From: Commander Aircraft, Base Force.
To: Commander in Chief, U.S. Fleet.
Via: Commander Base Force.

Subject: Amelia Earhart, round-the-world flight of.

Reference: (a) Opnav Conf. letter Op-30-2-ZIR (SC) A21-5
serial 4274 Doc. No. 7854 of 11 November 1936.
(b) Circular Conf. letter A21/6580 of 19 November 1936 with Commander Conf. 1st Lynderman
A21/6017 of 20 November 1936.

1. The model PBY-1 airplane lands itself to the refueling use discussed in the inclosure to reference (a), since no additional tank need be installed, convenient drain outlets are available for attaching fueling hoses, and a bottom hatch, designed for a rear tunnel gun mount, is available through which the hose (a) may be lowered and controlled. Execution of a refueling scheme will require making up the necessary hoses with control valves, ventor line, and probably a suitable reel, similar to a target reel, to assist in raising and lowering. Because of further delivery delays, it is not expected that the first detachment of VS Squadron HX-V will have completed its ferry flight to Pearl Harbor with six PBY-1 airplanes just after 15 January 1936.

2. The chief factor attending the feasibility of the proposed plan is the availability of the aircraft. The task of the refueling plane is simply to fly a straight course, at steady speed, in a shallow glide. How- ever, the plane being refueled must fly a very precise formation underneath the refueling plane during the entire period of contact and must follow special procedures for approach and departure to avoid fouling of the hose in the propeller or with any other part of lower airplane. Since refueling has been conducted by units of Aircraft, Base Force, a few years ago, and a definite procedure established and since the flying requirements differ in no respect from those regularly met in the daily tactical employment of any squadron, no concern is raised regarding the ability of this force to handle this problem. The ability of the pilot (s) of the refueling plane has not been demonstrated.

since this phase of flying is not ordinarily practiced by, or included in the training of, civilian or commercial aviators it is reasonable to assume that considerable special training will be required to assure the success of the undertaking. It is considered that this training should not be at the expense of the navy either in cost of time of pilots and airplanes, but that it should be obtained commercially. When in the future, as a result of training with commercial planes and pilots, the crew of the planes to be refuel- ed should finally rehearse with the navy crew and plane.

2. Funds for gasoline and oil allowances of fuel oil require greatest economy in operations in order to carry out fleet employment schedules. Special operations, such as that proposed herewith, must be financed by special allotments. Accordingly, if approval of navy participation is to be given, the following additional funds and allow- ances are requested:

(a) Aviation Navy - $1,000 (to cover cost of gasoline and oil consumed by navy aircraft).
(b) 900 barrels of fuel oil and additional 2500 steaming miles for APV.

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