | - | 15 | 24 | 29 | 48 |
| 23 | 23 | 25 | 25 | - | 22 | 1 | 5 | 2 | 5 | 4 | 4 | - | 50 | 21 | 82 | 57 | 65 | 40 | 36 | 49 |
| 275 | 278 | 278 | 238 | 10 | 8 | 8 | 7 | 10 | 8 | 8 | 8 | 64 | 59 | 66 | 64 | 60 | 61 | 59 | 51 | 50 |
| 24 | 24 | 24 | 23 | 27 | 17 | 12 | 9 | 10 | 11 | 14 | 12 | 77 | 93 | 68 | 77 | 71 | 67 | 71 | 61 | 51 |
| 38 | 38 | 39 | 38 | 3 | 3 | 6 | 4 | 6 | 8 | 8 | 8 | 18 | 26 | 31 | 45 | 34 | 42 | 44 | 24 | 52 |
| 74 | 77 | 74 | 74 | 13 | 10 | 8 | 8 | 11 | 9 | 9 | 9 | 70 | 70 | 76 | 71 | 64 | 66 | 68 | 54 | 53 |
| 32 | 31 | 32 | 31 | 6 | 5 | 6 | 6 | 4 | 4 | 3 | 4 | 61 | 71 | 67 | 68 | 63 | 61 | 53 | 52 | 54 |
| - | - | - | - | 5 | 15 | 9 | - | - | - | - | - | 100 | 100 | 100 | - | - | - | - | - | 55 |
| 35 | 35 | 35 | - | 5 | 3 | 5 | 5 | 17 | 5 | 7 | - | 78 | 75 | 71 | 74 | 83 | 69 | 57 | - | 56 |
| 72 | 73 | 74 | 72 | 10 | 9 | 10 | 6 | 9 | 11 | 9 | 8 | 71 | 42 | 71 | 54 | 56 | 60 | 58 | 58 | 57 |
| 23 | - | 23 | - | 13 | 16 | 12 | 6 | 3 | - | 6 | - | 57 | 70 | 77 | 71 | 83 | - | 52 | - | 58 |
| 23 | - | 23 | - | 11 | 14 | 12 | 6 | 3 | - | 6 | - | 40 | 63 | 77 | 71 | 83 | - | 52 | - | 59 |
| - | - | - | - | 20 | 22 | - | - | - | - | - | - | 100 | 100 | - | - | - | - | - | - | 61 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 62 |

and herein is approximately - May-85%; Jun-83%; Jul-88%; Aug-88%; Sep-90%; Oct-95%; Nov-91%; Dec-93%.

Table 154.-- AIR NATIONAL GUARD CONTINENTAL US FLYING TIME AND AVERAGE HOURS FLOWN PER AIRPLANE, BY TYPE AND MODEL OF AIRPLANE, MAY TO DEC 1947

| Month | Total | Combat Type | | | Transport | | Trainer | | Communications | | |
|--|----------|-------------|-------|-------|-----------|------|---------|-------|----------------|------|------|
| | | A-26 | P-47 | P-51 | C-47 | C-45 | AT-11 | AT-6 | L-7 | L-16 | L-17 |
| 1947 a/ | | | | | | | | | | | |
| May: | | | | | | | | | | | |
| Hours flown during month | 10,491 | 1,034 | 965 | 3,654 | 1,523 | - | 406 | 2,494 | 415 | - | - |
| Average number of airplanes on hand. | 1,128 | 104 | 216 | 545 | 64 | - | 25 | 107 | 67 | - | - |
| Average hours flown per airplane | 9 | 10 | 4 | 7 | 24 | - | 16 | 23 | 6 | - | - |
| Per cent of average number of airplanes on hand in commission. | 62 | 52 | 44 | 66 | 72 | - | 52 | 76 | 73 | - | - |
| June: | | | | | | | | | | | |
| Hours flown during month | 10,578 | 1,372 | 976 | 3,521 | 1,553 | 3 | 390 | 2,444 | 319 | - | - |
| Average number of airplanes on hand. | 1,303 | 179 | 298 | 549 | 62 | 1 | 31 | 116 | 67 | - | - |
| Average hours flown per airplane | 8 | 8 | 3 | 6 | 25 | 3 | 13 | 21 | 5 | - | - |
| Per cent of average number of airplanes on hand in commission. | 54 | 45 | 43 | 57 | 74 | - | 48 | 72 | 67 | - | - |
| July: | | | | | | | | | | | |
| Hours flown during month | 11,575 | 1,781 | 1,409 | 3,336 | 1,493 | 6 | 429 | 2,726 | 395 | - | - |
| Average number of airplanes on hand. | b/ 1,489 | 215 | 330 | 589 | 82 | 1 | 37 | 166 | 68 | - | - |
| Average hours flown per airplane | 8 | 8 | 4 | 6 | 18 | 6 | 12 | 16 | 6 | - | - |
| Per cent of average number of airplanes on hand in commission. | 59 | 54 | 54 | 64 | 57 | 100 | 54 | 55 | 62 | - | - |
| August: | | | | | | | | | | | |
| Hours flown during month | 12,160 | 1,742 | 1,441 | 3,606 | 1,639 | - | 294 | 3,142 | 296 | - | - |
| Average number of airplanes on hand. | 1,655 | 251 | 373 | 641 | 93 | - | 34 | 191 | 69 | 3 | - |
| Average hours flown per airplane | 7 | 7 | 4 | 6 | 18 | - | 9 | 16 | 4 | - | - |
| Per cent of average number of airplanes on hand in commission. | 58 | 50 | 48 | 64 | 66 | - | 41 | 65 | 70 | 33 | - |
| September: | | | | | | | | | | | |
| Hours flown during month | 13,599 | 1,841 | 1,758 | 4,137 | 2,125 | - | 442 | 3,050 | 244 | 2 | - |
| Average number of airplanes on hand. | 1,678 | 263 | 373 | 647 | 88 | - | 35 | 204 | 64 | 4 | - |
| Average hours flown per airplane | 8 | 7 | 5 | 6 | 24 | - | 13 | 15 | 4 | 1 | - |
| Per cent of average number of airplanes on hand in commission. | 55 | 51 | 48 | 56 | 67 | - | 64 | 61 | 64 | - | - |
| October: | | | | | | | | | | | |
| Hours flown during month | 11,439 | 1,831 | 1,570 | 3,085 | 1,828 | - | 197 | 2,793 | 112 | 1 | 22 |
| Average number of airplanes on hand. | 1,715 | 277 | 369 | 666 | 94 | 1 | 25 | 206 | 62 | 10 | 5 |
| Average hours flown per airplane | 7 | 7 | 4 | 5 | 19 | - | 8 | 14 | 2 | - | 4 |
| Per cent of average number of airplanes on hand in commission. | 56 | 49 | 48 | 58 | 63 | - | 48 | 67 | 65 | 50 | 40 |
| November: | | | | | | | | | | | |
| Hours flown during month | 11,089 | 2,019 | 1,583 | 2,843 | 1,721 | - | 276 | 2,467 | 164 | 7 | 9 |
| Average number of airplanes on hand. | 1,733 | 284 | 370 | 670 | 99 | 1 | 33 | 201 | 61 | 10 | 4 |
| Average hours flown per airplane | 6 | 7 | 4 | 4 | 17 | - | 8 | 12 | 3 | 1 | 2 |
| Per cent of average number of airplanes on hand in commission. | 52 | 49 | 45 | 52 | 62 | - | 52 | 66 | 52 | 40 | 50 |
| December: | | | | | | | | | | | |
| Hours flown during month | 11,009 | 1,574 | 1,457 | 3,083 | 1,906 | - | 347 | 2,417 | 165 | 11 | 49 |
| Average number of airplanes on hand. | 1,780 | 291 | 392 | 679 | 107 | - | 36 | 212 | 60 | 1 | 2 |
| Average hours flown per airplane | 6 | 5 | 4 | 5 | 18 | - | 10 | 11 | 3 | 11 | 25 |
| Per cent of average number of airplanes on hand in commission. | 48 | 40 | 35 | 51 | 58 | - | 56 | 63 | 50 | 100 | 50 |

a/ The coverage reflected herein is approximately, May-85%; June-83; July-88%; August-93%; September-90%; October-95%; November-91%; December-93%.

b/ Total includes one L-17 with no flying time - not reflected in breakdown by type and model.

Table 155.-- AIR RESERVE ORGANIZATIONS ACTIVATED, BY AIR FORCE AND TYPE: DEC 1946 AND JAN TO DEC 1947

| Type of Organization and Air Force | 1946 | 1947 | | | | | | | | | | | |
|---|------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
| Total | 18 | 21 | 25 | 40 | 59 | 83 | 108 | 177 | 210 | 236 | 257 | 266 | 266 |
| <u>Combat Type Unit - Total</u> | 15 | 18 | 22 | 37 | 56 | 80 | 105 | 173 | 206 | 229 | 247 | 255 | 255 |
| <u>Wings - Total</u> | 8 | 9 | 9 | 11 | 13 | 14 | 18 | 19 | 21 | 21 | 21 | 21 | 21 |
| Bombardment - Very Heavy | 3 | 4 | 4 | 5 | 6 | 7 | 9 | 10 | 10 | 10 | 10 | 10 | 10 |
| Second Air Force | - | - | - | - | - | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Fourth Air Force | - | - | - | - | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 |
| Tenth Air Force | - | 1 | 1 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Fourteenth Air Force | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Bombardment, Light | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 4 |
| First Air Force | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Tenth Air Force | - | - | - | - | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Eleventh Air Force | - | - | - | - | - | - | - | - | 1 | 1 | 1 | 1 | 1 |
| Reconnaissance | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| First Air Force | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Fourth Air Force | - | - | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Troop Carrier | 1 | 1 | 1 | 2 | 2 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 4 |
| Second Air Force | - | - | - | - | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Eleventh Air Force | - | - | - | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 |
| Fourteenth Air Force | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| <u>Group Headquarters - Total</u> | 6 | 6 | 6 | 11 | 15 | 23 | 28 | 37 | 40 | 42 | 45 | 45 | 45 |
| Bomb, Very Heavy | - | - | - | 2 | 6 | 12 | 15 | 21 | 22 | 22 | 22 | 22 | 22 |
| Bomb, Light | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 5 | 6 | 7 | 8 | 8 | 8 |
| Reconnaissance | 3 | 3 | 3 | 3 | 3 | 4 | 4 | 5 | 5 | 5 | 7 | 7 | 7 |
| Troop Carrier | - | - | - | 3 | 3 | 4 | 5 | 6 | 7 | 8 | 8 | 8 | 8 |
| <u>Squadron - Total</u> | 1 | 3 | 7 | 15 | 28 | 43 | 59 | 117 | 145 | 166 | 181 | 189 | 189 |
| Bomb, Very Heavy | 1 | 3 | 7 | 8 | 13 | 26 | 32 | 66 | 74 | 88 | 93 | 95 | 95 |
| Bomb, Light | - | - | - | 2 | 5 | 5 | 11 | 19 | 23 | 24 | 28 | 29 | 29 |
| Reconnaissance | - | - | - | - | 1 | 1 | 1 | 7 | 10 | 11 | 14 | 19 | 19 |
| Troop Carrier | - | - | - | 4 | 7 | 8 | 11 | 19 | 31 | 36 | 38 | 38 | 38 |
| Fighter (All Weather) | - | - | - | - | 1 | 2 | 3 | 5 | 6 | 6 | 7 | 7 | 7 |
| Rescue | - | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| <u>Service Type Unit - Total</u> | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 5 | 5 | 5 |
| Command, AF, Service, HHS | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Command, Air Service Area, HHS | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Air Depot, HBSS | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Group, Air Service, HBSS | - | - | - | - | - | - | - | - | - | - | 2 | 2 | 2 |
| <u>Miscellaneous Type Unit</u> | | | | | | | | | | | | | |
| Statistical Control Unit | - | - | - | - | - | - | - | 1 | 1 | 4 | 4 | 6 | 6 |

Table 156.-- STATUS OF AIR RESERVE BASES AND AF BU (RT)'S WITH SERVICING BASES AND LOCATION OF SERVICING BASES: AS OF 31 DEC 1947

| Base | AF BU(RT) | Servicing Bases | Location of Servicing Base | Date of Base Unit Organization or Redesignation as (RT) | Discontinued |
|---------------------------|------------------|--------------------------|----------------------------|---|--------------|
| <u>First Air Force</u> | | | | | |
| Westover Field | 108 AF BU(RT) | (A) Westover Field | Mass | 1 Oct 1946 | |
| | | (B) Westover Field | Mass | | |
| Dow Field | 109 AF BU(RT) | (A) Dow Field | Me | 25 Jun 1946 | |
| | | (B) Dow Field | Me | | |
| Grenier AA Field | 110 AF BU(RT) | Grenier Field | NH | 25 Jun 1946 | 7 Mar 1947 |
| Rome AA Field | 111 AF BU(RT) | (A) Rome Air Field | NY | 15 Sep 1946 | |
| | | (B) Rome Air Field | NY | | |
| Mitchel Field | 113 AF BU(RT) | (A) Mitchel Field | NY | 25 Jun 1946 | |
| | | (B) Mitchel Field | NY | | |
| Newark Mun Airport | 114 AF BU(RT) | (A) Mitchel Field | NY | 25 Jun 1946 | |
| | | (B) Mitchel Field | NY | | |
| Stewart Field | 115 AF BU(RT) | (A) Stewart Field | NY | 1 Oct 1946 | |
| | | (B) Stewart Field | NY | | |
| Niagara Falls Mun Airport | 117 AF BU(RT) | Niagara Falls Mun Appt | NY | 15 Nov 1946 | 7 Mar 1947 |
| Bedford AA Base | 4161 AF BU(RT) | (A) Bedford AA Base | Mass | 1 Jul 1946 | |
| | | (B) Bedford AA Base | Mass | | |
| <u>Second Air Force</u> | | | | | |
| Topeka AA Field | 133 AF BU(RT) | Topeka AA Field | Kans | 1 Oct 1946 | 11 Apr 1947 |
| Chanute Field | 134 AF BU(RT) | (A) Chanute Field | Ill | 1 Oct 1946 | |
| | | (B) Chanute Field | Ill | | |
| Casper AA Field | 135 AF BU(RT) | Casper AA Field | Wyo | 1 Oct 1946 | 15 Dec 1946 |
| Selfridge Field | 136 AF BU(RT) | (A) Selfridge Field | Mich | 15 Jun 1946 | |
| | | (B) Selfridge Field | Mich | | |
| Wold-Chamberlain | 137 AF BU(RT) | (A) Wold-Chamberlain | Minn | 15 Jun 1946 | |
| | | (B) Offutt Field | Nebr | | |
| Lowry Field | 138 AF BU(RT) | (A) Lowry Field | Colo | 25 Jun 1946 | |
| | | (B) Lowry Field | Colo | | |
| Scott Field | 139 AF BU(RT) | (A) Scott Field | Ill | 8 Jul 1946 | |
| | | (B) Scott Field | Ill | | |
| Sioux City AA Field | 140 AF BU(RT) | (A) Offutt Field | Nebr | 31 Jul 1946 | |
| | | (B) Offutt Field | Nebr | | |
| Orchard Place Airport | 141 AF BU(RT) | (A) 803rd SPD Park Ridge | Ill | 31 Jul 1946 | |
| | | (B) 803rd SPD Park Ridge | Ill | | |
| Smoky Hill AA Field | 142 AF BU(RT) | Smoky Hill AA Field | Kans | 1 Nov 1946 | 11 Apr 1947 |
| Fairfax Field | 4101 AF BU(RT) | (A) Fairfax Field | Kans | 12 Jul 1946 | |
| | | (B) Offutt Field | Nebr | | |
| Offutt Field | 4131 AF BU(RT) | (A) Offutt Field | Nebr | 25 Jun 1946 | |
| | | (B) Offutt Field | Nebr | | |
| <u>Fourth Air Force</u> | | | | | |
| Hill Field | 402 AF BU(RT) | (A) Hill Field | Utah | 15 Sep 1946 | |
| | | (B) Hill Field | Utah | | |
| Portland AA Base | 403 AF BU(RT) | McChord Field | Wash | 25 Jun 1946 | 1 Mar 1947 |
| McChord Field | 406 AF BU(RT) | (A) McChord Field | Wash | 17 Sep 1946 | |
| | | (B) McChord Field | Wash | | |
| Spokane AA Base | 407 AF BU(RT) | Spokane AA Field | Wash | 1 Oct 1946 | 1 Mar 1947 |
| Luke Field | 408 AF BU(RT) | Williams Field | Ariz | 1 Oct 1946 | 1 Mar 1947 |
| March Field | 409 AF BU(RT) | March Field | Calif | 1 Oct 1946 | 1 Mar 1947 |
| Hamilton Field | 415 AF BU(RT) | (A) Hamilton Field | Calif | 25 Jun 1946 | |
| | | (B) Hamilton Field | Calif | | |
| Long Beach Mun Airport | 416 AF BU(RT) | (A) Hamilton Field | Calif | 10 Aug 1946 | |
| | | (B) Hamilton Field | Calif | | |
| Mather Field | 417 AF BU(RT) | McClellan Field | Calif | 1 Oct 1946 | 1 Mar 1947 |
| Great Falls AA Field | 418 AF BU(RT) | Great Falls AA Base | Mont | 10 Oct 1946 | 1 Mar 1947 |
| Davis-Monthan Field | 419 AF BU(RT) | (A) Davis-Monthan Field | Ariz | 1 Nov 1946 | |
| | | (B) Davis-Monthan Field | Ariz | | |
| Boeing Field | 4169 AF BU(RT) | Boeing Field | Wash | 15 Jul 1946 | 20 Nov 1946 |
| <u>Tenth Air Force</u> | | | | | |
| Barksdale Field | 174 AF BU(RT) | (A) Barksdale Field | La | 1 Oct 1946 | |
| | | (B) Barksdale Field | La | | |
| Ellington Field | 175 AF BU(RT) | (A) Brooks Field | Tex | 23 Sep 1946 | |
| | | (B) Brooks Field | Tex | | |
| Adams Field | 176 AF BU(RT) g/ | Adams Field | Ark | 15 Jun 1946 | g/ |

g/ Redesignated as 176 AF BU (Base Services), 23 September 1946.

Table 156.-- STATUS OF AIR RESERVE BASES AND AF BU (RT)'S WITH SERVICING BASES AND LOCATION OF SERVICING BASES: AS OF 31 DEC 1947 -- Continued

| Base | AF BU(RT) | Servicing Bases | Location of Servicing Base | Date of Base Unit Organization or Redesignation as (RT) | Discontinued |
|-------------------------------|----------------|--|----------------------------|---|--------------|
| Tenth Air Force Cont'd | | | | | |
| Tinker Field | 177 AF BU(RT) | (A) Tinker Field (B) Tinker Field | Okla Okla | 25 Jun 1946 | |
| Brooks Field | 178 AF BU(RT) | (A) Brooks Field (B) Brooks Field | Tex Tex | 25 Jun 1946 | |
| Bergstrom Field | 179 AF BU(RT) | Bergstrom Field | Tex | 1 Oct 1946 | 10 Mar 1947 |
| Tulsa Mun Airport | 180 AF BU(RT) | (A) Tinker Field (B) Not determined | Okla | 15 Dec 1946 | 31 Mar 1947 |
| Biggs Field | 181 AF BU(RT) | Biggs Field | Tex | 1 Nov 1946 | 10 Mar 1947 |
| Fort Worth AA Field | 182 AF BU(RT) | Fort Worth | Tex | 1 Nov 1946 | 10 Mar 1947 |
| Goodfellow Field | 183 AF BU(RT) | Midland Mun Airport | Tex | 1 Nov 1946 | 10 Mar 1947 |
| Hensley Field | 4122 AF BU(RT) | (A) Brooks Field (B) Brooks Field | Tex Tex | 15 Jun 1946 | |
| New Orleans Mun Airport | 4159 AF BU(RT) | Brookley Field | Tex Okla | 30 Jun 1946 | 31 Mar 1947 |
| Eleventh Air Force | | | | | |
| Richmond AA Base | 61 AF BU(RT) | (A) Richmond AA Base (B) Langley Field | Va Va | 30 Jun 1946 | |
| Godman Field | 315 AF BU(RT) | (A) Ft Knox (B) Ft Knox | Ky Ky | 25 Jun 1946 | |
| Stout Field | 331 AF BU(RT) | (A) Stout Field (B) Stout Field | Ind Ind | 25 Jun 1946 | |
| Reading Mun Airport | 438 AF BU(RT) | (A) Reading AA Base (B) Olmsted Field | Pa Pa | 15 Dec 1946 | |
| Baser Field | 439 AF BU(RT) | (A) Stout Field (B) Stout Field | Ind Ind | 15 Dec 1946 | |
| Godman Field | 440 AF BU(RT) | Godman Field | Ky | 25 Jun 1946 | 31 Jul 1946 |
| Phillips Field | 440 AF BU(RT) | (A) Aberdeen Proving Gnd (B) Phillips Field | Md Md | 1 Nov 1946 | 31 Mar 1947 |
| Langley Field | 441 AF BU(RT) | Langley Field | Va | 1 Oct 1946 | 31 Mar 1947 |
| Olmsted Field | 442 AF BU(RT) | Olmsted Field | Pa | 25 Jun 1946 | 31 Mar 1947 |
| Andrews Field | 443 AF BU(RT) | (A) Andrews Field (B) Andrews Field | Md Md | 25 Jun 1946 | |
| Greater Pittsburg Airport | 444 AF BU(RT) | (A) 4163rd AF BU(RT) (B) Olmsted Field | Ohio Pa | 15 Jun 1946 | |
| Lunken Airport | 446 AF BU(RT) | 862nd Dayton, Ohio | Ohio | 15 Oct 1946 | 31 Mar 1947 |
| Lockbourne AA Base | 447 AF BU(RT) | Lockbourne Field | Ohio | 1 Nov 1946 | 31 Mar 1947 |
| Cleveland Mun Airport | 4163 AF BU(RT) | (A) 4163rd AF BU(RT) (B) Olmsted Field | Ohio Pa | 1 Jul 1946 | |
| Fourteenth Air Force | | | | | |
| Columbia AA Base | 103 AF BU(RT) | (A) Columbia AA Base (B) Shaw Field | SC SC | 25 Jun 1946 | 5 Mar 1947 |
| Jacksonville Mun Airport | 461 AF BU(RT) | Orlando AA Base | Fla | 20 Dec 1946 | 8 Mar 1947 |
| Keesler Field | 462 AF BU(RT) | Keesler Field | Miss | 1 Oct 1946 | 19 Mar 1947 |
| Morrison Field | 464 AF BU(RT) | Morrison Field | Fla | 20 Nov 1946 | 21 Mar 1947 |
| MacDill Field | 465 AF BU(RT) | (A) MacDill Field (B) MacDill Field | Fla Fla | 1 Oct 1946 | |
| Memphis Mun Airport | 468 AF BU(RT) | (A) Orlando AA Base (B) Orlando AA Base | Fla Fla | 12 Jun 1946 | |
| Orlando AA Base | 470 AF BU(RT) | Orlando AA Base | Fla | 25 Jun 1946 | 19 Mar 1947 |
| Morris Field | 471 AF BU(RT) | Greenville AA Base | NC | 15 Jul 1946 | 31 Mar 1947 |
| Miami AA Field | 473 AF BU(RT) | (A) Orlando AA Base (B) Orlando AA Base | Fla Fla | 25 Jun 1946 | |
| Warner Robins Field | 474 AF BU(RT) | Warner Robins Field | Ga | 1 Oct 1946 | 1 Apr 1947 |
| Gunter Field | 476 AF BU(RT) | (A) Gunter Field (B) Gunter Field | Ala Ala | 1 Oct 1946 | |
| Birmingham AA Field | 477 AF BU(RT) | (A) Orlando AA Base (B) Orlando AA Base | Fla Fla | 15 Dec 1946 | |
| Lawson Field | 478 AF BU(RT) | Lawson Field | Ga | 25 Jun 1946 | 11 Feb 1947 |
| Jackson AA Base | 4103 AF BU(RT) | (A) Orlando AA Base (B) Orlando AA Base | Fla Fla | 30 Jun 1946 | |
| Marietta AA Field | 4204 AF BU(RT) | (A) Marietta AA Field (B) Orlando AA Base | Ga Fla | 25 Jun 1946 | |

Table 157.— AIR RESERVE PERSONNEL - BY TYPE AND BY RACE - IN CONTINENTAL US BY AIR FORCE AND BY STATE;
OVERSEAS BY COMMAND: AS OF 31 DEC 1947

| Air Force | Air Reserve Total | | | Other Than Negro | | | Negro | | |
|---|-------------------|----------------|----------------|------------------|----------------|----------------|--------------|------------|--------------|
| | Total | Officers | Enlisted | Total | Officers | Enlisted | Total | Officers | Enlisted |
| Total | 429,000 | 234,866 | 194,134 | 422,143 | 234,701 | 187,442 | 6,857 | 165 | 6,692 |
| Continental - Total | 428,560 | 234,426 | 194,134 | 421,703 | 234,261 | 187,442 | 6,857 | 165 | 6,692 |
| First Air Force - Total | 73,587 | 43,292 | 30,295 | 73,048 | 43,249 | 29,799 | 539 | 43 | 496 |
| Connecticut | 5,845 | 3,673 | 2,172 | 5,842 | 3,670 | 2,172 | 3 | 3 | - |
| Delaware | 658 | 414 | 244 | 650 | 414 | 236 | 8 | - | 8 |
| Maine | 2,132 | 1,113 | 1,019 | 2,132 | 1,113 | 1,019 | - | - | - |
| Massachusetts | 13,598 | 8,670 | 4,928 | 13,571 | 8,658 | 4,913 | 27 | 12 | 15 |
| New Hampshire | 1,337 | 712 | 625 | 1,336 | 711 | 625 | 1 | 1 | - |
| New Jersey | 12,729 | 8,231 | 4,498 | 12,632 | 8,218 | 4,414 | 97 | 13 | 84 |
| New York | 34,672 | 19,149 | 15,523 | 34,270 | 19,135 | 15,135 | 402 | 14 | 388 |
| Rhode Island | 1,622 | 827 | 795 | 1,622 | 827 | 795 | - | - | - |
| Vermont | 994 | 503 | 491 | 993 | 503 | 490 | 1 | - | 1 |
| Second Air Force - Total | 97,558 | 56,936 | 40,622 | 97,035 | 56,855 | 40,180 | 523 | 81 | 442 |
| Colorado | 7,124 | 3,662 | 3,462 | 7,114 | 3,661 | 3,453 | 10 | 1 | 9 |
| Illinois | 18,104 | 15,788 | 2,316 | 17,965 | 15,751 | 2,214 | 139 | 37 | 102 |
| Iowa | 9,167 | 4,897 | 4,270 | 9,136 | 4,893 | 4,243 | 31 | 4 | 27 |
| Kansas | 8,493 | 3,683 | 4,810 | 8,423 | 3,683 | 4,740 | 70 | - | 70 |
| Michigan | 16,802 | 9,612 | 7,190 | 16,687 | 9,585 | 7,102 | 115 | 27 | 88 |
| Minnesota | 6,791 | 5,072 | 1,719 | 6,781 | 5,066 | 1,715 | 10 | 6 | 4 |
| Missouri | 11,243 | 3,199 | 8,044 | 11,115 | 3,194 | 7,921 | 128 | 5 | 123 |
| Nebraska | 6,534 | 2,701 | 3,833 | 6,526 | 2,700 | 3,826 | 8 | 1 | 7 |
| North Dakota | 1,007 | 745 | 262 | 1,007 | 745 | 262 | - | - | - |
| South Dakota | 1,806 | 1,065 | 741 | 1,806 | 1,065 | 741 | - | - | - |
| Wisconsin | 9,200 | 5,904 | 3,296 | 9,190 | 5,904 | 3,286 | 10 | - | 10 |
| Wyoming | 1,237 | 608 | 679 | 1,235 | 608 | 677 | 2 | - | 2 |
| Fourth Air Force - Total | 52,649 | 33,516 | 19,133 | 52,502 | 33,516 | 18,986 | 147 | - | 147 |
| Arizona | 2,346 | 1,355 | 991 | 2,346 | 1,355 | 991 | - | - | - |
| California | 31,252 | 21,083 | 10,169 | 31,105 | 21,083 | 10,022 | 147 | - | 147 |
| Idaho | 2,584 | 1,222 | 1,362 | 2,584 | 1,222 | 1,362 | - | - | - |
| Montana | 2,136 | 1,097 | 1,039 | 2,136 | 1,097 | 1,039 | - | - | - |
| Nevada | 601 | 365 | 236 | 601 | 365 | 236 | - | - | - |
| Oregon | 3,808 | 2,480 | 1,328 | 3,808 | 2,480 | 1,328 | - | - | - |
| Utah | 3,865 | 1,839 | 2,026 | 3,865 | 1,839 | 2,026 | - | - | - |
| Washington | 6,057 | 4,075 | 1,982 | 6,057 | 4,075 | 1,982 | - | - | - |
| Tenth Air Force - Total | 59,805 | 27,700 | 32,105 | 58,376 | 27,695 | 30,681 | 1,429 | 5 | 1,424 |
| Arkansas | 6,283 | 1,864 | 4,419 | 6,097 | 1,862 | 4,235 | 186 | 2 | 184 |
| Louisiana | 7,111 | 3,688 | 3,423 | 6,620 | 3,688 | 2,932 | 491 | - | 491 |
| New Mexico | 2,118 | 1,047 | 1,071 | 2,115 | 1,046 | 1,069 | 3 | 1 | 2 |
| Oklahoma | 10,535 | 4,529 | 6,056 | 10,483 | 4,528 | 5,955 | 102 | 1 | 101 |
| Texas | 33,708 | 16,572 | 17,136 | 33,061 | 16,571 | 16,490 | 647 | 1 | 646 |
| Eleventh Air Force - Total | 93,045 | 46,311 | 46,734 | 91,770 | 46,275 | 45,495 | 1,275 | 36 | 1,239 |
| District of Columbia | 3,062 | 1,760 | 1,302 | 2,905 | 1,759 | 1,146 | 157 | 1 | 156 |
| Indiana | 11,603 | 6,687 | 4,916 | 11,518 | 6,687 | 4,831 | 85 | - | 85 |
| Kentucky | 6,835 | 2,878 | 3,957 | 6,688 | 2,878 | 3,810 | 147 | - | 147 |
| Maryland | 5,473 | 2,563 | 2,910 | 5,310 | 2,555 | 2,755 | 163 | 8 | 155 |
| Ohio | 22,688 | 13,990 | 8,698 | 22,455 | 13,990 | 8,465 | 233 | - | 233 |
| Pennsylvania | 35,262 | 12,805 | 22,457 | 34,803 | 12,787 | 22,016 | 459 | 18 | 441 |
| Virginia | 4,343 | 3,772 | 571 | 4,312 | 3,763 | 549 | 31 | 9 | 22 |
| West Virginia | 3,779 | 1,856 | 1,923 | 3,779 | 1,856 | 1,923 | - | - | - |
| Fourteenth Air Force - Total | 51,916 | 26,671 | 25,245 | 48,972 | 26,671 | 22,301 | 2,944 | - | 2,944 |
| Alabama | 7,881 | 3,790 | 4,091 | 7,385 | 3,790 | 3,595 | 496 | - | 496 |
| Florida | 9,661 | 5,821 | 3,840 | 9,376 | 5,821 | 3,555 | 285 | - | 285 |
| Georgia | 8,860 | 4,447 | 4,413 | 8,389 | 4,447 | 3,942 | 471 | - | 471 |
| Mississippi | 4,779 | 2,344 | 2,435 | 4,286 | 2,344 | 1,942 | 493 | - | 493 |
| North Carolina | 6,925 | 3,460 | 3,465 | 6,522 | 3,460 | 3,062 | 403 | - | 403 |
| South Carolina | 4,008 | 2,130 | 1,878 | 3,735 | 2,130 | 1,605 | 273 | - | 273 |
| Tennessee | 9,802 | 4,679 | 5,123 | 9,279 | 4,679 | 4,600 | 523 | - | 523 |
| Overseas - Total | 440 | 440 | - | 440 | 440 | - | - | - | - |
| Alaskan Air Command | 225 | 225 | - | 225 | 225 | - | - | - | - |
| Caribbean Air Command | 215 | 215 | - | 215 | 215 | - | - | - | - |

Table 158.-- AIR RESERVE OFFICERS BY SPECIALTY GROUP IN CONTINENTAL US AND OVERSEAS: AS OF 31 DEC 1947

(Based on Primary Military Occupational Specialty)

| Specialty Group | Air Reserve Total | | | Continental | | | Outside Continental US ^{a/} | | |
|--------------------------|-------------------|----------------|---------------|----------------|----------------|---------------|--------------------------------------|------------|------------|
| | Total | Rated | Non-Rated | Total | Rated | Non-Rated | Total | Rated | Non-Rated |
| Total | 234,866 | 170,113 | 64,753 | 234,426 | 169,806 | 64,620 | 440 | 307 | 133 |
| Pilot | 107,913 | 107,913 | - | 107,830 | 107,830 | - | 83 | 83 | - |
| Glider Pilot | 1,453 | 1,453 | - | 1,449 | 1,449 | - | 4 | 4 | - |
| Bombardier & Navigator | 39,567 | 39,567 | - | 39,542 | 39,542 | - | 25 | 25 | - |
| Observer | 7,061 | 7,061 | - | 7,058 | 7,058 | - | 3 | 3 | - |
| Administrative | 15,627 | 2,271 | 13,356 | 15,617 | 2,261 | 13,356 | 10 | 10 | - |
| Armament & Ordnance . . | 2,731 | 336 | 2,395 | 2,729 | 334 | 2,395 | 2 | 2 | - |
| Communication | 7,139 | 769 | 6,370 | 7,135 | 765 | 6,370 | 4 | 4 | - |
| Engineering | 7,624 | 1,005 | 6,619 | 7,608 | 989 | 6,619 | 16 | 16 | - |
| Intelligence | 4,956 | 547 | 4,409 | 4,955 | 546 | 4,409 | 1 | 1 | - |
| Medical | 251 | 20 | 231 | 251 | 20 | 231 | - | - | - |
| Operation Non Rated . . | 4,177 | 829 | 3,348 | 4,173 | 825 | 3,348 | 4 | 4 | - |
| Photographic | 720 | 85 | 635 | 720 | 85 | 635 | - | - | - |
| Supply | 8,372 | 1,061 | 7,311 | 8,364 | 1,053 | 7,311 | 8 | 8 | - |
| Aircraft Warning | 320 | 52 | 268 | 320 | 52 | 268 | - | - | - |
| Antiaircraft Artillery | 64 | 17 | 47 | 63 | 16 | 47 | 1 | 1 | - |
| Chaplain | 28 | - | 28 | 28 | - | 28 | - | - | - |
| Chemical | 471 | 40 | 431 | 471 | 40 | 431 | - | - | - |
| Finance, Budget, Fiscal | 550 | 83 | 467 | 549 | 82 | 467 | 1 | 1 | - |
| Ground Force | 73 | 20 | 53 | 72 | 19 | 53 | 1 | 1 | - |
| Legal | 780 | 102 | 678 | 779 | 101 | 678 | 1 | 1 | - |
| Mess | 371 | 54 | 317 | 370 | 53 | 317 | 1 | 1 | - |
| Personnel | 3,172 | 386 | 2,786 | 3,168 | 382 | 2,786 | 4 | 4 | - |
| Postal | 93 | 23 | 70 | 93 | 23 | 70 | - | - | - |
| Provost Marshal | 605 | 95 | 510 | 605 | 95 | 510 | - | - | - |
| Statistical | 2,031 | 128 | 1,903 | 2,031 | 128 | 1,903 | - | - | - |
| Training | 2,153 | 890 | 1,263 | 2,151 | 888 | 1,263 | 2 | 2 | - |
| Weather | 3,029 | 182 | 2,847 | 3,026 | 179 | 2,847 | 3 | 3 | - |
| Unclassified | 13,535 | 5,124 | 8,411 | 13,269 | 4,991 | 8,278 | 266 | 133 | 133 |

^{a/} Included are reservists administered by the Alaskan Air Command and the Caribbean Air Command. These data are the initial strength figures for reservists residing outside the Continental limits of the US and are not to be interpreted as representative of the entire strength of the reserve personnel outside the Continental US. Includes reservists who are legal residents of territories and possessions only.

Table 159.-- AIR RESERVE ENLISTED PERSONNEL BY SPECIALTY GROUP IN CONTINENTAL US: AS OF 31 DEC 1947

(Based on Primary Military Occupational Specialty)

| Specialty Group | Assigned Total | | Other Than Negro | | Negro | |
|---------------------------|----------------|---|------------------|---|--------------|---|
| | Assigned | Possessing Aviation ^{a/} Qualification | Assigned | Possessing Aviation ^{a/} Qualification | Assigned | Possessing Aviation ^{a/} Qualification |
| Total | 194,134 | 30,944 | 187,442 | 30,793 | 6,692 | 151 |
| Airplane maintenance . . | 32,093 | 1,959 | 31,879 | 1,948 | 214 | 11 |
| Aviation Specialist . . . | 1,814 | 79 | 1,802 | 79 | 12 | - |
| Air Crew | 7,350 | 7,305 | 7,326 | 7,281 | 24 | 24 |
| Gunnery | 16,717 | 16,380 | 16,678 | 16,341 | 39 | 39 |
| Armament | 7,281 | 338 | 7,136 | 334 | 145 | 4 |
| Radio Operator | 4,444 | 295 | 4,400 | 294 | 44 | 1 |
| Radio Mechanic | 3,941 | 179 | 3,907 | 179 | 34 | - |
| Wire Communications . . . | 2,909 | 80 | 2,838 | 80 | 71 | - |
| Radar Operator | 642 | 177 | 642 | 177 | - | - |
| Radar Mechanic | 3,175 | 99 | 3,165 | 97 | 10 | 2 |
| Weather | 1,171 | 46 | 1,171 | 46 | - | - |
| Chemical | 490 | 11 | 483 | 11 | 7 | - |
| Photographic | 1,861 | 73 | 1,834 | 73 | 27 | - |
| Medical | 2,738 | 91 | 2,667 | 90 | 71 | 1 |
| Supply | 9,137 | 330 | 8,877 | 322 | 260 | 8 |
| Utility & Construction | 4,449 | 100 | 3,844 | 96 | 605 | 4 |
| Vehicle Operator | 9,948 | 199 | 8,749 | 187 | 1,199 | 12 |
| Automotive Mechanic . . . | 5,330 | 130 | 5,043 | 123 | 287 | 7 |
| Administrative | 26,375 | 1,186 | 26,190 | 1,165 | 685 | 21 |
| Musician | 559 | 16 | 536 | 15 | 23 | 1 |
| Duty | 15,428 | 252 | 13,617 | 245 | 1,811 | 7 |
| Miscellaneous | 35,782 | 1,619 | 34,658 | 1,610 | 1,124 | 9 |

^{a/} Individuals possessing a primary or secondary MOS that requires participation in aerial flight.

Table 161.-- AIR RESERVE TRAINING, AIR DEFENSE COMMAND: WEEKLY, SEMI-MONTHLY, MONTHLY,
28 JUL 1946 THROUGH 31 DEC 1947

| Air Force and Date | Enrolled for Training | | | | | Received Training | | | | | Reservist Pilot Hours Flown to Date | Reserve Hours Flown During Period in Reserve and AF ACT. A/C |
|---------------------------|-----------------------|---------|---------------------------------|--------------------------------|---------------------------------|-------------------|--------|---------------------------------|--------------------------------|---------------------------------|---|--|
| | Total | Pilots | Other Rated Offi- cers | Non- Rated Offi- cers | En- listed Per- sonnel | Total | Pilots | Other Rated Offi- cers | Non- Rated Offi- cers | En- listed Per- sonnel | | |
| <u>28 Jul 1946</u> | | | | | | | | | | | | |
| Total | | | | | | 773 | | | | | 25 | 25 |
| First AF | | | | | | b/ 31 | | | | | 32 | 32 |
| Second AF | | | | | | 18 | | | | | 36 | 36 |
| Fourth AF | | | | | | 676 | | | | | 9 | 9 |
| Tenth AF | | | | | | 0 | | | | | 0 | 0 |
| Eleventh AF | | | | | | 0 | | | | | 0 | 0 |
| Fourteenth AF | | | | | | a/ 48 | | | | | 18 | 18 |
| <u>1 Sep 1946</u> | | | | | | | | | | | | |
| Total | c/8,223 | c/7,652 | c/ 418 | c/ 152 | c/ 0 | c/2150 | c/2150 | c/ 0 | c/ 0 | c/ 0 | 7,307 | 7,212 |
| First AF | 661 | 645 | 15 | 1 | 0 | 246 | 246 | 0 | 0 | 0 | 1,148 | 1,116 |
| Second AF | 1,090 | 1,065 | 24 | 1 | 0 | 546 | 546 | 0 | 0 | 0 | 2,256 | 2,220 |
| Fourth AF | 1,578 | 1,547 | 31 | 0 | 0 | 260 | 260 | 0 | 0 | 0 | 460 | 451 |
| Tenth AF | 3,496 | 3,006 | 339 | 151 | 0 | 579 | 579 | 0 | 0 | 0 | 848 | 848 |
| Eleventh AF | a/ 270 | a/ 267 | a/ 3 | a/ 0 | a/ 0 | a/ 244 | a/ 244 | a/ 0 | a/ 0 | a/ 0 | 677 | 677 |
| Fourteenth AF | b/1,128 | b/1,122 | b/ 6 | b/ 0 | b/ 0 | b/ 275 | b/ 275 | b/ 0 | b/ 0 | b/ 0 | 1,918 | 1,900 |
| <u>29 Sep 1946</u> | | | | | | | | | | | | |
| Total | 18,485 | 16,191 | 1,964 | 313 | 17 | 4,608 | 4,557 | 51 | 0 | 0 | 23,741 | 16,434 |
| First AF | 1,206 | 1,189 | 17 | 0 | 0 | 390 | 389 | 1 | 0 | 0 | 3,173 | 2,025 |
| Second AF | 2,505 | 2,408 | 96 | 0 | 1 | 823 | 786 | 37 | 0 | 0 | 6,690 | 4,434 |
| Fourth AF | 5,111 | 4,550 | 503 | 56 | 2 | 938 | 925 | 13 | 0 | 0 | 2,675 | 2,215 |
| Tenth AF | 3,469 | 2,914 | 334 | 221 | 0 | 895 | 895 | 0 | 0 | 0 | 3,870 | 3,022 |
| Eleventh AF | 4,205 | 3,224 | 969 | 4 | 8 | 547 | 547 | 0 | 0 | 0 | 3,596 | 2,919 |
| Fourteenth AF | 1,989 | 1,906 | 45 | 32 | 6 | 1,015 | 1,015 | 0 | 0 | 0 | 3,737 | 1,819 |
| <u>3 Nov 1946</u> | | | | | | | | | | | | |
| Total | 23,822 | 21,782 | 1,415 | 601 | 24 | 6,869 | 6,769 | 100 | 0 | 0 | 59,215 | 35,474 |
| First AF | 2,187 | 2,170 | 17 | 0 | 0 | 949 | 945 | 4 | 0 | 0 | 8,460 | 5,287 |
| Second AF | 3,959 | 3,825 | 131 | 0 | 3 | 494 | 480 | 14 | 0 | 0 | 13,629 | 6,939 |
| Fourth AF | 5,693 | 5,202 | 345 | 146 | 0 | 1,674 | 1,651 | 23 | 0 | 0 | 9,540 | 6,865 |
| Tenth AF | 5,023 | 4,243 | 448 | 331 | 1 | 1,815 | 1,803 | 12 | 0 | 0 | 10,192 | 6,322 |
| Eleventh AF | 7,472 | 3,992 | 370 | 90 | 20 | 628 | 607 | 21 | 0 | 0 | 9,486 | 5,890 |
| Fourteenth AF | 2,488 | 2,350 | 104 | 34 | 0 | 1,309 | 1,283 | 26 | 0 | 0 | 7,908 | 4,171 |
| <u>1 Dec 1946</u> | | | | | | | | | | | | |
| Total | 31,252 | 27,503 | 2,224 | 1,127 | 398 | 9,841 | 9,643 | 171 | 17 | 10 | 96,420 | 37,205 |
| First AF | 3,458 | 3,395 | 47 | 13 | 3 | 1,642 | 1,619 | 15 | 7 | 1 | 15,198 | 6,738 |
| Second AF | 5,636 | 4,927 | 505 | 144 | 60 | 1,069 | 1,048 | 19 | 0 | 2 | 21,811 | 8,182 |
| Fourth AF | 7,099 | 6,317 | 495 | 264 | 23 | 2,276 | 2,237 | 37 | 1 | 1 | 15,189 | 5,649 |
| Tenth AF | 5,900 | 4,931 | 598 | 366 | 5 | 2,303 | 2,282 | 21 | 0 | 0 | 16,983 | 6,791 |
| Eleventh AF | 5,877 | 4,874 | 428 | 285 | 290 | 861 | 825 | 36 | 0 | 0 | 15,602 | 6,116 |
| Fourteenth AF | 3,282 | 3,059 | 151 | 55 | 17 | 1,690 | 1,632 | 43 | 9 | 6 | 11,637 | 3,729 |
| <u>29 Dec 1946</u> | | | | | | | | | | | | |
| Total | 35,949 | 30,445 | 2,522 | 1,489 | 1,493 | 10,443 | 10,179 | 179 | 42 | 26 | 131,716 | 25,296 |
| First AF | 4,347 | 4,141 | 112 | 35 | 59 | 1,926 | 1,876 | 33 | 14 | 3 | 21,087 | 5,889 |
| Second AF | 5,541 | 4,206 | 176 | 182 | 977 | 389 | 380 | 9 | 0 | 0 | 27,851 | 6,040 |
| Fourth AF | 8,782 | 7,659 | 735 | 338 | 50 | 3,070 | 3,035 | 33 | 2 | 0 | 20,863 | 5,674 |
| Tenth AF | 6,732 | 5,535 | 711 | 474 | 12 | 3,211 | 3,140 | 57 | 14 | 0 | 24,094 | 7,111 |
| Eleventh AF | 6,869 | 5,584 | 599 | 339 | 347 | 376 | 367 | 5 | 3 | 1 | 20,506 | 4,904 |
| Fourteenth AF | 3,678 | 3,320 | 189 | 121 | 48 | 1,471 | 1,381 | 42 | 16 | 32 | 17,315 | 5,678 |
| <u>30 Dec 46-5 Jan 47</u> | | | | | | | | | | | | |
| Total | 34,244 | 29,007 | 2,259 | 1,389 | 1,589 | 10,486 | 10,233 | 196 | 44 | 13 | 138,058 | 6,342 |
| First AF | 3,999 | 3,779 | 117 | 36 | 67 | 1,775 | 1,731 | 26 | 15 | 3 | 22,109 | 1,022 |
| Second AF | 5,712 | 4,308 | 172 | 175 | 1,057 | 303 | 298 | 5 | 0 | 0 | 28,735 | 884 |
| Fourth AF | 7,137 | 6,527 | 405 | 158 | 47 | 3,291 | 3,233 | 53 | 5 | 0 | 22,724 | 1,861 |
| Tenth AF | 7,000 | 5,668 | 743 | 574 | 15 | 3,251 | 3,178 | 59 | 14 | 0 | 25,027 | 933 |
| Eleventh AF | 7,076 | 5,714 | 650 | 356 | 356 | 462 | 456 | 6 | 0 | 0 | 21,339 | 833 |
| Fourteenth AF | 3,320 | 3,011 | 172 | 90 | 47 | 1,404 | 1,337 | 47 | 10 | 10 | 18,124 | 809 |
| <u>6-12 Jan 1947</u> | | | | | | | | | | | | |
| Total | 35,384 | 30,002 | 2,320 | 1,440 | 1,622 | 11,781 | 11,442 | 230 | 99 | 10 | 149,034 | 10,976 |
| First AF | 4,171 | 3,919 | 121 | 58 | 73 | 1,737 | 1,692 | 27 | 15 | 3 | 23,944 | 1,835 |
| Second AF | 5,958 | 4,560 | 182 | 170 | 1,046 | 848 | 832 | 16 | 0 | 0 | 31,130 | 2,395 |
| Fourth AF | 7,130 | 6,608 | 344 | 126 | 52 | 3,276 | 3,212 | 53 | 11 | 0 | 24,706 | 1,982 |
| Tenth AF | 7,320 | 5,899 | 811 | 592 | 18 | 3,403 | 3,297 | 66 | 40 | 0 | 26,685 | 1,658 |
| Eleventh AF | 7,405 | 5,958 | 685 | 383 | 379 | 1,007 | 971 | 30 | 6 | 0 | 23,156 | 1,817 |
| Fourteenth AF | 3,400 | 3,058 | 177 | 111 | 54 | 1,510 | 1,438 | 38 | 27 | 7 | 19,413 | 1,289 |

g/ 1 AF BU(RT) not reporting. b/ 2 AF BU(RT)'s not reporting. c/ 3 AF BU(RT)'s not reporting.
Source: Director of Statistical Services, Hq, Air Defense Command.

Table 161. -- AIR RESERVE TRAINING, AIR DEFENSE COMMAND: WEEKLY, SEMI-MONTHLY, MONTHLY, 28 JUL 1946 THROUGH 31 DEC 1947 -- Continued

| Air Force and Date | Enrolled for Training | | | | | Received Training | | | | | Reservist Pilot Hours Flown to Date | | Reserve Hours Flown During Period in Reserve and AF ACT. A/C | | | | | |
|--------------------------|-----------------------|----------|----------------------------|---------------------------|-----------------------|-------------------|----------|---------------------------------|---------------------------|----------------------------|--|--|---|--------|----------------------------|-----------------------|--|--|
| | Total | Pilots | Other Rated Officers | Non- Rated Officers | Enlisted Personnel | Total | Pilots | Other Rated Offi- cers | Non- Rated Officers | Enlisted Per- sonnel | Hrs Flown by Discontinued Units | Total (Incl. hrs Flown by Discont. Units | By Type of Personnel | | | | | |
| | | | | | | | | | | | | | Total | Pilots | Other Rated Officers | Enlisted Personnel | | |
| <u>13-31 Jan 1947</u> | | | | | | | | | | | | | | | | | | |
| Total | a/35,270 | a/29,824 | a/2,296 | a/1,423 | a/1,727 | a/11,743 | a/11,289 | a/315 | a/60 | a/79 | | 177,385 | 29,378 | 28,851 | 484 | 42 | | |
| First AF | 4,690 | 3,976 | 351 | 275 | 88 | 1,715 | 1,675 | 38 | 0 | 2 | | 28,613 | 4,749 | 4,669 | 78 | 2 | | |
| Second AF | 6,564 | 5,051 | 273 | 141 | 1,099 | 2,343 | 2,238 | 62 | 11 | 32 | | 36,343 | 5,309 | 5,213 | 96 | 0 | | |
| Fourth AF | 7,415 | 6,872 | 367 | 135 | 41 | 2,537 | 2,505 | 25 | 4 | 3 | | 30,110 | 5,438 | 5,404 | 34 | 0 | | |
| Tenth AF | 6,098 | 5,009 | 599 | 466 | 24 | 1,617 | 1,568 | 49 | 0 | 0 | | 32,101 | 5,533 | 5,416 | 117 | 0 | | |
| Eleventh AF | 6,981 | 5,771 | 19 | 291 | 400 | 1,987 | 1,919 | 59 | 1 | 8 | | 27,471 | 4,403 | 4,315 | 85 | 3 | | |
| Fourteenth AF | a/3,522 | a/3,145 | a/187 | a/115 | a/75 | a/1,544 | a/1,384 | a/82 | a/44 | a/34 | | 23,247 | 3,946 | 3,834 | 74 | 38 | | |
| <u>1-15 Feb 1947</u> | | | | | | | | | | | | | | | | | | |
| Total | c/33,037 | c/26,853 | c/2,483 | c/1,838 | c/1,863 | c/12,175 | c/11,756 | c/300 | c/52 | c/67 | | 198,196 | 20,767 | 20,311 | 427 | 29 | | |
| First AF | 5,261 | 4,355 | 478 | 319 | 109 | 1,739 | 1,709 | 27 | 0 | 3 | | 31,863 | 3,316 | 3,250 | 56 | 10 | | |
| Second AF | 2,308 | 1,012 | 39 | 128 | 1,125 | 1,919 | 1,828 | 46 | 6 | 39 | | 38,139 | 1,837 | 1,796 | 41 | 0 | | |
| Fourth AF | a/7,597 | a/7,001 | a/385 | a/146 | a/65 | a/2,893 | a/2,862 | a/28 | a/1 | a/2 | | 34,005 | 3,924 | 3,895 | 39 | 0 | | |
| Tenth AF | a/6,340 | a/5,127 | a/655 | a/529 | a/29 | a/2,172 | a/2,117 | a/55 | a/0 | a/0 | | 37,343 | 5,321 | 5,242 | 79 | 0 | | |
| Eleventh AF | 7,829 | 6,049 | 719 | 604 | 457 | 1,884 | 1,805 | 70 | 4 | 5 | | 30,400 | 3,007 | 2,929 | 76 | 2 | | |
| Fourteenth AF | a/3,702 | a/3,309 | a/207 | a/112 | a/74 | a/1,568 | a/1,435 | a/74 | a/41 | a/18 | | 26,446 | 3,352 | 3,199 | 136 | 17 | | |
| <u>16-28 Feb 1947</u> | | | | | | | | | | | | | | | | | | |
| Total | b/35,146 | b/28,392 | b/2,694 | b/1,994 | b/2,066 | b/9,817 | b/9,463 | b/254 | b/46 | b/54 | | 211,590 | 13,637 | 13,394 | 209 | 34 | | |
| First AF | 5,732 | 4,731 | 526 | 347 | 128 | 1,625 | 1,583 | 39 | 0 | 3 | | 35,833 | 2,013 | 1,970 | 42 | 1 | | |
| Second AF | 3,148 | 1,685 | 71 | 119 | 1,273 | 953 | 903 | 26 | 0 | 24 | | 39,819 | 1,706 | 1,680 | 25 | 1 | | |
| Fourth AF | 8,045 | 7,334 | 434 | 193 | 79 | 2,832 | 2,785 | 44 | 1 | 2 | | 37,323 | 3,349 | 3,318 | 23 | 8 | | |
| Tenth AF | 6,668 | 5,459 | 633 | 545 | 31 | 1,767 | 1,720 | 47 | 0 | 0 | | 40,111 | 2,807 | 2,768 | 39 | 0 | | |
| Eleventh AF | 7,931 | 5,994 | 795 | 666 | 476 | 1,407 | 1,367 | 36 | 0 | 4 | | 31,839 | 1,463 | 1,439 | 22 | 2 | | |
| Fourteenth AF | b/3,622 | b/3,189 | b/230 | b/124 | b/79 | b/1,233 | b/1,105 | b/62 | b/45 | b/21 | | 26,665 | 2,299 | 2,219 | 58 | 22 | | |
| <u>1-15 Mar 1947</u> | | | | | | | | | | | | | | | | | | |
| Total | 28,944 | 22,789 | 2,205 | 1,749 | 2,201 | 8,247 | 7,924 | 200 | 59 | 64 | (9,156) | 227,507 | 16,216 | 15,917 | 272 | 27 | | |
| First AF | 5,548 | 4,395 | 566 | 410 | 177 | 1,807 | 1,761 | 43 | 0 | 3 | | 38,058 | 4,350 | 4,225 | 97 | 8 | | |
| Second AF | 3,368 | 1,819 | 52 | 104 | 1,393 | 1,079 | 1,018 | 19 | 7 | 35 | | 42,262 | 2,486 | 2,443 | 43 | 0 | | |
| Fourth AF | 6,890 | 6,207 | 413 | 201 | 69 | 2,473 | 2,442 | 29 | 0 | 2 | (9,156) | 40,862 | 3,574 | 3,539 | 31 | 4 | | |
| Tenth AF | 3,588 | 3,159 | 262 | 156 | 11 | 1,030 | 1,004 | 26 | 0 | 0 | | 42,366 | 2,295 | 2,255 | 40 | 0 | | |
| Eleventh AF | 6,953 | 4,952 | 731 | 785 | 485 | 920 | 892 | 16 | 2 | 10 | | 33,609 | 1,798 | 1,770 | 24 | 4 | | |
| Fourteenth AF | 2,597 | 2,257 | 181 | 93 | 66 | 938 | 807 | 67 | 50 | 14 | | 30,350 | 1,733 | 1,685 | 37 | 11 | | |
| <u>16-31 Mar 1947</u> | | | | | | | | | | | | | | | | | | |
| Total | 30,467 | 23,490 | 2,327 | 1,922 | 2,727 | 9,776 | 9,355 | 220 | 95 | 106 | (26,967) | 247,865 | 20,862 | 20,358 | 421 | 83 | | |
| First AF | 5,730 | 4,490 | 611 | 424 | 205 | 2,064 | 2,002 | 53 | 0 | 9 | (2,560) | 41,771 | 3,839 | 3,713 | 113 | 13 | | |
| Second AF | 4,813 | 3,003 | 125 | 91 | 1,594 | 1,653 | 1,525 | 37 | 23 | 68 | (824) | 46,259 | 4,093 | 3,997 | 66 | 30 | | |
| Fourth AF | 7,126 | 6,389 | 436 | 221 | 80 | 2,694 | 2,659 | 32 | 0 | 3 | (9,156) | 44,808 | 4,030 | 3,946 | 76 | 8 | | |
| Tenth AF | 3,319 | 2,943 | 185 | 172 | 19 | 1,223 | 1,193 | 30 | 0 | 0 | (14,630) | 45,605 | 3,281 | 3,239 | 42 | 0 | | |
| Eleventh AF | 6,780 | 4,307 | 791 | 917 | 765 | 1,189 | 1,132 | 25 | 22 | 10 | (4,947) | 36,226 | 2,656 | 2,617 | 34 | 5 | | |
| Fourteenth AF | 2,699 | 2,358 | 179 | 98 | 64 | 953 | 844 | 43 | 50 | 16 | (4,850) | 33,196 | 2,963 | 2,846 | 90 | 27 | | |

1-15 Apr 1947

| | | | | | | | | | | | | | | | | |
|-------------------------|---------------|---------------|--------------|--------------|--------------|--------------|--------------|------------|------------|------------|-----------------|----------------|---------------|---------------|------------|-----------|
| Total | <u>34,586</u> | <u>27,073</u> | <u>2,604</u> | <u>2,128</u> | <u>2,781</u> | <u>9,745</u> | <u>9,133</u> | <u>301</u> | <u>122</u> | <u>189</u> | <u>(42,578)</u> | <u>265,077</u> | <u>17,716</u> | <u>17,212</u> | <u>486</u> | <u>18</u> |
| First AF | 6,146 | 4,780 | 638 | 491 | 237 | 1,994 | 1,913 | 73 | 0 | 8 | (2,560) | 45,746 | 4,164 | 3,975 | 181 | 8 |
| Second AF | 6,429 | 4,370 | 286 | 118 | 1,655 | 1,966 | 1,737 | 53 | 41 | 135 | (824) | 49,132 | 2,941 | 2,873 | 68 | 0 |
| Fourth AF | 7,319 | 6,517 | 477 | 240 | 85 | 2,377 | 2,321 | 48 | 0 | 8 | (9,156) | 48,207 | 3,451 | 3,399 | 52 | 0 |
| Tenth AF | 3,563 | 3,166 | 181 | 184 | 32 | 1,187 | 1,149 | 38 | 0 | 0 | (14,872) | 47,783 | 2,214 | 2,178 | 36 | 0 |
| Eleventh AF | 8,110 | 5,579 | 840 | 992 | 699 | 1,244 | 1,178 | 30 | 23 | 13 | (7,553) | 38,822 | 2,661 | 2,596 | 63 | 2 |
| Fourteenth AF | 3,019 | 2,661 | 182 | 103 | 73 | 977 | 835 | 59 | 58 | 25 | (7,613) | 35,387 | 2,285 | 2,191 | 86 | 8 |

16-30 Apr 1947

| | | | | | | | | | | | | | | | | |
|-------------------------|---------------|---------------|--------------|--------------|--------------|---------------|--------------|------------|------------|------------|-----------------|----------------|---------------|---------------|------------|-----------|
| Total | <u>36,926</u> | <u>28,630</u> | <u>2,862</u> | <u>2,247</u> | <u>3,187</u> | <u>10,463</u> | <u>9,786</u> | <u>363</u> | <u>105</u> | <u>209</u> | <u>(42,578)</u> | <u>287,387</u> | <u>22,893</u> | <u>22,310</u> | <u>514</u> | <u>69</u> |
| First AF | 6,427 | 4,930 | 673 | 537 | 287 | 1,911 | 1,826 | 79 | 0 | 6 | (2,560) | 49,535 | 3,897 | 3,789 | 98 | 10 |
| Second AF | 7,145 | 4,938 | 360 | 109 | 1,738 | 2,224 | 1,965 | 70 | 30 | 159 | (824) | 54,042 | 5,042 | 4,910 | 132 | 0 |
| Fourth AF | 7,739 | 6,820 | 573 | 263 | 83 | 2,484 | 2,411 | 67 | 0 | 6 | (9,156) | 51,964 | 3,821 | 3,757 | 64 | 0 |
| Tenth AF | 3,632 | 3,211 | 195 | 193 | 33 | 1,225 | 1,195 | 30 | 0 | 0 | (14,872) | 51,239 | 3,534 | 3,456 | 78 | 0 |
| Eleventh AF | 8,815 | 5,933 | 877 | 1,035 | 970 | 1,550 | 1,464 | 52 | 17 | 17 | (7,553) | 42,047 | 3,321 | 3,225 | 72 | 24 |
| Fourteenth AF | 3,168 | 2,798 | 184 | 110 | 76 | 1,069 | 925 | 65 | 58 | 21 | (7,613) | 38,560 | 3,278 | 3,173 | 70 | 35 |

1-15 May 1947

| | | | | | | | | | | | | | | | | |
|-------------------------|---------------|---------------|--------------|--------------|--------------|---------------|---------------|------------|-----------|------------|-----------------|----------------|---------------|---------------|------------|-----------|
| Total | <u>39,493</u> | <u>30,480</u> | <u>3,185</u> | <u>2,447</u> | <u>3,381</u> | <u>10,866</u> | <u>10,174</u> | <u>420</u> | <u>81</u> | <u>191</u> | <u>(42,578)</u> | <u>310,554</u> | <u>23,771</u> | <u>23,167</u> | <u>584</u> | <u>20</u> |
| First AF | 7,098 | 5,505 | 715 | 544 | 334 | 1,808 | 1,740 | 61 | 0 | 7 | (2,560) | 52,814 | 3,381 | 3,279 | 93 | 9 |
| Second AF | 7,530 | 5,240 | 419 | 107 | 1,764 | 2,392 | 2,140 | 87 | 16 | 149 | (824) | 59,448 | 5,509 | 5,406 | 103 | 0 |
| Fourth AF | 9,288 | 8,039 | 776 | 343 | 130 | 2,485 | 2,354 | 128 | 0 | 3 | (9,156) | 55,673 | 3,795 | 3,709 | 86 | 0 |
| Tenth AF | 3,580 | 3,149 | 175 | 214 | 42 | 1,443 | 1,413 | 30 | 0 | 0 | (14,872) | 55,182 | 3,999 | 3,943 | 56 | 0 |
| Eleventh AF | 8,865 | 5,825 | 896 | 1,113 | 1,031 | 1,619 | 1,535 | 56 | 14 | 14 | (7,553) | 46,053 | 4,153 | 4,006 | 144 | 3 |
| Fourteenth AF | 3,132 | 2,722 | 204 | 126 | 80 | 1,119 | 992 | 58 | 51 | 18 | (7,613) | 41,384 | 2,934 | 2,824 | 102 | 8 |

16-31 May 1947

| | | | | | | | | | | | | | | | | |
|-------------------------|---------------|---------------|--------------|--------------|--------------|---------------|---------------|------------|------------|------------|-----------------|----------------|---------------|---------------|------------|-----------|
| Total | <u>42,198</u> | <u>32,971</u> | <u>3,355</u> | <u>2,518</u> | <u>3,354</u> | <u>11,699</u> | <u>10,725</u> | <u>608</u> | <u>144</u> | <u>222</u> | <u>(42,578)</u> | <u>336,359</u> | <u>26,662</u> | <u>25,905</u> | <u>669</u> | <u>88</u> |
| First AF | 7,408 | 5,714 | 747 | 574 | 373 | 1,838 | 1,762 | 61 | 1 | 14 | (2,560) | 57,187 | 4,579 | 4,373 | 184 | 22 |
| Second AF | 7,894 | 5,736 | 476 | 100 | 1,582 | 2,667 | 2,292 | 172 | 42 | 161 | (824) | 65,068 | 5,849 | 5,720 | 126 | 3 |
| Fourth AF | 9,471 | 8,223 | 791 | 356 | 101 | 2,573 | 2,363 | 205 | 0 | 5 | (9,156) | 59,166 | 3,559 | 3,493 | 66 | 0 |
| Tenth AF | 3,845 | 3,364 | 205 | 231 | 45 | 1,561 | 1,526 | 35 | 0 | 0 | (14,872) | 59,534 | 4,415 | 4,352 | 63 | 0 |
| Eleventh AF | 10,355 | 7,152 | 917 | 1,122 | 1,164 | 1,806 | 1,685 | 62 | 40 | 19 | (7,553) | 50,364 | 4,399 | 4,311 | 85 | 3 |
| Fourteenth AF | 3,225 | 2,782 | 219 | 135 | 89 | 1,254 | 1,097 | 73 | 61 | 23 | (7,613) | 45,040 | 3,861 | 3,656 | 145 | 60 |

1-15 Jun 1947

| | | | | | | | | | | | | | | | | |
|-------------------------|---------------|---------------|--------------|--------------|--------------|---------------|---------------|------------|------------|------------|-----------------|----------------|---------------|---------------|------------|-----------|
| Total | <u>42,386</u> | <u>33,099</u> | <u>3,509</u> | <u>2,462</u> | <u>3,316</u> | <u>11,425</u> | <u>10,468</u> | <u>607</u> | <u>156</u> | <u>194</u> | <u>(42,578)</u> | <u>360,713</u> | <u>25,109</u> | <u>24,354</u> | <u>684</u> | <u>71</u> |
| First AF | 7,867 | 6,068 | 776 | 605 | 418 | 1,877 | 1,797 | 67 | 1 | 12 | (2,560) | 61,566 | 4,550 | 4,379 | 144 | 27 |
| Second AF | 8,015 | 6,016 | 510 | 89 | 1,400 | 2,781 | 2,443 | 167 | 38 | 133 | (824) | 69,656 | 4,776 | 4,588 | 184 | 4 |
| Fourth AF | 9,620 | 8,306 | 809 | 368 | 137 | 1,953 | 1,759 | 191 | 0 | 3 | (9,156) | 61,652 | 2,508 | 2,486 | 22 | 0 |
| Tenth AF | 4,085 | 3,520 | 238 | 282 | 45 | 1,672 | 1,627 | 45 | 0 | 0 | (14,872) | 64,229 | 4,807 | 4,695 | 112 | 0 |
| Eleventh AF | 9,295 | 6,189 | 957 | 1,219 | 1,219 | 1,970 | 1,853 | 58 | 42 | 17 | (7,553) | 56,035 | 5,779 | 5,671 | 108 | 0 |
| Fourteenth AF | 3,504 | 3,000 | 246 | 161 | 97 | 1,172 | 989 | 79 | 75 | 29 | (7,613) | 47,575 | 2,689 | 2,535 | 114 | 40 |

16-30 Jun 1947

| | | | | | | | | | | | | | | | | |
|-------------------------|---------------|---------------|--------------|--------------|--------------|---------------|--------------|------------|------------|------------|-----------------|----------------|---------------|---------------|------------|-----------|
| Total | <u>45,851</u> | <u>34,894</u> | <u>3,828</u> | <u>3,044</u> | <u>4,080</u> | <u>10,858</u> | <u>9,861</u> | <u>656</u> | <u>138</u> | <u>203</u> | <u>(42,578)</u> | <u>383,000</u> | <u>23,018</u> | <u>22,287</u> | <u>696</u> | <u>35</u> |
| First AF | 7,947 | 6,016 | 813 | 662 | 456 | 2,166 | 2,086 | 66 | 0 | 14 | (2,560) | 66,987 | 5,685 | 5,421 | 237 | 27 |
| Second AF | 9,616 | 6,998 | 631 | 121 | 1,866 | 2,624 | 2,245 | 197 | 34 | 148 | (824) | 74,697 | 5,175 | 5,041 | 133 | 1 |
| Fourth AF | 9,578 | 8,276 | 762 | 403 | 137 | 1,327 | 1,120 | 204 | 0 | 3 | (9,156) | 63,712 | 2,112 | 2,060 | 52 | 0 |
| Tenth AF | 4,935 | 4,124 | 382 | 399 | 30 | 1,708 | 1,654 | 43 | 11 | 0 | (14,872) | 67,549 | 3,387 | 3,320 | 67 | 0 |
| Eleventh AF | 10,110 | 6,358 | 961 | 1,300 | 1,491 | 1,911 | 1,810 | 70 | 15 | 16 | (7,553) | 60,127 | 4,190 | 4,092 | 98 | 0 |
| Fourteenth AF | 3,665 | 3,122 | 279 | 164 | 100 | 1,122 | 946 | 76 | 78 | 22 | (7,613) | 49,928 | 2,469 | 2,353 | 109 | 7 |

Table 161.-- AIR RESERVE TRAINING, AIR DEFENSE COMMAND: WEEKLY,

| Air Force and Date | Qualified to Receive Training | | | | | Enrolled for Training | | | | |
|-------------------------|-------------------------------|---------------|----------------------|--------------------|--------------------|-----------------------|---------------|----------------------|--------------------|--------------------|
| | Total | Pilots | Other Rated Officers | Non-Rated Officers | Enlisted Personnel | Total | Pilots | Other Rated Officers | Non-Rated Officers | Enlisted Personnel |
| <u>1-15 Jul 1947</u> | | | | | | | | | | |
| <u>Total . . .</u> | <u>26,796</u> | <u>28,232</u> | <u>2,573</u> | <u>2,909</u> | <u>3,082</u> | <u>74,366</u> | <u>51,337</u> | <u>8,215</u> | <u>6,443</u> | <u>8,371</u> |
| First AF | 5,690 | 4,519 | 460 | 332 | 379 | 11,346 | 8,067 | 1,159 | 1,394 | 726 |
| Second AF | 9,430 | 6,913 | 699 | 662 | 1,156 | 25,706 | 17,723 | 3,450 | 1,667 | 2,866 |
| Fourth AF | 7,317 | 6,136 | 501 | 486 | 194 | 10,079 | 8,301 | 907 | 602 | 269 |
| Tenth AF | 4,860 | 3,890 | 415 | 501 | 54 | 6,810 | 5,553 | 675 | 528 | 54 |
| Eleventh AF | 6,977 | 4,626 | 342 | 772 | 1,237 | 16,754 | 8,588 | 1,740 | 2,080 | 4,346 |
| Fourteenth AF | 2,522 | 2,148 | 156 | 156 | 62 | 3,671 | 3,105 | 284 | 172 | 110 |
| <u>16-31 Jul 1947</u> | | | | | | | | | | |
| <u>Total</u> | <u>42,755</u> | <u>30,110</u> | <u>2,882</u> | <u>5,788</u> | <u>3,975</u> | <u>82,692</u> | <u>55,296</u> | <u>9,527</u> | <u>8,393</u> | <u>9,476</u> |
| First AF | 6,520 | 4,760 | 485 | 801 | 474 | 11,782 | 8,227 | 1,191 | 1,628 | 736 |
| Second AF | 12,223 | 7,457 | 788 | 2,235 | 1,743 | 30,382 | 19,419 | 4,347 | 3,271 | 3,345 |
| Fourth AF | 8,209 | 6,592 | 586 | 778 | 253 | 10,884 | 8,646 | 1,065 | 801 | 372 |
| Tenth AF | 5,109 | 4,084 | 419 | 546 | 60 | 7,059 | 5,665 | 761 | 573 | 60 |
| Eleventh AF | 7,990 | 4,986 | 444 | 1,180 | 1,380 | 18,689 | 10,120 | 1,870 | 1,854 | 4,845 |
| Fourteenth AF | 2,704 | 2,231 | 160 | 248 | 65 | 3,896 | 3,219 | 293 | 266 | 118 |
| <u>1-15 Aug 1947</u> | | | | | | | | | | |
| <u>Total</u> | <u>43,728</u> | <u>30,064</u> | <u>3,004</u> | <u>6,082</u> | <u>4,578</u> | <u>85,524</u> | <u>55,154</u> | <u>9,872</u> | <u>9,024</u> | <u>11,484</u> |
| First AF | 6,394 | 4,784 | 529 | 710 | 371 | 11,506 | 7,801 | 1,237 | 1,681 | 787 |
| Second AF | 11,879 | 7,632 | 812 | 2,267 | 1,168 | 30,719 | 19,621 | 4,414 | 3,303 | 3,381 |
| Fourth AF | 8,849 | 6,381 | 631 | 1,002 | 835 | 12,398 | 9,026 | 1,212 | 1,206 | 954 |
| Tenth AF | 4,944 | 3,241 | 459 | 547 | 97 | 7,402 | 5,903 | 787 | 615 | 97 |
| Eleventh AF | 8,920 | 5,178 | 401 | 1,303 | 2,038 | 19,496 | 9,493 | 1,910 | 1,948 | 6,145 |
| Fourteenth AF | 2,742 | 2,248 | 172 | 253 | 69 | 4,013 | 3,310 | 312 | 271 | 120 |
| <u>16-31 Aug 1947</u> | | | | | | | | | | |
| <u>Total</u> | <u>49,709</u> | <u>30,659</u> | <u>3,107</u> | <u>6,754</u> | <u>9,189</u> | <u>90,292</u> | <u>55,459</u> | <u>10,060</u> | <u>9,319</u> | <u>15,454</u> |
| First AF | 7,011 | 4,739 | 549 | 1,285 | 438 | 10,903 | 7,183 | 1,223 | 1,692 | 805 |
| Second AF | 12,716 | 7,972 | 851 | 2,081 | 1,812 | 31,316 | 20,079 | 4,476 | 3,345 | 3,416 |
| Fourth AF | 12,865 | 6,446 | 644 | 1,151 | 4,624 | 16,359 | 9,118 | 1,226 | 1,263 | 4,752 |
| Tenth AF | 5,155 | 3,970 | 460 | 603 | 122 | 7,738 | 6,111 | 849 | 656 | 122 |
| Eleventh AF | 9,090 | 5,248 | 434 | 1,351 | 2,057 | 19,808 | 9,599 | 1,955 | 2,062 | 6,192 |
| Fourteenth AF | 2,872 | 2,284 | 169 | 283 | 136 | 4,168 | 3,369 | 331 | 301 | 167 |
| <u>1-30 Sep 1947</u> | | | | | | | | | | |
| <u>Total</u> | <u>69,822</u> | <u>31,703</u> | <u>3,544</u> | <u>14,668</u> | <u>19,907</u> | <u>111,013</u> | <u>54,292</u> | <u>13,086</u> | <u>15,982</u> | <u>27,653</u> |
| First AF | 7,078 | 4,616 | 590 | 1,310 | 562 | 10,635 | 6,781 | 1,271 | 1,726 | 857 |
| Second AF | 27,305 | 8,154 | 1,079 | 6,927 | 11,145 | 43,046 | 15,937 | 6,280 | 6,933 | 13,896 |
| Fourth AF | 13,583 | 6,499 | 656 | 1,681 | 4,747 | 17,632 | 9,567 | 1,364 | 1,830 | 4,871 |
| Tenth AF | 9,091 | 4,509 | 551 | 2,964 | 1,067 | 13,941 | 8,123 | 1,734 | 3,017 | 1,067 |
| Eleventh AF | 9,706 | 5,589 | 483 | 1,442 | 2,192 | 21,152 | 10,263 | 2,048 | 2,119 | 6,722 |
| Fourteenth AF | 3,059 | 2,336 | 185 | 344 | 194 | 4,607 | 3,621 | 389 | 357 | 240 |
| <u>1-31 Oct 1947</u> | | | | | | | | | | |
| <u>Total</u> | <u>84,794</u> | <u>32,303</u> | <u>3,664</u> | <u>15,444</u> | <u>33,383</u> | <u>127,931</u> | <u>55,115</u> | <u>13,686</u> | <u>16,707</u> | <u>42,423</u> |
| First AF | 7,229 | 4,392 | 642 | 1,411 | 784 | 9,599 | 5,691 | 1,333 | 1,585 | 990 |
| Second AF | 34,525 | 8,557 | 1,167 | 7,185 | 17,616 | 51,109 | 16,270 | 6,398 | 7,199 | 21,242 |
| Fourth AF | 13,589 | 6,646 | 540 | 1,739 | 4,664 | 18,144 | 10,062 | 1,394 | 1,873 | 4,815 |
| Tenth AF | 16,223 | 4,566 | 547 | 3,355 | 7,755 | 21,764 | 8,758 | 1,874 | 3,377 | 7,755 |
| Eleventh AF | 9,911 | 5,697 | 542 | 1,340 | 2,332 | 22,197 | 10,475 | 2,118 | 2,244 | 7,360 |
| Fourteenth AF | 3,317 | 2,445 | 226 | 414 | 232 | 5,118 | 3,859 | 569 | 429 | 261 |

SEMI-MONTHLY, MONTHLY, 28 JUL 1946 THROUGH DEC 1947 -- Continued

| Received Training | | | | | Reservist Hours Flown to Date | | Reserve Hours Flown During Period in Reserve and AF ACT. A/C | | | | Air Force and Date |
|-------------------|---------------|----------------------|--------------------|--------------------|-----------------------------------|--|--|---------------|----------------------|--------------------|---------------------------------------|
| Total | Pilots | Other Rated Officers | Non-Rated Officers | Enlisted Personnel | Hours Flown By Discontinued Units | Total (Includes Hours Flown By Discontinued Units) | Total | Pilots | Other Rated Officers | Enlisted Personnel | |
| <u>10,308</u> | <u>9,263</u> | <u>555</u> | <u>227</u> | <u>263</u> | <u>(42,578)</u> | <u>406,207</u> | <u>23,831</u> | <u>23,207</u> | <u>588</u> | <u>36</u> | <u>1-15 Jul 1947</u> <u>Total</u> |
| 1,880 | 1,803 | 59 | 4 | 14 | (2,560) | 71,195 | 4,353 | 4,208 | 130 | 15 | First AF |
| 2,819 | 2,275 | 207 | 138 | 199 | (824) | 79,975 | 5,388 | 5,278 | 110 | 0 | Second AF |
| 1,077 | 959 | 106 | 4 | 8 | (9,156) | 66,636 | 2,963 | 2,924 | 39 | 0 | Fourth AF |
| 1,555 | 1,505 | 39 | 10 | 1 | (14,872) | 71,505 | 4,085 | 3,956 | 129 | 0 | Tenth AF |
| 1,898 | 1,786 | 74 | 14 | 24 | (7,553) | 63,862 | 3,832 | 3,735 | 85 | 12 | Eleventh AF |
| 1,079 | 935 | 70 | 57 | 17 | (7,613) | 53,034 | 3,210 | 3,106 | 95 | 9 | Fourteenth AF |
| <u>10,708</u> | <u>9,576</u> | <u>578</u> | <u>242</u> | <u>312</u> | <u>(42,578)</u> | <u>429,154</u> | <u>23,660</u> | <u>22,947</u> | <u>674</u> | <u>29</u> | <u>16-31 Jul 1947</u> <u>Total</u> |
| 1,876 | 1,767 | 83 | 8 | 18 | (2,560) | 75,397 | 4,397 | 4,202 | 183 | 12 | First AF |
| 3,056 | 2,438 | 217 | 158 | 243 | (824) | 84,045 | 4,207 | 4,070 | 137 | 0 | Second AF |
| 1,218 | 1,098 | 111 | 4 | 5 | (9,156) | 70,064 | 3,493 | 3,428 | 65 | 0 | Fourth AF |
| 1,435 | 1,429 | 46 | 9 | 1 | (14,872) | 74,937 | 3,496 | 3,432 | 64 | 0 | Tenth AF |
| 1,989 | 1,884 | 64 | 15 | 26 | (7,553) | 68,461 | 4,736 | 4,599 | 124 | 3 | Eleventh AF |
| 1,084 | 960 | 57 | 48 | 19 | (7,613) | 56,250 | 3,331 | 3,216 | 101 | 14 | Fourteenth AF |
| <u>10,400</u> | <u>9,292</u> | <u>601</u> | <u>228</u> | <u>279</u> | <u>(42,578)</u> | <u>449,989</u> | <u>21,496</u> | <u>20,835</u> | <u>640</u> | <u>21</u> | <u>1-15 Aug 1947</u> <u>Total</u> |
| 1,787 | 1,684 | 83 | 8 | 12 | (2,560) | 78,861 | 3,592 | 3,464 | 125 | 3 | First AF |
| 2,781 | 2,178 | 231 | 148 | 224 | (824) | 87,625 | 3,693 | 3,580 | 113 | 0 | Second AF |
| 1,239 | 1,105 | 127 | 2 | 5 | (9,156) | 73,158 | 3,149 | 3,094 | 49 | 6 | Fourth AF |
| 1,578 | 1,511 | 54 | 11 | 2 | (14,872) | 78,081 | 3,228 | 3,164 | 84 | 0 | Tenth AF |
| 1,971 | 1,879 | 57 | 17 | 18 | (7,553) | 72,928 | 4,561 | 4,467 | 94 | 0 | Eleventh AF |
| 1,044 | 935 | 49 | 42 | 18 | (7,613) | 59,336 | 3,273 | 3,086 | 175 | 12 | Fourteenth AF |
| <u>10,563</u> | <u>9,470</u> | <u>605</u> | <u>215</u> | <u>273</u> | <u>(42,578)</u> | <u>474,258</u> | <u>25,060</u> | <u>24,269</u> | <u>764</u> | <u>27</u> | <u>16-31 Aug 1947</u> <u>Total</u> |
| 1,646 | 1,570 | 66 | 4 | 6 | (2,560) | 82,019 | 3,290 | 3,158 | 132 | 0 | First AF |
| 2,667 | 2,071 | 227 | 144 | 225 | (824) | 92,803 | 5,331 | 5,178 | 153 | 0 | Second AF |
| 1,422 | 1,295 | 121 | 2 | 4 | (9,156) | 77,500 | 4,426 | 4,342 | 76 | 8 | Fourth AF |
| 1,534 | 1,468 | 54 | 10 | 2 | (14,872) | 81,672 | 3,701 | 3,591 | 110 | 0 | Tenth AF |
| 2,080 | 1,990 | 66 | 11 | 13 | (7,553) | 76,986 | 4,185 | 4,058 | 126 | 1 | Eleventh AF |
| 1,214 | 1,076 | 71 | 44 | 23 | (7,613) | 63,278 | 4,127 | 3,942 | 167 | 18 | Fourteenth AF |
| <u>11,264</u> | <u>9,674</u> | <u>662</u> | <u>447</u> | <u>481</u> | <u>(42,578)</u> | <u>510,714</u> | <u>27,866</u> | <u>26,467</u> | <u>1,318</u> | <u>81</u> | <u>1-30 Sep 1947</u> <u>Total</u> |
| 1,878 | 1,604 | 78 | 89 | 107 | (2,560) | 88,394 | 6,663 | 6,375 | 279 | 9 | First AF |
| 3,365 | 2,638 | 252 | 207 | 268 | (824) | 100,479 | 7,985 | 7,676 | 296 | 13 | Second AF |
| 1,491 | 1,378 | 107 | 1 | 5 | (9,156) | 84,092 | 6,765 | 6,603 | 152 | 10 | Fourth AF |
| 1,517 | 1,410 | 86 | 16 | 5 | (14,872) | 85,712 | 4,190 | 4,040 | 146 | 4 | Tenth AF |
| 1,887 | 1,709 | 78 | 52 | 48 | (7,553) | 84,113 | 7,396 | 7,127 | 242 | 27 | Eleventh AF |
| 1,126 | 935 | 61 | 82 | 48 | (7,613) | 67,924 | 4,867 | 4,646 | 203 | 18 | Fourteenth AF |
| <u>14,167</u> | <u>11,238</u> | <u>1,096</u> | <u>1,186</u> | <u>647</u> | <u>(42,578)</u> | <u>552,207</u> | <u>42,971</u> | <u>41,493</u> | <u>1,389</u> | <u>89</u> | <u>1-31 Oct 1947</u> <u>Total</u> |
| 2,077 | 1,693 | 96 | 189 | 99 | (2,560) | 95,137 | 7,172 | 6,743 | 374 | 55 | First AF |
| 5,180 | 3,341 | 583 | 816 | 440 | (824) | 109,106 | 8,847 | 8,627 | 220 | 0 | Second AF |
| 1,794 | 1,676 | 117 | 0 | 1 | (9,156) | 91,170 | 7,158 | 7,078 | 80 | 0 | Fourth AF |
| 1,543 | 1,461 | 64 | 16 | 2 | (14,872) | 90,888 | 5,306 | 5,176 | 130 | 0 | Tenth AF |
| 2,333 | 2,070 | 152 | 73 | 38 | (7,553) | 92,645 | 8,865 | 8,532 | 333 | 0 | Eleventh AF |
| 1,240 | 997 | 84 | 92 | 67 | (7,613) | 73,261 | 5,623 | 5,337 | 252 | 34 | Fourteenth AF |

Table 161.-- AIR RESERVE TRAINING, AIR DEFENSE COMMAND: WEEKLY, SEMI-MONTHLY, MONTHLY, 28 JUL 1946 THROUGH DEC 1947 -- Continued

| Air Force and Date | Qualified to Receive Training | | | | | Enrolled for Training | | | | |
|-------------------------|-------------------------------|--------|----------------------|--------------------|--------------------|-----------------------|--------|----------------------|--------------------|--------------------|
| | Total | Pilots | Other Rated Officers | Non-Rated Officers | Enlisted Personnel | Total | Pilots | Other Rated Officers | Non-Rated Officers | Enlisted Personnel |
| <u>1-30 Nov 1947</u> | | | | | | | | | | |
| Total | 87,384 | 33,034 | 4,032 | 15,127 | 35,190 | 126,054 | 55,672 | 14,891 | 16,379 | 44,612 |
| First AF | 6,843 | 3,785 | 780 | 1,461 | 817 | 8,634 | 4,555 | 1,396 | 1,642 | 1,041 |
| Second AF | 36,062 | 8,910 | 1,218 | 6,623 | 19,311 | 49,617 | 17,958 | 7,264 | 6,630 | 23,265 |
| Fourth AF | 13,850 | 6,830 | 608 | 1,853 | 4,559 | 18,530 | 10,327 | 1,469 | 1,996 | 4,738 |
| Tenth AF | 16,635 | 4,918 | 563 | 3,298 | 7,856 | 21,844 | 8,784 | 1,888 | 3,312 | 7,860 |
| Eleventh AF | 10,438 | 6,015 | 589 | 1,392 | 2,442 | 22,016 | 10,076 | 2,284 | 2,282 | 7,374 |
| Fourteenth | 3,556 | 2,576 | 275 | 500 | 205 | 5,413 | 3,972 | 590 | 517 | 334 |
| <u>1-31 Dec 1947</u> | | | | | | | | | | |
| Total | 88,214 | 33,419 | 4,145 | 15,449 | 35,201 | 133,370 | 56,635 | 15,557 | 16,832 | 44,346 |
| First AF | 7,176 | 3,821 | 798 | 1,520 | 1,037 | 9,227 | 4,740 | 1,468 | 1,778 | 1,241 |
| Second AF | 35,832 | 8,753 | 1,231 | 6,747 | 19,101 | 54,975 | 17,934 | 7,545 | 6,755 | 22,741 |
| Fourth AF | 13,944 | 6,895 | 631 | 1,962 | 4,456 | 19,462 | 10,986 | 1,717 | 2,124 | 4,635 |
| Tenth AF | 16,701 | 4,975 | 572 | 3,308 | 7,846 | 21,878 | 8,833 | 1,871 | 3,324 | 7,850 |
| Eleventh AF | 10,991 | 6,390 | 633 | 1,411 | 2,558 | 22,324 | 10,156 | 2,343 | 2,334 | 7,491 |
| Fourteenth AF | 3,570 | 2,565 | 280 | 502 | 203 | 5,504 | 3,986 | 613 | 517 | 388 |

| Air Force and Date | Received Training | | | | | Reservist Hours Flown to Date | | Reserve Hours Flown During Period in Reserve and AF ACT. A/C | | | |
|-----------------------------|-------------------|--------|----------------------|--------------------|--------------------|-----------------------------------|--|--|--------|----------------------|--------------------|
| | Total | Pilots | Other Rated Officers | Non-Rated Officers | Enlisted Personnel | Hours Flown by Discontinued Units | Total (Includes Hours Flown by Discontinued Units) | By Type of Personnel | | | |
| | | | | | | | | Total | Pilots | Other Rated Officers | Enlisted Personnel |
| <u>1-30 Nov 1947 Cont'd</u> | | | | | | | | | | | |
| Total | 13,691 | 10,351 | 1,079 | 1,294 | 967 | (42,578) | 590,946 | 40,275 | 28,739 | 1,404 | 132 |
| First AF | 1,835 | 1,452 | 93 | 217 | 73 | (2,560) | 102,832 | 8,114 | 7,695 | 360 | 59 |
| Second AF | 5,939 | 3,589 | 643 | 869 | 838 | (824) | 116,949 | 8,049 | 7,843 | 193 | 13 |
| Fourth AF | 1,323 | 1,235 | 85 | 0 | 3 | (9,156) | 96,555 | 5,461 | 5,385 | 60 | 16 |
| Tenth AF | 1,546 | 1,395 | 53 | 90 | 8 | (14,872) | 96,394 | 5,620 | 5,506 | 114 | 0 |
| Eleventh AF | 1,997 | 1,775 | 132 | 58 | 32 | (7,553) | 99,201 | 6,972 | 6,556 | 394 | 22 |
| Fourteenth AF | 1,051 | 905 | 73 | 60 | 13 | (7,613) | 79,015 | 6,059 | 5,754 | 283 | 22 |
| <u>1-31 Dec 1947</u> | | | | | | | | | | | |
| Total | 12,090 | 9,212 | 812 | 1,079 | 987 | (42,578) | 626,510 | 37,120 | 25,564 | 1,476 | 80 |
| First AF | 1,948 | 1,434 | 75 | 323 | 116 | (2,560) | 108,486 | 5,941 | 5,654 | 257 | 30 |
| Second AF | 4,754 | 2,982 | 403 | 565 | 804 | (824) | 124,353 | 7,705 | 7,404 | 293 | 8 |
| Fourth AF | 1,271 | 1,182 | 89 | 0 | 0 | (9,156) | 102,091 | 5,688 | 5,536 | 152 | 0 |
| Tenth AF | 1,538 | 1,353 | 69 | 90 | 26 | (14,872) | 102,025 | 5,853 | 5,631 | 222 | 0 |
| Eleventh AF | 1,745 | 1,536 | 117 | 64 | 28 | (7,553) | 105,531 | 6,673 | 6,330 | 329 | 14 |
| Fourteenth AF | 834 | 725 | 59 | 37 | 13 | (7,613) | 84,024 | 5,260 | 5,009 | 223 | 28 |

Table 162.-- COMPARATIVE UTILIZATION AND MAINTENANCE OF AIRPLANES IN THE AIR RESERVE IN CONTINENTAL US:
AUG 1946 TO DEC 1947

Note: Excludes airplanes in storage, transient airplanes, airplanes excess to military requirements and airplanes in modification

| Year and Month | Hours Flown | | Aver. Number of Airplanes on Hand | | Aver. Hours Flown per Airplanes on Hand | | Aver. Number of Airplanes in Commission | Per Cent of Airplanes in Commission | | Aver. Hours Flown per Airplane in Commission | | Accident Rates per 100,000 Flying Hours | |
|----------------|-------------|------------------|-----------------------------------|------------------|---|-----------------|---|-------------------------------------|-----------------|--|-----------------|---|-----------------|
| | Reserve | Per cent of USAF | Res. | Per cent of USAF | Res. | USAF Excl. Res. | | Reserve | USAF Excl. Res. | Res. | USAF Excl. Res. | Res. | USAF Excl. Res. |
| 1946 | | | | | | | | | | | | | |
| Aug. . . . | 5,777 | 3 | 117 | 2 | 49 | 29 | 84 | 72 | 47 | 69 | 62 | a/ | a/ |
| Sep. . . . | 17,595 | 8 | 340 | 4 | 52 | 26 | 233 | 69 | 45 | 76 | 58 | a/ | a/ |
| Oct. . . . | 30,092 | 13 | 741 | 11 | 41 | 32 | 466 | 63 | 53 | 65 | 59 | a/ | a/ |
| Nov. . . . | 33,430 | 19 | 1,126 | 15 | 30 | 22 | 683 | 61 | 59 | 49 | 38 | a/ | a/ |
| Dec. . . . | 35,351 | 22 | 1,266 | 17 | 28 | 20 | 778 | 61 | 56 | 45 | 36 | 65 | 41 |
| 1947 | | | | | | | | | | | | | |
| Jan. . . . | 38,627 | 23 | 1,331 | 18 | 29 | 21 | 903 | 68 | 57 | 43 | 36 | 72 | 38 |
| Feb. . . . | 30,821 | 19 | 1,393 | 18 | 22 | 21 | 949 | 68 | 52 | 32 | 40 | 43 | 39 |
| Mar. . . . | 31,585 | 17 | 1,407 | 19 | 22 | 24 | 982 | 70 | 54 | 32 | 45 | 41 | 48 |
| Apr. . . . | 33,856 | 17 | 1,345 | 18 | 25 | 27 | 986 | 73 | 56 | 34 | 48 | 44 | 40 |
| May. . . . | 41,833 | 19 | 1,266 | 18 | 33 | 30 | 909 | 72 | 57 | 46 | 53 | 51 | 37 |
| Jun. . . . | 54,844 | 25 | 1,274 | 19 | 43 | 30 | 842 | 66 | 59 | 65 | 51 | 28 | 33 |
| Jul. . . . | 53,371 | 25 | 1,296 | 20 | 41 | 32 | 931 | 72 | 59 | 57 | 53 | 33 | 34 |
| Aug. . . . | 52,083 | 25 | 1,301 | 20 | 40 | 30 | 894 | 69 | 58 | 58 | 52 | 47 | 37 |
| Sep. . . . | 45,456 | 21 | 1,283 | 20 | 35 | 33 | 907 | 71 | 58 | 50 | 56 | 42 | 34 |
| Oct. . . . | 45,252 | 21 | 1,274 | 19 | 36 | 32 | 915 | 72 | 57 | 49 | 55 | 40 | 26 |
| Nov. . . . | 34,740 | 19 | 1,248 | 19 | 28 | 28 | 934 | 75 | 57 | 37 | 48 | 31 | 30 |
| Dec. . . . | 29,708 | 17 | 1,214 | 18 | 24 | 26 | 906 | 75 | 56 | 33 | 47 | 33 | 36 |

a/ Not available

Table 163.-- AIRCRAFT HOURS FLOW BY AIR RESERVE PILOTS ON INACTIVE DUTY STATUS: AUG 1946 TO DEC 1947

Note: Excludes airplanes in storage, transient airplanes, airplanes excess to military requirements and airplanes in modification

| Year and Month | Aver. Number of Pilots on Inactive Duty Status Receiving Training | Number of 1st Pilot Hours Flown | Aver. 1st Pilot Hours Flown per Active Pilot | Aver. Number of Airplanes Possessed | Total Hours Flown in Air Reserve Airplanes a/ | Aver. Hours Flown per Airplane |
|----------------|---|---------------------------------|--|-------------------------------------|---|--------------------------------|
| 1946 | | | | | | |
| Aug. . . . | 2,148 | 5,777 | 2.7 | 117 | 5,777 | 49 |
| Sep. . . . | 3,511 | 14,310 | 4.1 | 340 | 17,595 | 52 |
| Oct. . . . | 5,740 | 26,638 | 4.6 | 741 | 30,092 | 41 |
| Nov. . . . | 8,036 | 32,211 | 4.0 | 1,126 | 33,430 | 30 |
| Dec. . . . | 10,382 | 29,118 | 2.8 | 1,266 | 35,351 | 28 |
| 1947 | | | | | | |
| Jan. . . . | 10,988 | 31,948 | 2.9 | 1,331 | 38,627 | 29 |
| Feb. . . . | 10,610 | 25,299 | 2.4 | 1,393 | 30,821 | 22 |
| Mar. . . . | 8,640 | 26,746 | 3.1 | 1,407 | 31,585 | 22 |
| Apr. . . . | 9,460 | 29,238 | 3.1 | 1,345 | 33,856 | 25 |
| May. . . . | 10,450 | 36,933 | 3.5 | 1,266 | 41,833 | 33 |
| Jun. . . . | 10,165 | 47,154 | 4.6 | 1,274 | 54,844 | 43 |
| Jul. . . . | 10,458 | 42,361 | 4.1 | 1,296 | 53,371 | 41 |
| Aug. . . . | 10,032 | 42,822 | 4.3 | 1,301 | 52,083 | 40 |
| Sep. . . . | 10,420 | 40,643 | 3.9 | 1,283 | 45,456 | 35 |
| Oct. . . . | 11,652 | 40,435 | 3.5 | 1,274 | 45,252 | 36 |
| Nov. . . . | 10,517 | 31,947 | 3.0 | 1,248 | 34,740 | 28 |
| Dec. . . . | 9,229 | 27,157 | 2.9 | 1,214 | 29,708 | 24 |

a/ Includes hours flown by USAF pilots in Air Reserve Aircraft.

Table 164.-- AIRPLANES ON HAND IN THE AIR RESERVE, BY AIR FORCE

(The data below are included in other Continental US airplane inventory)

| Line No | Air Force Area and Type and Model | 1946 | | | | |
|---------|---|------|-----|-----|-------|-------|
| | | Aug | Sep | Oct | Nov | Dec |
| 1 | Total | 180 | 494 | 945 | 1,207 | 1,286 |
| 2 | <u>First Air Force-Total</u> | 24 | 95 | 171 | 210 | 219 |
| 3 | <u>Fighter-Total</u> | 11 | 19 | 28 | 29 | 29 |
| 4 | P-51 | 11 | 19 | 28 | 20 | 13 |
| 5 | TP-51 | - | - | - | 9 | 16 |
| 6 | <u>Transport</u> | - | - | - | - | - |
| 7 | C-45 | - | - | - | 1 | 1 |
| 8 | <u>Trainer-Total</u> | 13 | 76 | 143 | 180 | 189 |
| 9 | AT-6 | 10 | 44 | 105 | 139 | 144 |
| 10 | AT-7 | - | - | - | 1 | 1 |
| 11 | AT-11 | 3 | 32 | 38 | 40 | 44 |
| 12 | <u>Second Air Force-Total</u> | 51 | 121 | 228 | 288 | 305 |
| 13 | <u>Fighter-Total</u> | 16 | 26 | 32 | 39 | 43 |
| 14 | P-51 | 16 | 26 | 32 | 39 | 35 |
| 15 | TP-51 | - | - | - | - | 8 |
| 16 | <u>Trainer-Total</u> | 35 | 95 | 196 | 249 | 262 |
| 17 | AT-6 | 29 | 77 | 173 | 215 | 216 |
| 18 | AT-7 | - | - | - | - | - |
| 19 | AT-11 | 6 | 18 | 23 | 34 | 46 |
| 20 | <u>Fourth Air Force-Total</u> | 12 | 60 | 136 | 177 | 195 |
| 21 | <u>Fighter-Total</u> | 5 | 8 | 11 | 21 | 21 |
| 22 | P-51 | 5 | 8 | 11 | 21 | 18 |
| 23 | TP-51 | - | - | - | - | 3 |
| 24 | <u>Trainer-Total</u> | 7 | 52 | 125 | 156 | 174 |
| 25 | AT-6 | 2 | 38 | 102 | 122 | 128 |
| 26 | AT-7 | - | - | - | - | - |
| 27 | AT-11 | 5 | 14 | 23 | 34 | 46 |
| 28 | <u>Tenth Air Force-Total</u> | 21 | 56 | 122 | 139 | 146 |
| 29 | <u>Fighter-Total</u> | 9 | 12 | 17 | 22 | 22 |
| 30 | P-51 | 9 | 12 | 17 | 22 | 19 |
| 31 | TP-51 | - | - | - | - | 3 |
| 32 | <u>Trainer-Total</u> | 12 | 44 | 105 | 117 | 124 |
| 33 | AT-6 | 10 | 37 | 84 | 96 | 98 |
| 34 | AT-7 | - | - | - | - | - |
| 35 | AT-11 | 2 | 7 | 21 | 21 | 26 |
| 36 | <u>Eleventh Air Force-Total</u> | 36 | 100 | 176 | 246 | 266 |
| 37 | <u>Fighter-Total</u> | 14 | 19 | 28 | 34 | 34 |
| 38 | P-51 | 14 | 19 | 28 | 34 | 19 |
| 39 | TP-51 | - | - | - | - | 15 |
| 40 | <u>Trainer-Total</u> | 22 | 81 | 148 | 212 | 232 |
| 41 | AT-6 | 19 | 65 | 124 | 180 | 191 |
| 42 | AT-7 | - | - | - | - | - |
| 43 | AT-11 | 3 | 16 | 24 | 32 | 41 |
| 44 | <u>Fourteenth Air Force-Total</u> | 36 | 62 | 112 | 147 | 155 |
| 45 | <u>Fighter</u> | - | - | - | - | - |
| 46 | P-51 | 13 | 12 | 12 | 21 | 22 |
| 47 | <u>Trainer-Total</u> | 23 | 41 | 76 | 98 | 97 |
| 48 | AT-6 | 22 | 41 | 76 | 98 | 97 |
| 49 | AT-11 | 1 | 9 | 24 | 28 | 36 |

AREA AND TYPE AND MODEL OF AIRPLANES AUG 1946 TO DEC 1947

tables reflected elsewhere in this volume. Figures are as end of month.)

| 1947 | | | | | | | | | | | | Line No |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------|
| Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | |
| 1,348 | 1,402 | 1,395 | 1,322 | 1,310 | 1,306 | 1,319 | 1,309 | 1,296 | 1,285 | 1,257 | 1,249 | 1 |
| 236 | 252 | 256 | 239 | 236 | 235 | 247 | 244 | 242 | 237 | 242 | 240 | 2 |
| 30 | 30 | 30 | 6 | 2 | 1 | 1 | - | - | - | - | - | 3 |
| 11 | 11 | 13 | 3 | 1 | - | - | - | - | - | - | - | 4 |
| 19 | 19 | 17 | 3 | 1 | 1 | 1 | - | - | - | - | - | 5 |
| - | - | - | - | - | - | - | - | - | - | - | - | 6 |
| 1 | 1 | 1 | - | - | - | - | - | - | - | - | - | 7 |
| 205 | 221 | 225 | 233 | 234 | 234 | 246 | 244 | 242 | 237 | 242 | 240 | 8 |
| 160 | 177 | 178 | 178 | 178 | 177 | 189 | 189 | 186 | 180 | 185 | 184 | 9 |
| 1 | 1 | 1 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 10 |
| 44 | 43 | 46 | 53 | 53 | 54 | 54 | 52 | 53 | 54 | 54 | 53 | 11 |
| 305 | 308 | 316 | 307 | 296 | 293 | 290 | 289 | 292 | 293 | 289 | 289 | 12 |
| 42 | 43 | 44 | 21 | 7 | 4 | 2 | 1 | 1 | - | - | - | 13 |
| 28 | 26 | 30 | 18 | 5 | 2 | 1 | - | - | - | - | - | 14 |
| 14 | 17 | 14 | 3 | 2 | 2 | 1 | 1 | 1 | - | - | - | 15 |
| 263 | 265 | 272 | 286 | 289 | 289 | 288 | 288 | 291 | 283 | 289 | 289 | 16 |
| 213 | 214 | 216 | 217 | 215 | 215 | 215 | 214 | 218 | 220 | 220 | 220 | 17 |
| - | - | - | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 18 |
| 50 | 51 | 56 | 68 | 72 | 72 | 71 | 72 | 71 | 71 | 67 | 67 | 19 |
| 196 | 196 | 189 | 166 | 177 | 180 | 189 | 191 | 189 | 186 | 173 | 165 | 20 |
| 21 | 20 | 19 | 1 | - | - | - | - | - | - | - | - | 21 |
| 10 | 7 | 6 | - | - | - | - | - | - | - | - | - | 22 |
| 11 | 13 | 13 | 1 | - | - | - | - | - | - | - | - | 23 |
| 175 | 176 | 170 | 165 | 177 | 180 | 189 | 191 | 189 | 186 | 173 | 165 | 24 |
| 126 | 128 | 126 | 125 | 125 | 125 | 136 | 136 | 134 | 131 | 124 | 118 | 25 |
| - | - | - | - | 5 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 26 |
| 49 | 48 | 44 | 40 | 47 | 49 | 47 | 49 | 49 | 49 | 43 | 41 | 27 |
| 159 | 169 | 169 | 161 | 158 | 154 | 152 | 152 | 154 | 154 | 153 | 152 | 28 |
| 23 | 22 | 20 | 7 | 3 | - | - | - | - | - | - | - | 29 |
| 11 | 7 | 6 | 3 | 1 | - | - | - | - | - | - | - | 30 |
| 12 | 15 | 14 | 4 | 2 | - | - | - | - | - | - | - | 31 |
| 136 | 147 | 149 | 154 | 155 | 154 | 152 | 152 | 154 | 154 | 153 | 152 | 32 |
| 101 | 110 | 111 | 111 | 111 | 112 | 110 | 110 | 111 | 111 | 110 | 110 | 33 |
| 1 | 1 | 1 | 3 | 4 | 3 | 4 | 3 | 4 | 4 | 4 | 4 | 34 |
| 34 | 36 | 37 | 40 | 40 | 39 | 38 | 39 | 39 | 39 | 39 | 38 | 35 |
| 291 | 311 | 291 | 288 | 288 | 288 | 285 | 278 | 266 | 260 | 246 | 252 | 36 |
| 33 | 33 | 13 | 1 | 1 | 1 | - | - | - | - | - | - | 37 |
| 16 | 15 | 8 | - | - | - | - | - | - | - | - | - | 38 |
| 17 | 18 | 5 | 1 | 1 | 1 | - | - | - | - | - | - | 39 |
| 258 | 278 | 278 | 287 | 287 | 287 | 285 | 278 | 266 | 260 | 246 | 252 | 40 |
| 209 | 225 | 224 | 225 | 224 | 224 | 222 | 215 | 203 | 199 | 187 | 193 | 41 |
| - | - | - | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 42 |
| 49 | 53 | 54 | 62 | 63 | 62 | 62 | 62 | 62 | 60 | 58 | 58 | 43 |
| 161 | 166 | 174 | 161 | 155 | 156 | 156 | 155 | 153 | 155 | 154 | 151 | 44 |
| - | - | - | - | - | - | - | - | - | - | - | - | 45 |
| 21 | 21 | 20 | 6 | - | - | 1 | - | - | - | - | - | 46 |
| 140 | 145 | 154 | 155 | 155 | 156 | 155 | 155 | 153 | 155 | 154 | 151 | 47 |
| 105 | 107 | 115 | 115 | 114 | 113 | 113 | 113 | 113 | 115 | 115 | 113 | 48 |
| 35 | 38 | 39 | 40 | 41 | 43 | 42 | 42 | 40 | 40 | 39 | 38 | 49 |

Table 165.-- RESERVE OFFICER TRAINING CORPS ENROLLMENT, BY AIR FORCE, BY INSTITUTION:

| Line Number | Institution and Location | Type a/ | Beginning of School Year, 1946-1947 | | | | | | Mid School | | |
|-------------|---|------------|-------------------------------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|
| | | | Basic | | | Advanced | | | Basic | | |
| | | | Total | First Year | Second Year | Total | First Year | Second Year | Total | First Year | Second Year |
| 1 | Total | | 6,027 | 4,451 | 1,576 | 2,729 | 2,727 | 2 | 5,450 | 4,121 | 1,329 |
| 2 | Continental US - Total | | 6,027 | 4,451 | 1,576 | 2,729 | 2,727 | 2 | 5,450 | 4,121 | 1,329 |
| 3 | First Air Force - Total | | 817 | 492 | 325 | 231 | 231 | 000 | 822 | 552 | 270 |
| 4 | Connecticut | | | | | | | | | | |
| 5 | University of Connecticut, Storrs . . | L R | 62 | 28 | 34 | 19 | 19 | 00 | 69 | 44 | 25 |
| 6 | Yale University, New Haven | P E | 9 | 6 | 3 | 13 | 13 | 00 | 7 | 6 | 1 |
| 7 | Delaware | | | | | | | | | | |
| 8 | (None) | | - | - | - | - | - | - | - | - | - |
| 9 | Maine | | | | | | | | | | |
| 10 | (None) | | - | - | - | - | - | - | - | - | - |
| 11 | Massachusetts | | | | | | | | | | |
| 12 | Boston University, Boston | P E | 39 | 32 | 7 | 29 | 29 | 00 | 38 | 31 | 7 |
| 13 | Harvard University, Cambridge | P E | - | - | - | - | - | - | - | - | - |
| 14 | Mass. State College, Amherst g/ . . . | L R | 72 | 40 | 32 | 00 | 00 | 00 | 67 | 40 | 27 |
| 15 | Mass. Inst. of Tech., Cambridge . . . | L R | 133 | 93 | 40 | 11 | 11 | 00 | 138 | 122 | 16 |
| 16 | University of Mass., Amherst c/ . . . | L R | - | - | - | - | - | - | - | - | - |
| 17 | Williams College, Williamstown . . . | P E | - | - | - | - | - | - | - | - | - |
| 18 | New Hampshire | | | | | | | | | | |
| 19 | University of N. H., Durham | L R | 50 | 40 | 10 | 17 | 17 | 00 | 44 | 36 | 8 |
| 20 | New Jersey | | | | | | | | | | |
| 21 | Rutgers University, New Brunswick . . | L R | 44 | 24 | 20 | 18 | 18 | 00 | 44 | 24 | 20 |
| 22 | New York | | | | | | | | | | |
| 23 | Colgate University, Hamilton | P E | - | - | - | - | - | - | - | - | - |
| 24 | Cornell Medical College, N. Y. City . . | L R | - | - | - | - | - | - | - | - | - |
| 25 | Fordham University, New York City . . | P E | 115 | 82 | 33 | 31 | 31 | 00 | 103 | 78 | 25 |
| 26 | N. Y. University, Univ. Heights . . . | P R | 276 | 130 | 146 | 10 | 10 | 00 | 301 | 160 | 141 |
| 27 | Syracuse University, Syracuse | P E | 17 | 17 | 00 | 83 | 83 | 00 | 11 | 11 | 00 |
| 28 | Rhode Island | | | | | | | | | | |
| 29 | (None) | | - | - | - | - | - | - | - | - | - |
| 30 | Vermont | | | | | | | | | | |
| 31 | (None) | | - | - | - | - | - | - | - | - | - |
| 32 | Second Air Force - Total | | 1,254 | 1,068 | 186 | 740 | 740 | 000 | 1,119 | 952 | 167 |
| 33 | Colorado | | | | | | | | | | |
| 34 | Colo. State College, Fort Collins . . . | L R | 00 | 00 | 00 | 31 | 31 | 00 | 00 | 00 | 00 |
| 35 | Univ. of Denver, Denver | P E | - | - | - | - | - | - | - | - | - |
| 36 | Illinois | | | | | | | | | | |
| 37 | Knox College, Galesburg | P E | 00 | 00 | 00 | 25 | 25 | 00 | 18 | 16 | 2 |
| 38 | University of Illinois, Champaign . . . | L R | 146 | 146 | 000 | 22 | 22 | 00 | 121 | 121 | 000 |
| 39 | Iowa | | | | | | | | | | |
| 40 | Coe College, Cedar Rapids | P R | 18 | 15 | 3 | 10 | 10 | 00 | 22 | 17 | 5 |
| 41 | Iowa Stat College, Ames | L R | 88 | 81 | 7 | 28 | 28 | 00 | 88 | 82 | 6 |
| 42 | State Univ. of Iowa, Iowa City | S R | 163 | 141 | 22 | 15 | 15 | 00 | 180 | 153 | 27 |
| 43 | Kansas | | | | | | | | | | |
| 44 | Kans. State College, Manhattan | L R | 55 | 50 | 5 | 78 | 78 | 00 | 00 | 00 | 00 |
| 45 | Kuni. Univ. of Wichita, Wichita | M E | 47 | 38 | 9 | 49 | 49 | 00 | 39 | 34 | 5 |
| 46 | Univ. of Kans., Lawrence | S E | 10 | 5 | 5 | 31 | 31 | 00 | 10 | 3 | 7 |
| 47 | Michigan | | | | | | | | | | |
| 48 | Mich. College of M and T, Houghton . . | S E | 00 | 00 | 00 | 11 | 11 | 00 | 00 | 00 | 00 |
| 49 | Mich. State Coll. of A and AS, E. Lansing | L R | 123 | 123 | 000 | 100 | 100 | 000 | 108 | 108 | 000 |
| 50 | University of Michigan, Ann Arbor . . . | S E | 17 | 5 | 12 | 12 | 12 | 00 | 16 | 7 | 9 |
| 51 | Wayne University, Detroit | M E | - | - | - | - | - | - | - | - | - |
| 52 | Minnesota | | | | | | | | | | |
| 53 | University of Minn., Minneapolis | L E | 14 | 8 | 6 | 106 | 106 | 000 | 15 | 9 | 6 |
| 54 | Missouri | | | | | | | | | | |
| 55 | St. Louis Univ. Sch. of Med., St. Louis | P E | - | - | - | - | - | - | - | - | - |
| 56 | Univ. of Mo., Columbia | L R | 88 | 60 | 28 | 50 | 50 | 00 | 88 | 60 | 28 |
| 57 | Nebraska | | | | | | | | | | |
| 58 | University of Nebr., Lincoln | L R | 121 | 85 | 36 | 37 | 37 | 00 | 124 | 92 | 32 |
| 59 | North Dakota | | | | | | | | | | |
| 60 | N. Dak. Agri. College, Fargo | L E | 58 | 52 | 6 | 18 | 18 | 00 | 40 | 35 | 5 |
| 61 | Univ. of N. Dak., Grand Forks | S E | 42 | 39 | 3 | 21 | 21 | 00 | 38 | 34 | 4 |
| 62 | South Dakota | | | | | | | | | | |
| 63 | S. Dak. State Coll. of A and M, Brookings | L R | 68 | 68 | 00 | 31 | 31 | 00 | 68 | 68 | 00 |

a/ L - Land Grant, P - Private, M - Municipal, S - State, E - Elective, R - Required; b/ Initial
 Source: Information available to TAG, (AG AO-R) D/A from reports (WD AGO form 131) prepared and submitted
 educational institutions maintaining ROTC units.

BEGINNING OF SCHOOL YEAR, 1946 - 1947, THROUGH BEGINNING OF SCHOOL YEAR, 1947 - 1948

| Year, 1946-1947 | | | End of School Year, 1946-1947 | | | | | | Beginning of School Year, 1947-1948 | | | | | | Line Number |
|-----------------|------------|-------------|-------------------------------|------------|-------------|----------|------------|-------------|-------------------------------------|------------|-------------|----------|------------|-------------|-------------|
| Advanced | | | Basic | | | Advanced | | | Basic | | | Advanced | | | |
| Total | First Year | Second Year | Total | First Year | Second Year | Total | First Year | Second Year | Total | First Year | Second Year | Total | First Year | Second Year | |
| 3,001 | 2,991 | 10 | 5,638 | 4,274 | 1,364 | 2,849 | 2,836 | 13 | 15,772 | 10,962 | 4,810 | 6,169 | 3,996 | 2,173 | 1 |
| 3,001 | 2,991 | 10 | 5,638 | 4,274 | 1,364 | 2,849 | 2,836 | 13 | 15,772 | 10,962 | 4,810 | 6,169 | 3,996 | 2,173 | 2 |
| 277 | 277 | 000 | 791 | 529 | 262 | 257 | 256 | 1 | 2,015 | 1,360 | 655 | 560 | 348 | 212 | 3 |
| 20 | 20 | 00 | 65 | 42 | 23 | 20 | 20 | 00 | 67 | 59 | 28 | 54 | 35 | 19 | 4 |
| 18 | 18 | 00 | 6 | 6 | 00 | 17 | 16 | 1 | 16 | 12 | 4 | 29 | 16 | 13 | 5 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 6 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 7 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 8 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 9 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 10 |
| 26 | 26 | 00 | 37 | 30 | 7 | 26 | 26 | 00 | 118 | 93 | 25 | 45 | 21 | 24 | 11 |
| - | - | - | - | - | - | - | - | - | b/39 | 25 | 14 | 21 | 21 | 00 | 12 |
| 00 | 00 | 00 | - | - | - | - | - | - | - | - | - | - | - | - | 13 |
| 23 | 23 | 00 | 130 | 115 | 15 | 23 | 23 | 00 | 254 | 162 | 92 | 37 | 20 | 17 | 14 |
| - | - | - | 63 | 38 | 25 | 00 | 00 | 00 | 146 | 101 | 45 | 22 | 22 | 00 | 15 |
| - | - | - | - | - | - | - | - | - | b/31 | 31 | 00 | 10 | 10 | 00 | 16 |
| 17 | 17 | 00 | 43 | 35 | 8 | 17 | 17 | 00 | 204 | 173 | 31 | 47 | 33 | 14 | 17 |
| 18 | 18 | 00 | 44 | 24 | 20 | 17 | 17 | 00 | 425 | 300 | 125 | 22 | 10 | 12 | 18 |
| - | - | - | - | - | - | - | - | - | b/15 | 15 | 00 | 17 | 17 | 00 | 19 |
| - | - | - | - | - | - | - | - | - | b/301 | 196 | 105 | 17 | 17 | 00 | 20 |
| 52 | 52 | 00 | 98 | 75 | 23 | 51 | 51 | 00 | 160 | 103 | 57 | 95 | 45 | 50 | 21 |
| 10 | 10 | 00 | 294 | 153 | 141 | 10 | 10 | 00 | 179 | 65 | 114 | 43 | 35 | 8 | 22 |
| 93 | 93 | 00 | 11 | 11 | 00 | 76 | 76 | 00 | 40 | 25 | 15 | 101 | 46 | 55 | 23 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 24 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 25 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 26 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 27 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 28 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 29 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 30 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 31 |
| 717 | 717 | 000 | 1,093 | 923 | 170 | 660 | 660 | 000 | 4,234 | 3,055 | 1,179 | 1,439 | 872 | 567 | 32 |
| 28 | 28 | 00 | 00 | 00 | 00 | 27 | 27 | 00 | 412 | 300 | 112 | 60 | 42 | 18 | 33 |
| - | - | - | - | - | - | - | - | - | b/19 | 10 | 9 | 57 | 57 | 00 | 34 |
| 20 | 20 | 00 | 18 | 16 | 2 | 19 | 19 | 00 | 00 | 00 | 00 | 26 | 12 | 14 | 35 |
| 38 | 38 | 00 | 111 | 111 | 000 | 36 | 36 | 00 | 274 | 191 | 83 | 53 | 25 | 28 | 36 |
| 8 | 8 | 0 | 22 | 17 | 5 | 8 | 8 | 0 | 44 | 29 | 15 | 19 | 13 | 6 | 37 |
| 26 | 26 | 00 | 88 | 82 | 6 | 22 | 22 | 00 | 459 | 340 | 119 | 66 | 44 | 22 | 38 |
| 14 | 14 | 00 | 198 | 132 | 26 | 14 | 14 | 00 | 283 | 178 | 105 | 58 | 46 | 12 | 39 |
| 76 | 76 | 00 | 57 | 50 | 7 | 71 | 71 | 00 | 465 | 350 | 115 | 99 | 36 | 63 | 40 |
| 49 | 49 | 00 | 32 | 27 | 5 | 48 | 48 | 00 | 76 | 51 | 25 | 82 | 42 | 40 | 41 |
| 58 | 58 | 00 | 10 | 4 | 6 | 53 | 53 | 00 | 18 | 11 | 7 | 132 | 101 | 31 | 42 |
| 15 | 15 | 00 | 00 | 00 | 00 | 13 | 13 | 00 | 00 | 00 | 00 | 28 | 15 | 13 | 43 |
| 83 | 83 | 00 | 101 | 101 | 000 | 75 | 75 | 00 | 432 | 274 | 158 | 155 | 82 | 73 | 44 |
| 12 | 12 | 00 | 14 | 6 | 8 | 12 | 12 | 00 | 19 | 15 | 4 | 22 | 11 | 11 | 45 |
| - | - | - | - | - | - | - | - | - | b/7 | 5 | 2 | 22 | 22 | 00 | 46 |
| 95 | 95 | 00 | 17 | 11 | 6 | 86 | 86 | 00 | 19 | 11 | 8 | 184 | 107 | 77 | 47 |
| - | - | - | - | - | - | - | - | - | b/9 | 9 | 0 | 44 | 44 | 00 | 48 |
| 43 | 43 | 00 | 88 | 60 | 28 | 40 | 40 | 00 | 313 | 218 | 95 | 100 | 65 | 35 | 49 |
| 43 | 43 | 00 | 107 | 78 | 29 | 37 | 37 | 00 | 270 | 166 | 104 | 58 | 29 | 29 | 50 |
| 13 | 13 | 00 | 28 | 22 | 6 | 11 | 11 | 00 | 232 | 196 | 36 | 30 | 21 | 9 | 51 |
| 21 | 21 | 00 | 36 | 32 | 4 | 17 | 17 | 00 | 163 | 125 | 38 | 23 | 9 | 14 | 52 |
| 26 | 26 | 00 | 68 | 68 | 00 | 25 | 25 | 00 | 223 | 176 | 47 | 37 | 12 | 25 | 53 |

enrollment; g/ Massachusetts State College changed to University of Massachusetts, 10 June 1947.
 ted by Professor Military Science and Tactics and Professor Military Science and Tactics for Air, at

Table 165.-- RESERVE OFFICER TRAINING CORPS ENROLLMENT, BY AIR FORCE, BY INSTITUTION:

| Line Number | Institution and Location | Type s/ s | Beginning of School Year, 1946-1947 | | | | | | Mid School | | |
|-------------|---|-----------------|-------------------------------------|---------------|----------------|------------|---------------|----------------|--------------|---------------|----------------|
| | | | Basic | | | Advanced | | | Basic | | |
| | | | Total | First Year | Second Year | Total | First Year | Second Year | Total | First Year | Second Year |
| 1 | <u>Second Air Force (Continued)</u> | | | | | | | | | | |
| 2 | <u>Wisconsin</u> | | | | | | | | | | |
| 3 | Univ. of Wis., Madison | L E | 124 | 90 | 34 | 46 | 46 | 00 | 84 | 60 | 24 |
| 4 | <u>Wyoming</u> | | | | | | | | | | |
| 5 | Univ. of Wyo., Laramie | L R | 72 | 62 | 10 | 19 | 19 | 00 | 60 | 53 | 7 |
| 6 | <u>Fourth Air Force - Total</u> | | <u>530</u> | <u>461</u> | <u>69</u> | <u>306</u> | <u>306</u> | <u>000</u> | <u>688</u> | <u>588</u> | <u>100</u> |
| 7 | <u>Arizona</u> | | | | | | | | | | |
| 8 | University of Ariz., Tucson | L R | 106 | 70 | 36 | 43 | 43 | 00 | 108 | 75 | 33 |
| 9 | <u>California</u> | | | | | | | | | | |
| 10 | Leland Stanford Jr., Stanford Univ. . . | P E | 13 | 12 | 1 | 14 | 14 | 00 | 11 | 9 | 2 |
| 11 | San Jose State College, San Jose . . . | S E | - | - | - | - | - | - | - | - | - |
| 12 | Univ. of California, Los Angeles . . . | L R | 164 | 164 | 000 | 24 | 24 | 00 | 164 | 164 | 00 |
| 13 | Univ. of S. Calif., Los Angeles . . . | P E | - | - | - | - | - | - | - | - | - |
| 14 | <u>Idaho</u> | | | | | | | | | | |
| 15 | Univ. of Idaho, Moscow | L R | - | - | - | - | - | - | - | - | - |
| 16 | <u>Montana</u> | | | | | | | | | | |
| 17 | Mont. State College, Bozeman | L R | 62 | 57 | 5 | 00 | 00 | 00 | 43 | 36 | 7 |
| 18 | Mont. State Univ., Missoula | S R | 00 | 00 | 00 | 16 | 16 | 00 | 00 | 00 | 00 |
| 19 | <u>Nevada</u> | | | | | | | | | | |
| 20 | Univ. of Nevada, Reno | L R | 00 | 00 | 00 | 1 | 1 | 0 | 56 | 49 | 7 |
| 21 | <u>Oregon</u> | | | | | | | | | | |
| 22 | Ore. State Ag. College, Corvallis . . . | L R | 41 | 35 | 6 | 71 | 71 | 00 | 31 | 26 | 5 |
| 23 | Univ. of Oregon, Eugene | S R | 144 | 123 | 21 | 40 | 40 | 00 | 128 | 104 | 24 |
| 24 | <u>Utah</u> | | | | | | | | | | |
| 25 | Univ. of Utah, Salt Lake City | S E | 00 | 00 | 00 | 13 | 13 | 00 | 17 | 16 | 1 |
| 26 | Utah State Ag. College, Logan | L R | 00 | 00 | 00 | 79 | 79 | 00 | 00 | 00 | 00 |
| 27 | <u>Washington</u> | | | | | | | | | | |
| 28 | State College of Wash., Pullman | L R | 0 | 0 | 0 | 5 | 5 | 0 | 130 | 109 | 21 |
| 29 | Univ. of Wash., Seattle | S R | - | - | - | - | - | - | - | - | - |
| 30 | <u>Tenth Air Force - Total</u> | | <u>285</u> | <u>216</u> | <u>69</u> | <u>316</u> | <u>316</u> | <u>000</u> | <u>537</u> | <u>386</u> | <u>151</u> |
| 31 | <u>Arkansas</u> | | | | | | | | | | |
| 32 | Univ. of Arkansas, Fayetteville | L R | 116 | 90 | 26 | 124 | 124 | 000 | 112 | 85 | 27 |
| 33 | <u>Louisiana</u> | | | | | | | | | | |
| 34 | La. State Univ., Baton Rouge | L R | 00 | 00 | 00 | 20 | 20 | 00 | 103 | 50 | 53 |
| 35 | Tulane Univ., New Orleans | P E | - | - | - | - | - | - | - | - | - |
| 36 | <u>New Mexico</u> | | | | | | | | | | |
| 37 | N.M. College of A and M, State College . | L R | 00 | 00 | 00 | 20 | 20 | 00 | 00 | 00 | 00 |
| 38 | <u>Oklahoma</u> | | | | | | | | | | |
| 39 | Okla. A and M College, Stillwater . . . | L R | 00 | 00 | 00 | 62 | 62 | 00 | 39 | 29 | 10 |
| 40 | University of Oklahoma, Norman | S R | 100 | 79 | 21 | 17 | 17 | 00 | 195 | 168 | 27 |
| 41 | <u>Texas</u> | | | | | | | | | | |
| 42 | A and M Coll. of Tex., College Station . | L R | - | - | - | - | - | - | b/34 | 22 | 12 |
| 43 | Texas Tech. College, Lubbock | S E | 69 | 47 | 22 | 73 | 73 | 00 | 54 | 32 | 22 |
| 44 | Univ. of Tex., Austin, Med.Sch., Galveston | S E | - | - | - | - | - | - | - | - | - |
| 45 | <u>Eleventh Air Force - Total</u> | | <u>2,271</u> | <u>1,603</u> | <u>668</u> | <u>616</u> | <u>614</u> | <u>2</u> | <u>1,525</u> | <u>1,116</u> | <u>409</u> |
| 46 | <u>District of Columbia</u> | | | | | | | | | | |
| 47 | Georgetown Univ., Washington, D.C . . | P E | 44 | 23 | 21 | 44 | 44 | 00 | 38 | 19 | 19 |
| 48 | Howard Univ., Washington, D. C. | N R | 44 | 14 | 30 | 37 | 37 | 00 | 00 | 00 | 00 |
| 49 | <u>Indiana</u> | | | | | | | | | | |
| 50 | Indiana University, Bloomington | S R | 346 | 298 | 48 | 35 | 35 | 00 | 313 | 260 | 53 |
| 51 | Purdue University, Lafayette | L R | 245 | 188 | 57 | 47 | 47 | 00 | 165 | 120 | 45 |
| 52 | Univ. of Notre Dame, Notre Dame | P E | - | - | - | - | - | - | - | - | - |
| 53 | <u>Kentucky</u> | | | | | | | | | | |
| 54 | University of Kentucky, Lexington . . . | L R | - | - | - | b/45 | 45 | 00 | 00 | 00 | 00 |
| 55 | W.Ky.State Tchrs Coll., Bowling Green . | S E | - | - | - | b/10 | 10 | 00 | 28 | 17 | 11 |
| 56 | <u>Maryland</u> | | | | | | | | | | |
| 57 | Johns Hopkins University, Baltimore . . | P E | 28 | 20 | 8 | 19 | 19 | 00 | 26 | 17 | 9 |
| 58 | University of Md., College Park | L R | 286 | 183 | 103 | 23 | 23 | 00 | 263 | 170 | 93 |
| 59 | <u>Ohio</u> | | | | | | | | | | |
| 60 | Ohio State University, Columbus | L R | 600 | 443 | 157 | 20 | 20 | 00 | 86 | 66 | 20 |
| 61 | Ohio University, Athens | S E | 62 | 62 | 00 | 38 | 38 | 00 | 62 | 62 | 00 |
| 62 | University of Akron, Akron | M R | 74 | 60 | 14 | 44 | 44 | 00 | 74 | 64 | 10 |
| 63 | Univ. of Cincinnati, Cincinnati | M E | 30 | 24 | 6 | 74 | 74 | 00 | 27 | 22 | 5 |

BEGINNING OF SCHOOL YEAR, 1946 - 1947, THROUGH BEGINNING OF SCHOOL YEAR, 1947 - 1948 -- Continued

| Year, 1945-1947 | | | End of School Year, 1946-1947 | | | | | | Beginning of School Year, 1947-1948 | | | | | | Line Number |
|-----------------|------------|-------------|-------------------------------|--------------|-------------|------------|------------|-------------|-------------------------------------|--------------|--------------|--------------|------------|-------------|-------------|
| Advanced | | | Basic | | | Advanced | | | Basic | | | Advanced | | | |
| Total | First Year | Second Year | Total | First Year | Second Year | Total | First Year | Second Year | Total | First Year | Second Year | Total | First Year | Second Year | |
| | | | | | | | | | | | | | | | 1 |
| 32 | 32 | 00 | 82 | 57 | 25 | 31 | 31 | 00 | 355 | 298 | 57 | 60 | 27 | 33 | 2 |
| 17 | 17 | 00 | 56 | 49 | 7 | 15 | 15 | 00 | 142 | 102 | 40 | 24 | 10 | 14 | 3 |
| <u>286</u> | <u>283</u> | <u>2</u> | <u>798</u> | <u>678</u> | <u>120</u> | <u>263</u> | <u>260</u> | <u>2</u> | <u>2,117</u> | <u>1,521</u> | <u>596</u> | <u>792</u> | <u>571</u> | <u>228</u> | 4 |
| 35 | 35 | 00 | 101 | 69 | 32 | 35 | 35 | 00 | 289 | 215 | 74 | 55 | 30 | 25 | 5 |
| 18 | 16 | 2 | 7 | 6 | 1 | 22 | 19 | 3 | 15 | 7 | 8 | 35 | 16 | 19 | 6 |
| - | - | - | - | - | - | - | - | - | b/16 | 8 | 8 | 40 | 40 | 00 | 7 |
| 23 | 22 | 1 | 159 | 159 | 00 | 20 | 20 | 00 | 342 | 247 | 95 | 58 | 45 | 13 | 8 |
| - | - | - | - | - | - | - | - | - | b/1 | 00 | 1 | 12 | 12 | 00 | 9 |
| - | - | - | - | - | - | - | - | - | b/98 | 50 | 48 | 32 | 32 | 00 | 10 |
| 00 | 00 | 00 | 31 | 27 | 4 | 00 | 00 | 00 | 57 | 45 | 12 | 8 | 8 | 0 | 11 |
| 14 | 14 | 00 | 75 | 66 | 9 | 10 | 10 | 00 | 159 | 123 | 36 | 20 | 9 | 11 | 12 |
| 8 | 8 | 0 | 56 | 49 | 7 | 8 | 8 | 0 | 167 | 105 | 62 | 21 | 16 | 5 | 13 |
| 61 | 61 | 00 | 25 | 20 | 5 | 53 | 53 | 00 | 190 | 154 | 36 | 93 | 45 | 48 | 14 |
| 29 | 29 | 00 | 113 | 93 | 20 | 23 | 23 | 00 | 335 | 254 | 81 | 57 | 35 | 22 | 15 |
| 5 | 5 | 0 | 28 | 15 | 13 | 4 | 4 | 0 | 34 | 32 | 2 | 72 | 68 | 4 | 16 |
| 88 | 88 | 00 | 75 | 65 | 10 | 84 | 84 | 00 | 101 | 70 | 31 | 190 | 121 | 69 | 17 |
| 5 | 5 | 0 | 128 | 109 | 19 | 4 | 4 | 0 | 300 | 200 | 100 | 21 | 17 | 4 | 18 |
| - | - | - | - | - | - | - | - | - | b/13 | 11 | 2 | 85 | 77 | 8 | 19 |
| <u>468</u> | <u>467</u> | <u>1</u> | <u>521</u> | <u>373</u> | <u>148</u> | <u>426</u> | <u>425</u> | <u>1</u> | <u>1,527</u> | <u>1,043</u> | <u>484</u> | <u>918</u> | <u>601</u> | <u>317</u> | 20 |
| 113 | 113 | 000 | 110 | 84 | 26 | 99 | 99 | 00 | 00 | 00 | 00 | 143 | 57 | 86 | 21 |
| 49 | 49 | 00 | 97 | 45 | 52 | 47 | 47 | 00 | 416 | 263 | 153 | 85 | 42 | 43 | 22 |
| - | - | - | - | - | - | - | - | - | b/27 | 21 | 6 | 52 | 52 | 00 | 23 |
| 17 | 17 | 00 | 00 | 00 | 00 | 16 | 16 | 00 | 00 | 00 | 00 | 48 | 36 | 12 | 24 |
| 55 | 55 | 00 | 37 | 27 | 10 | 53 | 53 | 00 | 223 | 152 | 71 | 88 | 47 | 41 | 25 |
| 45 | 44 | 1 | 192 | 165 | 27 | 43 | 42 | 1 | 445 | 333 | 112 | 101 | 67 | 34 | 26 |
| 131 | 131 | 00 | 34 | 22 | 12 | 115 | 115 | 00 | 311 | 204 | 107 | 195 | 144 | 51 | 27 |
| 58 | 58 | 00 | 51 | 30 | 21 | 53 | 53 | 00 | 92 | 61 | 31 | 107 | 60 | 47 | 28 |
| - | - | - | - | - | - | - | - | - | b/13 | 9 | 4 | 99 | 96 | 3 | 29 |
| <u>624</u> | <u>618</u> | <u>6</u> | <u>1,744</u> | <u>1,292</u> | <u>452</u> | <u>603</u> | <u>592</u> | <u>8</u> | <u>3,977</u> | <u>2,694</u> | <u>1,283</u> | <u>1,319</u> | <u>902</u> | <u>417</u> | 30 |
| 36 | 36 | 00 | 00 | 00 | 00 | 31 | 31 | 00 | 00 | 00 | 00 | 69 | 47 | 22 | 31 |
| 34 | 34 | 00 | 44 | 14 | 30 | 31 | 31 | 00 | 60 | 20 | 40 | 56 | 35 | 21 | 32 |
| 32 | 32 | 00 | 313 | 260 | 53 | 32 | 32 | 00 | 496 | 319 | 177 | 89 | 61 | 28 | 33 |
| 53 | 48 | 5 | 163 | 118 | 45 | 51 | 46 | 5 | 408 | 320 | 88 | 68 | 35 | 33 | 34 |
| - | - | - | - | - | - | - | - | - | b/12 | 12 | 00 | 48 | 48 | 00 | 35 |
| 44 | 44 | 00 | 251 | 212 | 39 | 38 | 38 | 00 | 451 | 307 | 144 | 115 | 77 | 38 | 36 |
| 8 | 8 | 00 | 27 | 15 | 12 | 7 | 7 | 00 | 77 | 64 | 13 | 19 | 14 | 5 | 37 |
| 12 | 12 | 00 | 26 | 17 | 9 | 10 | 10 | 00 | 38 | 25 | 13 | 25 | 16 | 9 | 38 |
| 19 | 19 | 00 | 260 | 166 | 94 | 18 | 18 | 00 | 472 | 292 | 180 | 40 | 24 | 16 | 39 |
| 21 | 21 | 00 | 99 | 72 | 27 | 21 | 21 | 00 | 733 | 499 | 234 | 63 | 44 | 19 | 40 |
| 35 | 35 | 00 | 62 | 62 | 00 | 32 | 32 | 00 | 62 | 62 | 00 | 41 | 19 | 22 | 41 |
| 45 | 45 | 00 | 62 | 52 | 10 | 42 | 42 | 00 | 00 | 00 | 00 | 61 | 31 | 30 | 42 |
| 62 | 62 | 00 | 27 | 22 | 5 | 59 | 59 | 00 | 96 | 74 | 22 | 108 | 85 | 23 | 43 |

BEGINNING OF SCHOOL YEAR, 1946 - 1947, THROUGH BEGINNING OF SCHOOL YEAR, 1947 - 1948 -- Continued

| Year, 1946-1947 | | | End of School Year, 1946-1947 | | | | | | Beginning of School Year, 1947-1948 | | | | | | Line Number |
|-----------------|------------|-------------|-------------------------------|------------|-------------|------------|------------|-------------|-------------------------------------|--------------|-------------|--------------|------------|-------------|-------------|
| Advanced | | | Basic | | | Advanced | | | Basic | | | Advanced | | | |
| Total | First Year | Second Year | Total | First Year | Second Year | Total | First Year | Second Year | Total | First Year | Second Year | Total | First Year | Second Year | |
| | | | | | | | | | | | | | | | 1 |
| | | | | | | | | | | | | | | | 2 |
| 37 | 37 | 00 | 25 | 22 | 3 | 33 | 33 | 00 | 00 | 00 | 00 | 90 | 62 | 28 | 3 |
| - | - | - | - | - | - | - | - | - | b/ 54 | 37 | 17 | 18 | 18 | 00 | 4 |
| 44 | 44 | 00 | 109 | 75 | 34 | 43 | 43 | 00 | 268 | 155 | 113 | 68 | 26 | 42 | 5 |
| 71 | 71 | 00 | 45 | 00 | 45 | 71 | 71 | 00 | 152 | 150 | 2 | 98 | 52 | 46 | 6 |
| - | - | - | - | - | - | - | - | - | b/ 51 | 29 | 22 | 27 | 27 | 00 | 7 |
| - | - | - | - | - | - | - | - | - | b/161 | 115 | 46 | 64 | 64 | 00 | 8 |
| | | | | | | | | | | | | | | | 9 |
| 11 | 10 | 1 | 117 | 90 | 27 | 24 | 21 | 3 | 196 | 110 | 86 | 23 | 16 | 7 | 10 |
| 26 | 26 | 00 | 32 | 31 | 1 | 26 | 26 | 00 | 70 | 49 | 21 | 52 | 49 | 3 | 11 |
| | | | | | | | | | | | | | | | 12 |
| 34 | 34 | 00 | 82 | 64 | 18 | 34 | 34 | 00 | 120 | 55 | 65 | 77 | 52 | 25 | 13 |
| <u>629</u> | <u>629</u> | <u>000</u> | <u>691</u> | <u>479</u> | <u>212</u> | <u>640</u> | <u>640</u> | <u>000</u> | <u>1,902</u> | <u>1,289</u> | <u>613</u> | <u>1,134</u> | <u>702</u> | <u>432</u> | 14 |
| | | | | | | | | | | | | | | | 15 |
| 61 | 61 | 00 | 94 | 60 | 34 | 76 | 76 | 00 | 244 | 178 | 66 | 112 | 80 | 32 | 16 |
| 16 | 16 | 00 | 00 | 00 | 00 | 16 | 16 | 00 | 00 | 00 | 00 | 57 | 44 | 13 | 17 |
| 77 | 77 | 00 | 52 | 39 | 13 | 83 | 83 | 00 | 146 | 101 | 45 | 99 | 28 | 71 | 18 |
| | | | | | | | | | | | | | | | 19 |
| 75 | 75 | 00 | 100 | 87 | 13 | 70 | 70 | 00 | 451 | 268 | 183 | 149 | 93 | 56 | 20 |
| | | | | | | | | | | | | | | | 21 |
| 48 | 48 | 00 | 54 | 29 | 25 | 45 | 45 | 00 | 150 | 130 | 20 | 62 | 23 | 39 | 22 |
| 44 | 44 | 00 | 48 | 28 | 20 | 46 | 46 | 00 | 167 | 92 | 75 | 101 | 62 | 39 | 23 |
| | | | | | | | | | | | | | | | 24 |
| 96 | 96 | 00 | 18 | 16 | 2 | 92 | 92 | 00 | 175 | 140 | 35 | 174 | 142 | 32 | 25 |
| 43 | 43 | 00 | 35 | 24 | 11 | 43 | 43 | 00 | 80 | 44 | 36 | 60 | 32 | 28 | 26 |
| | | | | | | | | | | | | | | | 27 |
| 71 | 71 | 00 | 49 | 35 | 14 | 64 | 64 | 00 | 143 | 114 | 29 | 75 | 24 | 51 | 28 |
| - | - | - | - | - | - | - | - | - | b/ 00 | 00 | 00 | 39 | 39 | 00 | 29 |
| | | | | | | | | | | | | | | | 30 |
| 35 | 35 | 00 | 82 | 42 | 40 | 36 | 36 | 00 | 119 | 79 | 40 | 79 | 45 | 34 | 31 |
| 19 | 19 | 00 | 118 | 81 | 37 | 29 | 29 | 00 | 171 | 104 | 67 | 54 | 52 | 2 | 32 |
| | | | | | | | | | | | | | | | 33 |
| 44 | 44 | 00 | 41 | 38 | 3 | 40 | 40 | 00 | 56 | 39 | 17 | 73 | 38 | 35 | 34 |
| | | | | | | | | | | | | | | | 35 |
| | | | | | | | | | | | | | | | 36 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 37 |
| | | | | | | | | | | | | | | | 38 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 39 |
| | | | | | | | | | | | | | | | 40 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 42 |

Table 166.-- DIRECT FUNDING FOR CIVILIAN COMPONENTS: FISCAL YEARS 1947 AND 1948

| Project Number and Description | Obligations | |
|--|----------------------------------|-------------------------|
| | FY - 1947 (As of 31 Dec 1947) | FY - 1948 (1st Half) |
| AIR NATIONAL GUARD | | |
| Total | \$25,093,431 | \$10,037,870 |
| 110-(Contract Authorization) | - | 1,219,125 |
| 110-Procurement of Supplies and Equipment. | 15,116,864 | 632,165 |
| 420-Miscellaneous Operating Expenses (1947). | 27,830 | - |
| 422-Air Force Miscellaneous (1948) | - | 257,849 |
| 431-Transportation of Property (1947). | 415,717 | - |
| 432-Transportation of Property (1948). | - | 429,220 |
| 432-Modification, Repair and Maintenance of AF Equipment (1947). | 8,895,470 | - |
| 434-Modification, Repair and Maintenance of AF Equipment (1948). | - | 4,807,363 |
| 441-Travel, Permanent Change of Station. | - | 702 |
| 442-Travel of Personnel in Connection with National Guard or Activities. | 35,491 | 32,609 |
| 512-Air Force Field Training Expenses. | - | 224,374 |
| 522-Air Force Schools, Including Training. | - | 1,377 |
| 530-Expenses of Regular Army Enlisted Instructors. | 230,067 | 163,466 |
| 540-Army Drill Pay and Enlisted Expenses (1947). | 371,992 | - |
| 542-Air Force Army Drill Expenses (1948) | - | 2,269,620 |
| AIR ORGANIZED RESERVE | | |
| Total | \$17,315,791 | \$11,987,488 |
| 510-Organized Reserve. | 17,315,791 | - |
| 511-Pay, Travel and Allowances, Etc. | - | 2,798,285 |
| 512-Pay of Civilian Employees. | - | 3,192,346 |
| 513-Travel of Army Personnel in Connection with Organized Reserves | - | 172,583 |
| 514-Procurement, Transportation and Other Expenses, Etc. | - | 5,348,715 |
| 516-Rents and Utilities. | - | 411,989 |
| 517-Miscellaneous Operating Expenses | - | 63,570 |
| AIR RESERVE OFFICERS TRAINING CORPS | | |
| Total | \$202,892 | \$226,090 |
| 510-Education and Training | 5,010 | - |
| 511-Pay, Travel and Allowances, Etc. | 116,941 | 214,302 |
| 512-Pay of Civilian Employees, Etc. | 7,854 | 7,522 |
| 513-Travel and Other Expenses, Etc. | 47,933 | 51,602 |
| 514-Procurement, Transportation and Other Expenses, Etc. | 12,195 | 47,077 |
| 516-Miscellaneous Operating Expenses | 12,959 | 5,587 |

Source: Budget Operations Division, Director of Budget, Comptroller, Hq., USAF.



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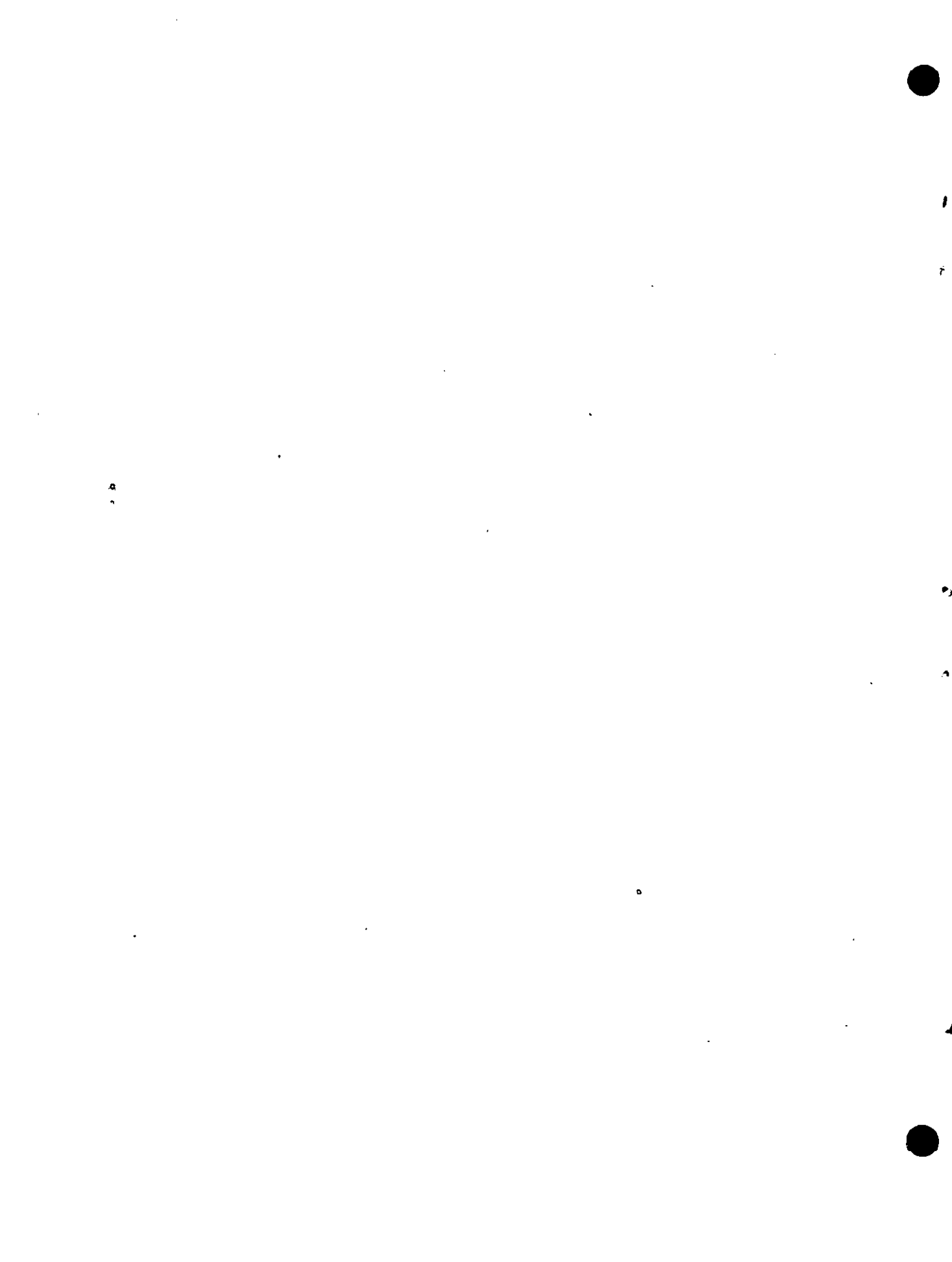
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INDEX

| | PAGE | | PAGE |
|---|-------------------|---|-------------|
| AAF Center: | | Air Training Command: | |
| Definition | X | Accidents, Motor Vehicle | 260,261 |
| Personnel, civilian | 72-75 | Airfields | 185 |
| Personnel, military | 14-65 | Flying time of airplanes | 191,192 |
| Negro | 18,52,58 | Housing | 253-255 |
| Women's Army Corps | 17,24,49,50,56,57 | Personnel, civilian | 72 |
| | | Personnel, military | 46-48 |
| AAF Tactical Center (See AAF Center) | | ASWAAF Female Medical Specialist | 51 |
| | | Negro | 52 |
| Acceptances, airplanes: | | Women's Army Corps | 50 |
| Accessions, Civil and Military | 74,75 | Air Transport Command: | |
| All military | | Accidents, Motor Vehicles | 260,261 |
| By plant, by type and model | 117 | Air freight terminals in Continental US | 186 |
| By type | 116 | Airfields in Continental US | 185 |
| Airframe weight | 119 | Airways and Air Communications Service: | |
| Army cognizance | | Facilities Maintained | 188 |
| Airframe weight | 118 | Ground Approach Operations | 189 |
| By type and model | 115 | Instrument Landing Service Operations | 189 |
| Definition | | Air Weather Service Operations | 187 |
| Navy cognizance | 117 | Flying time of airplanes | 191,192 |
| | | Housing in Continental US | 254,255 |
| Accidents. (See Aircraft accidents, Ground acci- | | Medical air evacuation operations | 245 |
| dents and Motor Vehicle accidents) | | Personnel, civilian | 72 |
| Active and Inactive Airplanes (See Airplanes) | | Personnel, military | |
| Administrative personnel (See also Training, | | Continental US | 46,48 |
| technical): | | Medical specialist (ASWAAF) | 51 |
| Continental US | 29,30 | Women's Army Corps | 50 |
| In the AAF | 27,28 | Overseas | 53-55 |
| Overseas | 31,32 | By specialty | 43,44 |
| Air Transport Command | 43,44 | Negro | 58 |
| By Area | 33-42 | Women's Army Corps (ASWAAF) | 56,57 |
| Admissions to hospitals and quarters by Cause | 68,69 | Returned to US from Overseas | 64,65 |
| AF BU (RT)s | 274,275 | Shipped from US to Overseas | 62,63 |
| Air Corps officers in Continental US and | | Transport operations | 243,244 |
| Overseas | 19,20 | | |
| Air Defense Command: | | Air University: | |
| Accidents, Motor Vehicle | 260,261 | Accidents | 260,261 |
| Airfields | 185 | Airfields | 185 |
| Flying Time of airplanes | 190-192 | Flying time of airplanes | 191,192 |
| Housing | 253-255 | Housing | 253-255 |
| Personnel, civilian | 72 | Personnel, civilian | 72 |
| Personnel, military | 46-48 | Personnel, military | 46-48 |
| AFWAAF Female Medical Specialist | 51 | ASWAAF Female Medical Specialist | 51 |
| Negro | 18,52 | Negro | 52 |
| Women's Army Corps | 49,50 | Women's Army Corps | 50 |
| National Guard Strength | 263-267 | Aircooled engines - factory deliveries | 124 |
| Air Reserve Training | 279-284 | Aircraft - definition | X |
| Air Reserve Permanent Party | 278 | Aircraft accidents - number and rate: | |
| Air freight terminals in Continental US | 186 | By type of accident: | |
| Air Materiel Command: | | Continental US | 237,240-241 |
| Accidents, Motor Vehicle | 260,261 | By airplane model | 238-239 |
| Airfields | 185 | Continental US and Overseas | 240-241 |
| Aircraft in storage | 168 | Definitions | |
| Flying time of airplanes | 191-192 | Air Reserve | 285 |
| Housing | 253-255 | Aircraft engines (See engines, aircraft.) | |
| Personnel, civilian | 72 | Aircraft production (See also Acceptances.): | |
| Personnel, military | 46-48 | US Production | 117 |
| ASWAAF Female Medical Specialist | 51 | US Financed Canadian production | 117 |
| Negro | 18,52 | Aircraft wrecked: | |
| Women's Army Corps | 49-50 | Continental US | 237-239 |
| Storage space at depots | 169 | Continental US and Overseas | 240-241 |
| Air Proving Ground Command: | | Aircraft in storage at AMC Installations | 168 |
| Airfields | 185 | Airfields: | |
| Flying time of airplanes | 191,192 | In Continental US | 186 |
| Housing | 253-255 | By air force or command | 185 |
| Personnel, civilian | 72 | Outside Continental US, by location | 186 |
| Personnel, military | 46-48 | Airforce, By: | |
| ASWAAF Female Medical Specialist | 51 | Air National Guard | |
| Negro | 18,52 | | |
| Women's Army Corps | 49,50 | | |
| Accidents, Motor Vehicle | 260,261 | | |
| Air Technical Service Command. (See Air Materiel | | | |
| Command) | | | |

INDEX - Continued

| | PAGE | | PAGE |
|--|-------------|--|-------------|
| Air force by (Contd) | | Airplanes (Contd) | |
| Air National Guard (Contd) | | Flying time (Contd) | |
| Airplanes on hand | 268-269 | By plant, type and model | 193-196 |
| Strength | 263-267 | Overseas by type and by area | 197-214 |
| Units | 263-267 | In storage at AMC installations | 168 |
| Utilization and Maintenance | 270,271 | On hand | |
| Air Reserve | | Continental US | 135-138 |
| Bases and AF BU (RT)s | 274,275 | Active and inactive | 158 |
| Organizations activated | 273 | Gains and losses | 157 |
| Permanent party | 278 | In the USAF | 130-134 |
| Strength | 276-278 | Active and inactive | 158 |
| Training in ADC | 279-284 | Gains and losses | 157 |
| Air Reserve Officers Training Corps | | Overseas | 139-142 |
| Enrollment | 288-293 | Active and inactive | 158 |
| Airframe weight: | | Gains and losses | 157 |
| All factory accepted military airplanes | 119 | Unit cost, average | 112-114 |
| Definition | X | Utilization and maintenance air reserve | 285 |
| Factory accepted Army cognizance airplanes | 118 | Air Reserve: | |
| Airplane acceptances. (See acceptances, airplane) | | Airplanes: | |
| Airplane, combat - Definition | X | Utilization and maintenance | 285 |
| Airplane deliveries. (See deliveries) | | Accident rates | 285 |
| Airplane engine maintenance: | | Hours flown | 285 |
| Man-hours expended, by type of engine | 171 | On hand: | |
| Airplane, excess to requirements (disposition or) | 179,181 | By air force, by type and model | 286,287 |
| Airplane, first line (see also specific type): | | AF BU (RT)s | 286,287 |
| Definition | X | Bases - status of | 274,275 |
| Losses (See airplane losses) | | By air force (See Air Forces) | |
| Airplane losses: | | Direct funding | 294 |
| Continental US and Overseas | 172,173 | Hours flown - | |
| Overseas by area: | | Pilots - inactive duty status | 185 |
| Combat by type | 174,175 | Pilots in training - ADC | 279-284 |
| Combat and non-combat type airplanes | 177 | Organizations activated | 273 |
| Non-combat by type | 176 | Personnel : | |
| Airplane maintenance personnel (see also Training, technical): | | By type | 276 |
| Continental US | 29,30 | By race | 277 |
| In the AAF | 27,28 | By specialty group | 277 |
| Overseas | 31,32 | Permanent party (See ADC) | |
| Air Transport Command | 43,44 | Training (See ADC) | |
| By area | 33-50 | Alaska: | |
| Airplane miles flown by ATC | 242-244 | Airplane arrivals from US | 116 |
| Airplane, military - Definition | X | Airplane losses | |
| Airplane, second-line (see specific type): | | Combat and non-combat airplanes | 177 |
| Definition | X | Airplanes on hand | 155,156 |
| Losses (See airplane losses) | | Aviation fuel consumption of airplanes | 231-233 |
| Airplanes (See also specific types, individual theaters, air forces and commands): | | Definition | X |
| Arrivals from US in overseas areas | 178 | Engines on hand | 167 |
| Authorized for procurement | 110-111 | Flying time of airplanes | 213,214 |
| Aviation Fuel consumption overseas by type and by area | 215-233 | Personnel, military | 53,55 |
| Combat - Definition | X | By specialty | 41,42 |
| Disposition of airplanes excess to requirements | 179-181 | Negro | 58 |
| Factory acceptances | 115,116,117 | Returned to US from | 64,65 |
| Airframe weight - by type | 118,119 | Shipped from US to | 62,63 |
| All military | 117 | Tactical units (groups and squadrons). | 12 |
| Army cognizance | 115 | Alaskan Air Command. (See Alaska) | |
| By plant, type and model | 118 | Appropriations: | |
| Factory deliveries by type and recipient | 120-123 | Direct Cash | 249 |
| Flying time: | | Expenditures from direct appropriations | 249 |
| Continental US | 190-196 | Expenditures from direct appropriations by major project | 250,251,252 |
| By command | 190-192 | Armed and ordnance personnel (see also Training, technical): | |
| Airframe weight: | | Continental US | 29,30 |
| All military | 117 | In the AAF | 27,28 |
| Army cognizance | 115 | Overseas | 31,32 |
| By plant, type and model | 118 | Air Transport Command | 43,44 |
| Factory deliveries by type and recipient | 120-123 | By area | 35-50 |
| Flying time: | | Arms and services officers | 19,20 |
| Continental US | 190-196 | Assembly plants in Continental US | 186 |
| By command | 190-192 | Assistance, casualty | 70 |
| Airframe weight: | | USWAAF - definition | X |
| All military | 117 | | |
| Army cognizance | 115 | | |
| By plant, type and model | 118 | | |
| Factory deliveries by type and recipient | 120-123 | | |

INDEX - Continued

| | PAGE | | PAGE |
|--|-------------------|---|----------|
| Attrition (See elimines and fatalities - training) | | Caribbean Area (Contd) | |
| Automotive personnel: | | Tactical units (groups and squadrons) | 8 |
| Continental US | 30 | Chaplains in Continental US and Overseas | 19,20,70 |
| In the AAF | 28 | Chief Of Staff: | |
| Overseas | 32 | Flying time of airplanes | 192 |
| Air Transport Command | 44 | Chemical officers in Continental US and Overseas | 19,20 |
| By area | 34,36,38,40,42,44 | China Area : | |
| Aviation Cadets: | | Airplane arrivals from US | 178 |
| In the AAF | 23 | Airplane losses | |
| By type of training | 92 | Combat and non-combat airplanes | 177 |
| Awards, civilian | 71 | Airplanes on hand | 147-148 |
| Definitions | XI | Definition | XI |
| Bases. (See airfields and installations) | | Engines on hand | 166 |
| Basic training centers | 186 | Aviation fuel consumption of airplanes | 229-230 |
| Bolling Field Command: | | Flying time of airplanes | 211-212 |
| Definition | XI | Personnel, military | 53-55 |
| Flying time of airplanes | 192 | By specialty | 39,40 |
| Personnel: | | Negro | 58 |
| Military | 46 | Returned to US from | 64 |
| Officers | 47 | Shipped from US to | 62 |
| Enlisted | 48 | Women's Army Corps | 56,57 |
| ASWAAF - Women's Army Corps | 49 | Tactical units (groups and squadrons) | 11 |
| Officers | 50 | China & India-Burma. (See China Area which is used synonymously). | |
| Enlisted | 50 | Civilian personnel (See personnel, civilian) | |
| ASWAAF Medical specialists | 51 | Civilian pay roll (See expenditures) | |
| Negro | 52 | Cognizance (See also Acceptances, airplane deliveries Propellor) | |
| Civilian | 72 | Definition | XI |
| Bombardiers (See also training, flying) | | Colonels: | |
| Continental US | 29 | Continental US and Overseas | 22 |
| In the AAF | 27 | ASWAAF Medical specialists | 26 |
| Overseas | 31 | ASWAAF Nurses | 25 |
| Air Transport Command | 43 | Continental: | |
| By area | 33,35,37,39,41,43 | ASWAAF Nurses | 25 |
| Bombers (See specific type) | | ASWAAF Female Medical specialists | 26 |
| Bombing and gunnery ranges | 186 | Overseas: | |
| Bulk allotment. (see Personnel in bulk allotment units.) | | ASWAAF Nurses | 25 |
| Captains: | | Colored military personnel (See Negro Military Personnel) | |
| Continental US and Overseas | 22 | Combat groups (See Tactical units) | |
| ASWAAF Female medical specialist | 26 | Commanding General: | |
| ASWAAF Nurses | 25 | Personnel: | |
| Women's Army Corps | 24 | Continental US: | |
| Continental: | | Military (Total). | 46 |
| ASWAAF Female medical specialist | 26 | Officers | 47 |
| ASWAAF Nurses | 25 | Enlisted Personnel | 48 |
| Women's Army Corps | 24 | ASWAAF Women's Army Corps | 49 |
| Overseas: | | ASWAAF Women's Army Corps Officers | 50 |
| ASWAAF Nurses | 25 | ASWAAF Women's Army Corps Enlisted Personnel | 50 |
| Women's Army Corps | 24 | ASWAAF Female medical specialist | 51 |
| Cargo carried by ATC | 242-244 | Negro | 52 |
| Caribbean Air Command (See Caribbean Area which is used synonymously): | | Civilian | 72 |
| Definition | | Communications: | |
| Caribbean Area: | | Airplane accidents in Continental US | 238,239 |
| Airplane arrivals from US | 178 | Airplane arrivals (including trainers) from | |
| Airplane losses | | US in overseas areas | 178 |
| Combat and non-combat airplanes | 177 | Airplane losses (including trainers) in overseas areas) | 176-177 |
| Airplanes on hand | 149-151 | Airplanes - authorized for procurement | 111 |
| Engines on hand | 165 | Airplanes - average unit cost | 114 |
| Aviation fuel consumption of airplanes | 223,224 | Airplanes - factory acceptances: | |
| Flying time of airplanes | 205-206 | All military | 116 |
| Personnel, military | 53-55 | By plant and model | 117 |
| By specialty | 35,36 | Airframe weight by type | 119 |
| Returned to US from | 65 | | |
| Shipped From US to | 63 | | |
| Women's Army Corps | 56,57 | | |

INDEX - Continued

| | PAGE | | PAGE |
|--|---------|---|-------------------|
| Communications (Contd) | | Deliveries, propeller, controllable | 129 |
| Airplanes - factory acceptances(Contd) | | Deliveries, propeller, fixed pitch | 129 |
| Army Cognizance | 115 | Army cognizance unit cost | 129 |
| Airframe weight - by type | 118 | Depots in Continental US, by type | 186 |
| Navy cognizance | 117 | Disposition of airplanes excess to require- ments | 179-181 |
| Airplanes - factory deliveries by type and recipient | 120-123 | Disposition of surplus property: Value of items disposed and awaiting action | 258,259 |
| Airplanes on hand | | Dural propellers - factory deliveries | 129 |
| Continental US | 135-138 | Eighth Air Force. (see European Area and European Theater). | |
| In the USAF | 130-134 | Eleventh Air Force. (See Alaska) | |
| Overseas | 139-142 | Eliminees: | |
| By area | 143-156 | Flying training: | |
| Disposition of airplanes excess to requirements | 179-181 | Negro | 93 |
| Flying time of airplanes | | Foreign students trained by AAF | 96 |
| Continental US Command | 190-192 | Total US students | 85-88 |
| Continental US by model | 193-196 | Technical training (including fatalities) | 103-105 |
| Overseas | 197-201 | Emergency rescue squadron - usual composition | 1 |
| By area | 202-218 | Engineer officers in Continental US and Over- seas | 19-20 |
| Aviation fuel consumption of airplanes | | Engineering personnel (see also Training,Technical): | |
| overseas | 215-219 | Continental US | 29 |
| By area | 220-233 | In the AAF | 27 |
| Squadrons: | | Overseas | 31 |
| Continental US | 2-5 | Air Transport Command | 43 |
| Overseas | 2-5 | By area | 33,35,37,39,41,43 |
| By area | 6-12 | Engines, aircraft: | |
| Usual composition | 1 | Average unit cost of USAF procured engines | 128 |
| Communications personnel (See also Training, technical): | | Factory deliveries - by type | 124 |
| Continental US | 29,30 | By plant, by model, and unit horsepower | 125-127 |
| In the AAF | 27,28 | Jet propelled - by type | 124 |
| Overseas | 31,32 | Jet propelled - by plant, by model, and unit power | 127 |
| Air transport Command | 43,44 | Man-hours per major overhaul | 171 |
| By area | 33-42 | On hand, by type and series | 159-160 |
| Composite group - usual composition | 1 | Continental US | 159-160 |
| Construction personnel. (See Utility and construction personnel.) | | Overseas by area | 161-168 |
| Continental Air Forces: | | Operating hours between major overhauls | 170 |
| Airfields | 185 | Enlisted Personnel: | |
| Definition | XI | Assigned to units in Continental US | 55 |
| Housing | 253-255 | Aviation cadets | 21,23 |
| Personnel, civilian | 72 | By air force or command in Continental US | 48 |
| Personnel, military | 46-48 | By function in Continental US | 45 |
| Negro | 52 | By grade | 23 |
| Women's Army Corps | 50 | By location | 15,16 |
| Continental US (see specific command or subject). | | By overseas theater | 55 |
| Contract terminations: | | By specialty | |
| By type of contract - number and value | 256,257 | Continental US | 29,30 |
| Corporals in Continental US and Overseas | 23 | In the AAF | 27,28 |
| Women's Army Corps | 24 | Overseas | 31,32 |
| Cost plus fixed fee contract terminations | 257 | Air Transport Command | 43,44 |
| Crash boat stations in Continental US | 186 | By area | 33-42 |
| Day fighter (See fighter). | | Definition | |
| Deliveries, aircraft engine: | | Enlistments for Regular Army | 17 |
| All military: | | Negro - Continental and Overseas | 18 |
| By plant, by model, by unit horsepower | 125-127 | Not assigned to units | 45 |
| By type | 124 | Returned to US from Overseas | 54,55,64,65 |
| Jet propelled, by plant, by model, by unit power | 127 | Separations | 51,60 |
| Jet propelled by type | 124 | Shipped from US to overseas | 52,53,62,63 |
| Definition | XII | Women's Army Corps | |
| Deliveries, airplanes: | | By grade | 24 |
| All military, by type and recipient | 122,123 | Continental US and overseas | 17 |
| Definition | XII | Enlistments for Regular Army | 17 |
| | | European Area: | |

INDEX - Continued

| | PAGE | | PAGE |
|---|---------|--|---------|
| European Area (contd) | | Flying time of airplane (Contd) | |
| Airplane arrivals from US | 178 | Continental US (Contd) | |
| Airplane losses | | By Model | 193-196 |
| Combat and non-combat airplanes | 177 | Overseas | 197-201 |
| Airplanes on hand | 143-146 | By area | 202-218 |
| Definition | XIII | Aviation Fuel consumption of airplanes | |
| Engines on hand | 161,162 | Overseas | 215-219 |
| Avn. fuel consumption of airplanes | 220-222 | By area | 220-233 |
| Flying time of airplanes | 202-204 | Tactical units (groups and squadrons) | |
| Personnel, military - By specialty | 33,34 | Continental US | 2-5 |
| Tactical units (groups and squadrons) | 6,7 | Overseas | 2-5 |
| | | By area | 6-12 |
| | | Usual composition | 1 |
| European Theater (see also European Area): | | Finance officers in Continental US and over- | |
| Definition | XIII | seas | 19,20 |
| Personnel, military | 53-55 | First Air Force (See also Continental Air | |
| Negro | 58 | Forces): | |
| Returned to US from | 64 | Personnel, civilian | 72 |
| Shipped From US to | 62 | Personnel, Military | 46-48 |
| Women's Army Corps | 56,57 | Negro | 52 |
| Expenditures | 249-252 | Women's Army Corps | 49,50 |
| Facilities, airways and Air Communications, ATC 188 | | First lieutenants in Continental US and | |
| Factory acceptances, (See acceptances) | | Overseas | 22 |
| Factory deliveries. (See deliveries) | | ASWAAF Female medical specialist | 26 |
| Far East Air Forces (See also Pacific Air Command | | ASWAAF Nurses | 25 |
| Pacific Area): | | Women's Army Corps | 24 |
| Definition | XIII | Continental: | |
| Personnel, military | 53-55 | ASWAAF Female medical specialist | 26 |
| Negro | 58 | ASWAAF Nurses | 25 |
| Returned to US from | 64 | Women's Army Corps | 24 |
| Shipped From US to | 62 | Overseas: | |
| Women's Army Corps | 56,57 | ASWAAF Nurses | 25 |
| Fatal accidents : | | Women's Army Corps | 24 |
| Aircraft | 237-239 | Fixed price contract terminations | 256,257 |
| Ground | 67 | Flight officers in Continental US and Overseas | 22 |
| Fatalities: | | Flying time of airplanes: | |
| Due to aircraft accidents | 237-241 | By command | 191-192 |
| In flying training | | By type and model of airplane | |
| Negro | 93 | Continental US | 193-196 |
| Foreign students trained by AAF | 97 | Overseas | 197-201 |
| Total US students | 89-91 | Alaska | 213,214 |
| In technical trainings (Including | | Caribbean | 205-206 |
| fatalities) | 103-105 | China area | 211,212 |
| Fighter: | | European area | 202-204 |
| Airplane accidents in Continental US | 238-239 | Pacific Area | 207-210 |
| Airplane arrivals from US in overseas areas | 178 | In ATC transport operations | 242-244 |
| Airplane losses | | Flying time of Air Reserve Pilots (Inactive | |
| Continental US | 173 | Duty). | 285 |
| Overseas | 173 | Flying training. (See Training, flying) | |
| By area | 174-176 | Foreign flying students trained by AAF: | |
| Total USAF | 172 | Eliminees | 96 |
| Airplanes - authorized for procurement | 110 | Fatalities | 97 |
| Airplanes - average unit cost | 112-113 | Graduates | 95 |
| Airplanes - factory acceptances | | Under instruction | 94 |
| All military, by type | 116 | Fourth Air Force (See also Continental Air | |
| By plant and model | 117 | Forces): | |
| Airframe weight by type | 119 | Personnel, civilian | 72 |
| Army cognizance | 115 | Personnel, military | 46-48 |
| Airframe weight by type | 118 | Negro | 52 |
| Navy cognizance | 117 | Women's Army Corps | 49,50 |
| Airplanes - factory deliveries by type and | | Fuel consumption, aviation - Overseas: | |
| recipient | 120-123 | By type and model of airplane | 215-219 |
| Airplanes in storage at AMC installations | 168 | Alaska | 231-233 |
| Airplanes on hand | | Caribbean area | 223,224 |
| Continental US | 135-138 | China area | 229,230 |
| In the USAF | 130-134 | European Area | 220-222 |
| Overseas | 139-142 | Pacific area | 225-228 |
| By area | 143-156 | | |
| Disposition of excess to requirements | 179-181 | | |
| Flying time of airplanes | | | |
| Continental US By command | 190-192 | | |

INDEX - Continued

| PAGE | PAGE |
|--|----------|
| Fuel - aviation, issued in Continental US by octane rating | 234-236 |
| Gains and losses - Airplane (See Airplanes) | |
| Generals in Continental US and Overseas | 22 |
| Geodetic control squadron - usual composition . . . | 1 |
| Graduates from training: | |
| Flying training | |
| Negro | 92 |
| Foreign students trained by AAF | 95 |
| Total US students | 81-84 |
| Technical training | 100-102 |
| Ground accidents - military and civilian personnel: | |
| Number and rate of injuries in Continental US | 67 |
| Motor vehicle in Continental US | 260 |
| Groups, combat (See Tactical units). | |
| Gunners, aerial (See also Training, flying): | |
| Continental US | 29,30 |
| In the AAF | 27,28 |
| Overseas | 31,32 |
| Air Transport Command | 43,44 |
| By area | 33-42 |
| Heavy Bomber: | |
| Airplane accidents in Continental US | 238,239 |
| Airplane arrivals from US in overseas areas | 178 |
| Airplane losses | |
| Continental US | 173 |
| Overseas | 173 |
| By area | 174-176 |
| Total USAF | 172 |
| Airplanes - authorized for procurement | 110 |
| Airplanes - average unit cost | 112 |
| Airplanes - factory acceptances | |
| All military by type | 116 |
| By plant and model | 117 |
| Airframe weight - by type | 119 |
| Army cognizance | 115 |
| Airframe weight - by type | 118 |
| Airplanes - factory deliveries by type and recipient | 120-123 |
| Airplanes in storage at AMC installations | 168 |
| Airplanes on hand | |
| Continental US | 135-138 |
| In the AAF | 130-134 |
| Overseas | 139-142 |
| By area | 143-156 |
| Disposition of excess to requirements | 179-181 |
| Flying time of airplanes | |
| Continental US | 190-193 |
| By command | 190-192 |
| By modal | 193-196 |
| Overseas | 197-201 |
| By area | 202-214 |
| Fuel consumption aviation of airplanes | |
| overseas | 215-219 |
| By area | 220-233 |
| Tactical units (groups and squadrons) | |
| Continental US | 2-5 |
| Overseas | 2-5 |
| By area | 6-12 |
| Helicopter (see also Communications, Training, Flying): | |
| Usual composition of squadron | 1 |
| Hospital dietitians in Continental US | 26,51 |
| Hospitals in Continental US: | |
| Admissions of military personnel to | 68,69 |
| By type | 186 |
| Hours flown (See also Flying time): | |
| By ATC in transport operations | 242-244 |
| Housing in Continental US, by air force or command: | |
| Existing capacity, reserved or occupied | 253-255 |
| Injuries: | |
| To civilian personnel | 67 |
| To military personnel | 67,68,69 |
| Installations in Continental US: | |
| By major type | 186 |
| Jet propelled engines -factory deliveries | 124-127 |
| Liaison (See also Communications, training, Flying): | |
| Usual composition of squadron | 1 |
| Lieutenant colonels in Continental US and Overseas | 22 |
| Continental: | |
| ASMAAF Female medical specialist | 26 |
| ASWAAF Nurses | 25 |
| Women's Army Corps | 24 |
| Overseas: | |
| ASWAAF Nurses | 25 |
| Women's Army Corps | 24 |
| Lieutenants. (See First and Second lieutenants) | |
| Light bomber, (See medium and light bomber) | |
| Liquid cooled engines - factory deliveries | 124 |
| Losses (See airplane losses) | |
| Mail carried by ATC in tons | 242-244 |
| Majors in Continental US and Overseas | 22 |
| Continental US: | |
| ASWAAF Female medical specialist | 26 |
| ASWAAF Nurses | 25 |
| Women's Army Corps | 24 |
| Overseas: | |
| ASWAAF Nurses | 25 |
| Women's Army Corps | 24 |
| Maintenance (See engines, aircraft) | |
| Major aircraft accidents (See also Aircraft Accidents): | |
| Definition | I |
| Master sergeants in Continental US and Overseas | 23 |
| Women's Army Corps | 24 |
| Medical air evacuation operations - Air Transport Command | 245 |
| Medical officers in Continental US and Overseas | 19,20 |
| Medical personnel: | |
| Continental US | 29-30 |
| In the AAF | 27-28 |
| Overseas | 31-33 |
| Air Transport Command | 43,44 |
| By area | 33-42 |
| Medical Specialists ASWAAF Female: | |
| Continental US : | |
| By grade | 18 |
| By command | 51 |
| Mediterranean Theater (See also European area): | |
| Definition | XII |
| Personnel, military | 33-35 |
| Negro | 58 |

INDEX - Continued

| | PAGE | PAGE |
|---|-------------------|------|
| Mediterranean Theater (Contd) | | |
| Personnel, Military (Contd) | | |
| Returned to US from | 64 | |
| Shipped from US to | 62 | |
| Women's Army Corps | 56,57 | |
| Medium and Light bomber: | | |
| Airplane accidents in Continental US | 238,239 | |
| Airplane arrivals from US in overseas areas | 178 | |
| Airplane losses: | | |
| Continental US | 173 | |
| Overseas | 173 | |
| By area | 174-176 | |
| Total USAF | 172 | |
| Airplanes - authorized for procurement | 110 | |
| Airplanes - average unit cost | 112 | |
| Airplanes - factory acceptances | | |
| All military - by type | 116 | |
| By plant and model | 117 | |
| Airframe weight | 119 | |
| Army cognizance | 115 | |
| Airframe weight by type | 118 | |
| Navy cognizance | 117 | |
| Airplanes - factory deliveries by type and recipient | 120-123 | |
| Airplanes in storage in AMC installations | 168 | |
| Airplanes on hand | | |
| Continental US | 135-138 | |
| In the USAF | 130-134 | |
| Overseas | 139-142 | |
| By area | 143-156 | |
| Disposition of excess to requirements | 179-181 | |
| Flying time of airplanes | | |
| Continental US | 190-193 | |
| By command | 190-192 | |
| By model | 193-196 | |
| Overseas | 197-201 | |
| By area | 202-214 | |
| Fuel consumption operations of airplanes | | |
| overseas | 215-219 | |
| By area | 220-233 | |
| Tactical units (groups and Squadrons) | | |
| Continental US | 2-5 | |
| Overseas | 2-5 | |
| By area | 6-12 | |
| Usual composition (Light bomber) | 1 | |
| Military personnel (See personnel, military) | | |
| Military Police officers in Continental US and Overseas | 19,20 | |
| Minor aircraft accidents (See also Aircraft Accidents): | | |
| Definition | X | |
| Modification centers in Continental US | 186 | |
| Motor Vehicle accidents (By command) | 260,261 | |
| National Guard, Air: | | |
| Airplanes on hand | | |
| By air force | 268 | |
| By type and model | 269 | |
| By air force (See air force) | | |
| Direct funding | 294 | |
| Flying time | 272 | |
| Number of units | 363-367 | |
| Personnel strength | 363-367 | |
| Utilization and maintenance | 270,271 | |
| Navigators (See also Training, Flying): | | |
| Continental US | 29 | |
| In the AAF | 27 | |
| Overseas | 31 | |
| Air Transport Command | 43 | |
| By area | 33,35,37,39,41,43 | |
| Negro flying training students: | | |
| Eliminees and fatalities | 93 | |
| Graduates | 92 | |
| Under instruction | 92 | |
| Negro military personnel: | | |
| Continental US | 18 | |
| By air force or command | 52 | |
| By type | 18 | |
| Overseas | 18 | |
| By theater | 58 | |
| By type | 18 | |
| Night fighter (See also fighter): | | |
| Usual composition of squadron | 1 | |
| Ninth Air Force (See European Area and European Theater). | | |
| Non-specialists: | | |
| Continental US | 29,30 | |
| In the AAF | 28 | |
| Overseas | 32 | |
| Air Transport Command | 44 | |
| By area | 34,36,38,40,42,44 | |
| Nurses (ASWAAF): | | |
| Continental US and Overseas | 25 | |
| Octane rating: | | |
| Issues of aviation fuel in Continental US by | 236 | |
| Issues of aviation fuel by command by | 234,235 | |
| Office space rented in Continental US | 186 | |
| Officers: | | |
| Assigned to units in Continental US | 45 | |
| By air force or command in Continental US | 47 | |
| By arm or service | 19-20 | |
| By function in Continental US | 45 | |
| By grade | 22 | |
| By location | 15,16 | |
| By overseas theater | 54 | |
| By specialty | | |
| Continental US | 29 | |
| In the AAF | 27 | |
| Overseas | 31 | |
| Air Transport Command | 43 | |
| By area | 33,35,37,39,41,34 | |
| Negro - Continental US and Overseas | 18 | |
| Not assigned to units | 45 | |
| Returned to US from overseas | 64-65 | |
| Separations | 60 | |
| Shipped from US to overseas | 62,63 | |
| Women's Army Corps | | |
| By grade | 24 | |
| Continental US and overseas | 17 | |
| Offenses (Civilian and military) | 66 | |
| Operations officers: | | |
| Continental US | 29 | |
| In the AAF | 27 | |
| Overseas | 31 | |
| Air Transport Command | 43 | |
| By area | 33,35,37,39,41,43 | |
| Ordnance officers in Continental US and Overseas | 19,20 | |
| Ordnance personnel. (See armament and ordnance Personnel). | | |
| Overseas. (See specific area or subject). | | |
| Pacific Air Command, US Army (See also Pacific Area): | | |

INDEX - Continued

| | PAGE | | PAGE |
|---|---------|--|-------------------|
| Pacific Air Command (Contd) | | Personnel, military (Contd) | |
| Definition | XIII | By overseas theater | 53-55 |
| Personnel, military | 53-55 | By specialty | |
| Negro | 58 | Continental US | 29,30 |
| Returned to US from | 65 | In the AAF | 27,28 |
| Shipped from US to | 63 | Overseas | 31,32 |
| Women's Army Corps | 56 | Air Transport Command | 43,44 |
| | | By area | 33-42 |
| Pacific Area: | | By type | 15,16,17 |
| Airplane arrivals from US | 178 | Enlisted. (see Enlisted Personnel) | |
| Airplane losses | | Negro | |
| Combat and non-combat airplanes | 177 | Continental US | 18 |
| Airplanes on hand | 152-154 | By air force or command | 52 |
| Definition | XIII | By type | 18 |
| Engines on hand | 164,165 | Overseas | 18 |
| Flying time of airplanes | 207-210 | By theater | 58 |
| Aviation fuel consumption of airplanes | 229-228 | By type | 18 |
| Personnel, military - by specialty | 37,38 | Not assigned to units | 45 |
| Tactical Units (groups and squadrons) | 9,10 | Strength and percent of US Army strength | 14 |
| | | Officers (See officers). | |
| Pacific Ocean Areas (See also Far East Air Forces, Pacific Air Command, Pacific Area): | | Returned to US from Overseas | 64,65 |
| Definition | XIII | Separations | 60 |
| Personnel, military | 53-55 | Shipped from US to overseas | 62,63 |
| Negro | 58 | ASWAAF female medical specialist | 26,51 |
| Returned to US from | 65 | ASWAAF Nurses | 25 |
| Shipped from US to | 63 | Women's Army Corps (ASWAAF) | |
| Women's Army Corps | 56 | By grade | 24 |
| | | By type | 17 |
| Passenger miles flown by ATC | 242-244 | Continental US | 17 |
| Passengers carried by ATC | 242-244 | By air force or command | 49-50 |
| Patient miles flown by ATC | 245 | By type | 17 |
| Patients evacuated by ATC | 245 | Overseas | 17 |
| | | By theater | 56,57 |
| Patrol Bomber: | | By type | 17 |
| Airplane acceptances - Navy cognizance | 118 | Personnel not assigned to units in Continental US by function | 45 |
| Peak strength - World-wide | 16 | Personnel returned to US from Overseas | 64,65 |
| Personnel assigned to units in Continental US: | | Personnel shipped from US to overseas | 62,63 |
| By type of unit | 45 | Physical therapy aides | 26,51 |
| Personnel, by specialty. (See personnel military:Officers: Enlisted personnel: Specific specialty). | | Pilots (See also Training, Flying): | |
| Personnel, civilian - in Continental US: | | Continental US | 29,30 |
| Accessions and separations - cause and rate | 74,75 | Glider | 29,30 |
| By air force or command | 72 | In the AAF | 27 |
| Graded and ungraded | 73 | Overseas | 31 |
| With veteran's preference | 73 | Air Transport Command | 43 |
| Accessions and separations | 73 | By area | 33,35,37,39,41,43 |
| Personnel Distribution Command: | | Ports of aerial embarkation in Continental US | 186 |
| Airfields | 185 | Privates in Continental US and Overseas | 23 |
| Housing | 253-255 | Women's Army Corps | 24 |
| Personnel, civilian | 72 | Privates, first class in Continental US and Overseas | 23 |
| Personnel, military | 46-48 | Women's Army Corps | 24 |
| Negro | 52 | Procurement - airplanes authorized for | 110-111 |
| Women's Army Corps | 49,50 | Unit cost average | 112-114 |
| Personnel in bulk allotment units in Continen- tal US | 45 | Engines, aircraft unit cost | 118 |
| Personnel in T/O&E units in Continental US | 45 | Propellers - factory deliveries | 129 |
| Personnel in training (See Training, Flying and technical.) | | Proving Ground Command (See AAF Center and Air Proving Ground Command). | |
| Personnel, military: | | Quartermaster officers in Continental US and overseas | 19,20 |
| Assigned to units in Continental US | 45 | Radar personnel (See also training, technical): | |
| By air force or command in Continental US | 46 | Continental US | 29,30 |
| By function in Continental US | 45 | In the AAF | 27,28 |
| By grade | 22,23 | Overseas | 31,32 |
| By location | 15,16 | Air Transport Command | 43,44 |
| | | By area | 33-42 |

INDEX - Continued

| | PAGE | | PAGE |
|--|---------|---|-------------|
| Reconnaissance: | | Separations: | |
| Airplane accidents in Continental US . . . | 238,239 | Officers and enlisted personnel | |
| Airplane arrivals from US in overseas areas . | 178 | By cause | 60 |
| Airplane losses overseas | | By center from which separated | 60 |
| By area | 174-176 | Sergeants in Continental US and Overseas | 23 |
| Airplanes - authorized for procurement . . . | 110 | Women's Army Corps | 24 |
| Airplanes - average unit cost | 113 | Seventh Air Force. (See Pacific Ocean Areas) | |
| Airplanes - factory acceptances | | Signal officers in Continental and overseas. . . | 19,20 |
| All military by type | 116 | Sixth Air Force (See Caribbean Area) | |
| By plant and model | 117 | Specialists. (See specific specialty) | |
| Airframe weight by type | 119 | Staff sergeants in Continental US and Overseas . . | 23 |
| Army cognizance | 115 | Women's Army Corps | 24 |
| Airframe weight by type | 118 | Steel propellers - factory deliveries | 129 |
| Navy cognizance | 117 | Storage space at AMC depots in Continental US . . | 169 |
| Airplane - factory deliveries by type | | Strategic Air Command: | |
| and recipient | 120-123 | Accidents, motor vehicle | 260,261 |
| Airplanes on hand | | Airfields | 185 |
| Continental US | 135-138 | Flying time of airplanes | 190-192 |
| In the USAF | 130-134 | Housing | 253-255 |
| Overseas | 139-142 | Personnel, civilian | 72 |
| By area | 143-156 | Personnel, military | 46-48 |
| Disposition of excess to requirements | 179-181 | ASWAAF Female medical specialist | 51 |
| Flying time of airplanes | | Negro | 52 |
| Continental US | 190-196 | Women's Army Corps | 50 |
| By command | 190-192 | Students and recruits (See also Training, flying | |
| By model | 193-196 | and technical): | |
| Overseas | 197-201 | Continental US | 45 |
| By area | 202-214 | Students under unstruction: | |
| Aviation fuel consumption of airplanes | | Flying training | 78,80,92,94 |
| overseas | 215-219 | Technical training | 98,99 |
| By area | 220-233 | Suggestions, civilian and military | 71 |
| Tactical units (groups and squadrons) | | Supply personnel: | |
| Continental US | 2-5 | Continental US | 29,30 |
| Overseas | 2-5 | In the AAF | 27,28 |
| By area | 6-12 | Overseas | 31,32 |
| Usual composition | 1 | Air Transport Command | 43,44 |
| Redistribution stations in Continental US . . . | 186 | By area | 33-42 |
| Reserve, Air (See Air Reserve) | | Surplus property disposition | 258,259 |
| Respiratory diseases | 68,69 | Tactical Air Command: | |
| Returnee personnel in Continental US | 64,65 | Airfields | 185 |
| Reserve officers training Corps, Air (ROTC) | | Flying time of airplanes | 190-192 |
| Student enrollment | 288-293 | Housing | 253-255 |
| Basic (Courses) | 288-293 | Personnel, civilian | 72 |
| Advanced (Courses) | 288-293 | Personnel, military | 46-48 |
| By air force, (See air force) | | ASWAAF Female medical specialist | 51 |
| Direct funding | 294 | Negro | 52 |
| Rotary wing (See Communications and Helicopter). | | Women's Army Corps | 50 |
| Savings, estimates | 71 | Tactical units (groups and squadrons): | |
| Schools in Continental US by type | 186 | By type | |
| Scrap and other (See disposition of airplanes | | Continental US | 2-5 |
| excess). | | Overseas | 2-5 |
| Second Air Force(See also Continental Air Forces): | | Alaska | 12 |
| Personnel, civilian | 72 | Caribbean Area | 8 |
| Personnel, military | 46-48 | China Area | 11 |
| Negro | 52 | European Area | 6,7 |
| Women's Army Corps | 49,50 | Pacific Area | 9-10 |
| Second Lieutenants in Continental US and | | Definition | XIV |
| overseas | 22 | Usual composition | 1 |
| Continental US | | Targets (See Acceptances, special purpose aircraft) | |
| ASWAAF Female medical specialists | 26 | Technical Sergeants in Continental US and | |
| ASWAAF Nurses | 25 | Overseas | 23 |
| Women's Army Corps | 24 | | |
| Overseas | | | |
| ASWAAF Nurses | 25 | | |
| Women's Army Corps | 24 | | |
| Separate squadrons (See tactical units) | | | |

INDEX - Continued

| PAGE | PAGE |
|--|---------|
| Technical sergeants (Contd) | |
| Women's Army Corps | 24 |
| Technical training (See training, technical) | |
| Tenth Air Force (See China Area) | |
| Third Air Force (See also Continental Air Forces): | |
| Personnel, civilian | 72 |
| Personnel, military | 46-48 |
| Negro | 52 |
| Women's Army Corps | 50 |
| Thirteenth Air Force (See Far East Air Forces) | |
| Ton miles flown by ATC | 242-244 |
| Tons of cargo carried by ATC | 242-244 |
| Tow target squadron -usual composition | 1 |
| Trainer airplanes: | |
| Accidents in Continental US | 239 |
| Arrivals (including communications) from US in overseas areas | 178 |
| Average unit cost | 114 |
| Authorized for procurement | 111 |
| Factory acceptances | |
| All military by type | 116 |
| By plant and model | 117 |
| Airframe weight - by type | 119 |
| Navy cognizance | 117 |
| Factory Deliveries by type and recipient | 120-123 |
| Disposition of excess of requirements | 179-181 |
| Flying time | |
| Continental US | 190-196 |
| By command | 190-192 |
| By model | 193-196 |
| Overseas | 197-201 |
| By area | 202-214 |
| Aviation Fuel consumption overseas | 215-219 |
| By area | 220-233 |
| In storage at AMC installations | 168 |
| Losses overseas (including communications) | 173 |
| On hand | |
| Continental US | 135-138 |
| In the USAF | 130-134 |
| Overseas | 139-142 |
| By area | 143-156 |
| Training Command (See Air Training Command). | |
| Training flying: | |
| Aviation Cadets (See type of Personnel) | |
| By course | |
| Negro students | |
| Eliminees and fatalities | 93 |
| Graduates | 92 |
| Under instruction | 92 |
| Foreign students trained by AAF | |
| Eliminees | 96 |
| Fatalities | 97 |
| Graduates | 95 |
| Under instruction | 94 |
| Total US students | |
| Eliminees | 85-89 |
| Fatalities | 89-91 |
| Graduates | 81-84 |
| Under instruction, by type of course | 78-80 |
| Definition of pre-flight, primary, etc. | XIV |
| Training Air Materiel Command: | |
| By course | |
| Eliminees | 106 |
| Graduates | 106 |
| Students under instruction | 106 |
| Training Air University: | |
| Training Air University (Contd) | |
| By course | |
| Eliminees and fatalities | 106 |
| Graduates | 106 |
| Students under instruction | 106 |
| Training, technical: | |
| Aviation Cadets(See type of Personnel) | |
| By course | |
| Eliminees | 103-105 |
| Graduates | 100-102 |
| Students under instruction | 98-99 |
| Transfers (See disposition of airplane excess) | |
| Transport operations - Air Transport Command: | |
| Domestic | 243 |
| International | 244 |
| Total | 243 |
| Transport or Troop carrier: | |
| Airplane accidents in Continental US | 239 |
| Airplane arrivals from US in overseas areas | 178 |
| Airplane losses overseas | |
| By area | 174-176 |
| Airplanes - authorized for procurement | 110,111 |
| Airplanes - average unit cost | 113 |
| Airplanes - factory acceptances | |
| All military by type | 116 |
| By plant and model | 117 |
| Airframe weight by type | 119 |
| Army Cognizance | 115 |
| Airframe weight by type | 118 |
| Navy cognizance | 117 |
| Airplane - factory deliveries by type and recipient | 120-123 |
| Airplanes in storage at AMC installations | 168 |
| Airplanes on hand | |
| Continental US | 135-138 |
| In the USAF | 130-134 |
| Overseas | 139-142 |
| By area | 143-156 |
| Disposition of excess to requirements | 179-181 |
| Flying time of airplanes | |
| Continental US | 190-196 |
| By Command | 190-192 |
| By model | 193-196 |
| Overseas | 197-201 |
| By area | 202-214 |
| Aviation Fuel consumption of airplanes overseas | 215-219 |
| By area | 220-233 |
| Tactical Units (groups and squadrons) | |
| Continental US | 2-5 |
| Overseas | 2-5 |
| By area | 6-12 |
| Usual composition | 1 |
| Troop Carrier (See transport) | |
| Troop Carrier Command (See also Continental Air Forces): | |
| Personnel, civilian | 72 |
| Personnel, military | 46-48 |
| Negro | 52 |
| Women's Army Corps | 50 |
| Twelfth Air Force (See Mediterranean Theater) | |
| Twentieth Air Force (See also China Area, Pacific Air Command, Pacific Area) | |
| Definition | XIV |
| Personnel, military | 53-55 |
| Negro | 58 |
| Returned to US from | 64 |
| Shipped from US to | 62 |
| Women's Army Corps | 56-57 |

INDEX - Continued

| PAGE | PAGE |
|--|-------------------|
| Twentieth Bomber Command (See China Area and Twentieth Air Force) | |
| Twenty-first Bomber Command (See Pacific Air Command, Pacific Area, Twentieth Air Force) | |
| Utility and construction personnel: | |
| Continental US | 29,30 |
| In the AAF | 28 |
| Overseas | 32 |
| Air Transport Command | 44 |
| By area | 34,36,38,40,42,44 |
| Unit cost: | |
| Airplanes | 112-114 |
| Engines | 128 |
| USASTAF (See Twentieth Air Force) | |
| Veneral diseases | 68-69 |
| Very Heavy Bomber: | |
| Airplane accidents in Continental US . . | 238,239 |
| Airplane arrivals from US in overseas areas . | 178 |
| Airplane losses | |
| Continental US | 173 |
| Overseas | 173 |
| By area | 174-176 |
| Total USAF | 172 |
| Airplanes - authorized for procurement . . | 110 |
| Airplanes - average unit cost | 112 |
| Airplanes - factory acceptances | |
| All military by type | 116 |
| By plant and model | 117 |
| Airframe weight by type | 119 |
| Army cognizance | 115 |
| Airframe Weight by type | 118 |
| Airplanes - factory deliveries by type and model | 120-123 |
| Very Heavy Bombers (Contd) | |
| Airplanes in storage in AMC installations . . . | 163 |
| Airplanes on hand | |
| Continental US | 135-138 |
| In the USAF | 130-134 |
| Overseas | 139-142 |
| By area | 143-156 |
| Flying time of airplanes | |
| Continental US | 190-196 |
| By command | 190-192 |
| By model | 193-196 |
| Overseas | 197-201 |
| By area | 202-214 |
| Aviation fuel consumption of airplanes overseas | 215-219 |
| By area | 220-230 |
| Tactical units (groups and squadrons) | |
| Continental US | 2-5 |
| Overseas | 2-5 |
| By area | 6-12 |
| Usual composition | 1 |
| WAC Personnel (See Women's Army Corps) | |
| Warrant Officers in Continental US and Overseas . | 22 |
| Continental US | |
| ASWAAF Female medical specialist | 26 |
| ASWAAF Nurses | 25 |
| Women's Army Corps | 24 |
| Overseas | |
| ASWAAF Nurses | 25 |
| Women's Army Corps | 24 |
| Women's Army Corps (ASWAAF) | |
| By grade | 24 |
| By type | 17 |
| Continental US | 17 |
| By air force or command | 49-50 |
| By type | 17 |
| Overseas | 17 |
| By theater | 56-57 |
| By type | 17 |
| Wood Propellers Factory deliveries | 129 |

