
● PSF: Subject File

Carter, J. Franklin
Oct. - Dec. 1944

PSF J.F. Carter folder 3-44

JOHN FRANKLIN CARTER
(Jay Franklin)
1210 NATIONAL PRESS BUILDING
WASHINGTON 4, D. C.

"We, the People"
"The Week in Washington"

Metropolitan 4112
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October 2, 1944

file ~~SECRET~~

MEMORANDUM TO MISS TULLY:

Dear Miss Tully:

Colonel Casteel of the Counter-Intelligence Corps of the Army has asked me for a release, relieving the Army of responsibility for the premises which until recently were utilized for Putzi. Since I have no jurisdiction over the Army, I informed Colonel Casteel that I would take up the matter of release through the White House. In this connection the O.S.S. desires to utilize the premises for a number of weeks, but have not yet dispatched personnel to the property.

Since I do not wish to be put in the position of being personally responsible for property which is entirely unoccupied and unprotected, I would appreciate it if orders were issued to the effect that the Army shall remain in charge until the Office of Strategic Services takes over. Otherwise I might render myself personally liable for very high damages in the event of burglary or arson, both of which are not unknown to the North Virginians.

JFC
J.F.C.

206
THE WHITE HOUSE
WASHINGTON

October 11, 1944.

MEMORANDUM FOR

J. FRANKLIN CARTER:

The President suggests that you might talk with Mr. Crowley about the report on Columbian ore in British Guiana.

Grace G. Tully
Private Secretary

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JOHN FRANKLIN CARTER
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WASHINGTON 4, D. C.

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October 3, 1944.

REPORT ON COLUMBIAN^{UM} ORE IN BRITISH GUIANA.

The attached memorandum may be of urgent importance to our war-effort,
in that the supply of tantalite is low and that Columbian^{UM} Ore is of equivalent
value in providing the alloys for certain components of heavy bombers.

The recommendations represent the combined judgment of this Unit and of
^{appropriate}
the F.E.A. official.
A

JFC
J.F.C.

October 2, 1944

REPORT ON COLUMBIUM ORE IN BRITISH GUIANA

It is reported by Major Art Williams that a new deposit of Columbiu^m ore has been located in the Mazaruni District of British Guiana.

This appears to be the first deposit of any size in the Western Hemisphere.

Columbiu^m alloys are vital to the manufacture of stainless steel, aircraft specialties, and particularly to the ultra-high temperature apparatus used in Fortress and Super-Bombers.

It is stated that while FEA has not been buying Columbiu^m ore, this Agency has been cooperating with Union Carbide and Carbon Corporation to increase U.S. supplies. It is believed that not more than six months' raw and finished stocks are on hand.

Mr. James Baker of FEA is familiar with the geological reports and mineralogical analyses of the British Guiana deposit.

In view of the urgent demand for this ore in B29's, etc., it is recommended that:

1. An engineer from Electrometallurgical Company be sent immediately to British Guiana to get this deposit under control.

2. Major Art Williams, AAF, in Georgetown, British Guiana, should be invited to assist in this undertaking.

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T-305

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3-44*

THE WHITE HOUSE
WASHINGTON

October 11, 1944

MEMORANDUM FOR

ADMIRAL BROWN:

Will you look into this?

F.D.R.

Confidential report on U.S. Navy Commander
(Capt. Tomlinson) at Terceira, Azores, sub-
mitted by J. Franklin Carter, 10-3-44.

WAR DEPARTMENT
WASHINGTON

PSF *G. F. Carter folder*
3-44
Curry

file
October 14, 1944.

The President,
The White House.

Dear Mr. President:

Because of your interest in the attached Technical Series Nos 9 and 10 which you sent to the Ordnance Department, I thought you would like to have the following information with respect to developments in the two fields mentioned in the reports.

The plastic explosive to which reference was made in Technical Series No. 9 has been replaced in production by an improved material, and the manufacture of the one-half pound block to which specific reference was made has been discontinued by the Ordnance people. In addition, the paper originally used for wrapping plastic explosives has been replaced recently by a paper of a quality believed better for this particular purpose. I am told that these changes remove the basis for the complaint set out in report No. 9.

Regarding the possibility of mistaking the magazine release on the M1 carbine with the safety on this weapon, the Ordnance Department reports that this has been recognized for some time. However, 5,500,000 of these carbines have been manufactured and are being used in combat, but only a few complaints of this nature have been received and these only recently. Nevertheless, the desirability of eliminating any possible weakness in our weapons is recognized, and the Ordnance Department has therefore prepared several alternate designs for the carbine in order to effect an improvement. At the present time, these new designs are being tested; and just as soon as the reports from these tests are received, immediate action will be taken.

Sincerely yours,

Henry L. Stimson

Secretary of War.

September 28, 1944

PLASTIC EXPLOSIVE

It is reported that the plastic high explosive known as "C-2," manufactured by the Army Ordnance Department and supplied in rectangular one-half pound packages, is wrapped in an unsuitable paper.

It is stated that demolition and specialized personnel handling this explosive in the field are unable to remove the inside wrapping paper easily from the sticky, fudge-like explosive and are consequently forced to pick it off piece by piece in order to properly mold the contents of three, four, or more packages into a suitable "shaped" charge.

It is recommended that immediate steps be taken to change the character of the wrapping paper to a suitable type which may be easily and readily removed.

September 28, 1944

U.S. CARBINE CALIBRE .30 M-1

It is reported that the location of the safety catch just to the rear of the magazine catch on the M-1 Carbine Calibre .30 has given considerable and serious difficulty in that the user inadvertently releases the magazine when attempting to push the safety catch to the "fire" position.

It is further stated that the "feel" of the magazine catch and the safety catch which projects to the same horizontal level when in the "safe" position is so similar that men with cold hands and under other difficulties in combat, such as wet and darkness, cannot readily distinguish between the two.

It is recommended that immediate steps be taken to modify the safety catch in some manner to make it readily distinguishable and provide a deterrent against inadvertently releasing the magazine which falls out, thus rendering the weapon useless until another can be inserted.

It is recommended in this connection that serious consideration be given to a modification consisting of the addition of a heavily knurled and somewhat pointed crown cap of the same diameter as the circular face of the safety catch and on the right side of the piece.

This modification (fastened, perhaps, by a tapped rivet) would raise the effective height of the safety

'S No. 10

catch in the "safety" position above that of the magazine catch and provide a deterrent to the finger or thumb moving forward to the magazine catch. The narrowed and pointed face of the raised "cap" would further identify the "safety" under all conditions.

T-387:

J.F. Carter folder 3-44

THE WHITE HOUSE
WASHINGTON

September 30, 1944

MEMORANDUM FOR

ARMY ORDNANCE DEPARTMENT:

FOR YOUR INFORMATION.

F.D.R.

Technical Report #9 - Plastic Explosive,
submitted by J. Franklin Carter, 9-28-44.

Also Technical Report #10 - U.S. Carbine
Calibre .30 M-1.

THE WHITE HOUSE
WASHINGTON

September 30, 1944.

MEMORANDUM FOR

ADMIRAL BROWN:

FOR YOUR INFORMATION.

F.D.R.

Technical Report #8 - Life Rafts for
Merchant Vessels - submitted by J.
Franklin Carter, 9-28-44.

**THE WHITE HOUSE
WASHINGTON**

September 29, 1944

MEMORANDUM FOR

GRACE

To handle with somebody.
Whom, I do not know.

F. D. R.

JOHN FRANKLIN CARTER
(Jay Franklin)
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"We, the People"
"The Week in Washington"

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September 28, 1944.

MEMORANDUM FOR MISS TULLY: THREE TECHNICAL REPORTS ("T" PROJECT)

Dear Miss Tully:

Here are three reports on technical subjects ("T" Project), Nos. 8, 9 & 10.

1) Life Rafts for Merchant Vessels. This is an old controversy which threatens to flare into public controversy with possible political effects. The report lists supporting data available in my office if any further evidence is desired. Perhaps Admiral Brown might be interested.

2) Plastic Explosive. A tougher type of paper wrapping is recommended for the plastic high explosive "C-2". This explosive is very sticky and the paper now used is apt to tear, constituting an impediment to its use. Army Ordnance might be interested in this one.

3) U.S. Carbine Calibre .30 M-1. This carbine has one defect which can easily be corrected. The present carbine has the safety-catch and magazine-release too close together and too similar in "feel". As a result, especially in night fighting, personnel are apt to confuse the two and lose their magazines at the moment they are most needed. Corrective devices are outlined, and are simple. Here, too, Army Ordnance might well consider a modification.

J.F.C.

*PSF G.F. Carter folder
3-44*

THE WHITE HOUSE
WASHINGTON

October 25, 1944.

MEMORANDUM FOR

GENERAL WATSON:

TO TAKE UP WITH THE RIGHT
PERSON IN THE ARMY.

F.L.R.

Secret Report from J. Franklin Carter,
10-10-44, on the so-called "Skyhook"
aerial delivery container (T Project
No. 14) with attached memorandum.

PSF J.F. Carter folder 3-44
file

JOHN FRANKLIN CARTER
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October 25, 1944.

MEMORANDUM FOR MISS TULLY: LEAVE FOR SERVICE PERSONNEL.

Dear Miss Tully:

The attached brief report on alleged uncertainties and inequities in leave for service personnel seems to bear on morale. Probably the moral officers of the Army and Navy are fully informed on the specific case reported, but it is hereby forwarded for their information.

JFC
J.F.C.

advised JFC by phone
to take up with Gen.
Arnold or someone in
his office JFB

October 22, 1944

LEAVE FOR SERVICE PERSONNEL

It is reported that there is a serious condition now existing in the Military Services in the matter of granting leave to enlisted and officer personnel. Over two months ago conditions in the Army Air Forces as existing at Ascension Island, a large Air Transport Command Base, were stated to be such that personnel had not been granted any leave for nearly eighteen months.

A recent case is reported, involving a Navy Night Fighter Squadron in training near Newport, Rhode Island, the personnel of which have been refused leave of any kind prior to being sent overseas, even though the majority of the pilots and other personnel had been granted no leave for eighteen months to two years. According to reports, even "weekend passes" are most difficult to get.

The men and officers are said to be unable to get their requests up "through channels" to a point where they might receive some attention. At a loss to understand the "leave policy" of the Services, they are stated to be most disgruntled, with a consequent loss in morale.

It is recommended that the Chief Personnel Officers of the Army Ground Forces, the Army Air Forces, and the Navy be instructed to advise administrative and personnel officers through the commanding officers of all units in

training and stationed in the continental United States as to the conditions and circumstances under which leave will be granted.

It is further recommended that these instructions contain sufficient background material to indicate definitely the policy of the Services in the matter of leave and rotation of duty.

It would appear advisable that this information be prominently posted on bulletin boards.

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T-406

PSF J.F. Carter folder 3-44

**THE WHITE HOUSE
WASHINGTON**

October 25, 1944.

MEMORANDUM FOR

HON. JONATHAN DANIELS:

TO DO WHAT IS NECESSARY.

F.D.R.

Secret Report, 10-19-44, from J. Franklin
Carter re Bishop Keough (Catholic) of
Rhode Island.

T-407

PSF J.F. Carter folder 3-44

THE WHITE HOUSE
WASHINGTON

October 25, 1944.

MEMORANDUM FOR

ADMIRAL BROWN:

TO DO WHAT IS NECESSARY.

F.D.R.

- Secret Reports from J. Franklin Carter,
- 1 - On Radium treated luminous buttons, with attached memo.
 - 2 - On Commander Jack Walsh, U.S.N. at Melville, R.I. with attached memo.
 - 3 - On Antoine Gazda of Providence, R.I. for attention of Sec. of Navy, with attached memo and photograph.

PSF J.F. Carter folder 3-44

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Y

THE WHITE HOUSE
WASHINGTON

October 25, 1944

MEMORANDUM FOR

GENERAL WATSON AND ADMIRAL BROWN:

To find out about this from
the Army and Navy.

F.D.P.

Original memorandum sent to Gen. Watson,
together with the papers listed below
(copy of memo sent to Adm. Brown with the
request to get in touch with Gen. Watson)

2 Technical Series Reports, from J.
Franklin Carter, 10-10-44 -

- #11 - Re alleged obstruction to use of
luminous materials in Navy units,
especially submarines.
- #12 - Re use of explosive gas or smoke to
destroy enemy airplane engines.
- #13 - Re electrically heated casualty
blankets for transporting wounded,
particularly in the air.

BF J.F.C. Freedom 3-44

THE WHITE HOUSE
WASHINGTON

*Show to
J.F.C.*

November 2, 1944.

Returned to the President,
with the confidential information
regarding the attached report of
J. Franklin Carter.

E.M.W.
E.M.W.

Show to J.F.C. 11/17/44



~~SECRET~~

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON 25, D. C.

November 1, 1944

MEMORANDUM FOR GENERAL WATSON:

You will remember the attached papers which you handed me the other day and asked me to let you know what you could say to the President. Since Technical Report No. 11 deals with luminous materials for the Navy, I have not concerned myself with this report.

Technical Series Report No. 12 deals with the use of explosive gas or smoke to destroy enemy internal combustion engines. The New Developments Division of the War Department Special Staff in commenting on this report, points out that the Office of Scientific Research and Development in 1941 at the request of the War Department conducted certain tests along these lines. In addition, the British attempted to use smoke or gas bombs against the German V-1 buzz bomb. The trials showed that it would be impossible to accurately project the required volumes of material to accomplish the mission. The New Developments Division has also pointed out that if smoke or gas could be brought into use as suggested in the Technical Series Report, counter-measures could be easily developed simply by applying a filter such as that used in a gas mask to the fuel systems of engines. The War Department is not familiar with the fact that arrangements are being made to conduct an experiment at Fort Belvoir in the near future.

With regard to the casualty blankets discussed in Report No. 13, the New Developments Division reports that work was begun on April 19, 1944, to develop an electrically heated blanket for use in heavy and very heavy bombardment type airplanes. On October 20, a contract for 210 of these blankets was let and it is expected that they will become available within six weeks. If they prove to be satisfactory, the Air Forces plans to procure them in quantity. However, the Air Forces has made no effort to develop an electrically heated blanket for use in the air evacuation of casualties, since it is believed that the altitude at which hospital aircraft fly is not such as to require the use of such equipment.

Technical Series Report No. 14 deals with the development of a free-falling aerial delivery container and the publicity which has been given to this matter. I have found that the release of information concerning the aerial delivery container was premature and contrary to established policy which precludes publication until there is satisfactory evidence that the enemy knows of the development. To prevent any

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DDO DIR. 5200.9 (9/27/58)

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Date- 8-18-76 JWD

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such release in the future, the Army Air Forces has directed that all articles on the development of the aerial delivery container must be cleared through the Assistant Chief of Air Staff Intelligence. To assure rapid development consistent with other production demands of the Air Forces, a suitable priority has been assigned to this project.

B. W. Davenport

B. W. DAVENPORT,
Lt. Colonel, G. S. C.,
Asst. Secretary, General Staff.

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DDO DIR. 5200.9 (9/27/58)

Date- 8-18-70

Signature- JWD

~~SECRET~~

**THE WHITE HOUSE
WASHINGTON**

October 25, 1944.

MEMORANDUM FOR

GENERAL WATSON AND ADMIRAL BROWN:

To find out about this from
the Army and Navy.

F.D.R.

(Copy of this memorandum and list of the
enclosures has been sent to Admiral
Brown.)

JOHN FRANKLIN CARTER
(Jay Franklin)
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October 10, 1944.

MEMORANDUM FOR MISS TULLY: THREE TECHNICAL REPORTS ("T" PROJECT)

Dear Miss Tully:

Herewith please find three technical reports ("T" Project):

No. 11. Report on alleged obstruction to the use of luminous materials in navy units, especially submarines. This material obviates the use of emergency circuits for some purposes and, although ordered, its employment has been stalled by alleged commercial obstruction in the Naval Research Laboratory.

No. 12. This is an interim report on the use of explosive gas or smoke to destroy enemy airplane engines. Army Ordnance might be interested.

No. 13. This is a report on electrically heated casualty blankets for transporting wounded, particularly in the air. It is recommended that this program be expedited in the interest of saving lives of our service men. The Air Surgeon's Office would appear to be most directly concerned but no procurement has been ordered by the Air Forces, presumably because this is not an operational but a medical problem.


J.F.C.

October 6, 1944

LUMINOUS MATERIAL

It is reported that the value of luminous tape, luminous plastic strips and sheets, as well as other similar accessories which are "activated" by light to a degree which enables them to "glow" with considerable brilliance through many hours of darkness, has only been vaguely recognized by many of the Services.

In spite of the demonstrated value of luminous material on U.S. and foreign merchant vessels, it is reported that the U.S. Navy has for two and one half years delayed actual procurement.

Latest reports indicate that during May, 1944, a procurement for rigid plastic luminous materials meeting Navy Interim Specification No. 17-L-18 for luminous plastic was initiated in the amount of 10,000 sets of 4"x18"x1/16" for use on submarines.

The specifications called, among other things, for a certain brightness after certain elapsed periods after "activation." It is reported, however, that manufacturing companies proceeded to fabricate the material under direct Navy inspection and met all requirements and were ready to make delivery on or about July 12, 1944.

At this time, however, it is stated that the inspector discovered that a brightness test was required and shipped a sample to the Brooklyn Navy Yard. The sample was

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consequently transferred to Anacostia (Naval Research Laboratory) for brightness measurements.

It is reported that prior to and during the manufacturing period both companies continually submitted samples to their own laboratories and to the Bureau of Standards for tests and were satisfied that the material met and exceeded the specified brightness.

However, no report was received from the Naval Research Laboratory until September 13, at which time the material was rejected due to alleged deficiency in brightness.

It is stated that the tests conducted at Anacostia are carried out on a "wide-angle" photometer and that this instrument depends upon visual comparison of brightness by the eye of the operator for the readings given. It is further reported that the method of activation utilized at Anacostia produces such high temperatures in the material as to melt it out of shape.

The method of comparison used is stated to be inaccurate and, further, indeterminate and "antiquated" in view of the accurate photometer equipment giving accurate electrical comparisons by means of a photoelectric cell device which reflects the curve of the dark adapted eye.

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The Navy Yard Laboratory at Anacostia, as well as the Navy Yards at Philadelphia and Washington, are reported to have available this superior photometer equipment. The Bureau of Standards carries out all its measurements on such photo-electric photometer, it is stated.

Repeated laboratory tests of the material fabricated for the above-mentioned procurement are stated to show the luminous plastic to meet in every way the required brightness.

As a consequence, no delivery of the 10,000 pieces of luminous plastic is reported to have been made, material fabricated by the two companies still remaining in the factory. It is stated in this connection that actual, practical tests conducted in a submarine or under simulated conditions would have shown the value of immediate acceptance and use. However, it is stated that no such practical tests have ever been conducted.

It is further reported that a test conducted over a year ago by the Navy on luminous materials was a complete farce in view of the fact that it was held on a brightly moonlit night after which the test group stated that "a white cloth tape would do just as well."

The tests at Anacostia are carried out under the direction of Dr. Dawson, Chief of the Physical Optics

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Division, Naval Research Laboratory.

It is reported further that procurement and use of luminous materials in the U.S. Navy is actually under the thumb of Mr. G.W. Fredericks, a civilian in the Bureau of Ships and a former General Electric (Nela Park) employee.

Current opinion is said to be firm in the belief that the use of luminous materials in the Armed Services has been discouraged by General Electric for the reason that their obvious success would eliminate many emergency circuits and emergency equipments and accessories.

In view of the demonstrated and practical use of luminous markers and accessories, it is recommended that immediate steps be taken to procure and use luminous marking on all types of naval vessels and auxiliaries and that provision be made to immediately establish practical useable standards of luminosity in order that procurement and delivery may be hastened.

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October 6, 1944

SUPPLEMENTARY MEMORANDUM ON
ENGINE DESTRUCTION BY GAS OR SMOKE

Under date of August 21, 1944, a short report on the possibility of destroying the engines of all enemy vehicles, planes, tanks, etc., by internal disruption was submitted. (See copy attached)

It is now noted that according to "The Periscope," in Newsweek, October 2, 1944, "Propaganda Minister Goebbels is energetically promising Nazi officers the early production of a new weapon, describing it as an apparatus which will stall all mechanized equipment and cause planes to crash..."

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August 21, 1944

ENGINE DESTRUCTION BY GAS OR SMOKE

It has been suggested that an effective method of anti-tank defense might consist in the use of land mines and shells containing a smoke which, when drawn in through the air intake of the engine, would, in combination with the engine fuel, explode with violence sufficient to destroy the engine.

It is stated that an old combination of nitrogen tetroxide and gasoline known as "analite" was utilized in World War I in drop bombs. In this connection an experiment to determine the effectiveness of this and other non poisonous gases in combining with gasoline and other fuels to form a suitable high explosive in the combustion chamber has been suggested. Tentative arrangements are being made to conduct a simple experiment of this nature at Fort Belvoir in the near future.

It would appear, however, that this principle has considerable merit and that it would be desirable (if it has not already been proved impractical) to explore it thoroughly. The use of some comparatively harmless gas or smoke to render useless tanks, planes, and all other vehicles powered by internal combustion engines could be a very powerful weapon.

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October 7, 1943

CASUALTY BLANKET (ELECTRICALLY HEATED)

It is reported that, although a project to develop a suitable electrically heated blanket for the use of the Medical Services in transporting wounded (particularly by air) was initiated over thirteen months ago, less than 200 heated blankets have been manufactured to date.

It is further reported that the Air Forces have set up no requirements for such a blanket, either through the Air Surgeon's Office or the Division of Operations, Commitments, and Requirements.

It is further reported that the present few blankets have been procured only by the use of experimental funds and that there is no indication that procurement is to be initiated to provide the quantities of such blankets now desperately needed by the Services.

It is recommended that immediate steps be taken to prepare a final specification on which a rapid procurement program for such blankets may be properly initiated.

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THE WHITE HOUSE
WASHINGTON

October 25, 1944.

MEMORANDUM FOR

GENERAL WATSON:

TO TAKE UP WITH THE RIGHT
PERSON IN THE ARMY.

F. D. R.

JOHN FRANKLIN CARTER

(Jay Franklin)

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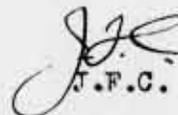
October 10, 1944.

REPORT ON THE SO-CALLED "SKYHOOK" AERIAL DELIVERY CONTAINER. ("T" Project, No. 14)

Here is a point at which a technical device also becomes a political issue.

The "skyhook", as previous reported, is a device for dropping supplies weighing up to 500 pounds per unit, in a special container which falls with a "maple-leaf" effect. This is a means by which supplies can be dropped with precision, where a parachute can drift outside of the target-area. If these "sky-hooks" had been employed, the Polish Underground troops in Warsaw could have been supplied with light machine guns, food and ammunition. Now it seems that the Quartermaster Corps of the Army has published details of the device, which can easily be copied by the enemy, while at the same time the Air Forces have discouraged its development and rigged the tests against it (See attached report, "T" Project August 17).

The recommendation is made that development of this device be expedited and that any published material be prohibited.


J.F.C.

October 10, 1944

"SKYHOOK"

AERIAL DELIVERY CONTAINER

It was reported on August 17, 1944, that an aerial delivery container, which could be dropped from aircraft without the use of a parachute, i.e., a free-fall device, had been developed and was capable of delivering about 50 pounds of supplies. (Copy of report attached)

Recent publicity describing this device, which is known as a "Skyhook," in considerable detail gives the enemy complete knowledge of the existence of the device, as well as its characteristics and design features. In this connection there is attached a copy of a clipping appearing in a New York paper on September 30, 1944.

Similar information appeared in the "Science" column of the New York Times, Sunday, October 8, 1944, and also in Business Week, October 7, 1944.

It is reported that the channel for release of this information was the Air Quartermasters Office at Baltimore. In brief, a description of the skyhook appeared in a restricted Air Quartermasters or Quartermasters publication in July, after which the editor of the Quartermaster Review, a private publication, saw the description of the skyhook in the above restricted Army Bulletin and, desiring to publish it, requested removal of the restriction by the

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Public Relations Office of the Air Forces. Permission was immediately granted and it appeared in the July-August issue of his magazine. The release prepared by Science Service as appearing in the attached clipping is almost a verbatim account of the article appearing in the Quartermaster Review.

It is reported that the problem of dropping supplies to troops, isolated guerillas, or natives has many times been a difficult one because of the visibility of parachutes to the enemy. It is further reported that the need for a "free fall" container to assure unobtrusive aerial delivery is very great.

At the present time the skyhook container is reported to be still under development and test, no actual deliveries having been made for use by the Services as yet. In this connection it is reported that the common practice has generally been to maintain the highest classification until such time as the equipment has actually been in use in the theatres of war for at least one year.

It is recommended that immediate steps be taken to prevent the release of information of this character which might be of assistance to the enemy.

It is further recommended that steps be taken to more properly evaluate the need for continued classification in the higher categories.

~~SECRET~~

C O P Y

C O P Y

August 17, 1944

AERIAL DELIVERY CONTAINER

A free-fall aerial delivery container capable of delivering a maximum of 50 pounds safely on the ground from nominal air speeds of from 120 to 140 miles per hour at altitudes above 600 feet has been successfully tested at Wright Field.

A recent test conducted last Saturday (August 12) under R and D, OSS, was a total failure due to overloading the containers and excessive air speed, as well as complete lack of attention to type of package to be delivered, as well as packing.

~~SECRET~~

New Sky Hook Drops Food, Mail to Troops

By Science Service

WASHINGTON, Sept. 30.—A new device, known as a "sky hook," soon will be dropping supplies of food, medicine and mail from cargo planes to military personnel in isolated spots. It is better for this use than a parachute, since in ordinary winds it will land almost directly beneath the point of release.

Developed by the Materiel Command, Wright Field, the sky hook drops to earth with the floating movement of a winged seed of the maple tree. The moment that the sky hook is released it begins spinning directly toward earth without forward motion. Various models can drop loads ranging in weight from ounces up to 100 pounds. The heavier the load the faster it spins as it drops to the ground.

Sky hooks are made in several models of steel, aluminum and plastics. They look like a woman's large hat box with a wing stuck on one side. They are about 10 inches thick and 18 to 20 inches in diameter. The cargo container is circular in shape with a slightly rounded bottom. It has a capacity of 2.5 cubic feet, or about 17 gallons. Each sky hook has a wing made from spruce or balsam wood, attached to the top of the container. The wings can be quickly removed and are interchangeable among various models.

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plus mail*

JOHN FRANKLIN CARTER
(Jay Franklin)
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PSF: Carter

Metropolitan 4112
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November 2, 1944.

MEMORANDUM FOR MISS TULLY: REPORT ON YOUNG PUTZI.

Dear Miss Tully:

The President might be interested to know that the Army has assigned young Putzi (Egon Hanfstaengl) to an officer's training camp--infantry--in Austrááia. He writes: "I am grateful to the President, who originally showed such generous trust in me. I shall sincerely try to live up to it."

Incidentally, I have told the British Embassy that I have been directed to turn the father's trunks over to them. I did not add that they knew what they could do with them.

J.F.C.
J.F.C.

PSF *J.F. Carter folder* *3-44*
file

JOHN FRANKLIN CARTER
(Jay Franklin)
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SECRET

November 14, 1944.

MEMORANDUM FOR MISS TULLY: TECHNICAL SERIES REPORTS NOS. 18 AND 19.

Dear Miss Tully:

Herewith please find T Project Reports Nos. 18 and 19, as follows:

1) Recommendation that immediate steps be taken to initiate a separate development and production unit for adequate liquid oxygen supply to meet the urgent needs of the Air Forces and Medical services. The present supply is limited by patent and monopoly controls now under scrutiny by the Department of Justice;

2) A recommendation that the Naval Research Laboratory be directed to develop a suitable "dye marker", as described in my report of August 5, 1944.

JFC
J.F.C.

*Advised JFC by phone
to take up with
Army people
KFB*

November 13, 1944

Technical Series Report No. 18

LIQUID OXYGEN

It is reported that, while liquid oxygen is being produced in great quantities in Germany for military and civilian use, production in the United States has hardly passed the pilot-laboratory stage. It is further reported that research activities in the field of possible new uses for liquid oxygen are being intensely carried on by German scientists. It is also reported that Russian production of liquid oxygen, research, as well as present use, closely parallels that of Nazi Germany.

In addition to being available and utilized for high level flight, liquid oxygen is also widely used in Germany for:

1. Lightweight oxygen tanks for medical use, i.e., in place of oxygen tents.
2. Use as fuel in jet-propelled or similar rocket missiles as well as other types of propulsion engines.
3. Small compact oxygen equipment for welding uses.

It is stated that early in the war the practical possibility of utilizing liquid oxygen for high altitude aircraft was explored in the United States. It is stated that the Navy went so far as to order several oxygen-rectifier plants to produce liquid oxygen for use on ship-board, which were never used. It is stated further that

~~SECRET~~

the Army Air Forces made sporadic and unsuccessful attempts to initiate the production and use of liquid oxygen for high altitude flying. In both cases, it is reported, officers on high levels reflected industrial pressure.

In connection with (1) it is further reported that over two years ago the Mayo brothers of Rochester, Minnesota, unsuccessfully attempted to secure the production and release of liquid oxygen in sufficient amounts to equip their hospitals.

It is reported that the above conditions are solely due to the restrictive and obstructionist tactics of the Air Reduction Company and their affiliated associate, Linde Oxygen. These Companies, it is stated, are sole owners of liquid oxygen patents in the United States (U.S. holders of Claude patents), and for this reason the production of liquid oxygen or equipment for making liquid oxygen in the United States is solely dependent on their activities.

It is further reported that research in the United States on liquid oxygen centers around that carried on under the Office of Scientific Research and Development and the National Defense Research Committee, the sole result of which has been to further concentrate the patent holding on new developments in the use of liquid oxygen in the firm of Arthur D. Little, Chemists, of Cambridge, Massachusetts, and the Massachusetts Institute of Technology.

Research and experimentation looking toward the use of liquid oxygen in aircraft and the medical field are

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reported to have been carried on by Mr. John J. Ackerman, 720 Washington Avenue, S.E., Minneapolis, Minnesota, and by Dr. Mathis, formerly of southern Illinois, and now a Lieutenant in the Naval Medical Corps stationed at Patuxent, Maryland. Both these men are stated to be ardent propagandists on the need for the use of liquid oxygen for both military and medical services.

The further development of high-level flight as well as the more efficient operation of military and transport aircraft are dependent on a more adequate oxygen supply. With the use of liquid oxygen it is reported that a wide margin of safety will be afforded aircraft in the matter of oxygen supply, thus enabling them to stay "above the weather" for as long as may be necessary. (Present military and transport aircraft equipped with gaseous oxygen tanks have a comparatively limited supply.) The production and use of liquid oxygen, it is stated, would remedy this vital deficiency.

The parallel need for widespread availability of oxygen supplies to the medical services, both military and civilian, indicates urgent need for a provision that the ~~s~~mall compact liquid oxygen cylinders be utilized. Development of research in jet-propelled planes, rockets, and other missiles as well as the need for lightweight welding equipment further underline the strategic nature of liquid oxygen.

- 4 -

It is reported at the present time that the Department of Justice has the liquid oxygen cartel under investigation.

It is recommended that immediate steps be taken to initiate on a high level a separate development and production unit for adequate liquid oxygen supply in order to fill the urgent need of the Air Forces and Military Medicine.

~~SECRET~~

November 13, 1944

Technical Series Report No. 16

PLANE CRASH DYE MARKER

It is reported that activities promising development of a suitable "dye marker," as described in the report of August 5, 1944, have resulted only in sporadic research by the Navy on the part of a Junior Lieutenant working with personnel in the repair shops at the Naval Air Station, Jacksonville.

It is recommended that immediate action be taken to initiate development through the pilot-model stage, of the simple mechanisms necessary to provide an adequate dye marker for military and transport aircraft flying over water.

It is further recommended that this development be carried on under the direction of the Naval Research Laboratory, acting as the directing agency for both Army and Navy Air Services.

~~SECRET~~

T-420

PSF *J.F. Carter folder*
8-44

THE WHITE HOUSE
WASHINGTON

November 14, 1944.

MEMORANDUM FOR

THE DIRECTOR OF THE BUDGET:

FOR PREPARATION OF REPLY.

F.D.R.

Memorandum for Miss Tully, 11-13-44 from
J. Franklin Carter, requesting extension
of allocation for his unit and "I" project
until June 30, 1945.

THE WHITE HOUSE
WASHINGTON

November 18, 1944.

MEMORANDUM FOR J. FRANKLIN CARTER

In regard to the report on
Putzi, I am enclosing a memorandum,
which is self-explanatory.

Grace G. Tully
Private Secretary



*PST: J. F. Carter folder
3-44*



WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON 25, D. C.

November 18, 1944.

MEMORANDUM FOR MISS TULLY:

When I received your note of November 16 regarding Mr. Carter's memorandum concerning the disposition of funds received from the sale of a piano purchased for Putzi, I asked the Military District of Washington for advice on this subject.

The Military District of Washington does not know the source of the funds which were used to pay for the piano. However, it is thought that Putzi's son made negotiations for the purchase but that the instrument was actually bought with Government money allocated to Mr. Carter. If this is true our people are of the opinion that the remission of the proceeds to Putzi would be impossible.

You will note that Mr. Carter also mentioned Putzi's request for an allotment of \$20.00 a month from his son's pay. I feel quite certain that the Enemy Alien Property Custodian would object to the transfer of this money to Putzi. In any event Army Regulations state that the payment of allotments or dependency benefits to aliens in foreign countries will be governed by Treasury Department regulations.

B. W. Davenport
B. W. DAVENPORT
Lt. Colonel, G. S. C.,
Asst. Secretary, General Staff.

**THE WHITE HOUSE
WASHINGTON**

November 16, 1944

MEMORANDUM FOR COL. DAVENPORT:

I take it from Mr. Carter's memorandum that he, out of government funds, purchased the piano. If this is true, it would be impossible to send the money to our friend as of course it is government property.

G.G.T.

~~SECRET~~

REPORT ON PUTZI HANFSTAENGL

The attached letter just received from Putzi in his British prison camp raises a definite problem. I shall, of course, take up with his son the matter of the requested \$20 a month allotment from the latter's pay. The other request for a sum of money represented by the value of the piano which was purchased out of my own funds for this project, raises a difficulty. Even assuming that I could sell the piano and forward him the money to relieve his present state of destitution, the British Government would be bound to assume that we were continuing to maintain an interest in his present welfare and future status. Since this would raise a matter of major policy, I ask to be directed as to what course you wish me to follow.

JFC
J.F.C.

DECLASSIFIED
By Deputy Archivist of the U.S.
By W. J. Stewart Date MAY 1 1972

COPY

Wednesday, October 26, 1944

Per Air Mail:

Important Business Clause.

Dear John: This letter has been delayed for reasons I leave to your imagination. When I had to leave Washington on Sat. Sept. 23, '44 there was no possibility (!) to telephone you. Accordingly I made Col. Castele promise that he would give you and Sheila my best love etc. etc., adding to it the request for financial help. What I want you to do for me over here is the following: Please communicate with my son Egon or ask him to send me kindly each month the amount of \$20. via you. Should Egon have already sent money, do lose no time to forward it to me c/o P Camp c/o Chief Postal Censor Liverpool.

By the way: If you should be able to sell the Steinway which Egon bought Xmas 1942, please do so and send the money to me. -- As I finally prevailed on Capt. N. to let me have 3 Pounds just before we parted company in Scotland, I should like you to repay him this amount out of the first twenty dollar remittance. Will you kindly thank him in my name when you repay him, and ask him to have all the items sub part III of Inventory, dated Sept. 23, '44 at Bush Hill sent to me. viz. 1 Rain Coat, 1 heavy wind-breaker jacket, 1 pair of Corduroy trousers and miscellaneous personal clothing. 4 suit cases. -- Mr. Davenport will know what I mean.

-2-

It will be unnecessary to comment on the turn matters have taken. Seen in the perspective of two years and three months during which I worked loyally and unremittingly in aid of the cause my son is fighting for, my reinternment seems a rather mediocre finale to a noble beginning. I regret this doubly for the sake of Egon who all along had been so confident that matters concerning his father would be handled in a sportsman-like manner.

With best love to Sheila and the girls

Semper idem

/S/ Ernst Hanfstaengl

3726
lms

*J. F. Carter Freda
3-44*

THE WHITE HOUSE
WASHINGTON

November 22, 1944.

MEMORANDUM FOR

ADMIRAL LAND:

FOR REPORT.

F.D.R.

Secret Report on "Hickman Sea Sled" and Maritime
Commission, dated 11/20/44, sent in by
John Franklin Carter.

BF J.F. Carter folder 3-44

JOHN FRANKLIN CARTER
(Jay Franklin)
1210 NATIONAL PRESS BUILDING
WASHINGTON 4, D. C.

file

"We, the People"
"The Week in Washington"

Important

Metropolitan 4112
Metropolitan 4113

November 22, 1944.

REPORT ON METHOD OF HANDLING TECHNICAL REPORTS ("T" PROJECT)

As a result of recent experience, I think I have found the simplest and most ^{efficient} method for handling the technical reports ("T" Project).

Since I am not myself a technical man, I have a full-time technical assistant, Earle Hiscock, who is an M.I.T. graduate and thoroughly familiar with war-time technical problems and procedure, as well as military procurement methods. Hiscock's reports are forwarded to you only when they indicate that there is an important problem which can and should be dealt with, within a reasonable space of time.

If you will then authorize me to take up a technical report with the indicated agency, I can then locate the appropriate official and discuss the whole thing with him, informally. If, as a result of this talk, it seems that the original report has substantial merit and action can and should be taken, the next step is to forward a copy to the government agency or department involved through channels, with a directive to study and report and take appropriate action. This forwarding of report through channels, after preliminary discussion, enables the right official to act without complicating his paper work by any deviation from prescribed routine.

This procedure protects you and the agency from any confusion which might arise if the official action were taken without first making sure that the technical issues presented not only have real merit but can be dealt with effectively. This also protects my outfit from the danger of mistakes arising from my personal ignorance of technical matters. In this connection, I have laid down the rule that I will not consider touching any technical matter in which anybody in my Unit has a personal interest and that the preliminary report must be ^{reasonably} factually correct and complete.

J.F.C.
J.F.C.

JOHN FRANKLIN CARTER

(Jay Franklin)

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November 21, 1944

Interim Report on Liquid Oxygen ("T" Project)

As directed, the matter of liquid oxygen covered by Technical Series Report No. 18, was taken up with the Army Air Forces. A conference of yesterday with Brigadier General F. H. Smith, of General Arnold's staff, indicated that the production and use of liquid oxygen would have definite military value.

In this case, the best indicated procedure appears to be the direct transmittal of a copy of the Technical Report with accompanying memorandum from you to Mr. Lovett, the Assistant Secretary for Air. A fairly prompt and full report on the present status of production and research in the field of liquid oxygen for the use of the Air Forces would seem to be indicated.

J.F.C.
J.F.C.

~~SECRET~~

November 13, 1944

Technical Series Report No. 18

LIQUID OXYGEN

It is reported that, while liquid oxygen is being produced in great quantities in Germany for military and civilian use, production in the United States has hardly passed the pilot-laboratory stage. It is further reported that research activities in the field of possible new uses for liquid oxygen are being intensely carried on by German scientists. It is also reported that Russian production of liquid oxygen, research, as well as present use, closely parallels that of Nazi Germany.

In addition to being available and utilized for high level flight, liquid oxygen is also widely used in Germany for:

1. Lightweight oxygen tanks for medical use, i.e., in place of oxygen tents.
2. Use as fuel in jet-propelled or similar rocket missiles as well as other types of propulsion engines.
3. Small compact oxygen equipment for welding uses.

It is stated that early in the war the practical possibility of utilizing liquid oxygen for high altitude aircraft was explored in the United States. It is stated that the Navy went so far as to order several oxygen-rectifier plants to produce liquid oxygen for use on shipboard, which were never used. It is stated further that the Army Air Forces made sporadic and

unsuccessful attempts to initiate the production and use of liquid oxygen for high altitude flying. In both cases, it is reported, officers on high levels reflected industrial pressure.

In connection with (1) it is further reported that over two years ago the Mayo brothers of Rochester, Minnesota, unsuccessfully attempted to secure the production and release of liquid oxygen in sufficient amounts to equip their hospitals.

It is reported that the above conditions are solely due to the restrictive and obstructionist tactics of the Air Reduction Company and their affiliated associate, Linde Oxygen. These Companies, it is stated, are sole owners of liquid oxygen patents in the United States (U.S. holders of Claude patents), and for this reason the production of liquid oxygen or equipment for making liquid oxygen in the United States is solely dependent on their activities.

It is further reported that research in the United States on liquid oxygen centers around that carried on under the Office of Scientific Research and Development and the National Defense Research Committee, the sole result of which has been to further concentrate the patent holding on new developments in the use of liquid oxygen in the firm of Arthur D. Little, Chemists, of Cambridge, Massachusetts, and the Massachusetts Institute of Technology.

Research and experimentation looking toward the use of liquid oxygen in aircraft and the medical field are reported to have been carried on by Mr. John J. Ackerman, 720 Washington Avenue, S.E., Minneapolis, Minnesota, and by Dr. Mathis, formerly

of southern Illinois, and now a Lieutenant in the Naval Medical Corps stationed at Patuxent, Maryland. Both these men are stated to be ardent propagandists on the need for the use of liquid oxygen for both military and medical services.

The further development of high-level flight as well as the more efficient operation of military and transport aircraft are dependent on a more adequate oxygen supply. With the use of liquid oxygen it is reported that a wide margin of safety will be afforded aircraft in the matter of oxygen supply, thus enabling them to stay "above the weather" for as long as may be necessary. (Present military and transport aircraft equipped with gaseous oxygen tanks have a comparatively limited supply.) The production and use of liquid oxygen, it is stated, would remedy this vital deficiency.

The parallel need for widespread availability of oxygen supplies to the medical services, both military and civilian, indicates urgent need for a provision that the small compact liquid oxygen cylinders be utilized. Development of research in jet-propelled planes, rockets, and other missiles as well as the need for lightweight welding equipment further underline the strategic nature of liquid oxygen.

It is reported at the present time that the Department of Justice has the liquid oxygen cartel under investigation.

It is recommended that immediate steps be taken to initiate on a high level a separate development and production unit for adequate liquid oxygen supply in order to fill the urgent need of the Air Forces and Military Medicine.

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3-44

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November 27, 1944.

MEMORANDUM FOR MISS TULLY: INTERIM REPORT ON LEAVE FOR SERVICE PERSONNEL.

Dear Miss Tully:

In reference to my report on "Leave for Service Personnel", October 22, 1944, informal discussions at the War Department indicate that this is a policy adopted by Major-General Stephen Henry, G-1. My suggestion is that a copy of the report, herewith attached, should be transmitted to General Henry, with a request for comment.

In this connection, it should be noted that this matter also affects the morale of Navy personnel.

JFC
J.F.C.

(Report given to Gen Watson
12-1, to take up with War
dept)

PSF J.F. Carter folder
3-44

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November 27, 1944.

MEMORANDUM FOR MISS TULLY: INTERIM REPORT ON AMERICAN TANK SITUATION.

Dear Miss Tully:

The attached clipping from the "Washington Post", November 25, 1944, "Yanks Win Fierce Tank Battle etc"(continuation on the reverse of clipping), gives melancholy confirmation of this Unit's three reports on the subject of deficiencies in current procurement of American Army tanks (Copies herewith attached).

It now seems that American Sherman tanks of early 1943 design are being sent into action against German Super-Tiger Tanks, which out-armor and out-gun them.

It is suggested that inquiry be made of the War Department as to official responsibility for this situation.

JFK.
J.F.C.

(Report given to Gen. Brentnall, 12-1
to take up with War Dept)

PSF *J.F. Carter folder* *3-44*
file
personal

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~~SECRET~~

November 27, 1944.

REPORT ON "RADIO TRANSMITTER--SEALED MERCURY VAPOR TURBINE" ("T" PROJECT, No. 20)

Here is a remarkable development in radio transmission, which seems to have been promoted by the Navy's Bureau of Ships, Radio Section, which ought to be accelerated.

This device has been held in the laboratory stage for more than a year. It seems to have unique advantages for airway communication and intelligence service. It ought to be given pilot-model development and field tests.

The Federal Telephone and Radio Corporation Laboratories, Newark, N.J., are said to have factory models.

I recommend that, since the Navy Department does not seem to be interested in its further development, the Office of the Secretary of War shall be requested to initiate comprehensive tests and development, in coordination with other military and civilian governmental agencies which may be interested in this device.

J.F.C.
J.F.C.

(Report given to Gen. Summ. 12-1, to take up with Navy Dept.)

PSF J.F. Carter folder
file
presmt 11-44

THE WHITE HOUSE
WASHINGTON

November 27, 1944.

MEMORANDUM FOR

JOHN FRANKLIN CARTER

In re "Report on Myers
Device for Resonant Jet
Propulsion", the President
suggests this be taken up with
General Arnold.

Grace G. Tully
PRIVATE SECRETARY

JOHN FRANKLIN CARTER

(Jay Franklin)

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~~SECRET~~

November 15, 1944.

REPORT ON MYERS DEVICE FOR RESONANT JET PROPULSION ("T" SERIES NO. 19)

This Myers engine has been kicked around the Government since April of 1941 and yet, in the opinion of competent technicians, it represents the most efficient form of jet-propulsion yet developed. At one time, the War Department put it in the "Secret" classification but later removed restrictions so as to facilitate W.P.B. development. The usual skulduggery has resulted in the usual run-around, failure to complete tests, niggling over contracts and so forth.

It is seriously recommended that you request Dr. Arthur H. Compton of Chicago or some equally high-level research technologist to study this report and, in conference with those who can inform him of the details of present development and performance (Mr. E.S.Roberts and Mr. E.B.Myers--the latter being the inventor), make final decision on whether to complete this development or release it to the inventor for private exploitation.

In this connection, Dave Niles has remained in contact with the Myers device and is competent to supervise any high-level administrative decisions required to expedite action and decision.

JFC.
J.F.C.

November 15, 1944

Technical Series Report No. 19

JET PROPULSION BY RESONANT COMBUSTION

Recent developments surrounding research conducted by engineers, referred to in previous reports of June 29 and July 6, 1944, on Long Range Missiles and Rocket Development, are stated to demonstrate the principle of a vastly superior type of jet propulsion operating on resonant combustion principles.

It is reported by the inventor, Elman B. Myers, that, although the general principle of his new device is essentially similar to that utilized in the German V-1 robot bomb, its efficiency and therefore its potentialities for utilization as a destructive missile weapon are immeasurably greater. It is stated, further, that this efficiency even in crude test models is over 15 per cent whereas the best efficiency demonstrated by the General Electric jet propulsion device is less than 12 per cent.

It is further reported that even with repeated tests and research demonstrations of captured V-1 propulsion mechanisms and fabricated American models thereof the best research minds have failed to comprehend the fundamental principles of cyclic pulsating propulsion.

It is further stated that tentative demonstrations and arrangements made under the auspices of comparatively lower level groups of the Navy and the National Defense Research Committee resulted in the development of

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obstructionist tactics and the creation of required performance conditions of virtually impossible attainment. It is stated that these tactics were the direct result of industrial pressure and exerted with a view to restricting the field of development to certain fuels and types of propulsive devices.

The inventor has prepared a brief mathematically demonstrating the resonant sine wave combustion principle in cylindrical pipes showing that peak efficiency of this type of combustion is attained by "tuning" to resonance and maintaining resonance during operation.

The inventor also touches on a matter pertinent to a previous report entitled Engine Destruction by Gas or Smoke submitted August 21, 1944. He states in his brief under the heading "Detonation" that "Nitrous oxide (Ethyl nitride) can be mixed with gasoline in any desired proportion. The resulting mixtures when used in resonant sine wave combustion will produce detonation. The rate of burning can be controlled by the quantity of Ethyl nitride used in the mixture."

It is stated that any reasonable number of propulsion tubes can be operated in multiple, thereby giving increased power which is further enhanced by the supercharging of intake air induced by the "ram" effect during flight.

It is reported that the inventor is of the considered opinion that the Germans have not yet hit upon this principle

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of "resonant combustion" in either V-1 or V-2 missile weapons. It is further stated that the inventor is of the opinion that, when and if the Germans discover the relatively high efficiency of resonant combustion, they will construct missile weapons of great and extended range, velocity, and weight.

There are presently being carried on conversations between the inventor and Mr. Andrew Higgins of New Orleans, which may result in the construction of one or two demonstration resonant propulsion engines by his Company in order that there may be immediate practical proof of their superior efficiency.

It would appear, however, that, in view of the specialized nature of the knowledge needed for successful construction of this type of resonant jet propulsion unit, steps should be taken to coördinate the knowledge of all persons competent to speak in this field.

To this end it is recommended that Dr. Arthur H. Compton of Chicago, now consultant in other highly secret high-level research matters, be requested to confer with Mr. E.S. Roberts, consulting engineer in this field, and Mr. Elman B. Myers.

It is further recommended that, if preliminary discussions so indicate, authority be granted Dr. Compton to hold a coördinating conference to bring together all

- 4 -

military and civilian persons having actual knowledge from past research and experimentation in the field of jet propulsion on the basis of which full impetus may be given to the development of resonant propulsion engines.

~~SECRET~~

THE WHITE HOUSE
WASHINGTON

December 5, 1944.

MEMORANDUM FOR
AUDREY TURNER

Telephone to Carter and
suggest that he take this matter
up with Mr. Krug.

G. G. T.

*PSF J.F. Carter folder
3-44*

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~~SECRET~~

December 4, 1944.

MEMORANDUM FOR MISS TULLY: REPORT ON ARMY AND NAVY SHOES ("T" SERIES No. 21)

Dear Miss Tully:

In every war, the question of shoes becomes important.

Here seems to be a device for improving military and naval footwear, which calls for some decision since the process was developed with government funds. The position of United Shoe Machinery in discouraging this process may easily be exaggerated but my judgment is that the report should be referred to Mr. Krug of the W.P.B. to look into the facts. If authorized I will see Krug about it. The facts as reported do not indicate any scandal but do seem to call for further investigation and action on a high level if the investigation substantiates the report.

J.F.C.

*Advised J. Franklin
Carter, as per attached memo,
12-6-44.*

December 1, 1944

SHOES FOR THE ARMY AND THE NAVY

It is reported that serious and continuing difficulties are being encountered by the military services with respect to the issue of shoes having soles of synthetic rubber or like non-leather material.

It is stated that the difficulties surround the fastening of the lower sole to the so-called "mid-sole" and consist mainly of the "billowing" and "bellowing" of the lower synthetic sole in its main wearing area. This condition is stated to be due to the inability of present shoe manufacturing processes to fasten the lower soles to the mid-soles by any other means than sewing or by nails.

It is further reported that this condition became so serious with procurements of Navy-issue shoes that a conference of rubber and shoe manufacturers was held in the Mid-West during June of this year for the purpose of arriving at a possible solution of this problem. It is further reported that the results of this conference consisted mainly of comparatively minor changes in Navy specifications for shoes.

It is further reported that for about nine months, however, there has been available a process for readily vulcanizing rubber, synthetic rubber, or other non-leather materials having a rubber-like base to leather mid-soles.

~~SECRET~~

This process, it is also stated, in its broad phases enables shoes to be fabricated by means of vulcanization of the upper to the welt, the welt to the mid-sole, and the main sole to the mid-sole, thus producing a shoe which is so tightly stuck together that it is for all intents and purposes one piece when finished.

This process, however, it is reported, so vitally affects the future of the shoe machinery business, i.e., the United Shoe Machinery Corporation, who have some twenty-eight patents on the fabrication of shoes by sewing and like methods (and manufacture the machines for carrying out these processes) that high-level opposition to the introduction of the vulcanization method has developed.

It is reported that this obstructionism has taken the form of denial that present fabrication methods have resulted in loose or bellowing soles and the firm and reiterated statement that no difficulties of any magnitude have been encountered under actual service conditions with Army and Navy shoes.

It is reported that the inventor of the vulcanization process, Mr. Leon Conant, doing business at 133 Marlborough Street, Boston, Massachusetts, is presently manufacturing 300 pairs of test shoes for the Research and Development Division of the Quartermaster Corps.

It is further stated that Mr. Conant has encountered considerable and continued obstruction from personnel in the

lower echelons of the Research and Development Division of the Quartermaster Corps. It is further stated that in most cases key personnel in cognizant sections of the Army and Navy are either former United Shoe Machinery Corporation employees or officials, who, consequently, continue to reflect the attitude as above cited.

It is further reported that the difficulties with service shoes became a subject for the review of the Truman Committee, which is said to have found urgent need for improvement of shoe fabrication methods to better withstand the rigors of global warfare and to generally improve the military shoe.

The 300 pairs of sample test shoes now being manufactured are stated to be available only because the National Inventors Council granted \$4,000 for the use of the inventor to demonstrate the efficacy of his process. This grant, it is reported, would not have been made were it not for the intercession of Brigadier General Walter A. Wood of the Staff of General Somervell of the Army Service Forces.

It is reported that General Wood, during an extended tour of the Southwest Pacific, found that the need for improvement in service footwear was urgent. There is, it is stated, at the present time no concurrence as to the need for improvement by Colonel Georges Doriot, Chief of the Research and Development Division of the Quartermaster Corps under Major General Gregory. It is stated that this opinion

File 6195
Jones, 80

is based on samples of shoes picked up by Quartermaster scouts in the various theatres, who are said to report difficulties with loose heels but no loose or bellowing soles. It is reported, however, that the samples picked up do not represent the true situation.

In view of the over-all nature of the shoe problem and its effect on the military services it is recommended that independent steps be taken to secure accurate factual information and samples of Navy and Army shoes after extended service.

It is further recommended that steps be taken to coordinate Army and Navy procurement and technical information in the shoe procurement field, with particular efforts also toward a joint participation in the tests to be carried out by the Research and Development Branch of the Quartermaster Corps on the 300 pairs of vulcanized shoes now being fabricated.

It is further recommended that steps be taken to assure that these tests are fairly and promptly conducted in order that findings of actual fact as to the merit of the new type of construction may be expeditiously reached.

T-446

*PSF J.F. Carter folder
3-44*

THE WHITE HOUSE
WASHINGTON

December 7, 1944.

MEMORANDUM FOR

DR. McINTIRE:

FOR YOUR INFORMATION.

F.D.R.

Report on alleged inadequacies in our
preparations for bacteriological warfare,
submitted by J. Franklin Carter, 12-6-44
("P" Series No. 23)

← PSF J. F. Carter folder
3-44
JFC

THE WHITE HOUSE
WASHINGTON

December 9, 1944

MEMORANDUM FOR

VICE ADMIRAL LAND

In compliance with the request
in your letter of November twenty-eighth,
I am enclosing the Hickman Sea Sled re-
port for examination and consideration by
the U. S. Maritime Commission.

M. C. LATTA
Executive Clerk

Report submitted by
John Frankham Carter
October 25, 1944

MEMORANDUM
THE WHITE HOUSE

Memorandum for Vice Admiral
Rand:

~~I am enclosing~~
I am complying with
the request in your letter of
Nov 28th. I am enclosing
herewith the reports
Hickman Sea sled report
for examination and considera-
tion by the U.S. Maritime
Commission.

WOT

THE WHITE HOUSE
WASHINGTON

November 30, 1944

Memorandum of October 25th to
Miss Tully, submitting report on
Hickman Sea Sled, in Miss Turner's
files with following pencil notation:
"Advised J.F.C. by phone to take up
with Maritime Commission. D.J.B."

Audrey
OK to let
Admiral Land have
this report on Hickman
Sea Sled
Grace

WASHINGTON
THE WHITE HOUSE

UNITED STATES MARITIME COMMISSION
WASHINGTON

THE WHITE HOUSE
Nov 30 8 37 AM '44
RECEIVED

OFFICE OF THE CHAIRMAN

November 28, 1944

The President of the United States
The White House
Washington, D.C.

Dear Mr. President:

The receipt is acknowledged of your memorandum of November 22, 1944 with which you enclosed letter of November 20th from Mr. John Franklin Carter relative to the Hickman Sea Sled.

It is requested that a copy of the Hickman Sea Sled report be forwarded to the Maritime Commission for examination and consideration.

Sincerely yours,



E. S. Land
Chairman

THE WHITE HOUSE
WASHINGTON

December 14, 1944.

MEMORANDUM FOR

AUDREY

Will you please call Mr.
Carter and suggest that he take
up this matter with Admiral Brown?

G. G. T.

*Advised J. Franklin
Carter, 12-15-44
A.C.T.*

PSF J.F. Carter folder 3-44

JOHN FRANKLIN CARTER
(Jay Franklin)
1210 NATIONAL PRESS BUILDING
WASHINGTON 4, D. C.

"We, the People"
"The Week in Washington"

Metropolitan 4112
Metropolitan 4113

~~SECRET~~

December 12, 1944.

MEMORANDUM FOR MISS TULLY: NAVY PROCUREMENT OF SHARK-REPELLENT DEVICES.

Dear Miss Tully:

The attached interim report (Technical Series No. 24) indicates a curious discrepancy between Army Air Force and Navy procurement on the tested shark-repellant devices developed and tested, as per previous reports. Where the Air Forces have ordered 135,000 shark chaser units and have distributed 14,000 units, the Navy has ordered a total of 5,500 and has allowed these to go unutilized by ~~it~~ refraining from having them inspected.

JFC
J.F.C.

December 5, 1944

SERVICE PROCUREMENT OF "SHARK CHASER"

It is reported that in spite of the fact that an effective "shark chaser" has been developed by the Navy, the Army Air Forces are more active in utilizing this survival accessory. In this connection it is reported that bids were opened by the Army Air Forces at Wright Field last week for 135,000 shark chaser units.

Further, it is stated that of the 18,000 units the Army Air Forces had on order as of the first of October 14,000 already have been distributed. The additional 4,000 are stated to be now ready for distribution and use.

In contrast, reports indicate that the Navy, which as of the first of October ordered a total of 5,500, has allowed these units to remain uninspected at the factory for the past six weeks. It is reported that no delivery for use by naval personnel can be made until this short inspection is made.

Further, it is stated, the Navy shows no indication of intent to procure any additional units in the near future, having merely asked for quotations on 15,000 to 150,000.

A recent Associated Press account of survivors' encounter with sharks is attached.

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Survivors Reach U.S. With Hardship Tales Of Gambier Bay

SAN FRANCISCO, Dec. 2.—Sharks and thirst took the lives of some of the American seamen who survived Japanese fire in the October 25 sea battle off the Philippines, their comrades disclosed on arrival here.

Wearing borrowed uniforms and broad grins, 3,300 of the men whose ships went down before the Japanese fleet was routed in that famed battle landed in San Francisco yesterday.

Many of the men were among the 770 survivors of the escort carrier, Gambier Bay, sunk off Samar by enemy shells and others were from the destroyers Hoel and Johnston and the destroyer escort Santee.

Tales of the bliss of death and close escape from hungry sharks of thirst and finally of rescue after two days on the sea were recounted by officers and enlisted men who poured down the gangplank as a Navy band played "Anchors Aweigh" and waiting wives screamed a welcome to their husbands.

Two men were grabbed by sharks as they leaped from the doomed Gambier Bay and others were so tempted by thirst as they bobbed on rafts that they swallowed sea water, sickened and died.

Ship Sank in 50 Minutes.

The Gambier Bay, among a group of American escort carriers and destroyers which were confronted by enemy battleships and cruisers off Samar, was hit by shells at 8:10 a.m., ordered abandoned at 8:50 and went down at 9 o'clock.

Some survivors were in the water more than 40 hours before being picked up from the rafts 40 miles from the Philippines.

Some eyewitnesses:

Capt. Walter V. R. Vieweg, Elmira, N. Y., Gambier Bay commanding officer who corroborated accounts of sharks killing two men.

He acted as doctor and chaplain for my group of rubber rafts. We buried some of the men whose men who died of injuries received in the fight. We recited the Lord's Prayer.

Henry Pyzdrowski, Pittsburgh, whose plane was unable to take on.

swam for an hour until I came to a raft. There were too many of us for the raft so we took turns riding and hanging onto the edge.

Critical of Jap Marksmanship.

Et. W. F. Cordiner, Cranford, N. J., fire control of the Jap ships stinks. They should have got us a long time before they did.

THIS DOCUMENT IS THE BEST AVAILABLE. EVERY TECHNICAL EFFORT HAS BEEN TAKEN TO INSURE LEGIBILITY.

Washington Post December 12th, 1944

Shark-Scaring Planes Save Sub Victims

COLOMBO, Ceylon, Dec. 11.—The crews of three Ceylon-based flying boats, who dived their Catalinas almost into the sea to frighten away man-eating sharks, were credited today with saving the lives of 23 American merchant seamen after their ship was torpedoed by Jap submarines.

One Catalina was piloted by Flight Lieut. Stead McKinney, Woodstock, Ont. Unable to land because of heavy seas, he circled through the night after dropping life preservers, rafts and food.

In the morning two other Catalinas arrived and kept watch until a naval ship arrived the following day and rescued the seamen.

~~SECRET~~

*PSF J.F. Carter folder
3-44*

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December 15, 1944.

MEMORANDUM FOR MISS TULLY: INTERIM REPORT ON AIR SEA RESCUE ("T" SERIES NO. 25)

Dear Miss Tully:

The attached report (Technical Series No. 25) calls attention to a continuing condition in the work of the Air Sea Rescue Agency, U.S. Coast Guard, which causes concern. The specific suggestion is offered, that a naval officer of reasonably high rank and flying experience be assigned together with an Army Air Force officer of similar qualifications to investigate. It is also suggested that this investigation should maintain appropriate liaison with the Judge Advocate General's Office of the Navy.

J.F.C.
J.F.C.

*(Suggested to Mr. Carter to
take this up with Adm. Brown, 12-18,
as per Miss Tully's instructions
A.C.T.)*

December 14, 1944

AIR SEA RESCUE AGENCY, U.S. COAST GUARD

The above Agency, considered the logical successor to the activities initiated under Joint Chiefs of Staff Memorandum No. 58¹ for the purpose of better coördinating all activities regarding rescue techniques, equipment, and operations, is reported to have failed to all intents and purposes in carrying out these activities.

It is further reported that the limitations placed on this Agency by the instructions of the Joint Chiefs of Staff and over the signature of Admiral J.E. King, Commander-in-Chief, U.S. Fleet, have resulted in no activity beyond that of the merest recommendatory character.

It is stated that the inactivity of this Agency combined with the lack of direction, initiative, and foresight in carrying forward the wartime responsibilities of the old Bureau of Marine Inspection and Navigation now under

1. The responsibility for carrying out the provisions of Joint Chiefs of Staff Memorandum No. 58 was assigned to the Navy Department. As a consequence, in May, 1943, the Chief of Naval Operations directed Rear Admiral Julius Furer, Coördinator of Research and Development, USN, to direct the work. After about nine months of operation under his direction, which showed no initiative, courage, or foresight in dealing with problems involving urgently needed improvements in rescue equipment and techniques for the Army Air Forces, Army Ground Forces, and the Navy, the Joint Chiefs of Staff directed the transfer of responsibility to the Commandant, U.S. Coast Guard in February, 1944. (See latest report on the quick release parachute harness, August 23, 1944.)

~~SECRET~~

the direction of Vice Admiral R.R. Waesche, Commandant, U.S. Coast Guard, have resulted in continued obstructionist and status quo tactics over a period of two years in connection with, among other things:

1. Life rafts for merchant vessels.
2. Life floats for all vessels (military transports, naval combat craft and merchant vessels).
3. Improved lifeboats having superior capacity and sailing qualities.
4. Improvements in Mae West type vests for Army and Navy Air Forces and amphibious operations.
5. Improvements in rubber rafts and rescue gear for the use of aircraft personnel.
6. The adoption and use of a quick release parachute harness.

It is further reported that the continued procurement for use on merchant vessels of the so-called "lifesaving suit" (previously reported) by the hundreds of thousands not only wastes manpower and materials but continues to be a hazard and dangerous to life. It is also reported that no development of lightweight "exposure suits" for merchant seamen has taken place.

In the interim it is stated no activity looking toward a progressive approach to the development or the improvement of operational techniques has taken place.

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As recently as two weeks ago independent Air Sea Rescue developments were being attempted by naval officer personnel at various stations with a view to remedying what "all hands" can see as a bad situation.

The functioning of the Air Sea Rescue Agency through the Navy, Army, and Air Forces Committee as recited on the inside cover of the attached Air Sea Rescue Bulletin for October, 1944, is stated to be a perfect example of "galloping in place."

As recently as a month ago, in spite of the blanket order of Admiral J.E. King of August 25, 1944, to coordinate for Air Sea Rescue purposes all military facilities in the Continental United States and environs, Army Air Force personnel forced to bail out of a B-29 over the Gulf of Mexico were allowed to drown without any attempt for over three hours to initiate the dispatch of rescue craft.

Admiral King's order, addressed to the Commanders of all Sea Frontiers (Eastern Sea Frontier, Western Sea Frontier, Gulf Sea Frontier, etc.), sets forth that the Commanders of these Frontiers will initiate coordinating activities looking toward adequate operational communication and coordinated rescue activities utilizing all equipment available. It is reported that in the Gulf, as well as in the East~~ern~~ Sea Frontier, no dissemination of instructions

~~SECRET~~

or high-level activity looking toward proper indoctrination has taken place. It does not appear, further, that with the exception of the San Diego-San Francisco Area that any interest or aggressive action has been taken.

It is recommended that a Naval officer of reasonably high rank and with flying experience be assigned together with an Army Air Force officer of similar background to make an investigation. It would appear most desirable that these officers have the full cooperation of the Judge Advocate General's Office of the Navy to determine future proceedings looking toward adequate correction of the conditions cited, by military court martial if necessary.

~~SECRET~~

N A V Y D E P A R T M E N T
OFFICE OF COORDINATOR OF RESEARCH AND DEVELOPMENT

May 12, 1943

NOTICE REGARDING EMERGENCY RESCUE EQUIPMENT

The Navy Department has been directed by the Joint Chiefs of Staff to undertake the following responsibilities in the field of Emergency Rescue Equipment:

- (1) Coordinating the work of Service and other governmental agencies concerned with methods, techniques and procedures for emergency rescue or with research, development, and production of emergency rescue equipment.
- (2) Assembling, evaluating and disseminating to such agencies information relating to these matters and recommending appropriate action in connection therewith.
- (3) Maintaining liaison with agencies of other United Nations (such as the British Ministry of Air-Sea Rescue) concerned with these matters.

The implementation of this program has been assigned to the Coordinator of Research and Development who will have the assistance and advice of a Liaison Committee on Emergency Rescue Equipment composed of representatives of the Army Air Forces, Army Ground Forces, Office of Scientific Research and Development, Office of Strategic Services, and Maritime Commission. He will obtain advice and assistance from various Naval activities either directly or through the Naval Research and Development Board.

At the first meeting of the Committee the adopted definition of Emergency Rescue Equipment was "As used in this Directive, the phrase 'emergency rescue equipment' includes all materials, devices and