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Classification changed to

16 JUL 1946

by authority G-2, WDGS

by Ray M. Stroupe

RAY M. STROUPE

Capt., Inf.

For

Command & General Staff School Manual

The Joint Chiefs of Staff agreed that a Strategic Army Air Force should be created so the Twentieth Air Force was organized on 4 April 1944 under the Joint Chiefs of Staff with General Arnold as Commanding General and executive agent to carry out the directives of the JCS for the employment of VLR Bomber Force. Major decisions relative to deployment and mission, including objectives, are made by the Joint Chiefs of Staff and executed by the Commanding General of the Twentieth Air Force. *must be 1943*

Besides the Joint Chiefs of Staff and the Commanding General, the Headquarters of the Twentieth Air Force was set up in Washington with a General Officer as Chief of Staff, a Deputy Chief of Staff for Administration and a Deputy Chief of Staff for Operations. (See Charts A and B.)

The Joint Chiefs of Staff decide what industries shall be attacked. These are very broad in scope and very general in choice. These directives are interpreted and evaluated by the Headquarters of the Twentieth Air Force according to the day to day changing aspects of the war and issued by directive to the Bomber Commands in phase with the rest of the war. These directives establish priority of targets and desired rate of operations. With the information submitted by the Headquarters, Twentieth Air Force, the Bomber Commands carry out the job.

The Theatre or Area Commander provides logistic support to the component or components of the Twentieth Air Force operating from his area. He

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is also responsible for the establishment of administrative policies which are equitable and uniform throughout his area as a whole. The Theater or Area Commander is responsible for local coordination of operations to insure against conflicts or interference between forces in the Theatre—all of whom operate under a general directive from the JCS.

The Twentieth Air Force is responsible for third echelon supply; that is, storage at airdrome and distribution to units based thereon, fourth echelon maintenance and distribution for air technical supplies, their own administration, personnel functions and the normal responsibilities of command. The Theatre responsibilities are fourth and fifth echelon supply, which include delivery from the Continental U. S. to advance depots in the Bomber Command area; fourth and fifth echelon maintenance and reclamation for all arms and services except as provided by the Twentieth Air Force. Hospitalization and evacuation is provided as well as port facilities, construction, local security and base defense.

Each Bomber Command is as adequately staffed for combat operations as is any normal Air Force and functions in a similar manner.

The Twentieth Air Force has three Bomber Commands. The XX Bomber Command was activated on *20 NOVEMBER 43* and is based in India. The other two Bomber Commands have been activated. The XX Bomber Command has one Wing with four Groups. One of the additional Bomber Commands will have three Wings with four Groups each; the other will have two Wings.

Each Bomber Command is set up like a separate Air Force. It has complete administrative and operational headquarters and is equipped to carry

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out all the functions necessary to the conduct of bombardment operations. Each Bomber Command is a unit of strategic significance, but the basic tactical and administrative unit is the Wing which consists of four Groups. The major combat unit of VLR bombardment is the Group. Each Group consists of three Squadrons.

Besides the Tactical Groups in the organization of the B-29's, each unit is further broken down into three Squadrons per Group which are manned and equipped to perform their own administrative functions and also first and second echelon supply and maintenance. This constitutes just half of the team. The other half is the Service Group Special. This Service Group is inseparably teamed with its combat group. The B-29 commands are supported by one or more depot groups. They are designated and operate as Twentieth Air Force depots so the mobility of the Twentieth Air Force Commands can be retained. These depots can and do serve other units in the area and are closely tied in with local Air Service Commands.

The crew of the B-29 is similar to the crew of a heavy bomber with the exception of one additional crew member, the flight engineer. He is charged with aiding the pilot to get the most out of the engines. The authorized B-29 combat crew is as follows:

- 1 - Airplane commander, pilot, SSN 1093
- 1 - Officer, co-pilot, SSN 1093
- 1 - Officer, navigator, SSN 1034
- 1 - Officer, bombardier, SSN 1035
- 1 - Officer, radar observer-bombardier, SSN 1042
(who may also be qualified as pilot)
- 1 - Officer, a/c observer-flight engineer, SSN 1028
(who may also be qualified as pilot)
- 1 - Enlisted man, remote control turret mechanic-gunner, SSN 580
- 1 - Enlisted man, aerial gunner, SSN 611
- 1 - Enlisted man, armor gunner, SSN 612
- 1 - Enlisted man, radar operator-mechanic, SSN 2756
- 1 - Enlisted man, electrical mechanic-gunner, SSN 1685

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HEADQUARTERS, TWENTIETH AIR FORCE
 OFFICE OF THE COMMANDING GENERAL
 WASHINGTON 25, D. C.

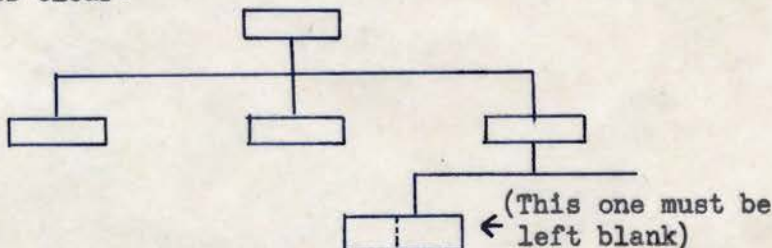
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7 November 1944

Lt. Colonel Van Dine
 Command and General Staff School
 Fort Leavenworth, Kansas

Dear Colonel Van Dine:

I have one correction that must be made in the chart I gave you, Command and Control, USAAF (VLR). The right hand side of the box that contains COMGEN AAF, PAC. OCEAN AREA must be blanked out as that still carries a higher classification. I hope this is clear.



I trust you have not had this photostated yet so you will not be put to too much work.

Did you receive the dates I sent you?

Sincerely,

Bee G Rosenberg

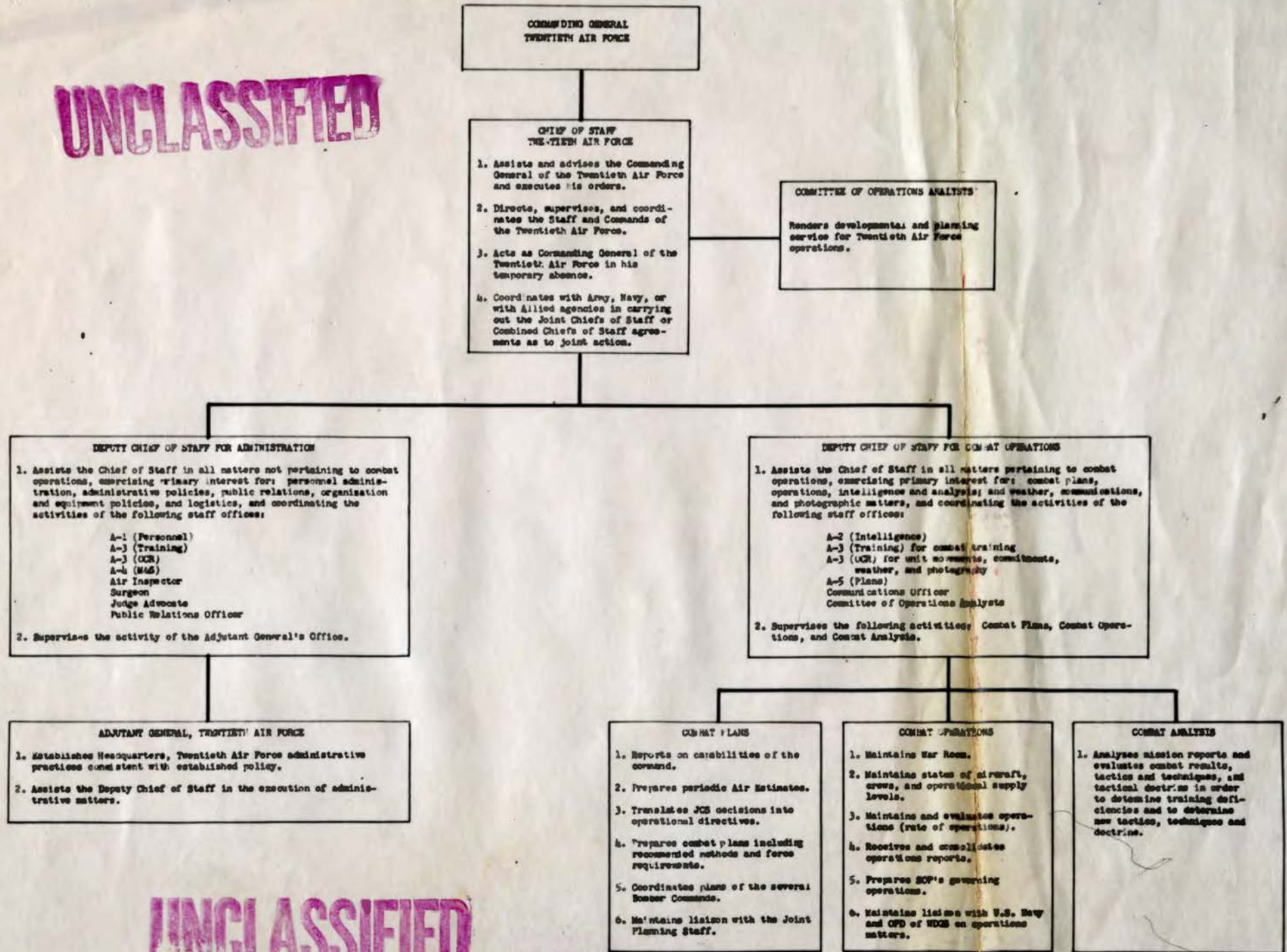
BEE G. ROSENBERG
 Captain, A.C.

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THIRTY DAY REQUIREMENTS TO SUPPORT A VLR WING

Units	TO/E	Date	Off	WO	EM	Total	Class I		Class II		Class III		Class III-E ⁽¹⁾		Class IV ⁽²⁾		Class V		Class V A/C Ammo		Total all Classes		Aviation Fuel	
							L/T	MS/T	L/T	MS/T	L/T	MS/T	L/T	MS/T	L/T	MS/T	L/T	MS/T	L/T	MS/T	L/T	MS/T	L/T	MS/T
1 - Bomb Wg, Hq & Hq Sq	1-160-1		86	2	136	224	19	28	9	28	25	41			46	103	16	14			115	214		
1 - Sig Co Wg	11-247	1 Jul 42	7	0	119	126	10	16	5	16	14	23			26	58	9	8			64	121		
4- Bomb Gp, Hq & Hq Sq VH	1-112	29 Jun 44	30	1	74	420	35	52	17	53	46	77			87	193	29	26			214	401		
12 - Bomb Sq VH	1-167	17 Apr 44	122	0	527	7,788	649	969	324	985	861	1,435	622	651	1,613	3,585	539	488	2,458	3,120	7,066	11,233	5,400,000	128,571
4 - Service Gp, Hq & Base Service Sq	1-452 T	15 Apr 44	26	1	285	1,248	104	155	52	158	138	230			258	575	86	78			638	1,196		
4 - Materiel Sq	1-458 T	15 Apr 44	7	1	132	560	47	70	23	71	62	103			116	258	39	35			287	537		
4 - Engineering Sq	1-457 T	15 Apr 44	11	1	246	1,032	86	128	43	131	114	190			214	475	71	65			528	989		
4 - Photo Lab Gp	1-119	15 Jul 44	1	0	20	84	7	10	3	11	9	15			17	39	6	5			42	80		
1 - Chemical Co, Air Operations	3-457	13 Oct 44	4	0	130	134	11	17	6	17	15	25			28	62	9	8			69	129		
1 - Air Depot Gp, Hq & Hq Sq	1-852	20 Jan 44	25	0	165	190	16	24	8	24	21	35			39	87	13	12			97	182		
1 - Depot Supply Sq	1-858	25 Nov 43	7	0	124	131	11	16	5	17	14	24			27	60	9	8			66	125		
1 - Depot Repair Sq	1-857	15 Dec 43	13	0	356	369	31	46	15	47	41	68			76	170	26	23			189	354		
1 - Med Supply Flat	8-497	26 Jul 43	2	0	19	21	2	3	1	3	2	4			4	10	1	1			10	21		
1 - QM Plat AD Gp	10-427	17 Sep 43	2	0	22	24	2	3	1	3	3	4			5	11	2	2			13	23		
2 - QM Trk Co, Avn	10-517	18 Aug 43	3	0	99	204	17	25	8	26	23	38			42	94	14	13			104	196		
1 - Sig Co Depot Avn	11-287	11 Apr 44	9	1	179	189	16	24	8	24	21	35			39	87	13	12			97	182		
Engr Avn Bn, Sig Const Bn Avn & Theater Overhead						876	73	109	36	111	97	161			181	403	61	55			448	839		
Total						13,620	1,136	1,695	564	1,725	1,506	2,508	622	651	2,818	6,270	943	853	2,458	3,120	10,047	16,822	5,400,000	128,571

- (1) Aviation oil & grease only.
- (2) Includes Engr construction materiel.

Basis of Computation:

4 Bombing sorties per month per U/E Aircraft.
 1 Non-bombing sortie per month per U/E Aircraft.
 15 Hours non-operational flying per U/E Aircraft.
 Aviation fuel consumption 500 gallons per hour.
 Air Corps ammunition expenditure - Planning Factors, 1 May 1944 (Tab A)
 Class I Supply .0833 L/T & .1244 MS/T per man per month overall average.
 Class II Supply .04165 L/T & .12649 MS/T per man per month overall average.
 Class III Supply .1106 L/T & .1843 MS/T per man per month overall average.
 Class IV Supply .20705 L/T & .46036 MS/T per man per month overall average.
 Class V Supply .06924 L/T & .0626 MS/T per man per month overall average.
 MS/T - Measurement Ship Tons.
 No allowance has been computed for stowage.

prepared by
 Logistics Planning Branch
 AC/AS, M & S.
 25 Oct 1944
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COMMAND and CONTROL USAAF (VLR)

